



FRAMEWORK TRAVEL PLAN

OBSERVER WAY,
WOKINGHAM

DOCUMENT CONTROL

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1.0 INTRODUCTION

1.1 The applicant, Tungsten Properties, commissioned ADC Infrastructure Limited to produce this Framework Travel Plan in support of a reserved matters application for employment development on land to the south of Observer Way in Wokingham. The local planning and highway authority is Wokingham Borough Council. A general site location is shown in **Figure 1**.

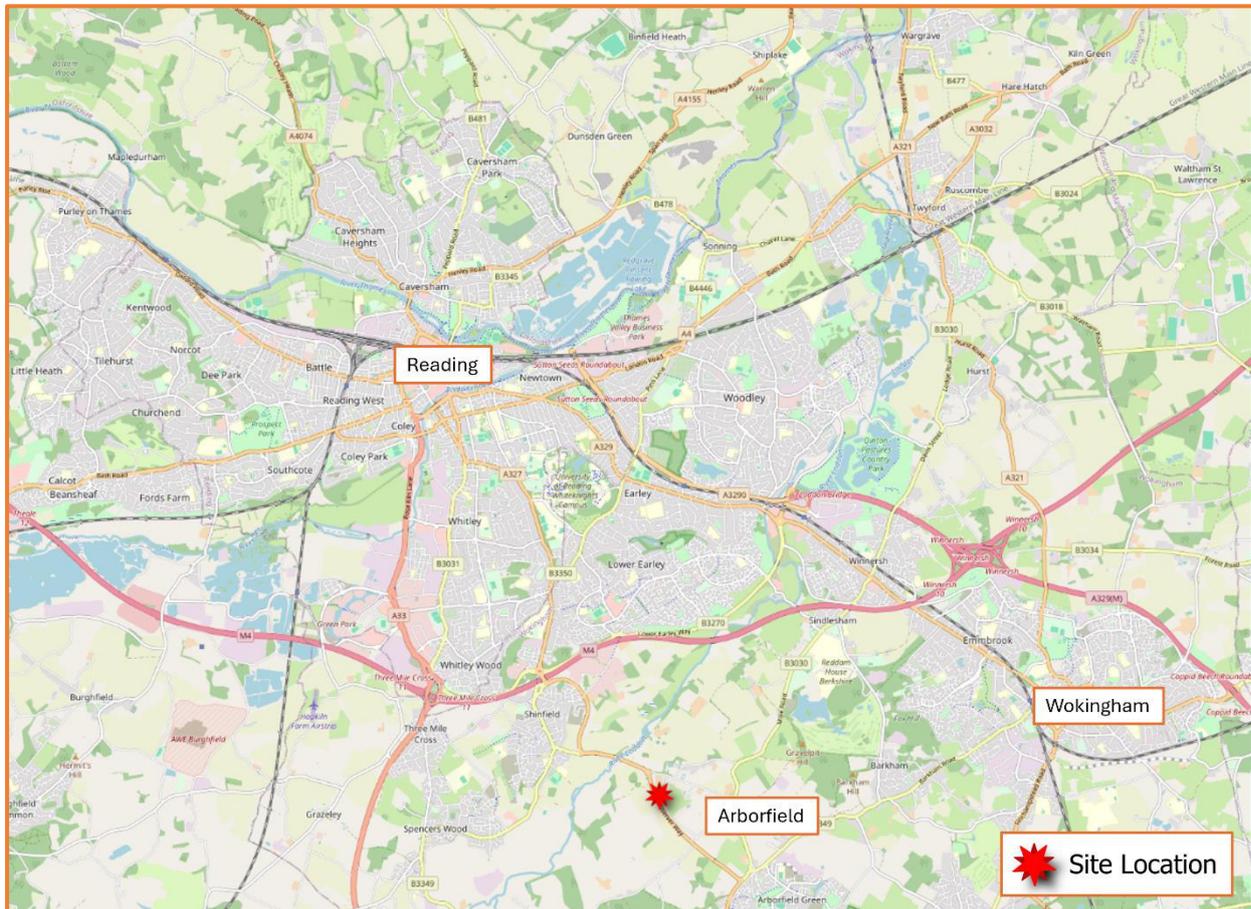


Figure 1: general site location

- 1.2 The site benefits from outline planning consent (Ref. 223083) for the erection of up to 11No. commercial units to provide 75,197sqft (6,986sqm) GIA of commercial / employment development predominantly within Class B8 and / or Class E(G) uses with supporting facilities with Class E uses comprising ancillary offices, trade counters, and food/drink facilities.
- 1.3 The applicant has since submitted a S73 application in December 2024 to vary the planning condition 2 and vary the scheme. The S73 application was supported by a letter demonstrating that suitable car parking and HGV access would continue to be provided.
- 1.4 Further, ADC produced a Technical Note¹ and this Travel Plan to support the Reserved Matters application. The development proposals comprise a total of 75,150sqft (6,982sqm) GIA spread over seven units, as follows. In order to provide the flexibility to allow the applicant to respond to market conditions over the lifetime of the development, the planning application seeks an open Class E (G)(iii)/B2/B8 use. The development would be accessed from Observer Way. A development masterplan is contained in **Appendix A**.

¹ ADC3776-RP-A-V3

- 1.5 This note presents the Framework Travel Plan to support the reserved matters application. It builds on the Transport Statement produced to support the outline consent and the Technical Note produced to support the reserved matters application.
- 1.6 According to National Planning Practice Guidance: *“Travel Plans are long term management strategies for integrating proposals for sustainable travel in the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets. Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of a new site rather than retrofitted after occupation.”*
- 1.7 A Travel Plan is therefore a living document that sets out ways in which an organisation can reduce the number of vehicle trips to their site by promoting more sustainable travel options. It is site specific and considers the unique needs and interests of employees, visitors, and deliveries, in the context of the local environment and transport network.
