

**MEPC**

**Project Hillington,  
Hillington Park**

**Sustainable Transport Strategy**

**May 2014**

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## **1 INTRODUCTION AND SUMMARY**

- 1.1 Vectos is retained by MEPC to provide Transport advice in support of a Simplified Planning Zones (SPZ) for Hillington Park.
- 1.2 The site lies between Glasgow and Renfrewshire, to the south of M8 and north of the train line. The site comprises the largest mixed business and industrial park in Scotland.
- 1.3 An SPZ has been proposed at Hillington Park. It will create an employment led redevelopment, providing choice and quick delivery for businesses considering locating in this part of Scotland.
- 1.4 The aim is to encourage employment growth as well as providing bespoke space quickly, there is much potential for Hillington Park to provide an environment and accessibility that is increasingly attractive.
- 1.5 There is significant potential to enhance the existing characteristics of the Park so that transport choice improves.
- 1.6 We have been advised, although this is not yet demonstrated by the Hillington Park team, that the M8 and Junction 26 will be at capacity once committed development is taken into account. This should not stifle economic development, including growth at Hillington Park.
- 1.7 Nevertheless, Hillington Park will be more attractive if the Park can introduce initiatives to achieve mode shift away from the car at peak periods. Achieving this is also consistent with sustainability aims. The opportunity is substantial at Hillington Park given its excellent transport links and current travel patterns.
- 1.8 This document touches on some of the initiatives that may be introduced. It considers traditional and also new technology. In some cases there are 'wow' factor, or 'new', initiatives. These are not all a panacea for mode shift, but complementary measures that will also raise awareness of the aims and effort being applied by Hillington Park.
- 1.9 This document also considers the fact that MEPC have been engaging with Scottish Enterprise on the Mobility Integrator Challenge Programme. This may provide an opportunity to engage with a range of companies to promote Hillington Park as a living laboratory for smart, integrated mobility initiatives. These initiatives will combine under a single vision for development at the site, to provide a more sustainable, inclusive mobility for

the area; creating jobs and acting as a hub for Scottish investment in smart mobility solutions. The intention is to create a THISTLE centre of excellence and innovation for like-minded companies to locate and/or invest in the site.

## **Future Cities: Glasgow**

- 1.10 Glasgow City is already pursuing a new technology and management approach to life in the City. It beat 29 other cities to win funding (£24m) for the Future City programme in a competition run by the Technology Strategy Board, the UK's innovation agency.



- 1.11 The aim of the programme is to demonstrate how technology can make life in the city smarter, safer and more sustainable.
- 1.12 The projects address health, safety and sustainability through the use of open data, apps, and portals.
- 1.13 Amongst other programmes is the Active Travel Demonstrator. The aim is to increase journeys made on foot or bicycle and so cut emissions, improve air quality, aid health and deal with obesity. This is consistent with the aims at Hillington Park.
- 1.14 This is an app based programme to assist people with finding the most appropriate and easiest routes. It also explores the opportunity for linking this with intuitive street lights (i.e., street lights that get brighter as one approaches).

- 1.15 The Social Transport Project explores how technology assists with a demand responsive transport service. This is also consistent with the potential delivery of measures at Hillington Park. This involves route optimisation, real time information to avoid unnecessary travel, and cuts in congestion and pollution.
- 1.16 The investment in time and money that Glasgow and Central Government is making to explore these measures demonstrates confidence, and a firm belief, in the practical value of these measures and this type of approach to transport.
- 1.17 In this context it is reasonable for Hillington Park to expect that a similar approach will have a demonstrable effect on travel demand by mode.

### Transport Connections

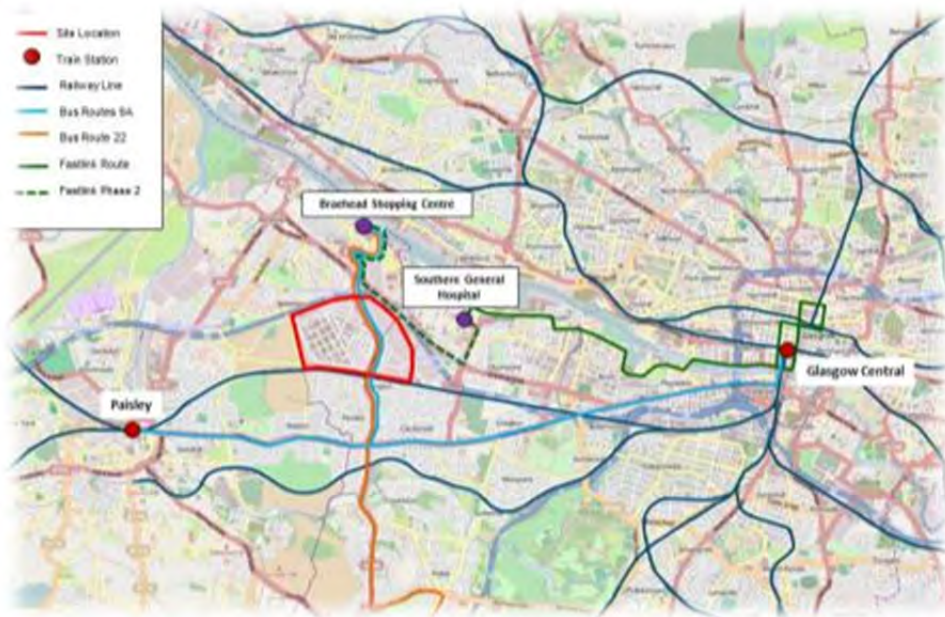
- 1.18 Hillington Park is already very well connected to a plethora of travel networks, as shown below in the Public Transport Facilities Plan and the Connectivity of Hillington Park.

#### Public Transport Facilities Plan



1.19 Furthermore, there are onward connections from easy to reach destinations such as Braehead and the City Centre. In particular, the Bus Rapid Transit route will be in place in Glasgow in 2015 and is predicted to be extended to Braehead. There is already a bus service from Hillington Park to Braehead which takes 7 minutes, and which runs at a frequency of one bus every 30 minutes during the daytime.

