



H/3460/2

PROPOSED STADIUM DEVELOPMENT

BOARDSIDES, BOSTON

TRAVEL FRAMEWORK

AUGUST 2005



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1. INTRODUCTION

- 1.1 As a business Boston United have a fundamental issue regarding their employees and visitors travelling to and from the proposed out of town relocation site at Boardsides in Boston. Their present town centre location is well served by public transport of buses and trains enabling the use of modes of transport other than cars. Boston's public transport links are improving but are concentrated in the town centre which means many employees and visitors will initially need to switch to car usage. Furthermore the currently proposed parking provision would be inadequate to accommodate all car users at a capacity occurrence.
- 1.2 The requirement to provide a Travel Framework to satisfy planning is considered to be a separate issue, but should not be considered in isolation to this first issue. The Travel Framework should be particularised to meet the needs of the Authority and the applicant on the basis of information gathered and discussions held.
- 1.3 The applicant is committed to reducing the number and length of motorised journeys and encouraging alternative means of travel leading to less environmental impact. To assist in achieving these aims the applicant will require future owner/occupiers operating on their site to implement their own Travel Plan. In all cases these are expected to link with those of other users in adjacent units. Future owner/occupiers will also be required, as a condition of lease/sale, to put in place the following strategy. This Travel Plan will then form the Framework for the plan implemented by the applicant or any future user:
- To encourage employees and visitors to use convenient, safe and viable alternatives to the car in order to get to the site.
 - To monitor on a regular basis the means of travel used by employees and visitors and seek to encourage transfer to the most sustainable modes



- 1.4 The Travel Plan is a commitment designed to ensure that employees and visitors are encouraged to use realistic alternatives to travel by car. Providing a choice of travel is an integral part of current transport policy and the Travel Plan, promoted by government in its White Paper on Transport, is the means by which alternatives to the car are provided, monitored and reviewed over a period of time.
- 1.5 A sample statement to distribute amongst employees is included at Appendix A, a sample Travel Plan Coordinator Check List is included at Appendix B and the fan survey for Boston United is included at Appendix C.

Fan Survey

- 1.6 A fan travel survey, see Appendix C, has recently been completed to cover all areas of travel as might be considered for a Travel Plan. This survey dealt with current travel patterns to the current stadium location and expected travel patterns for the proposed stadium location have been assumed on the basis of the out of town centre location.
- 1.7 The current revealed and expected likely travel patterns are:

	Current	Expected
Car	72%	84%
Bike	3%	3%
Public Transport	2%	12%
Walk	23%	1%

It should be noted that these results are from a sample of opinions of fans that were surveyed at a home game and also takes into account the fact that public transport facilities at the proposed site are far inferior to those available in the town centre.

- 1.8 Since the survey includes home postcode all the information can be cross-referenced by post code. In fact, any combination of cross referring between questions is possible through the use of pivot tables. Hence those who currently use public transport for example can easily be identified and extracted.



1.9 The results of the fan survey have been assessed to obtain an origin-destination matrix of journeys to the existing and proposed stadium locations.

Public Transport Facilities

1.10 Lincolnshire Interconnect operate an internet based journey route planner throughout Lincolnshire and this could be used to identify the possible public transport routes, times and modes from each home postcode zone to the proposed location.

1.11 It is usually accepted that journeys of up to 3km are acceptable walking distances and up to 5km is acceptable for cycling.

1.12 A survey has been undertaken to assess the parking, public transport, cycling and pedestrian facility provisions local to the site as part of the Transport Study supporting the planning application.

Cycling Provision

1.13 “There are no formal facilities on the local highway network to specifically cater for cyclists”.

Bus Services

1.14 “The local area is not easily accessible from the bus route network in the town although there is a limited level of service to the vicinity of the proposed site”.

1.15 “The services that run past the site or nearby are:”

A4	07.55	Monday to Friday
C49	13.50	Monday to Friday
Amber Hill	16.50 – 17.20 ish	Schooldays
44	09.15, 15.25	Friday only
59	12.20S, 14.20S, 16.35 NS 17.05 Sd, 18.00 Wd	S = Saturday, NS = Not Saturday Sd = Schooldays, Wd = Monday to Friday



Rail Facilities

- 1.16 “The nearest railway station is at Hubberts Bridge, a 5 minute walk away, otherwise the main station in Boston town centre is a 35 minute walk away.”

Car Parking

- 1.17 At present the applicant controls 400 parking spaces at the current York Street Stadium. The proposed site currently has a total of 1000 parking spaces to accommodate the employees and visitors at a location with a lower level of public transport and public car parking provision, and this parking provision may in fact be reduced as a result of planning requirements, and the parking associated with the pub and hotel will not be available to Boston United fans.
- 1.18 Given that as a result of the out of city centre location and lower level of public transport provision the current proportion of visitors driving may increase, the lack of public parking may result in a challenge regarding parking at this development for a capacity event.
- 1.19 Lincolnshire County Council’s current parking standards are as follows:

Type of Development	Maximum Car Parking Standard	Minimum Cycle Parking Requirements
Stadium	To be assessed on individual merits, but typically one space per 15 seats	To be assessed on individual merits
Restaurants/Cafes/Public Houses/Licensed Clubs	1 space per 3m ² public drinking area plus 1 space per 5m ² public dining area	
Cinema/theatres/Conference Facilities/Bingo Halls/Other places of assembly with fixed seating	1 space per 5 seats	1 stand per 20 seats
Hotels	1 space per bedroom	To be assessed on individual merits



- 1.20 Furthermore, it is required that a minimum of 5% of the total car parking provided should be dedicated as parking for the disabled.
- 1.21 The general aim is to keep parking to an operational minimum particularly in the centre which is well serviced by public transport. However, it is considered that some degree of flexibility must be available in the way standards are applied and the following factors may be relevant for consideration:
- Whether off site parking would result in a danger to highway and pedestrian safety
 - Whether the locality of the proposed development is served by public parking facilities
 - The relative accessibility of the development site by public transport services
 - Whether off site parking would result in demonstrable harm to residential amenity

Likely Level of Cars

- 1.22 The proposed development will include 1000 parking spaces. From the Transport Study the maximum attraction of this site is 1568 vehicular arrivals in the peak hour for a capacity event, which will be restricted by the local highway and eased by public transport improvements. This is on the basis of a typical 3 persons per car as discussed in the MJMC Transport Study H/3460/1.



2. INITIATIVES

Managing the Plan

2.1 The applicant will appoint an employee to co-ordinate the Travel Plan and their role is:-

- overall responsibility for their company's Travel Plan;
- to lead the process of developing targets, implementation and review;
- to liaise with the Local Authority and Public Transport Operators;
- and
- to ensure travel information is readily available
- to ensure new employees and visitors are made aware of alternative travel opportunities
- set up and maintain a database of car sharing
- monitoring of the Travel Plan
- to liaise with other local Travel Plan Co-ordinators (TCP's), contribute to a combined database and pool resources

2.2 All TCP's will meet with the Council for the annual review and will prepare annual progress reports for these reviews.

2.3 The following organisations will be invited to appoint a representative to sit on the Liaison Group alongside the TCP.

- The emergency services
- Boston Borough Council
- Lincolnshire County Council
- The Local Highway Authority
- Proposed off site parking area land owners

2.4 The presence of the police on the Liaison Group will ensure that appropriate arrangements are made in terms of police cover to deal with the issues relating to arrival and departure periods.