- 1.8 A Travel Plan involves the development of agreed targets and outcomes which are linked to an appropriate package of measures aimed at reducing the need to travel, encouraging more sustainable travel, and reducing single occupancy car use, for all trips to and from the development. The Travel Plan process also includes continuous monitoring, review, and refinement over time, as travel survey data is collected to determine trends in travel patterns.
- 1.9 The overarching objective of this Framework Travel Plan is to minimise the number of vehicle trips generated to and from the site. The report is structured as follows:
- Section two details the site location and existing opportunities for travel to and from the site.
 - Section three details the development proposals, and the forecast operation at the site.
 - Section four details the forecast trip generation of the proposed development and sets the Travel Plan targets.
 - Section five details the measures and incentives to encourage the use of sustainable travel, and the likely operation of the proposed development.
 - Section six includes the methods for implementing, monitoring, and reviewing the Travel Plan and travel patterns of the development.

2.0 DEVELOPMENT

Site location and existing use

- 2.1 The site is located south of Reading Road on the western edge of Arborfield between Shinfield and Wokingham.
- 2.2 The site is accessed from Reading Road to the north via a simple T-junction benefiting from a right turn lane facility on Reading Road and is bordered by a series of existing warehouse/industrial buildings to the north, woodland and Grassward Lane to the east, the A327 Observer Way and open farmland to the south and west. An aerial photograph of the site is shown in **Figure 2** below.



Figure 2: aerial photograph of site

Sustainable travel

- 2.3 The Mayer Brown Transport Assessment, produced to support the outline planning application, presented the existing accessibility for pedestrians, cycles, public transport and by rail.

- 2.4 The Transport Assessment highlighted that there are two bus stops within reasonable walking distance of the site that could form part of a multi-modal journey to the site from the larger local centres in the region such as Reading and Wokingham. Wokingham rail station provides access to central London, Reading, Redhill, and Gatwick Airport
- 2.5 The Transport Assessment concluded that it is evident that staff and visitors to the site will be able to use several feasible sustainable travel options to access the site.

Development proposals

- 2.6 The development proposals comprise a total of 75,150sqft (6,982sqm) GIA spread over seven units, as follows. An extract of the development masterplan is shown in **Figure 3**.