**Connectivity of Hillington Park**



**Glasgow ‘Fastlink’ – Bus Rapid Transit System**



- 1.20 Having said this, there is room for improvement at Hillington so that better use is made of this excellent location. This is particularly in terms of the attractiveness of moving around this large site, and also in terms of the day to day social facilities on offer.
- 1.21 Achieving this improvement will have a direct effect on the propensity for employees to choose sustainable and socially inclusive travel methods. The holy grail will be to find that the 'sustainable travel measures' cause a sufficient shift in demands that there is no additional pressure on the Transport Scotland highway network as a result of the SPZ.
- 1.22 This report considers the potential for that through these potential measures and management.

## **Summary**

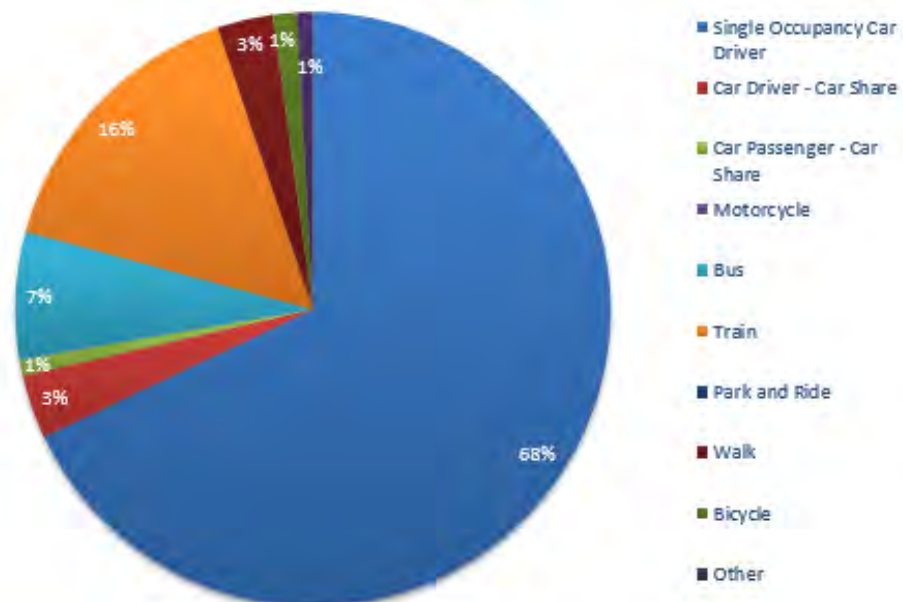
- 1.23 Implementing all or part of the measures touched on in this document or by achieving success with the THISTLE proposal will have an effect on travel demand. These measures are encouraged by Scottish policy, and Renfrewshire Council and Glasgow City Council are investing in a similar approach with the same expectation.
- 1.24 Some of the initiatives are new to Scotland and the UK. Others are already in play and well documented.
- 1.25 Application of just those measures that now have some observed effect to draw upon, will result in material changes. These changes alone are potentially so significant as to more than neutralise the extra demand for single car occupancy that may derive from the expansion proposal. It is reasonable to expect these initiatives together to do better, and to provide an exemplar employment site for Scotland and the UK.

## 2 CURRENT TRAVEL PATTERNS

2.1 The headline results from the 250 respondents to the June 2013 Staff Travel survey for Hillington Park (6500 employees) are:

- 68% by single occupancy car;
- 4% by car share;
- 7% by bus;
- 16% by rail;
- 3% by foot; and
- 1% by cycle.

**Hillington Park – Employee Travel to Work Mode Share**



2.2 In comparison, Milton Park in Oxfordshire, a similar sized MEPC Park, with about 6,500 employees, but less well connected to a large conurbation, or by rail, achieves as a result of its travel plan:

- 63% by single occupancy car;
- 10% by car share;
- 11% by bus;
- 8% by rail;
- 2% by foot; and
- 5% by cycle (or 9% on an occasional basis).



**Milton Park Site Location Plan**



2.3 The point is that in an arguably less advantageous location, MEPC, through its Travel Plan, achieves 6% more by car share, and 4% more by cycle. The Milton Park Travel Plan is in **Appendix A**.

**Example of Milton Park Travel Plan**



2.4 The Milton Park Travel Plan works well. Given the location of Hillington Park and the services at the park we can achieve greater success.

2.5 In the recent Hillington Park survey, stated preference questions were asked. The results were:

- 53% of all those travelling by single car occupancy said that they would consider car share;
- 59% of drivers said they would consider walking;
- 28% of drivers said they would consider cycling;
- 72% of drivers said that they would consider using rail or bus (with some caveats)
- Poor quality of services or environment was cited for non-use of rail or buses

2.6 A quick analysis of employees' home location shows that the substantial majority are capable of travelling to the site by non-single car occupancy means, including bus, rail, walk, cycle and car share.