2.5 The Liaison Group will also meet in response to “special” fixtures such as home cup ties against major opposition. Special meetings may also be called by any of the above named parties to discuss any unforeseen eventualities arising out of the travel proposal and in this way respond to problems and better anticipate future demand.

2.6 Travel and parking surveys will be arranged on an annual basis to establish employee and visitors travel patterns and monitor any modal changes and will comprise:

- Individual questionnaires
- Travel movements in and out of the car park
- Vehicle occupancy
- Bus travel survey
- Cycle and motorcycle use

The surveys will be undertaken on a day and time to be agreed with the Council, carried out independently by a company selected by both the TPC's and the Council and paid for by the companies involved.

Measures to encourage walking

2.7 A plan of safe pedestrian routes to be agreed with the Council's Road Safety Officer will be made available to all employees and visitors.

2.8 A similar plan will be on display in prominent locations within the development.

2.9 The health benefits of walking will be promoted to employees and visitors in the facility and relevant literature will also be displayed within the development to ensure it is available to all staff and visitors.

2.10 In the event of an emergency the applicant will assist employee walkers to find transport home.

2.11 The design of the development encourages walking by including:



- a large boulevard area around the site for pedestrians and cyclists
- pedestrian routes in all directions leading to and from the entrance
- safe pedestrian crossing facilities on all surrounding routes: and
- a route around the development
- good quality footpaths with appropriate finished surfaces and lighting on the site
- footway provision along Boardsides A1121 from town centre

Measures to encourage cycling

- 2.12 There will be provision of secure, covered cycle and motor cycle parking facilities at various locations together with lockers and showers for use by employees.
- 2.13 Plans of cycle routes in the area will be made available to all employees and visitors.
- 2.14 A similar plan will be on display in prominent locations within the development.
- 2.15 The health benefits of cycling will be promoted to employees and visitors in the development.
- 2.16 The applicant will consider offering employees the opportunity to purchase bicycles at discounted rates.
- 2.17 In the event of an emergency the applicant will assist employee cyclists to find transport home.
- 2.18 The TCP group will consider the feasibility of setting up a cycle user group for employees.

Measures to encourage public transport

- 2.19 Plans of public transport routes, bus stop locations and timetables will be made available to employees and visitors.
- 2.20 A similar plan will be on display in prominent locations within the development.
- 2.21 The applicant will consider providing interest free loans to employees for public transport season tickets.



- 2.22 The TPC group in conjunction with the applicant will seek to negotiate discounts for employees with bus operators and will discuss survey results to ensure services are operated with maximum benefit.
- 2.23 The applicant will consider further incentives for employees to use public transport eg. promotional voucher schemes.
- 2.24 The design of the development also encourages the use of public transport by the provision of the conveniently located bus stop within the site and good bus accessibility into the site.
- 2.25 Dedicated routeways can be identified from which footpaths are available leading throughout the development. For employees and visitors arriving in the locality by bus, access will be by the pedestrian footpaths identified.
- 2.26 Discussions are underway to provide a shuttle bus from the town centre on match days.

Measures to reduce car travel

- 2.27 Coach parking will be provided for up to 24 vehicles, located in the away supporter zone close to the away end of the stadium.
- 2.28 The TPC group will introduce a car-sharing scheme for employees who travel to and from similar areas. The method used will be dependent on the decision of the TPC group. The group will also consider the practicability of extending the car-sharing scheme to include users in other neighbouring units in the area and the possibility of marking spaces for car sharers in the car park.
- 2.29 In the event of an emergency, the applicant will assist employees who car share to find transport home. The TPC group will negotiate with local taxi/private bus companies as an emergency backup. This is particularly significant in relation to car sharing but is also relevant in relation to those arriving on foot, bike or by bus.
- 2.30 Periodic surveys will establish the use of the car park and mode of travel and this information will be made available to the local authority and any interested party on the Liaison Group.



- 2.31 The applicant should be committed to reducing the number of car parking spaces from current provision by 10% (for those who live within 5 miles of the new location) over a 10 year period commencing at a time when the site is fully operational.
- 2.32 The applicant accepts that modal changes are more easily achieved for short journeys and will therefore endeavour to recruit staff concentrating on those living locally. In achieving this aim job vacancies should firstly be advertised in the local press, job centre and in the local area itself where applicable where applicable.
- 2.33 From discussions with the Local Authority the car park will be made available on non-match days for use as a park and ride location to encourage visitors to Boston out of their cars and onto public transport, thus reducing the level of private car traffic in the town centre. Conversely, as previously mentioned a shuttle bus service can run from the town centre to the stadium on match days to similarly reduce private car traffic.
- 2.34 It should be noted that the level of car arrivals for the site as discussed in the MJMC Transport Statement H/3460/1 assumes a typical 3 persons per car and therefore the likelihood of additional car sharing is limited.
- 2.35 The alternative is therefore to encourage parking in the town centre and/or the use of a shuttle bus system to transport fans from the town centre to the stadium.
- 2.36 To further discourage local on street parking and therefore reinforce the preference of using the shuttle bus system, Marshalls will patrol the Great Fen area during and leading up to match times.
- 2.37 As discussed in MJMC Transport Study H/3460/1:

“For the three scenarios discussed the number of shuttle buses required on the basis of 6 minutes journey time in each direction with 4 minutes loading and 1 minute unloading and 50 passengers per bus would be:”



Attendance	Total Trips	Fleet Size
3000	7	2-3
4500	23	7-10
7500	78	26-34

Measures to raise awareness

- 2.38 Promotional days, activities and team meetings to raise awareness of “travel plan initiatives” will be arranged for employees and visitors.
- 2.39 Information displays to employees and visitors will include details on the benefits of alternatives modes of travel.
- 2.40 The TPC group will liaise with the Local Council in regard to travel promotions by the Council and the companies will consider hosting events promoted by the Council.
- 2.41 The applicant will encourage staff and visitors to take up any offers and discounts provided by local bus companies and will assist in finding suitable partners for those wishing to take part in car sharing. The TPC group will do this via the provision of a car sharing database.
- 2.42 Information will be provided to all staff and visitors relating to details of safe pedestrian and cycle routes to and from the facility. To reinforce this it is proposed to provide staff with a pack of information on public transport when they begin employment.

Measures aimed at visitors

- 2.43 The applicant will endeavour to provide, within the facility, information relating to the availability and frequency of local bus services and pedestrian/cycle routes to the facility through the use of the notice boards in prominent locations.
- 2.44 The TPC will make all new and existing staff and visitors aware of the Travel Plan and its objectives. Awareness will be raised via team meetings and promotional material in all rest areas and communal areas.



- 2.45 The applicant will provide stewards to place police No Waiting cones in appropriate locations along streets where there is a perceived problem with visitors parking indiscriminately.
- 2.46 Announcements will be made to warn visitors of fixed penalty tickets for those who park in contravention of the No Waiting Regulations.
- 2.47 Departures from site will be restricted at the end of a fixture to allow pedestrians, cyclists and public transport users to leave the site first and therefore encourage their use.
- 2.48 Charging may be implemented for car parking to actively discourage parking at the stadium. This can be furthered by restricting access to season ticket holders and away fans only.



3. MONITORING AND REVIEW

3.1 The TPC group responsible for the Travel Plan will review the effects of the various initiatives with the local Planning and Highway Authority on an annual basis following results of the surveys. The purpose of the review is:

- to provide an assessment of how employees and visitors travel to and from the site.
- to develop targets to achieve;
- to review the various initiatives; and
- for the development of new initiatives to encourage more use of the alternative modes to the car.