Figure 3: extract of the development masterplan

Unit	Size	
	sqft	sqm
1	13,200	1,226
2	5,900	548
3	5,800	539
4	9,500	883
5	10,900	1,013
6	16,600	1,542
7	13,250	1,231
Total	75,150	6,982

Likely operation

2.7 The table below presents the likely employee density based on the Employment Density Guide².

Use	Density	Employees
Class E(G)(iii)/B2	1 employee per 47sqm	149
B8	1 employee per 77sqm	91

Shift patterns

2.8 A typical Class E(G)(iii)/B2 use would operate a normal 9-5 business day with a skeleton workforce potentially working weekends and evenings. A B8 operator is likely to work the following shift patterns:

- 2 shift pattern (07:00-19:00 and 19:00-07:00)
- 3 shift pattern (06:00-14:00, 14:00-22:00, 22:00-06:00)

Car parking

2.9 The development will provide the following car parking provision across the development.

Unit	Size (sqm)	Parking Provision	Active EV Spaces	Passive EV Spaces
1	1,226	24	2	4
2	548	8	1	1
3	539	9	1	2
4	883	15	2	3
5	1,013	16	2	3
6	1,542	32	3	6
7	1,231	24	2	4
Total	6,982	128	13	23

Accessibility

2.10 The proposed development would be accessed via priority controlled T-junction from Reading Road. To encourage pedestrian access, a footway is proposed along the eastern side of the access road which will connect to the existing provision on Reading Road. In addition, a pedestrian/cycle connection to Observer Way will be provided with a crossing over the access road to facilitate movements to and from the footway provided.

2.11 Cycle parking will be conveniently located near to the entrances of each building.

² Employment Density Guide, Homes & Communities Agency - 2015

3.0 TRIP GENERATION AND TARGETS

Traffic generation

3.1 The vehicle trip generation from ADC's Technical Note, based on a worst case B2 use class across the development, is summarised in the tables below.

Class E(G)(iii) / B2 use – total vehs	Peak	Arrive	Depart	Two-way
Vehicle trips rates (per 100sqm)	AM	0.409	0.088	0.497
	PM	0.007	0.146	0.153
	Daily	2.203	2.126	4.329
Vehicle trips (6,982sqm)	AM	29	6	35
	PM	0	10	10
	Daily	154	148	302

Class E(G)(iii) / B2 use – HGVs	Peak	Arrive	Depart	Two-way
Vehicle trips rates (per 100sqm)	AM	0.066	0.051	0.117
	PM	0.000	0.000	0.000
	Daily	0.572	0.578	1.150
Vehicle trips (6,982sqm)	AM	5	4	9
	PM	0	0	0
	Daily	40	40	80

Modal split

3.2 To determine a modal split for the person trips generated by the proposed development, reference was made to the 2011 National census 'location of usual residence and place of work by method of travel to work' dataset (reference WU03EW). The data provides information on the 'in' moves and 'out' moves, by each travel mode, to and from each middle layer super output area (MSOA), associated with journeys to work.

3.3 The site is located in the Wokingham 018 MSOA. Therefore data for the Wokingham 018 MSOA was examined to identify how people working in the MSOA currently travel to work. A copy of the Census data is contained in **Appendix B** and the modal split is summarised in the table below.

Trip Type	Number of People	Modal Split of the MSOA
Underground, metro, light rail, or tram	4	0%
Train	31	1%
Bus, minibus, or coach	47	2%
Taxi	4	0%
Motorcycle, scooter, or moped	28	1%
Driving a car or van	2,070	75%
Passenger in a car or van	138	5%
Bicycle	128	5%
On foot	307	11%
Total	2,757	100%

3.4 The resultant peak hour and daily person trip generation of the proposed development (excluding HGV drivers) is shown in the table below and is based on the light vehicle traffic generation and the modal split above.

Trip Type	AM Peak	PM Peak	Daily
Underground, metro, light rail, or tram	0	0	0
Train	0	0	2
Bus, minibus, or coach	1	0	4
Taxi	0	0	0
Motorcycle, scooter, or moped	0	0	2
Driving a car or van	20	7	167
Passenger in a car or van	1	1	11
Bicycle	1	1	11
On foot	3	1	24
Total	26	10	222

Proposed targets

3.5 Travel Plans, and the promotion of sustainable travel modes, have a significant impact on the modal split of a development and the proportion of car trips. Therefore, this Travel Plan adopts the following targets for the development:

- Target One – The development will have a 100% Travel Plan awareness amongst employees. Every employee is to be made aware of the Travel Plan and how to contact the Travel Plan Co-ordinator. This target will be achieved within one month of occupation and will be monitored by the employee travel surveys.
- Target Two – Achieve a 10% reduction in the proportion of staff travelling in the peak hours as a single occupancy vehicle driver, within five years of first occupation of the new development. This will be monitored via the employee travel surveys.