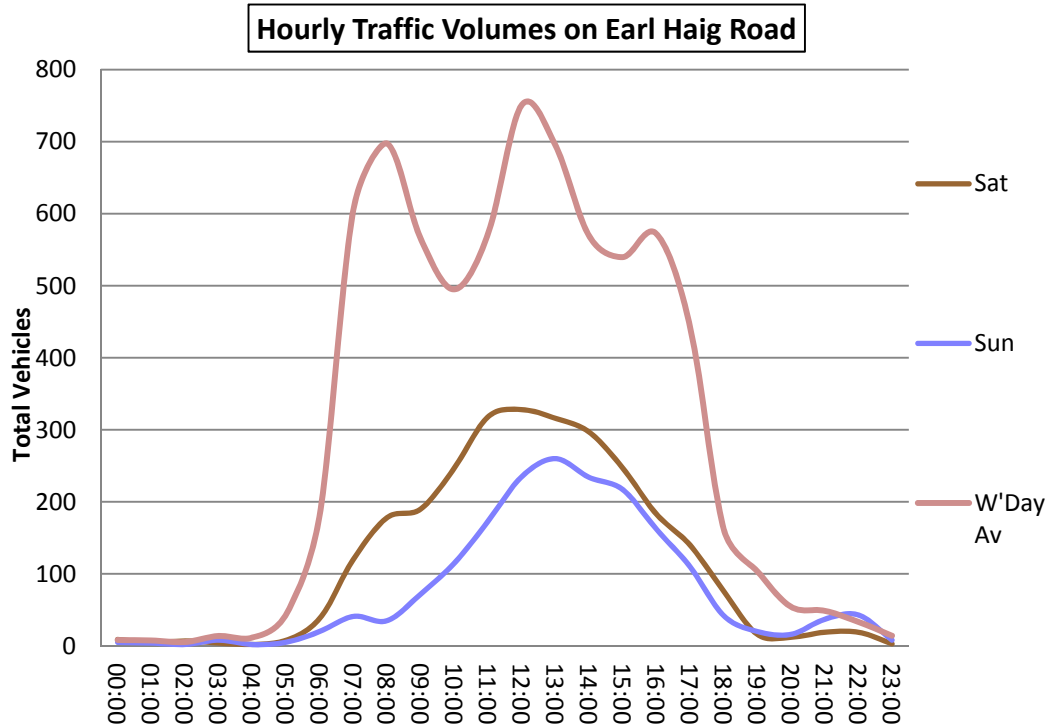
#### Plot of Employee Postcodes



2.7 That so many currently do travel on their own in the car is probably to a large extent due to the convenience of the motorway (despite comments about congestion), the current site wide deficiencies (including the poor environment around the rail stations), insufficient encouragement, insufficient education and the sheer distances involved within the site.

2.8 Notably, at the moment, there are sharp car borne travel peaks in the morning, evening and at lunchtime. The reasonable conclusion is that people do not socialise, or undertake other activities at the Park. They arrive, work, go elsewhere for lunch, and leave the Park

immediately the working day ends. The sharp nature of the peaks suggests that congestion is not yet having much of an effect on time of travel, as one might expect in a more inconvenient travel network.



- 2.9 There is therefore the opportunity to spread peaks by the carrot of attractive facility rather than the stick of unbearable congestion. For instance, health facilities (gym, team games such as football), media facilities at lunchtime, ancillary shops, cafes and others.
- 2.10 All of these deficiencies or opportunities are currently being addressed, or will be addressed as part of the MEPC site wide improvements, many of which will come forward with the SPZ.
- 2.11 This report looks at the headline opportunities for each of these improvements under the following sections:
- Land-use Planning
  - Walking and Cycling
  - Public transport and Demand Responsive Travel
  - Car Sharing
  - Travel Planning

### 3 LAND USE PLANNING

- 3.1 Land Use planning on a site wide basis will allow for strategic coordination of development that creates a walkable and cycleable neighbourhood. To have such a neighbourhood implies facilities that people want to get to.
- 3.2 Therefore, one of the key aspects of the site wide development plan will be to create a Hub within the site to provide a range of attractive facilities for employees and visitors. The plan below is indicative only and will evolve over time.

#### Project Hillington Development Zones including The Hub



- 3.3 The Hub will be a social centre, a transport node, a place to meet, to exercise, to wait and to conduct business. The facilities that will be provided in the Hub are not yet specified but options include:

- Retail units ancillary to the operation of the Park (including sandwich shops, newsagents, cycle accessories and maintenance;
- Leisure facilities, including gyms, football pitches, and others;
- Changing and showering Areas;
- Restaurants, café and/or Public House facilities ancillary to the Park and local area;
- Professional services, including hairdressers, accountant, lawyers, banks etc.
- Transport services, including a stepping off point for bus services to Braehead and Glasgow City Centre
- Bespoke travel planning facilities

- Internet cafe
- 3.4 The integration of various land uses within one area has been recognised by Designing Streets (**The Scottish Government, March 2010**) and Sustrans as fundamental in relation to improving the use of sustainable transport. Concentrating a range of ancillary facilities within the Hub will increase the presence of this area for employees within the park therefore encouraging the area to become more vibrant and welcoming.
- 3.5 The aim is to establish the Hub as one of the Gateway features of the site. Access to and from the Hub will be fundamental to its value as a means of encouraging less car reliant travel into and out of the site. This remains a challenge given the distances involved within the site, although for the same reason of size, there is the rare opportunity of critical mass which enables management techniques to have far greater effect.
- 3.6 This is the subject of the walking, cycling, and demand responsive initiatives set out below.

## 4 WALKING AND CYCLING

4.1 The more formal walking and cycling links within the site are shown below.

### Walking Facilities Plan



### Cycling Facilities Plan



## Internal to the Site

4.2 The Masterplan aim is to create a walkable and cycleable neighbourhood. It is to provide day to day facilities, to encourage healthy lifestyles and to provide convenience and useful services for the employees and visitors to the Park. **Table 4.1** below highlights the internal distance from the Hub to the Key Nodes in the park.

**Table 4.1 Distances to Key Nodes from Hub**

Key Nodes	Distance (metres)	Walk Time (minutes)	Cycle Time (minutes)
<b>Bus Stop on Hillington Road at the Hub</b>	0m	0	0
<b>Hillington West Train Station</b>	1,250m	15	5
<b>Hillington East Train Station</b>	1,900m	24	8
<b>Braehead Shopping Centre</b>	1,200m	14	5

4.3 The internal layout will be well connected via a network of legible streets and spaces that provide a good environment for walking and cycling. The infrastructure has to be carefully planned to provide convenient and direct links between existing nodes (Train Stations, Bus Stops and main employment areas), and it also means that new facilities on site are located where these links converge to create new nodes. Footpaths will be constructed along desire lines between land uses to ensure that walking is considered as a realistic choice. The routes will be lit with appropriate security levels. Pedestrians will be given priority wherever possible over all other forms of traffic with crossing facilities taking the form of signalised Pelican crossings, Zebra crossings or shared surfaces depending on the location and pedestrian/traffic volumes.



- 4.4 Cycle lanes will be created alongside all major roads, either on-street or dedicated off-street as appropriate, and along key desire lines either as shared or dedicated facilities, with cyclists given priority over motorised traffic. Crossing facilities will be provided either as part of signalised junctions or signalised Toucan crossings, with details submitted with reserved matters planning applications.