3.2 Within 6 months of opening the in-house TPC will conduct a travel survey to assess the existing travel patterns and awareness of the employees and users. This will form the basis of the ongoing monitoring of the Travel Plan with the travel survey being conducted annually from then on and the data will be added to the combined database held by the TPC group.

3.3 New staff will receive the travel questionnaires on commencement of employment and their results will be entered onto the database. Staff leaving will be removed from the database. All data will be treated with confidentiality.

3.4 Sample surveys among visitors will be conducted to gauge their attitudes towards travel to the facility within 12 months of the facility opening. Future surveys will be agreed with the TPC group and the Local Authority.

3.5 Using the results of the surveys, the in-facility TPC will seek to address real and perceived barriers to the adoption of sustainable transport modes among employees and visitors.

3.6 Parking management regimes may need to be introduced or toughened. Parking could be restricted for those who live inside a 10 mile radius and are therefore more able to travel by public transport, on foot or by bike.



- 3.7 Parking charges could be introduced for staff and visitors and the money raised used to support other schemes and existing initiatives in use or new ones being introduced, such as free bikes or company bikes being provided.
- 3.8 The TPC will regularly monitor the progress of the Plan against the targets, considering amendments to the plan where the targets are not met, or progress is considered insufficient.
- 3.9 An action plan will be drawn up and progress against the targets will be monitored, details of which will be included in the Travel Plan.
- 3.10 The TPC will produce an annual progress report, which will be sent to their employer and made available to the local council if required. The report will include results from the travel surveys and progress made towards the Travel Plan Targets. An initial Action Plan from which to work and which is intended for review is included in Appendix D.
- 3.11 The applicant has recently completed a fan survey relating to the travel patterns. The results of this survey suggest the following current and expected travel patterns by mode which will form the baseline for the purposes of their Travel Framework:

	CURRENT	EXPECTED
Car	72%	84%
Bike	3%	3%
Public Transport	2%	12%
Walk	23%	1%

It should be noted that these results are from a sample of opinions of fans that were surveyed at a home game and also takes into account the fact that public transport facilities at the proposed site are far inferior to those available in the city centre.



Targets

- 3.12 The targets that will be proposed should be in line with targets that the Council is seeking to achieve as part of their Local Transport Plan. The following are suggested targets that can be reviewed in discussion with the Council.

Walking

- 3.13 To increase the number of walking trips by 1% per year, although this may need to be reviewed because there will become a ceiling which is unlikely to be exceeded because of home locations.

Cycling

- 3.14 To increase the number of cycle trips by 50% by 2012 from a base year of 2007. This assumes a very low base for cycling.

Bus

- 3.15 To increase bus travel by 10% by 2012 from a base year of 2007. This target is dependent on the range and frequency of services to the site and the suitability of a target of about 2% per year increase will need to be assessed once the development is open.
- 3.16 There will be other targets and measures to consider as appropriate which can be considered following the opening of the development, such as car sharing.
- 3.17 The annual targets above may need to be reviewed following initial surveys of travel patterns at opening to ensure co-ordination with the relevant targets.
- 3.18 The progress in reaching targets will be reviewed on an annual basis and the initiatives referred to in a Section 2 will be examined with particular emphasis on those measures that will encourage specific targets to be reached and other measures implemented as appropriate:



Short Term

To encourage walkers, in wet weather umbrellas will be available for loan.

To encourage cycling to work cycle racks will be provided in prime locations.

Encourage staff to use public transport or car sharing for work outside the office.

Medium Term

Cycle training provided to equip staff with skills and confidence to cycle to work safely.

Organise a 'Buddy' Cycle scheme – members of staff volunteer to act as buddies and matched to people wanting assistance. Experienced cyclists volunteer to ride along with a novice until they gain confidence to cycle alone to alleviate safety concerns.

Bicycle User Groups to ensure relevant issues brought to the attention of management and TPC.

Long Term

Consider operational feasibility of flexible working system to enable staff to avoid peak congestion times and reduce numbers of days staff need to travel to work.

Consider whether any staff could work from home for at least part of their workload by providing loan IT equipment and covering costs of telephone connections.

Teleconferencing to enable staff to avoid travelling long distances for face to face meetings. Video conferencing is also an alternative.

Encourage staff management to look at alternative fuels by raising awareness of more economically friendly fuels, adjusting or supplying car grants and encouraging staff to apply for grants from



“powershift” – a national program to get more cleaner vehicles on the road by providing grants to individual motorists and fleet managers towards the cost of buying new or converting an existing vehicle

Remind staff to plan ahead and give themselves time for their journey to ensure staff do not feel pressurised into driving at excessive speeds or for excessive periods of time when on company business.

Review

- 3.19 It is intended that the first review will be within six months of the new site beginning to operate and thereafter on the anniversary of the first survey.

Conclusion

The objective of the Travel Plan is to encourage staff and visitors to travel to the development by alternative means of transport to the private car. It is intended to achieve this objective by utilising specific elements within the development to facilitate trips on foot, by cycle and by public transport. The plan sets out initiatives to provide information to staff and visitors to encourage alternate means of transport to the development.



Appendix A

Cleaner Modes of Travel (Sample Statement)



CLEANER MODES OF TRAVEL

We all love cars! Or do we? They are a great way to travel, but we all suffer the problems too... congested roads, longer journey times and pollution, to name just a few.

Local planning authorities and the Government now require that we have “Travel Plans” for all our facilities.

This is where you come in.

We don't have the answers! Every Travel Plan will be different, dependent on where the facility is, the quality of local public transport and so on. So, we would like you to take on the challenge of producing and implementing your own Travel Plan.

Remember – this is something we must do. As well as meeting the Government's requirements, we can play the part in making the world cleaner and greener for ourselves and our kids.

The following brief will go through some of these ideas and list how you can put travel plans into action in your place of work.

What are travel plans?

A travel plan sets out how employees plan to cut down car journeys to and from work. It pulls together all the ideas that employees come up with – like car sharing, using public transport, walking, cycling - the targets you've agreed on and how you're going to track progress.

What are the benefits of a Travel Plan ?

- Reduce the cost of getting to work
- Feel healthier walking or cycling instead of driving
- More parking spaces available



- Lessen congestion and air pollution – remember, one less car journey a week will help prevent one child getting asthma
- Good PR for your place of work
- Meet the requirements of Government & Local authorities
- Help the company grow face of competition from others.