4.0 MEASURES

4.1 The following measures will be implemented at the proposed development to promote walking, cycling, bus travel and car sharing amongst employees, visitors and to manage deliveries. The responsibility for providing the necessary physical infrastructure across the site falls to the Developer. All other measures are the responsibility of building tenants and occupiers or the Travel Plan Co-ordinator (TPC). The role of the TPC is described in Section 5.

	Measure	Responsibility	Timescale
Walking	provision of appropriate connections to and from the existing footways on approach to the development	Developer	during construction
	dissemination of a site-specific pedestrian route map, detailing routes, distances, and journey times	TPC	prior to occupation
	promotion of Walk to Work month	TPC	annually
	promotion of area-wide walking events	TPC	ongoing
Cycling	provision of cycle parking provision for each of the employment units	Developer	during construction/prior to occupation
	creation of a Bike User Group (BUG)	TPC	on occupation/ongoing
	promotion of the Cycle2Work Scheme	TPC	on occupation
	dissemination of local cycle maps	TPC	on occupation/ongoing
	promotion of area wide cycling events / challenges	TPC	ongoing

	Measure	Responsibility	Timescale
Public Transport	promotion of area wide bus events / challenges	TPC	ongoing
	dissemination of public transport information	TPC	on occupation and ongoing
	promote WBC's car share database and site wide car sharing initiatives (Liftshare/UK).	TPC	on occupation and ongoing
	on-going promotion of car sharing	TPC	ongoing
Marketing	appointment of Travel Plan Coordinator (TPC)	Operator	prior to occupation
	production of a bespoke Travel Plan tailored to the end occupier in accordance with this Interim Travel Plan	Operator/TPC	3 months following occupation of each employment unit
	provision of a transport "Bulletin Board" at each employment unit. Information on each mode will be updated by the TPC	Operator/TPC	on occupation
	establish a website for the end occupier providing information on 'how to find us' by each mode of travel	Operator/TPC	prior to occupation and ongoing maintenance
	provision of travel information 'Welcome Packs' to all	TPC	on occupation
	involvement in national travel related events (e.g. promotion of national liftshare week, bike week)	TPC	ongoing
Monitoring	annual monitoring surveys and report	TPC	annually

5.0 IMPLEMENTATION, MONITORING AND REVIEW

Implementation

- 5.1 In order to co-ordinate the overall implementation, monitoring and review of this Travel Plan, a Travel Plan Co-ordinator will be appointed by the occupier. This role will commence prior to the opening of the new development.
- 5.2 For a company that is relocating to the development, a Travel Plan Co-ordinator role will need to be appointed as soon as the company have decided to relocate, and once they have leased/rented the unit, but prior to occupation. This will give them sufficient time to promote the new Travel Plan and the opportunities for sustainable travel to and from the site, to allow employees to identify possible travel modes before they relocate. For new companies that need to recruit staff, the Travel Plan Co-ordinator role will need to be appointed prior to the recruitment of new staff, and prior to occupation of the unit.
- 5.3 The name and telephone number of the Travel Plan Co-ordinator will be supplied to WBC as soon as they are appointed, as they will be the key point of contact for the development. WBC will also be informed of any changes to the Travel Plan Co-ordinator contact details.
- 5.4 The role of the Travel Plan Co-ordinator will be to:
- Build upon this Travel Plan to develop, implement and review their own Travel Plan for their business. This includes the analysis of the travel questionnaires, including trends against previous years, and determining what further measures, if any could be promoted.
 - Co-ordinate the necessary data collection exercise and monitoring procedures within their individual unit, which are required to develop their own Travel Plan.
 - Design and implement continuous effective marketing and awareness raising strategies to promote sustainable travel within their unit. For example, they will be responsible for the effective display of information on the staff notice boards and staff intranet etc.
 - Oversee the ongoing promotion, and implementation of the measures within their unit in accordance with their individual travel plan developed in accordance with this Plan.
 - Act as a point of contact for all staff, visitors, and/or suppliers who require travel information or advice.
 - To secure a sufficient budget for the Travel Plan and then ensure its efficient and effective use within their business.