- 4.5 For some people, cycling will be the most convenient way of getting around the Park. Secure and weather protected cycle parking will be provided throughout the site in appropriate quantities. Cycle parking will be provided within public areas for general use and within individual plots as these are developed out. Cycle parking will be provided at key bus stops.
- 4.6 Developers of individual plots will submit details identifying the numbers and locations of cycle parking along with links to walking and cycling facilities.

### **Walking and Cycling Innovations**

- 4.7 Cycling is most attractive for the last mile or so of the journey to work, and is particularly attractive for relatively short distances. It is also an attractive method of travel for many people for distances in the order of 8km given the right environments and encouragements.

### **Cycle Hire Scheme**

- 4.8 Hillington Park is eminently suited, or will be, for use of the cycle. It is flat, the Masterplan will ensure attractive and safe routes, more activity within the Park will mean more social interaction when travelling by cycle or foot, and the Hub will be accessible in a matter of minutes from any location within the site.



- 4.9 Therefore, we propose investigating a localised cycle hire scheme.
- 4.10 With docking stations at the railway stations, the key bus stops, the Hub and various locations around the site, this will encourage movement around the site, use of the Hub and also multi modal travel to and from work. The proposal is that this is administered by the Travel Plan team.
- 4.11 This will be helped by the publicity currently being focussed on Glasgow for the Commonwealth Games and cycling in particular. As part of the Commonwealth Games proposals, Glasgow City Council is proposing to invest £1.3m on a city wide cycle hire scheme and this will be linked to a significant marketing scheme. While the Hillington Park (MEPC) scheme would not be linked with that scheme in particular it may be possible to achieve some benefits as a result of the rise of importance and profile of cycling as a means of sustainable travel.

### **Chispa Electric Car**

- 4.12 The Chispa Electric Car is an electric vehicle that can be stacked and towed in the same way that supermarket trollies are. It is a vehicle developed akin to 'cycle hire' schemes but where there is no need for docking stations.
- 4.13 Administered by a Travel Plan team, it enables the operator to know where, at any one time, each vehicle is for easy pick up.
- 4.14 This has been tested in the Canaries by a British inventor, and it is now looking for a practical application.

**CHISPA**  
ELECTRIC PUBLIC CARS



- electric vehicles with interconnecting and articulated chassis
- enabling redistribution of urban carsharing fleets
- creating sustainable mobility at the cost of a bus fare

## Shared Electric Cycle/Rickshaw Scheme

- 4.15 One of the most innovative areas of transport at the moment is the idea of shared electric cycle's or rickshaws, either self drive, or demand responsive from the Travel Plan team. This is an innovative idea based on the passenger transport used throughout Asia and becoming more popular in the UK in recent years.



- 4.16 This has the potential to be a 'wow' factor initiative, raising profiles whilst also providing convenient covered transport within the site.
- 4.17 It is possible to operate a system of electric rickshaws on a demand responsive basis. Demand Responsive Travel is in a separate section of this report.

## Walking and Cycling Organised Schemes

- 4.18 A range of 'soft' travel initiatives have been implemented at other business parks throughout the UK and MEPC sites with a varying range of success. Each of these would be run by the Travel Plan Manager (TMP) and may be included within the Travel Plan:

- Lunchtime walking groups
- Bike User Group (BUG)
- Loan cycles
- Cycle Purchase and Maintenance Scheme
- Cycle trains (individuals meet to cycle together to and from work)

## 5 PUBLIC TRANSPORT AND DEMAND RESPONSIVE TRANSPORT

5.1 Public transport at the site is excellent. However, we hypothesise that awareness and encouragement of its use is not.

### Public Transport

5.2 At present, Hillington Park has excellent public transport linkages with two train stations and a bus corridor (as shown on **Public Transport Plan**) with frequent services (as summarised in **Table 5.2**).

### Public Transport Facilities Plan



**Table 5.2 - Summary of the Most Frequent Bus Services to Hillington Park**

Service	Destination	AM Peak (Services/hr)	PM Peak (Services/hr)	Average Frequency (minutes)	First Bus	Last Bus
9A	Buchanan Bus Station	1	3	20-30	08:21	21:39
	Braehead Centre	3	3	20-30	07:17	20:41
22	Nitshill	2	2	30	07:00	18:08
	Braehead Centre	3	2	30	06:50	17:51

5.3 In order to supplement the existing excellent public transport provision surrounding the site we propose a number of improvements.

**Table 5.3 – Summary of Services at Hillington East and West Train Station**

Destination	AM Peak (Services/hr)	PM Peak (Services/hr)	Average Frequency (minutes)	Journey Time
Glasgow Central via Paisley Gilmore Street to Gourcock	2	3	20-30	10-12 mins to Glasgow
Gourcock to Glasgow Central via Paisley Gilmore Street	2	2	20-30	5-8 mins to Paisley Gilmore St

### **Upgrading Public Transport Infrastructure**

5.4 A key area in terms of improving the use of public transport is to upgrade the local bus stops and train stations. Upgrading means creating better environments, better weather protection and foot access, and in some case providing cycle parking. These facilities are in the control of SPT and Network Rail/First Scotland and any improvements would need to be agreed with both all of these bodies.

5.5 Linking the key bus stops on Hillington Road with the Hub will be of great value in terms of encouraging bus use as Part of either a journey to or from work, or a lunchtime journey, say to Braehead.

### **Real Time Information Provision and Marketing**

5.6 Another key aspect in relation to improving the use of Public Transport will be to implement Real Time Information (RTI) systems at the public bus stops, and within key buildings within the park (such as the Hub, Innovation Centre and private employers). RTI provides up to date and accurate information regarding bus and train services, reduces waiting times, increase the profile and encourages more people to choose public transport as their preferred mode of transport.

5.7 From the responses to the stated preference questions in the Travel Questionnaire it seems that employees at the site are unaware of the public transport opportunities around the site. The provision of RTI will enable these employees at the park to be fully aware of the opportunities available and encourage them to use public transport.