Appendix B

Travel Plan Coordinator Check List



How to set up travel plans

Date	Action	Achieved?
	Set up a meeting to discuss travel plans; what a travel plan is and how you can help.	
	Nominate employees to look after the following areas: <ul style="list-style-type: none"> • Sending out travel surveys (see questionnaire at the back of this brief) and collating the information from them • Communicating results to employees and feeding back results to the your Travel Plan Co-ordinator group • Rewarding employees who have improved the most (see below) Nominate one permanent in-house Travel Plan Co-ordinator (TPC) who can look after issues such as this going forward	
	Send out the 'How do we travel' survey at the back of this brief to every employee in-house using departmental representatives. Return replies to your nominated survey representative.	
	Nominated survey representative to collate information from the surveys to identify common problems and ideas with the in-facility TPC. TPC to summarise and forward these to the TPC group.	
	Arrange to carry out repeat questionnaire one year later to monitor and review progress.	
	Call meeting to discuss how these problems can be addressed and to set targets for reducing number of car journeys to and from your facility (a 20% reduction over say five years on existing levels of car travel is a commonly used guideline).	
	Find out what public transport is available to and from your place of work – maps and timetables are usually available – you could put these on notice boards – update them every year, or as timetables are revised.	
	Make new members of staff aware of the Travel Plan initiatives.	
	Publish your plan and commitments on notice board and let your employer and the TPC group have a copy.	
	Work with the TPC group	



	Arrange to launch your TP. Write to the Council and the newspaper to explain what you are doing.	
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In addition to the employee feedback you receive, why not think about the following:

- Publishing bus and train timetables on notice boards and updating it periodically
- Seeing if you can you work up a deal with local bus companies to offer discounts to employees from your facility or depot
- Listing the benefits of exercise of your notice board to promote a health drive in facility
- Rewarding good ideas from employees in facility
- Lift sharing scheme
- Having reserved car parking spaces near the entrance for employees who share a car into work
- Rewarding the employee of the month who has saved the most money/mile
- Organise a special Travel to work day to increase awareness

Travel Plan Targets

Mode of Travel	Current %	Target %	Achieved
Walking			
Cycling			
Car Sharing			
Public Transport			
Total			



REWARDING EMPLOYEES

To encourage employees to come up with good ideas for reducing the number of car journeys employees at your facility take, why not reward the best ideas at your next celebration lunch in house?

We would also like to hear about ideas at the TPC group so please send a copy of the questionnaire collation form above to:

As we mentioned above, green travel is not just another initiative; it should be something that we start to do as a matter of course. To keep the subject in your employees' minds, why not nominate an employee of the month; someone who has saved the most money, or the most miles by travelling greener. You could reward them with a week's free bus fare, or similar.



Appendix C

Boston United Fan Survey

Interview Survey, Boston United Football Club, Lincolnshire

DATE: SATURDAY 30th OCTOBER 2004

HOME POSTCODE	HOW DID TRAVEL TO THE MATCH ?	IF TRAVELLED BY CAR, WHERE IS THE CAR PARKED
LN44HX	3	0
PE202HR	1	FIELD STREET
PE21	1	YORK ST
PE20	1	EAGLES CP
PE21 8NZ	10	0
PE201EW	1	FIELD STREET
PE210AR	1	ROWELY ROAD
PE21 7HN	1	ROWELY ROAD
PE21 9RU	2	HARDIWAY
DE73 1DR	1	SPAIN RD
PE22 8AZ	10	TATTERSHALL RD
PE21	1	MATALAN CP
PE20	1	DROPPED OFF
PE21 ODD	3	GONE AWAY
PE21 9QZ	2	DROPPED OFF
PE20 1YQ	1	SPAIN RD
LN10 6UB	4	0
0	1	FIELD RD
0	1	HORNCastle RD
NG18 3AF	1	PC WORLD WEST ST
PE21	2	IN CLUB CAR PARK
PE24 4DQ	1	WIDE BARGATE
PE21	1	CHURCH ROAD
PE21	1	BOSTON FC
PE20 3HY	1	LONDON RD
PE21 OLG	10	0
PE20 1FX	1	WEST ST BOSTAY
PE20 1XQ	1	BAROOG COUNCIL CAR PARK
PE21 7QQ	2	DROPPED OFF BY FIRIEND
PE22 8SD	1	MR TOWN CENTRE WORKPLACE
0	1	COUNCIL CAR PARK
PE29EW1	10	0
PE21 7HS	10	0
PE22 8NS	1	WATERLAND NR FOOTBALL CLUB
0	1	TOWN CENTRE
PE22	1	YORK ST
PE25 2LM	1	CHURCH RD
PE21 OSR	10	0
PE21 8BH	10	0
PE21 9AM	10	0
TN1 2QH	1	CAE PARK PRN ST
O4FBX16	1	RELATIONS HOUSE BOSTON
PE22 9BH	1	AT NEPHEWS HOUSE BOSTON
PE21 5EQ	10	0
0	1	TOWN CENTRE
0	1	OLD LONDON RD
PE11 3JA	1	FOSTER STREET
PE20 2AD	1	CAR PARK OTHER SIDE OF JOHN ADAMS
PE20 2HH	1	EAGLES CAR PARK
PE21 OAP	10	0
PE24 4PP	7	0
NOTTINGHAM	7	0
PE21 9RY	3	0
0	10	0
PE21 8NN	1	CAR PARK OTHER SIDE OF JOHN ADAMS
NR9 3NY	1	PILGRIM RD
NP9 3NY	2	PILGRIM RD
PE11 4TS	2	EAGLES CAR PARK
PE21 9HY	2	CAR PARK HERE

Interview Survey, Boston United Football Club, Lincolnshire

DATE: SATURDAY 30th OCTOBER 2004

HOME POSTCODE	HOW DID TRAVEL TO THE MATCH ?	IF TRAVELLED BY CAR, WHERE IS THE CAR PARKED
PE21 ONB	1	CAR PARK HERE
PE22 9YF	3	0
PE21 6JH	10	0
PE21 8PA	1	CAR PARK HERE
PE21 OPN	1	CAR PARK HERE
PE12 6DQ	1	MAIN CAR PARK
PE23 4AL	1	CAR PARK OTHER SIDE OF JOHN ADAMS
PE20	1	TOWN CENTRE
PE21 9HY	2	MR GORDON SMITHS
PE22 ONR	1	NR GORDON SMITHS
PE22 9RQ	1	NORFOLK ST
PE11 3RQ	2	SWIMMING POOL CAR PARK
PE22 9BJ	2	LANE NR BY
NG34 9TT	7	0
PE21 8ER	10	0
PE22 OBG	1	EAGLES CHIP SHOP
NG2 6RW	2	WIDE BARGATE
PE21 9DQ	2	EAGLES FISH SHOP
PE21 8BP	3	0
PE21 0BJ	3	0
PE21 8PN	1	ROUND SOME BACK ST
PE20 3DT	3	0
PE21 9RS	10	0
PE21 0ED	10	0
PE21 9RB	11	FOOTBALL GROUNDS
PE22 8RD	2	0
PE21 8EB	1	PILGRIM RD
PE25 3NH	1	SMALL CAR BY RIVER
PE21 7BZ	1	FOOTBALL GROUNDS
PE21 6DW	10	0
PE22 ORP	1	CAR PARK NEXT TO EAGLES FISH SHOP
PE22 OHY	2	SWIMMING POOL CAR PARK
PE22	10	0
PE20 1XT	1	TOWN CENTRE
BS8 4RY	1	MATALAN CAR PARK
PE21 9EE	10	0
PE20 1AU	1	EAGLES
NG34 7NP	1	0
PE21 9AE	10	0
PE20	1	MATALAN
PE21	1	TOWN CENTRE
PE21	1	YORK ST
PE20	1	PILGRIM RD
LN13 ONW	1	YORK ST
PE20 1HD	1	BUFC
PE22 9QQ	1	EAGLES
PE21 0BJ	3	0
PE21 0DA	1	WINDSOR BANK
PE22 9HS	1	RACHFORD CRESCENT
PE21 8NY	2	BUFC
PE9 2RP	1	MANOR GARDENS
PE21 8BP	3	0
PE20 1LD	1	PEN ST
PE21 0BZ	11	0
PE21 7SS	10	0
SE17 3QY	1	EAGLES
LN4 4RA	10	HIGH ST QUAY
PE23	1	HIGH STREET
PE21	1	EAGLES