Monitoring and review

- 5.5 The Travel Plan will be monitored for a period of five years following first occupation of the development. Modeshift STARS (Sustainable Travel Accreditation and Recognition Scheme) (<https://www.modeshiftstars.org/>) is the national accreditation scheme which recognises organisations that have shown excellence in supporting cycling, walking and other forms of sustainable travel through the delivery of effective travel plans. The scheme can also be used as a system for monitoring Travel Plans, and therefore it is proposed that this should be used to enable appropriate monitoring of Target One (Travel Plan awareness), and Target Two (reduction in single occupancy staff trips). A monitoring contribution will also be made to WBC as part of the development proposals.
- 5.6 The Modeshift STARS methods will determine: the level of Travel Plan awareness; the baseline modal split and travel patterns at the development; the uptake of any measures and incentives proposed in this Travel Plan; and help identify any further measures that need to be investigated and proposed.

- 5.7 The monitoring program will also consider the following ‘hard’ data recorded at 12 monthly intervals by the Travel Plan Co-ordinator:
- demand for the cycle parking spaces (number of spaces occupied) to identify whether more need to be provided;
 - the level of inquiry and use of the car share scheme;
 - demand for car parking and car share parking spaces; and
 - informal comments made by employees and visitors regarding the operation of the Travel Plan.
- 5.8 The results of the Modeshift STARS monitoring will be presented in a report to WBC for discussion and agreement. The Travel Plan Co-ordinator will be responsible for compiling the information and analysing the characteristics of their business.
- 5.9 The report would confirm the travel patterns of staff and visitors, using the survey results. Details would be provided on the survey collection method, including the number of people surveyed and the response rate. The survey would focus on:
- how people currently travel to the site;
 - how people would prefer to travel to the site; and
 - what would encourage staff and visitors to use more sustainable modes of travel.
- 5.10 The Travel Plan Co-ordinator will use the analysis and results of this initial monitoring process to inform and develop their own Travel Plan for their business, within three months of analysis of the first survey results.
- 5.11 The full Travel Plan will include the following sections:
- Introduction
 - A detailed description of the site, including the size and type of development, the site address, and a description of the existing transport links and infrastructure to support sustainable travel.
 - A description of the organisation, including the type of work undertaken, the number of staff, hours of operation, shift changeover times, number of visitors etc.
 - Details on existing travel patterns, including the modal split of staff and visitors (information gathered in the travel surveys), and existing transport facilities (such as number of car and cycle parking spaces, lockers etc).
 - Potential to achieve modal transfer – detail any opportunities for employees/visitors to switch their travel mode to a more sustainable mode.
 - Travel Plan targets.
 - Measures to be implemented in order to encourage modal transfer – with possible incentives identified in the travel surveys.
 - Plan administration – method for implementing the Travel Plan. This will be similar to the methods detailed above, with surveys and data collection.
 - Monitoring and review – method for monitoring and reviewing the success of the travel plan.
- 5.12 Every 12 months for a period of five years, an Annual Monitoring Report would be prepared by the Travel Plan Co-ordinator using the Modeshift STARS methodology and issued to WBC. The report will be structured as follows:
- Introduction and background – number of staff employed, working hours, number of parking spaces per unit etc.
 - Results of surveys – detail the results of the surveys that have been undertaken against indicators defined in the Travel Plan
 - Description of work undertaken over the past 12 months with evidence and examples.

- Problems and issues encountered – detail of any problems encountered in implementing the Travel Plan, and any issues that have not yet been resolved.
- Specific measures from the Travel Plan – detail how the measures from the Travel Plan have been implemented in terms of infrastructure, policy, and promotion for each specific travel mode and strategy (walking, cycling, public transport, car sharing, general measures, working practices etc), with evidence of how each measure has been implemented.
- Summary – detail whether the site is on track to meet targets and if not, why not.
- Plan for next 12 months – details of any specific outcomes or desired results.

5.13 The Annual Monitoring Report would be made available to employees and visitors within the business. This could be either as hard copies or as a digital copy uploaded to the company’s website for everyone to view. This is important so that individuals can see how their travel choices fit into the Travel Plan.

Remedial measures

5.14 Remedial measures could be implemented in the event of a shortfall in the progress towards agreed targets. These could include extending the role and responsibilities of the Travel Plan Co-ordinator; re-launching the Travel Plan; providing additional promotional activities to promote sustainable travel; and other Travel Plan measures.