5.8 A new technology feature of real time information is an app based system for use on mobile phones. This will be consistent with the Future Cities programme within Glasgow.

## **Demand Responsive Transport (DRT)**

- 5.9 Demand Responsive Transport (DRT) is an innovative and user oriented form of public transport routing for small and medium sized vehicles.
- 5.10 A number of case studies of DRT have been undertaken recently and can be categorised into a number of vehicle types – all of which would be suitable for Hillington Park and MEPC.
- 5.11 The first example is the DRT Electric Bus, examples of which can be seen in terms of the Personal Bus in Tuscany, Italy and the Technobus in Italy, Spain and Portugal. These are electric buses that are smaller and more energy efficient than standard buses. They can be run on a fixed timetable (i.e. pick-ups from a train station) or can be demand responsive (say at off peak times).
- 5.12 Demand responsive technology now exists, and this will form part of Glasgow City's Future City programme. On site, an electric bus, complemented by other measures such as rickshaws, can be operated by the Travel Plan team.

### **Demand Responsive Bus - Technobus**



## Demand Responsive Technology - Electric Rickshaw



5.13 The CHISPA electric public car system, as well as a potential 'cycle hire' scheme will also function through app based technology as a demand responsive unit.

**CHISPA**  
eLECTRIC PUBLIC CARS



- electric vehicles with interconnecting and articulated chassis
- enabling redistribution of urban carsharing fleets
- creating sustainable mobility at the cost of a bus fare

### The Point

5.14 The point behind all of these technologies is that they maximise convenience and create easy to make choices that are alternative to single occupancy car use. They make the site more 'pedestrian scale' and encourage sustainable interaction.

5.15 The tendency will for a drop in single occupancy car based demand.

## **6 CAR SHARING AND CAR CLUB**

- 6.1 At Hillington Park only a small percentage of the population (4%) car share. Given the success of the Milton Park Travel Plan, in an arguably more difficult location, there is good opportunity for a step change away from single occupancy car, and material benefit, as a result of such a scheme.
- 6.2 This could result in as a much as a 5-10% or more reduction in site wide car demand.
- 6.3 Based on the results of the stated preference survey the main improvements that could be implemented to improve car sharing are as follows:
- Car Sharing Database and website run by MEPC at Hillington Park;
  - Pool Vehicles or a Car Club on site for use during the day for business trips;
  - Better parking facilities for people that car share;
  - Financial incentives for car sharing.
- 6.4 Based on our research a high quality and easy to use car sharing database and website will have the greatest impact on increasing the number of trips to the site by cars with multiple passengers. A number of example website exist such as Liftshare.com but a specific website for employees at Hillington Park may be more beneficial over time as it could be managed by the Travel Plan Manager at the park.
- 6.5 A Car Club scheme already exists in Glasgow and is run by City Car Club. Given the volume of employees at Hillington Park it should be possible to agree a deal with City Car Club to locate a certain number of car club vehicles at Hillington Park for the use of employees and visitors to the park (yet to be discussed). These will help with employees at the Park who need to use a car for business trips.
- 6.6 At each of the new development sites it will be possible to allocate dedicated car share car parking spaces close to the front of the building, in the most convenient locations. This will contribute to the encouragement of employees to car share. Car sharing reduces the proportion of single occupancy car trips and can reduce the overall demand for car travel.

## **7 TRAVEL PLANNING**

### **Introduction**

7.1 The critical feature of Project Hillington will be the new Travel Plan (TP). It will encompass all of the sustainable and social initiatives. It will be well funded, with transparent monitoring, reporting and comparison of achievements against targets.

7.2 It will be a living document and it will enable adjustments to be made to best achieve the stated aims and targets.

7.3 It will have a 'fighting fund' for unforeseen actions.

7.4 The TP's overriding objective will be to:

*Put in place the management tools deemed necessary so that employees of the proposed site are able to make informed choices about their travel, while at the same time minimising the adverse impacts of their travel on the environment, surrounding highway network and local residents.*

7.5 The sub-objectives are:

- To reduce the need to travel to and from the site, particularly during peak hours;
- To increase the awareness of choice of travel modes and promote social inclusion;
- To promote the health, wealth and environment benefits of walking, cycling and public transport use; and
- To provide clear information to all employees and visitors on the alternative modes of transport available at the site.

### **Travel Plan Management**

7.6 MEPC will appoint a Travel Plan Manager (TPM) and team to manage the Travel Plan.

7.7 The TPM will be responsible for overseeing the management, development, implementation, monitoring and review of the Site-wide Travel Plan.



## **Travel Plan Targets**

- 7.8 The Framework Travel Plan targets are based on achieving a reduction in single occupancy vehicle trips at peak times. Specific targets will be incorporated into the TP.
- 7.9 Specific Travel Plans will be required for each of the specific land uses, Workplace and Leisure will accord with the overall TP targets and measures, however will also set out specific targets for travel based on initial baseline survey results.

## **Measures and Initiatives**

- 7.10 The initiatives and measures that form part of the Framework Travel Plan are a mix of 'hard' and 'soft' measures. The 'hard' measures include the provision of facilities set out above such as public transport improvements, walking/cycling improvements, car clubs and secure cycle parking. The 'soft' measures include initiatives such as providing Welcome Packs, and provision of information on sustainable travel services through Travel Notice Boards and Real Time Information (RTI). It may also include the new technology features such as app based facilities, and data facilities being trialled in Glasgow City or it will include the features included within the THISTLE proposal which is currently being discussed with Scottish Enterprise.

## **Monitoring and Review**

- 7.11 A comprehensive monitoring and review programme will be agreed with the Authorities and MEPC, and will set out the type and frequency of travel surveys for each land use. This will be coordinated by the Travel Plan Manager and surveys will be funded by the developers/occupiers of the various land uses.
- 7.12 If the THISTLE proposal is successful monitoring will take place of each individual measure against criteria agreed with the Transport Review Group.