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HOME POSTCODE	HOW DID TRAVEL TO THE MATCH ?	IF TRAVELLED BY CAR, WHERE IS THE CAR PARKED
PE21 9BG	10	0
PE11 4TS	1	HIGH ST
PE11 2EE	1	PESCOD
PE21 7QR	2	YORK ST
PE22 8AZ	10	0
PE21 9QY	1	CHURCH RD
PE21 9AE	10	0
PE22 7QE	10	0
NG34 9JR	1	BUS STATION
PE22 7AX	1	COUTRIDGE
PE20 1XJ	1	0
0	1	MANOR GARDENS
PE22 0PG	1	WINDSOR BANK
NG34 OSW	1	NCP
PE12 6SR	1	SOMERFIELDS
PE20 3DH	1	WEST ST BOSTAY
PE12 9PQ	1	SPYNE LANE
LN11 OST	1	PLEGRIM GARDENS
PE21 PAH	10	0
PE11 2TA	1	WORNGATE
PE21 OHA	2	ROWLEY RD
PE21 9QA	11	0
PE20 2DJ	1	PILGRIM RD
NG12 1AL	1	IN GROUND
PE21 7BD	10	0
0	10	0
PE20 1EW	1	MAYFLOWER RD
PE20 3SE	2	MANOR GARDENS
PE21 6JG	10	0
0	3	0
PE16 6BZ	2	MANOR GARDENS
PE21 9HN	3	0
PE24 5YU	1	MANOR GARDENS
0	1	ROWLEY RD
0	1	BOUTHEND C/P
0	3	0
PE21 ONU	10	0
PE21 0QY	1	YORK ST
PE22 7DB	1	ASDA
PE20	1	PILGRIM ROAD
PE21	1	TOWN CENTRE
PE20 1HA	1	HIGH STREET
PE21 7HN	1	NELSON WAY
PE21 6JL	10	0
LN13 9BA	2	WINDSOR BANK
LN4 4LD	2	LONGHORST HOUSING
PE20 1HJ	2	LONDON RD
HP27 9DB	1	COACH AND HORSES
PE21 8EZ	10	0
PE21 8HJ	10	0
PE22 OSD	4	0
NS34 7AD	1	CITY CENTRE CAR PARK
PE21 6PW	1	CITY CENTRE
PE21 9GY	10	0
PE22 8LJ	2	EAGLES CAR PARK
PE20 3HY	1	PRUAT CAR PARK
PE21 8LG	1	HOME
PE21 9LL	2	POLICE STATION
PE21 9AD	10	0

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HOME POSTCODE	HOW DID TRAVEL TO THE MATCH ?	IF TRAVELLED BY CAR, WHERE IS THE CAR PARKED
PE22 OHA	1	BRIGE CAR PARK
NS34 8RT	1	BUS STATION
PE21 9AD	1	0
PE21 6PW	10	0
PE21 6AF	10	0
PE21 ONE	2	INGELOW MANOR
PE16 6BU	1	SWIMMING POOL
PE21 ONR	1	INGELOW MANOR
PE21 OBS	10	0
PE20 3NX	1	MANOR GARDENS
PE21 9HN	2	PILGRIM RD
PE25 3HW	1	CAR PARK
LN4 2DZ	1	LINDSOR BANK
PE22 OBZ	1	FRRISTON RD
PE22 9DL	1	SLEAFORD RD
PE21 OPH	10	0
PE12 6LD	1	PILGRIM RD
PE11 4PU	2	ROULEY RD
LE13 1HU	1	ROWLEY RD
PE21 7JU	10	0
PE21 8AU	10	0
PE21 8PW	1	LINDSOR BANK
PE11 4SA	1	DOWLEY RD
PE21 9ET	10	0
PE21 7QF	1	YORK ST
LM12 1LE	1	BOLTON HORTH ST
PE21 8BT	11	0
PE21 9RP	1	EAGLES FIELD RD
PE25 3AF	1	MAIN RIDGE
PE20	1	MATALN
PE21	1	EAGLES CP
PE24 5EG	1	MAIN RIDGE
PE21 OKZ	11	0
PE20 2JT	1	ROWLEY RD
PE25 4JD	1	EAGLES FIELD RD
PE11 4XN	1	NEW ENGLAND PUB
PE20 1XF	10	0
PE23	1	MATALAN CAR PARK
PE22	1	WINSOR PARK
PE12 7PP	1	JOHN ADAMS CAR PARK
PE22 ONX	1	EAGLES
BS10 7HY	1	ROWLEY RD
LM4 4YG	1	MILL TYRES FIELD ST
PE21 9HY	10	0
PE23 5AT	1	EAGLES
PE21 9AX	10	0
PE21 8HZ	10	0
PE22	1	ROWLWY STREET
PE12 8DJ	1	MATALAND
PE21 8EP	1	ROWLEY RD
PE12 88JE	1 3	0
PE22 7DT	1	MILL TYRES FIELD ST
PE21 9LQ	3	0
PE20 1SF	1	EAGLES
PE25 3SG	1	EAGLES
S051 8HN	1	ROWLEY RD
PE21 9EA	1	GROVE EAST ST
PE20 2HL	1	HAREWOOD CLOSE
0	1	EAGLES

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HOME POSTCODE	HOW DID TRAVEL TO THE MATCH ?	IF TRAVELLED BY CAR, WHERE IS THE CAR PARKED
PE21 7PG	1	KEY SIDE POST ODDICE
PE24 4JJ	1	ARTERLEY ROW
PE21 0AW	10	0
PE21 9NZ	10	0
PE21 9NQ	10	0
PE21 0BG	1	SWIMMING POOL
PE22 8RD	1	BOSTON BUSINESS
PE20	1	YORK STREET
PE22 9JE	1	BARGATE BRIDGE CAR PARK
BS20 0LF	1	EAGLES
PE21 8PR	10	0
PE21 9DW	1	MAIN RIDGE
PE21 7AY	1	FIELD ST
PE21 9AG	10	0
BS16 1WM	1	EAGLES
PE22 8JR	1	EAGLES
PE25 3BX	7	0
PE21 9EW	10	0
PE21 9AE	10	0
PE13 2EE	1	BY RIVER
PE21	1	EAGLES CHIP SHOP
PE22	1	DROPPED OFF
PE20 3DF	1	BUS STATION
PE22 8AY	1	BT YARD
PE21 7QR	1	MATALAN
PE21 8BT	1	MATALAN
PE21 7QH	1	WINDSOR BANK
PE21 9AP	10	0
PE21 8NZ	10	0
PE21 0NJ	10	0
PE20	1	FIELD STREET
PE21	1	YORK STREET
PE21 6JE	10	0
PE21 0LD	1	UNITED CARPETS
PE11 1RS	1	YORK ST
PE22 8JT	3	DROPPED OFF
PE12 8LG	1	GROUNDS CAR PARK
PE22 9RJ	1	JOHN ADAMS CAR PARK
PE23	1	TOWN CENTRE
PE21 0QY	10	0
PE20 2JT	1	BAR GARE BRIDGE
PE22 0VD	4	0
PE21 0NL	10	0
PE11 4XN	2	NEW ENGLAND HOTEL
NG34 7GE	7	0
PE12 8EU	1	EAGLES FISH SHOPCAR PARK
0	1	EAGLES FISH SHOPCAR PARK
PE11 4TS	1	EAGLES FISH SHOPCAR PARK
LN4 4YE	2	EAGLES FISH SHOPCAR PARK
PE25 1JH	2	PILGRIM RD
PE20	1	CHIP SHOP
PE21	1	MATALAN CAR PARK
PE22 0RH	1	EAGLES CAR PARK
NG34 8TW	1	NR BUS STAION CAR PARK
PE21 0OF	3	0
PE24 4HB	1	MAIN RIDGE
PE21 8ED	1	MATALAN CAR PARK
PE21 9HL	10	0
NG34 9QS	1	MATALAN CAR PARK