5.15 However, such measures should not be required because, as detailed in Section 1, a Travel Plan is a living document, and therefore, in accordance with DfT’s guidance, “*effective review mechanisms should enable the plan to be adjusted and avoid the need for invoking any default mechanisms or resorting to enforcement action*”.

APPENDIX A

DEVELOPMENT MASTERPLAN



- Pedestrian Crossing
- Highlighted Red elements to be removed / amended to facilitate new access road
- Pedestrian Crossing
- Existing ditch to be realigned / culverted to accommodate new access road
- Existing access road (with improvements)
- Pedestrian Crossing
- Attenuation basin
- Connection to cycle path
- Foul pump station
- Proposed native hedgerow and native tree planting. Refer to landscape proposals
- Red line indicates site boundary
- Existing cycle path
- Lorry loading bay
- Existing relief road strategic planting
- Enhanced soft landscaping zone
- Soft landscaped amenity (picnic) space



SITE LAYOUT KEY	
—	Boundary Line
- - -	Cycle Path
- - -	Access From A327
- - -	Existing Footpath (FP22)
	A327 road adjacent
	Proposed Pathways
	Mezzanine level
	Covered bicycle parking
	Bin store
	Foul pumping station
△	Unit pedestrian entry
△	Unit vehicular entry
●	New tree planting

Rev.	Date	Description	Drawn
K	23/07/25	Substation added for reserved matters	LA
J	01/07/25	Unit floor plans coordinated with site plan	LA
H	11/12/2024	Unit 6 loading bays repositioned to coordinate with ADC tracking drawing	PH
G	09/12/2024	Hedgerow to Western edge of Observer Way reinstated, coordinated with landscaping scheme	PH
F	02/12/2024	Existing trees adjacent entrance amended following discussion with planning consultant	PH
E	02/12/2024	Updated to incorporate latest landscaping scheme received 29.11.24	PH
D	02/12/2024	Landscaping scheme amended to include specialist consultant information	DW

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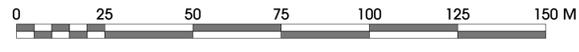
Client
 Tungsten Properties

Project
 Observer Park, Arborfield,
 Reading

Drawing Title
 Illustrative Masterplan

Date 20/08/2024
 Status PLANNING
 Scale 1:1000 Size A1
 Drawn PH Checked DW
 Job no. 3389 Dwg no. P403 Rev. K

- New link to existing footpath
- Building siting zones (x.xx) denotes maximum ridge height above GFFL
- Development zone
- Proposed enhanced landscape zone
- Red hatch indicates tree protection zone
- Existing ancient woodland
- Existing footpath (FP22)



APPENDIX B

2011 CENSUS MODAL SPLIT

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 place of work E02003456 : Wokingham 018 (2011 super output area - middle layer)