## **Transport Review Group (TRG)**

- 7.13 It will be important to create a Transport Review Group, comprising key stakeholders and representatives of the Site Owner and Managing Agent, who will meet periodically to monitor and review the achievements of the Travel Plan.

- 7.14 This will also include representatives of Glasgow City Council, Renfrewshire Council, Transport Scotland and SPT.
- 7.15 In the event that the THISTLE proposal is successful, the TRG will also have a member of Scottish Enterprise on the board and will decide on the innovative smart mobility measures which are implemented and the funding mechanisms required including grants.

### **Fighting Fund**

- 7.16 A fighting fund will be set up by the Site Owner (MEPC) to fund remedial measures and mitigation measures.
- 7.17 Should the TRG determine that the targets are not on track to be met and remedial measures are required then the Travel Plan Manager will propose measures to improve the achievement of the targets. The proposal will include the estimated cost of implementing the measures. If the TRG agree with the remedial measures proposed, the TRG will authorise expenditure from the Contingency Fund up to the estimated cost of those measures.

## **8 SUMMARY OF INITIATIVES**

8.1 In summary, these are the initiatives that this report considers:

- The Hub;
- Walk and Cycling Routes;
- Improved ambience;
- Cycle Hire;
- Electric Covered Buses / Rickshaws / Cycles;
- Demand responsive vehicles (electric);
- Awareness and Education; and
- Travel Planning and Management.

8.2 The report also includes the possibility that the THISTLE proposal is successful and demonstrates that it will be managed by the TRG and will have adequate funding to encourage modal shift across the site.

## **Appendix A**

### **Milton Park Travel Plan**

# Travel Information

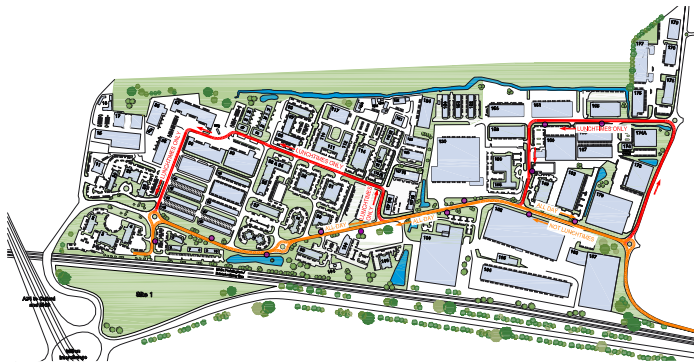
## A Better Place To Work



# Introduction

Milton Park is located near Didcot, close to the A34 and Didcot Parkway station, which provides rapid links to the surrounding regions.

Travelling to and from Milton Park is very simple. As part of our commitment to sustainability we actively encourage and support those who wish to journey in a more environmentally responsible manner.



# Travel Co-ordinator

Milton Park has a full time Travel Co-ordinator for helping meet the travel demands of our customers.

The Travel Co-ordinator will offer a comprehensive set of travel initiatives to help staff and visitors travel to and from Milton Park.

These include:

- Personalised travel plans for individuals working at Milton Park
- A managed car share scheme
- Online interactive public transport maps and timetables
- Shuttle bus service information and bus passes
- Cycle and walking information
- Regular customer feedback survey

**For more details contact Dawn Crawford**

**Tel: 01235 865555 Email: [dcrawford@mepc.com](mailto:dcrawford@mepc.com)**





# By Public Bus

## Local bus service

There are eight bus stops strategically placed around the Estate serving local bus companies. RH Transport Services, The Oxford Bus Company and Thames Travel all run regular local bus services between Milton Park and outlying towns, such as Grove, Wantage, Didcot and Abingdon, and beyond to Oxford and Reading.

Timetables for each of these services can be found on our website [www.miltonpark.co.uk/peopleandthepark](http://www.miltonpark.co.uk/peopleandthepark)

### **RH Travel Services -**

[www.rhtransportservices.co.uk](http://www.rhtransportservices.co.uk)

### **The Oxford Bus Company -**

[www.oxfordbus.co.uk](http://www.oxfordbus.co.uk)

### **Thames Travel -**

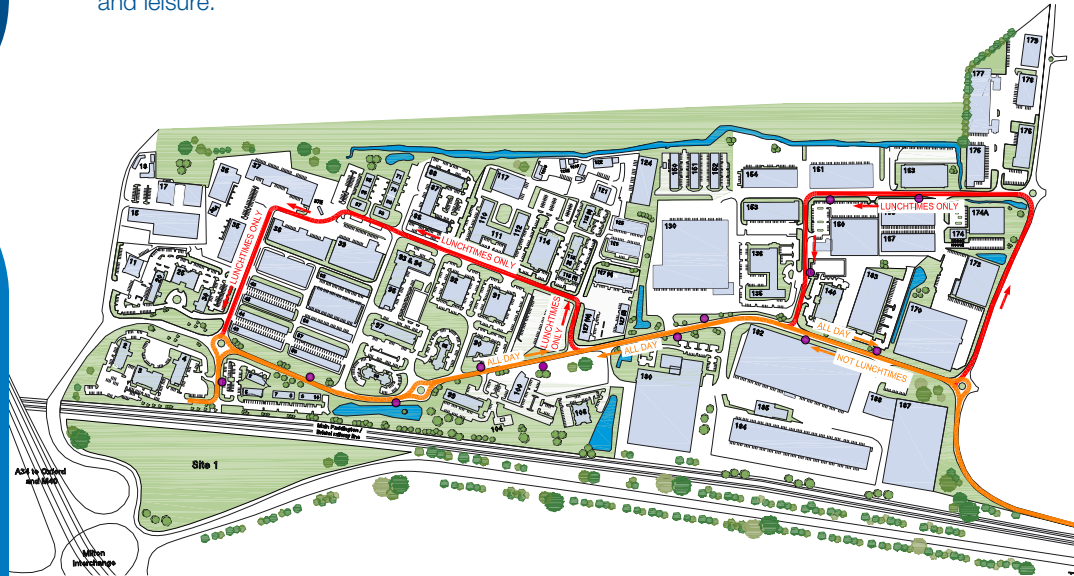
[www.thames-travel.co.uk](http://www.thames-travel.co.uk) National bus service





## By Shuttle Bus

Milton Park run a shuttle bus that connects with local transport links at Didcot Parkway Station from Monday to Friday (excluding bank holidays). A shuttle bus pass can be purchased by people working on the Estate from The Innovation Centre at 99 Milton Park for a one off fee of £5.00. If you wish to use the shuttle bus but do not have a shuttle bus pass the cost is £1.30 for a single trip and £2.00 for a return journey. During the lunch period the shuttle bus also runs to the Orchard Centre in Didcot, a centre for shopping and leisure.