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HOME POSTCODE	HOW DID TRAVEL TO THE MATCH ?	IF TRAVELLED BY CAR, WHERE IS THE CAR PARKED
LN4 4HL	1	EAGLES
0	1	MATALAN CAR PARK
PE21	1	MARKET STREET
PE20	1	CAR PARK
PE22 7EU	1	EAGLES
LN4 4EQ	2	FIELD ST
PE21 0RA	1	0
BS9 2QX	1	RD NR BOWLING ALLEY
PE21 0HZ	10	0
PE21 9EW	10	0
PE20 1JP	2	QUAYSIDE CAR PARK
PE20 3PX	1	MANOR GARDENS
0	1	YORK STREET
DN22 9JT	2	JOHN ADAMS WAY
PE22 OJE	1	MARKET PLACE
PE21 0BZ	1	FIELD ST
PE22 8RD	1	NORFOLK ST
PE21 0PY	3	0
PE21 7QQ	10	0
PE11 3RQ	1	ROWLEY RD
PE23 4AL	2	MAUD ST
LN4 4SZ	1	FIELD ST
PE21 0PL	3	0
DE65 5HX	1	FREISTON RD
PE22	1	CHURCH STREET
PE21	1	LONDON ROAD
PE21 0PQ	2	WICHES GEORGE ST
PE23 4BE	1	MARKET ST
PE20	1	YORK STREET
LN13 0HQ	1	CLUB CAR PARK
S42 6TZ	2	WINDSON ST
PE21 9ET	10	0
PE21 0PL	11	YORK ST
PE21 9AN	10	0
PE21	1	FIELD STREET
PE25 3AT	1	CHURCH RD
PE21 9NS	10	0
PE22 0BD	1	FIELD ST
PE21 9RG	1	CHURCH HIGH ST
PE22 7QX	1	TOWER RD
PE21 9DS	1	MAIN RIDGE
PE21 9Q7	3	0
PE22 9AZ	1	CATTLE PENS
SM4 9LZ	1	LONDON RD
PE21 7QR	1	MATALAN CAR PARK
PE21 0JR	10	0
PE21 0BU	2	WINDSOR CREPSENT
PE20	1	KEY SIDE CAR PARK
PE21 0DX	1	HIGH STREET
LN4 3HF	4	0
PE11 4PZ	1	FIELD ST
NG34 7JJ	1	SPUYEN RD
PE22 0SU	1	YORK ST
PE20 1XL	1	LONDON RD
PE21 8DA	10	0
PE11 4PR	1	ROWLEY RD
PE23	1	MATALAN
PE25 2UB	1	JOHN ADAMS WAY
PE21 7PD	2	JOHN ADAMS WAY

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HOME POSTCODE	HOW DID TRAVEL TO THE MATCH ?	IF TRAVELLED BY CAR, WHERE IS THE CAR PARKED
PE21 8PN	10	0
PE11 3GH	1	NELSON WAY
PE21 9DS	1	WINSOR CRECENT
PE20 2AY	1	KEY SIDE CAR PARK
PE11 4TR	1	JOHN ADAMS WAY
PE21 0AP	2	BT CAR PARK
PE21 0BR	1	WORK
PE21 7SE	2	HIGH ST
PE21	1	CHIP SHOP
PE21 9JE	10	0
PE21 8BN	10	0
PE21 7SD	1	LONDON RD
PE20 2AY	1	MATALAN
PE21 0DX	11	0

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HOME POSTCODE	HOW DID TRAVEL TO THE MATCH ?	IF TRAVELLED BY CAR, WHERE IS THE CAR PARKED
PE21 0SN	Car	Windsor Crescent
PE21 9RN	Walk	
PE22 0SL	Car	Eagles Fish Shop
pe21 0rp	Car	Freiston Road
pe21 9nb	Dropped	Dropped at esso
SG1 6at	Car	
PE21 8HJ	Walk	will not travel by car due to poor parking in town
PE20 2le	Car	Rowley Road
Pe21 9RP	Car	New England Hotel
SG2 9PB	Car	
Pe21 9ax	Walk	will cease to support after 38yrs if club move
NG34 8DG	Car	bargate car park
PE21 0AT	Car	Windsor Crescent
PE11 4ND	Car	London Road
NG34 9DS	Car	Club Car Park
PE21 7SD	Car	John Adams Way Snooker Centre
PE12 9dz	Car	NCP Car Park John Adams Way
PE21 0NB	Car	Football Ground Car Park
PE11 1xz	Car	Main Ridge Matalan
PE11 2pn	car	York Street Car Park
PE22 9EP	Car	Bargate Bridge Car Park
Pe21 9an	Walk	
NR11 6Nz	Car	Car Park - access main road towards town centre
NG34 9LF	Car	Boston College
NG34 7az	Train	
	Car	Football Ground Car Park
PE20 3sz	Car	Quayside Car Park Fydell Crescent
CM23 4JE	Car	Longhurst
PE21 8BN	Car	Woad Farm Road Boston
PE11 4PJ	Car	Cinema Car Park
PE22 7AB	Car	Grey Friars Car Park
PE21 0PL	Motorcycle/Cycle	York Street
PE21 6JW	Walk	
PE21 8AS	Car	United Car Park No 13
PE21 7JU	Car	Longhurst
Pe21 7ap	Car	South Square Boston
PE21 7sr	Walk	
PE21 9rw	Dropped	Dropped and collected by car
IP11 7QB	Car	Long Stay car Park
PE22 9PP	Car	Fireston Road
PE21 9AQ	Car	Main Ridge
LN4 4LD	Car	Manor Gardens
LN13 0AB	Car	Windsor Bank
PE21 9ay	Walk	
PE20 3ue	Car	Wide Bar Gate Car Park (The Green)
PE22 9az	Car	New England Hotel
PE21 9nb	Walk	
NR16 1sp	Car	Street
Pe21 0DU	Walk	
PE20 3QT	Car	Private Car Park
PE21 0AY	Walk	
PE20 1JA	Car	Lincoln Lane
Pe21 9LR	Dropped	Dropped off and picked up
LN4 4pu	Bus/Coach	
LN4 4JY	Car	Thorold St
PE21 9RS	Walk	
PE23 5sl	Car	A back street east of ground
LN13 0EH	Car	Parson Drive Boston
PE22 8RD	Car	Eagles Car Park
PE21 7DD	Car	NCP Car Park John Adams Way
PE22 0SA	Car	A side road within walking distance of YS
PE20 2BU	Car	John Adams Way Car Park
PE22 0BZ	Car	Private Car Park behind new england hotel
PE21 7QF	Car	Football Ground Car Park
PE24 5AH	Car	anywhere vacant on way in from Skegness
LN4 4LD	Car	Private Car Park off John Adams Way
PE20 1HQ	Car	Spaine Road
PE21 6JE	Walk	
Pe20 1ry	Dropped	Dropped off - Pen Street
PE21 0HZ	Walk	
PE21 9EY	Walk	
PE21 8NR	Walk	Longhurst Car Park