usual residence : 2011 census merged local authority district	All categories: Method of travel to work (2001 specification)	Work mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
Wokingham	1,306	0	0	9	20	3	9	845	67	109	239	5
Bracknell Forest	316	0	0	4	2	0	4	285	16	2	3	0
Reading	208	0	0	4	22	0	6	145	19	4	7	1
Hart	170	0	0	0	0	1	1	145	14	7	2	0
West Berkshire	90	0	0	1	0	0	0	85	2	0	2	0
Rushmoor	77	0	0	1	1	0	0	69	5	0	1	0
Basingstoke and Deane	71	0	0	0	0	0	0	68	3	0	0	0
Windsor and Maidenhead	66	0	0	7	1	0	1	48	3	1	5	0
Surrey Heath	63	0	0	0	0	0	3	57	3	0	0	0
Wiltshire	34	0	0	1	0	0	0	29	1	0	3	0
Test Valley	23	0	0	0	0	0	0	22	0	1	0	0
East Hampshire	19	0	0	0	0	0	0	18	0	0	1	0
Woking	18	0	0	0	0	0	0	16	1	1	0	0
Slough	16	0	0	0	0	0	0	14	1	0	1	0
Guildford	15	0	0	1	0	0	1	13	0	0	0	0
Wycombe	13	0	0	0	1	0	0	12	0	0	0	0
Fareham	12	0	0	0	0	0	0	12	0	0	0	0
New Forest	12	0	0	0	0	0	0	11	0	0	1	0
Swindon	11	0	0	0	0	0	0	11	0	0	0	0
Eastleigh	9	0	0	0	0	0	0	9	0	0	0	0
Winchester	9	0	0	0	0	0	0	9	0	0	0	0
Cherwell	9	0	0	0	0	0	0	8	0	0	1	0
Spelthorne	9	0	0	0	0	0	0	9	0	0	0	0
Waverley	9	0	0	0	0	0	0	9	0	0	0	0
West Oxfordshire	8	0	0	0	0	0	0	8	0	0	0	0
Vale of White Horse	7	0	0	0	0	0	0	7	0	0	0	0
Runnymede	7	0	0	0	0	0	1	6	0	0	0	0
Caerphilly	7	0	0	0	0	0	1	4	0	0	2	0
Hammersmith and Fulham	6	0	1	0	0	0	0	5	0	0	0	0
Gosport	6	0	0	0	0	0	1	5	0	0	0	0
South Oxfordshire	6	0	0	0	0	0	0	6	0	0	0	0
Bradford	5	0	0	0	0	0	0	0	0	0	4	1
Herefordshire, County of	5	0	0	0	0	0	0	2	0	0	2	1
Hounslow	5	0	0	0	0	0	0	5	0	0	0	0
Richmond upon Thames	5	0	0	1	0	0	0	4	0	0	0	0
Portsmouth	5	0	0	0	0	0	0	3	2	0	0	0
South Bucks	5	0	0	0	0	0	0	5	0	0	0	0
Lancaster	4	0	0	0	0	0	0	2	0	0	2	0
Bury	4	0	0	0	0	0	0	0	0	0	2	2
East Riding of Yorkshire	4	0	0	0	0	0	0	2	0	0	2	0
Doncaster	4	0	0	0	0	0	0	1	0	0	2	1
Wakefield	4	0	0	0	0	0	0	2	0	0	1	1
Barnet	4	0	3	0	0	0	0	1	0	0	0	0
Ealing	4	0	0	0	0	0	0	2	0	0	2	0
Merton	4	0	0	0	0	0	0	3	0	0	1	0
Havant	4	0	0	0	0	0	0	4	0	0	0	0
Epsom and Ewell	4	0	0	0	0	0	0	4	0	0	0	0
Chichester	4	0	0	0	0	0	0	4	0	0	0	0
Mid Sussex	4	0	0	0	0	0	0	2	0	0	2	0
South Gloucestershire	4	0	0	0	0	0	0	2	0	2	0	0
Darlington	3	0	0	0	0	0	0	0	0	0	3	0
Richmondshire	3	0	0	0	0	0	0	2	0	0	1	0
Sheffield	3	0	0	0	0	0	0	2	0	0	1	0
Nuneaton and Bedworth	3	0	0	0	0	0	0	2	0	0	1	0
Wyre Forest	3	0	0	0	0	0	0	1	0	0	2	0
Bedford	3	0	0	0	0	0	0	3	0	0	0	0
Braintree	3	0	0	0	0	0	0	3	0	0	0	0
East Hertfordshire	3	0	0	1	0	0	0	1	0	1	0	0
Broadland	3	0	0	0	0	0	0	1	0	0	2	0
Babergh	3	0	0	0	0	0	0	1	0	0	2	0
Harrow	3	0	0	1	0	0	0	2	0	0	0	0
Havering	3	0	0	0	0	0	0	0	0	0	3	0
Hillingdon	3	0	0	0	0	0	0	2	1	0	0	0
Kingston upon Thames	3	0	0	0	0	0	0	3	0	0	0	0
Southampton	3	0	0	0	0	0	0	3	0	0	0	0
Dartford	3	0	0	0	0	0	0	1	0	0	0	2
Reigate and Banstead	3	0	0	0	0	0	0	3	0	0	0	0
Mendip	3	0	0	0	0	0	0	1	0	0	2	0
Flintshire	3	0	0	0	0	0	0	1	0	0	2	0

All categories: Method of travel to work (2001 specification)	Work mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
2,771	0	4	31	47	4	28	2,070	138	128	307	14
2,757		0%	1%	2%	0%	1%	75%	5%	5%	11%	