The shuttle bus timetable can be downloaded from our website:

[www.miltonpark.co.uk/peopleandthepark](http://www.miltonpark.co.uk/peopleandthepark)

**For more details contact Dawn Crawford**

**Tel: 01235 865555**

**Email: [dcrawford@mepc.com](mailto:dcrawford@mepc.com)**





### Morning Service

#### MORNING SERVICE FROM MILTON PARK

\*Double decker service

Depart Milton Park	06.55*	07.05	07.20*	07.35	07.45*	08.00
Arrive Didcot Parkway	07.05*	07.15	07.30*	07.45	07.55*	08.10
Depart Milton Park	08.10*	08.25	08.35*	08.50	09.00*	09.15
Arrive Didcot Parkway	08.20*	08.35	08.45*	09.00	09.10*	09.25
Depart Milton Park	09.25*	09.40	09.50*			
Arrive Didcot Parkway	09.35*	09.50	10.00*			

#### MORNING SERVICE FROM DIDCOT PARKWAY

\*Double decker service

Depart Didcot Parkway	07.05*	07.15	07.30*	07.45	07.55*	08.10
Arrive Milton Park	07.20*	07.30	07.45*	08.00	08.10*	08.25
Depart Didcot Parkway	08.20*	08.35	08.45*	09.00	09.10*	09.25
Arrive Milton Park	08.35*	08.50	09.00*	09.15	09.25*	09.40
Depart Didcot Parkway	09.35*	09.50	10.00*			
Arrive Milton Park	09.50*	10.05	10.15*			

### Lunchtime Service

#### LUNCHTIME SERVICE FROM DIDCOT PARKWAY

\*Double decker service

Depart Milton Park	11.45*	12.00	12.15*	12.30	12.45*	13.00
Stops at Orchard Centre			12.32*	12.47	13.02*	13.17
Arrive Didcot Parkway	12.00*	12.15	12.30*	12.45	13.00*	13.15
Depart Milton Park	13.15*	13.30	13.45*	14.00		
Stops at Orchard Centre	13.32*	13.30	14.02*	14.17		
Arrive Didcot Parkway	13.30*	13.45	14.00*	14.15		

### Lunchtime Service

#### LUNCHTIME SERVICE FROM DIDCOT PARKWAY

\*Double decker service

Depart Didcot Parkway	12.00*	12.15	12.30*	12.45	13.00*	13.15
Arrive Orchard Centre			12.32*	12.47	13.02*	13.17
Arrive Milton Park	12.15*	12.30	12.45*	13.00	13.15*	13.30
Depart Didcot Parkway	13.30*	13.45	14.00*	14.15		
Arrive Orchard Centre	13.32*	13.47	14.02*	14.17		
Arrive Milton Park	13.45*	14.00	14.15*	14.30		

### Afternoon Service

#### AFTERNOON SERVICE FROM MILTON PARK

\*Double decker service

Depart Milton Park	15.20*	15.30	15.45*	15.55	16.10*	16.20
Arrive Didcot Parkway	15.35*	15.45	16.00*	16.10	16.25*	16.35
Depart Milton Park	16.35*	16.45	17.00*	17.10	17.25*	17.35
Arrive Didcot Parkway	16.50*	17.00	17.15*	17.25	17.40*	17.50
Depart Milton Park	17.50*	18.00	18.15*	18.25		
Arrive Didcot Parkway	18.05*	18.15	18.30*	18.40		

#### AFTERNOON SERVICE FROM DIDCOT PARKWAY

\*Double decker service

Depart Didcot Parkway	15.35*	15.45	16.00*	16.10	16.25*	16.35
Arrive Milton Park	15.45*	15.55	16.10*	16.20	16.35*	16.45
Depart Didcot Parkway	16.50*	17.00	17.15*	17.25	17.40*	17.50
Arrive Milton Park	17.00*	17.10	17.25*	17.35	17.50*	18.00
Depart Didcot Parkway	18.05*	18.15	18.30*			
Arrive Milton Park	18.15*	18.25	18.40*			





## By Bike

Milton Park is ideally situated close to many cycle paths connecting to Didcot, Abingdon, Oxford and surrounding villages. Cycling is a healthy alternative to the car and MEPC is continually investing in facilities for cyclists. Cycle shelters can now be found at all our managed buildings and close to amenities across the Estate, allowing you to feel confident your bike is secure whilst you are at work. Milton Park has also installed showers in all new developments allowing cyclists to freshen up after your journey to work.

## Cycle Routes

Sustrans is a charity that works on practical projects to encourage people to walk or cycle, and is an excellent place to find routes and information about cycle networks not only around Milton Park but across the UK. For more information visit [www.sustrans.org.uk](http://www.sustrans.org.uk)

## Bike User Group

Milton Park BUG has been created to provide an online user group so cyclists can get the most out of cycling to, from and on Milton Park. Milton Park BUG gives you access to:

- A community of cyclists
  - Cycle routes
  - Events - Oxford
  - Cycling news
- Once registered to the Milton Park BUG group you will be able to chat with other members on the Forum page and you can also:
- Advertise local cycle events
  - Report any damages or concerns regarding local cycle paths which the MEPC Travel Co-ordinator can report to local authorities
  - Chat to like minded people



# Cycle Purchase and Maintenance

MEPC Milton Park is pleased to be working with Mountain Mania cycles of Didcot to offer businesses and employees a customised cycle support service on-site during the working day. This is carried out by Mania's unique fully equipped mobile workshop. In addition, Mountain Mania will help you to develop the 'Cycle to Work' scheme for your employees.