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HOME POSTCODE	HOW DID TRAVEL TO THE MATCH ?	IF TRAVELLED BY CAR, WHERE IS THE CAR PARKED
PE21 7PQ	Car	Club Car Park
PE21 9HW	Car	Royal Mail Southend Boston (place of work)
PE21 9ax	Walk	
PE22 0HU	Car	Windsor Crescent
PE21 9RP	Car	Field Street Boston
PE21 9HR	Car	Windsor Bank
PE21 0DD	Motorcycle/Cycle	
PE21 7pr	Car	Fyddell Crescent Car Park
PE21 0AP	Motorcycle/Cycle	
PE21 0BB	Motorcycle/Cycle	
PE21 9AX	Walk	
PE21 7hq	Car	Manor Gardens
Pe25 3jw	Car	Church Road
Pe21 9ez	Car	Swimming Pool
Pe22 9DD	Car	Ground
PE25 3SG	Car	Behind Grounds
PE21 8LG	Walk	
PE22 0BB	Car	Bargate Green Car Park
PE25 2PN	Car	out of town, roadside
PE21 8DQ	Walk	
PE21 9EE	Walk	
PE21 9HR	Car	Gordon Smiths Yard, Main Ridge
Pe21 9DY	Walk	
PE21 9NQ	Walk	
PE21 6JD	Walk	
PE21 9AF	Walk	
PE23 5PB	Car	Maud Street Car Park
PE22 0RU	Car	Eastwood Road
PE21 8PG	Walk	
PE21 7PY	Car	any side street near to the york street ground
Ln4 4LD	Car	Manor Gardens
PE22 9AP	Car	Mill Tyres Field Street Boston
PE21 9PH	Walk	
NG4 4AD	Car	Wide Bargate
B97 5NJ	Car	York Street
B28 0NR	Car	John Adams Way Car Park
PE25 3dh	Car	Windsor Bank
LN5 0ER	Car	Westfield Ave
PE20 1XF	Car	Caroline St/High St/Nelson Way
Pe22 0NX	Car	Eastwood Road
PE21 0EF	Car	York Street Car Park
Pe21 7Lp	Car	York Street
PE21 8LQ	Motorcycle/Cycle	
PE21 0NJ	Car	Grass over river
PR6 0SQ	Car	York Street Football Club Car Park
PE21 0BZ	Car	off Rowley Road
PE32 2TE	Car	Carlton Road
PE21 9Ex	Walk	
PE20 3LN	Car	Main Ridge
DN16 3NP	Car	New Multi Car Park
LN4 4TU	Car	Outside Boston Snooker Club, Penn Street/NCP Sc
PE21 0PW	Car	Windsor Crescent Boston
PE21 8BL	Car	Church Road
PE21 0RS	Walk	
PE21 0BP	Motorcycle/Cycle	
PE21 0BZ	Car	Grammar School
PE21 0RW	Walk	
PE20 3EN	Car	Windsor Bank
PE21 9QA	Walk	
PE21 0EZ	Walk	
PE21 8HJ	Walk	
LN9 5RJ	Car	Eagles Car Park
PE22 0HA	Car	Bargate Bridge Car Park
PE21 0EQ	Car	Wellington Road
PE22 7RZ	Car	Eagles Car Park
PE21 9NB	Walk	
PE21 0BB	Walk	
LE16 9JL	Dropped	Dropped off by wife en route to visit her mum
PE21 9HW	Car	Tunnard Street Boston
LN4 4JY	Car	Thorold Street
PE21 9PG	Dropped	Dropped off and walk from Vauxhall Bridge
PE20 3LH	Car	York St

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HOME POSTCODE	HOW DID TRAVEL TO THE MATCH ?	IF TRAVELLED BY CAR, WHERE IS THE CAR PARKED
PE21 9ER	Invalid Carriage	
PE21 0QF	Car	Over the swimming pool bridge
PE20 1XT	Dropped	Dropped off in town by girlfriend
PE20 2PS	Car	Asda
BS34 5DZ	Bus/Coach	
LN4 4AR	Car	York Street Football Ground
PE21 0QF	Car	Friend's drive in church road
PE21 0BS	Motorcycle/Cycle	
PE23 4BE	Car	Town (Market)/Car Park (Long Stay)
PE21 9AP	Walk	
	Car	NCP opposite station
NG34 7GQ	Car	Pilgrim Road
PE11 4SD	Car	Car Park
PE25 3RE	Car	Main Ridge
PE25 3QP	Car	Near Eagles Fish Shop
PE21 9AH	Walk	
PE22 0LS	Car	Maude Foster Car Park
PE21 9PQ	Car	on street wherever possible
PE21 7RZ	Car	NCP Car Park
LN4 4YE	Car	Club Car Park
LN2 3QG	Car	Nelson Way
PE21 7QB	Car	Private Car Park
PE21 9RA	Walk	
PE20 2PS	Car	Asda
DN36 5YH	Car	Near Swimming Pool (Street Parking)
PE21 9AN	Walk	
PE22 9JG	Car	Rochford Crescent
PE20 3LH	Car	York St
PE21 9AQ	Walk	
PE20 1XF	Car	Bargate Green Car Park
PE25 3QP	Car	Near Eagles Fish and Chip Shop
PE23 4BE	Car	Market Place
NG11 7DJ	Train	
NG2 6DQ	Car	Members Car Park
PE21 8BN	Walk	
NG31 7EG	Car	Street
LN8 2HR	Car	Windsor Crescent Boston
PE21 9QW	Walk	Why waste club money with a first class stamp
PE20 3LZ	Car	Opposite Swimming Pool or Wife drops off and pick
PE23 5PB	Car	Maud Street Car Park
LN6 0RR	Car	Elizabeth Road
PE21 0SF	Car	Boston United Car Park
PE21 9QW	Walk	
PE22 0TW	Car	Eagles Car Park
PE9 4QA	Car	Rowley Road
PE21 6JN	Walk	
PE2 5SP	Car	York Street
PE21 0AW	Walk	
PE21 9AE	Walk	
LN9 6NJ	Car	Public Car Park
PE11 3PJ	Car	Bus station car park or oldrids multi storey
PE28 4TR	Car	Main ridge pay and display near Eagles
PE21 7BD	Car	Nelson Way
PE21 8TB	Walk	
PE21 9PB	Walk	
PE22 9BG	Car	Wide Bargate Car Park
LN10 6UG	Car	Magistrate Court
NG34 0RD	Car	Cinema Car Park
NG34 7HH	Car	Car park next to river, opposite Ford garage
PE30 1EN	Car	Linden Way (at parents house)
PE20 1PQ	Car	Tawney Street
PE20 2JL	Car	Mill Tyres Main Ridge
PE21 8HJ	Motorcycle/Cycle	
PE21 8PP	Walk	
PE21 9HD	Walk	
PE21 7SD	Car	Tower Road
PE20 1ES	Car	Windsor Crescent
PE21 9BQ	Walk	
PE21 7AS	Car	Nelson Way
NG34 0SW	Car	NCP John Adams Way
PE22 8RX	Bus/Coach	
PE21 9AH	Walk	