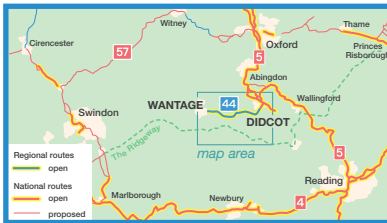
**For more information please contact Jamie Lynn, Mountain Mania Cycles,  
Email: [Jamie@balfa.co.uk](mailto:Jamie@balfa.co.uk) Tel: 01235 759366**

# Bicycle Loan

MEPC Milton Park has launched a bicycle loan scheme providing four hybrid bicycles, which all employees working at Milton Park will be able to hire free or for a minimal charge (depending on length of hire)

Day time hire	FOC	(Cycle returned before 17.30)
Overnight hire (2 days)	£2.00	
Overnight hire (3 or more days)	£2.00	(Maximum hire 5 days not including weekend)
Weekend hire	£8.00	(collect Friday after 10.00, return Monday before 17.30)

Users will be required to complete a short booking form on each occasion to ensure safe return of the equipment after use. If you would like any further information on this scheme please contact Dawn Crawford at [dcrawford@mepc.com](mailto:dcrawford@mepc.com)





## By Train

Didcot Parkway Station is five minutes by bus from Milton Park and can be reached by our regular shuttle bus service. Didcot Parkway provides frequent and fast connections to London Paddington (only 45 minutes journey time), Oxford, Bristol and the west of England. The Heathrow Express leaves from Paddington every quarter hour to make the 15 minute journey to London Heathrow airport.

### First Great Western

(open 07:00 to 22:00 daily)

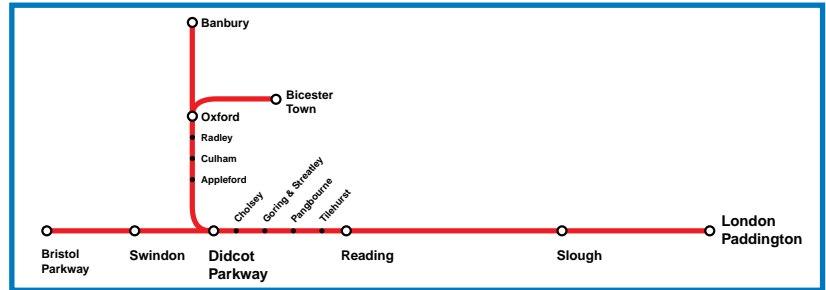
[www.firstgreatwestern.co.uk](http://www.firstgreatwestern.co.uk)

08457 000 125

### National Rail Enquiries

[www.nationalrail.co.uk](http://www.nationalrail.co.uk)

08457 48 49 50



# Car Share Scheme

## **It's absolutely free to use**

The Milton Park car share scheme has been designed for every possible user, whether you are a driver / passenger or if you would simply be interested in finding an alternative method of green transport.

## **How do you begin sharing your journeys**

Please visit the car share registration page by following the travel and car share links on [www.miltonpark.co.uk/peopleandthepark](http://www.miltonpark.co.uk/peopleandthepark)

Registration will only take a few minutes, if possible car share matches are available you will then be informed via email.

All personal details used in the process will not be passed to a third party without your consent.





## By Car

Milton Park is adjacent to the A34 trunk road, and is clearly signposted in both directions near the turning for the Milton Interchange. To the north of Milton Park the A34 links directly to junction 9 of the M40. It also links to junction 8 of the M40, via short stretches on the A4142 and A40. Heading south from Milton Park, the A34 links directly with junction 13 of the M4.

### Major centres by road

**Oxford** - 12 miles

**London West End** - 60 miles

**Reading** - 23 miles

**Bristol** - 74 miles

**Swindon** - 28 miles



## By Taxi

Please see below for details of local taxi firms within easy access of Milton Park.

**Abbey Executive Travel, Milton**

(01235) 820808

**Busby's Taxis, Abingdon**

(01235) 555735

**B.H. Cars**

(01235) 200635

**Compass Cars**

(01235) 282838

**Findlay**

(01844) 281555

**Harold's Taxis, Didcot**

(01235) 512345

**LadyCars (ladies and children)**

(07779) 760391

**M40 Cars**

(01844) 281555

**Pryor's Taxis, Didcot**

(01235) 812345

**Star Cars of Didcot**

(07702) 800 999

**Toot's Taxis**

(01235) 555599





## By Air

Milton Park is well connected to the national motorway network and as a result all major airports are within easy reach by road. Both motorways lead to the section of the M25 closest to London Heathrow. It is also simple to follow the M25 clockwise to the junction with the M1 to London Luton and further to the M11 leading to London Stansted, or anticlockwise to the junction with the M23 leading to London Gatwick. The airports at Bristol and Southampton are also within easy reach.

### Airports

### Journey time to Milton Park by road

Heathrow Airport - <a href="http://www.heathrowairport.com">www.heathrowairport.com</a> (Tel +44 (0)870 000 0123)	45mins
Luton Airport - <a href="http://www.london-luton.co.uk">www.london-luton.co.uk</a> (Tel +44 (0) 1582 405 100)	1hr
Stansted Airport - <a href="http://www.stanstedairport.com">www.stanstedairport.com</a> (Tel +44 (0)870 000 0303)	2hrs
Gatwick Airport - <a href="http://www.gatwickairport.com">www.gatwickairport.com</a> (Tel +44 (0)870 000 2468)	1hr 45mins
Southampton Airport - <a href="http://www.southamptonairport.com">www.southamptonairport.com</a> (Tel +44 (0)870 040 0009)	45mins
Bristol Airport - <a href="http://www.bristolairport.co.uk">www.bristolairport.co.uk</a> (Tel +44 (0)870 121 2747)	1hr 15mins



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Email: [enquiries@miltonpark.co.uk](mailto:enquiries@miltonpark.co.uk)

[www.miltonpark.co.uk/peopleandthepark](http://www.miltonpark.co.uk/peopleandthepark)