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HOME POSTCODE	HOW DID TRAVEL TO THE MATCH ?	IF TRAVELLED BY CAR, WHERE IS THE CAR PARKED
PE21 9EZ	Car	Club Car Park
RG5 4TT	Car	By the grammar school Pilem Road
PE21 9AE	Walk	
PE21 8RD	Walk	
PE21 6JW	Walk	
PE21 9AE	Walk	
LN10 6TH	Car	Windsor Cresnet
BS13 7SF	Car	
PE21 9EZ	Motorcycle/Cycle	
PE21 7PR	Walk	
IP11 9HU	Car	Pay And Display Car Park
PE21 9DS	Dropped	Given a lift by Wife
PE22 0TB	Car	Main Ridge
PE21 9JA	Walk	
PE21 9BA	Walk	
PE21 0JR	Walk	
NN14 1BA	Car	NCP Car Park, John Adams Way
PE21 0BU	Walk	
PE24 5JQ	Car	Boston United Car Park
PE26 2UQ	Car	Car Park
NG34 9QU	Car	Boston Snooker Centre
PE22 0UA	Car	York Street Car Park
PE21 9AZ	Walk	
PE21 8PU	Walk	
PE21 9JD	Walk	Maud Street (Behind Holland House Dental Surgen
NG34 9JH	Car	Matalan
PE21 7RF	Walk	
PE11 4TS	Car	Cinema Car Park
PE22 0JY	Car	Queens Road
PE25 3PQ	Car	Street
NG34 9JS	Car	Quay Side Car Park
PE22 0RN	Walk	
PE20 1HB	Car	Main Ridge
PE21 9HA	Walk	
PE24 5LY	Car	Market Place
PE21 0PA	Walk	
PE21 9RT	Walk	
PE11 1NN	Car	Spayne Road or any other nearby street
LN4 4UR	Car	BUFC Car Park
PE20 2BS	Car	Mill Tyres, Field Street, Boston
PE21 0NL	Walk	
PE20 1XF	Car	Manor Gardens
PE21 7BB	Car	BUFC Car Park
PE21 9HN	Motorcycle/Cycle	
PE21 9AL	Walk	
PE11 4RE	Car	Matalan Car Park, John Adams Way
PE21 9AY	Walk	
PE21 0AT	Walk	
PE15 9DW	Car	Windsor Crescent
PE22 0NR	Car	Rochford Tower Lane, Boston
PE12 6UW	Car	Rowley Road
NG34 7NP	Car	Far side of river near cinema car park
PE21 7AZ	Motorcycle/Cycle	
PE20 3DT	Car	Main Ridge
PE22 7ES	Car	Grove Street
LN5 7UE	Car	Tower Road
PE21 9JE	Walk	
PE24 5QS	Car	Long Stay John Adam's Way
LN5 9QW	Car	Red Lion Street
PE22 8AZ	Car	Cromwell Close
PE21 9ER	Walk	
PE21 0RA	Car	Main Ridge East
PE21 8DG	Walk	
PE21 8TR	Walk	
PE25 2NQ	Car	Spilsby Road
PE20 2BG	Car	Foster Street
PE21 9HQ	Motorcycle/Cycle	
PE25 2TF	Car	Tower Street
PE21 0DW	Invalid Carriage	
PE21 9EE	Walk	
PE21 7HP	Car	High Street
PE21 7HP	Car	Behind Greyfriars ...-off John Adams Way

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HOME POSTCODE	HOW DID TRAVEL TO THE MATCH ?	IF TRAVELLED BY CAR, WHERE IS THE CAR PARKED
PE21 7BU	Car	High Street
PE21 7BS	Car	High Street
PE24 5EN	Car	Friend's drive on York St
PE13 2EE	Car	by the river
PE21 9RA	Motorcycle/Cycle	
PE22 0BB	Car	Boston Snooker Centre



Appendix D

Local Bus Services



The services that run past the site or nearby are:-

A4	0.755	Monday to Friday
G49	13.50	Monday to Friday
“Amber Hill”	16.50 – 17.20 ish	Schooldays
44	09.15, 15.25	Friday
59	12.20S, 14.20S, 16.35NS 17.05 Sd, 18.00wd	S= Saturday, NS = Not Saturday Sd = Schooldays, Wd = Monday to Friday



Appendix E

Initial Action Plan (for review)



Boston United Football Club

Boardsides Stadium

Travel Framework

Action Plan

Short Term

- Appoint on Travel Plan Co-ordinator
- Inform staff of alternative travel opportunities
- Provide information of health benefits of walking and cycling
- Provide route information for bus, cycling and walking
- Set up travel pattern database

Medium Term

- Set up car share scheme and database
- Liaise with local authority and public transport operators for enhanced services
- Monitor progress of Plan against targets and consider amendments and other incentives
- Produce progress report for annual review
- Meet with local authority for annual review
- Conduct/arrange travel and parking surveys annually

Long Term

- Survey sample visitors of their travel patterns
- Arrange promotional days, activities, team meetings to encourage/raise awareness of issues/opportunities
- Monitor car park usage
- Negotiate with taxi services/private buses/public transport for provision to new site
- Consider the demand for a cycle user group
- Consider public transport incentives like voucher schemes



Appendix F

Preliminary Site Assessment and Audit



SITE ASSESSMENT AND AUDIT

The site audit helps pull together the information you need for preparing your travel plan. Most of the answers are simple yes/no responses. The site audit can be a staged approach if it is easier for you. The first part of this audit can be completed if the Travel Plan, at this point, is solely to target commuting journeys. The second part of the audit concerns business travel and can either be completed with part one or at a later date as the Travel Plan evolves.

Most of the information is readily available within organisations and help from, e.g. personnel, finance, etc., may be usefully enlisted for some data collection. This should be seen as a positive move as it raises awareness of the Travel Plan and can help to give a sense of ownership within the organisation and also help to recruit employees on to action teams.

Some elements may not be relevant to all organisations and will be identified so (*delete as appropriate*).

PART 1: COMMUTER TRAVEL AUDIT

General

How many people are employed at your site? Take into account:

- Full-time
- Part-time
- Shift workers (*delete as appropriate*)
- Seasonal Workers (*delete as appropriate*)
- Contractors (*delete as appropriate*)

Hours of operation (including shift working, delivery patterns etc.)

On a site plan mark:

What roads serve the site?

Where does the main entrance link into the road network?

Where are the other entrances for pedestrians and vehicles?

The number and location of Car park spaces (incl. Reserved, motorcycle etc.)

- Cycle parking
- Disabled
- Location of bus stops
- Cycle routes/safe walking routes
- Train stations
- Showers and lockers



Public Transport

Bus

How well maintained and secure are bus stops?

Is covered shelter provided?	Yes/No
Are seats provided?	Yes/No
Are bus stops well lit?	Yes/No
Are bus stops free of vandalism and graffiti?	Yes/No
Are bus times displayed at the bus stop?	Yes/No

What bus routes service the site?

Are staff provided with bus route/time table information?	Yes/No
Are visitors provided with public transport information?	Yes/No

Are there any park and ride facilities that can be used for staff and visitors?

Are there any organisations that run private buses who may be willing to share?

Trains

How far away is the nearest train station?

How can you reach your site from the rail station?

How much does it cost?

Pedestrian routes

Cycle routes

Bus services

Taxi

Other

What towns are served by train - and who operates them?

What is the cost of season tickets?

Service frequencies and times?

What information is available to staff and visitors with regard to taking public transport to the site?



Pedestrian Access

Are there convenient access points for pedestrians and cyclists?

Yes/No (*delete as appropriate*)

Are pedestrian routes direct to bus stops and other important locations?

Yes/No

Are routes pleasant e.g. good surfacing, good state of repair etc.?

Yes/No

Are there any conflicts between vehicles and pedestrians?

Yes/No

Are pedestrian routes well signed?

Yes/No (*delete as appropriate*)

Are pedestrian routes in and around the site well lit?

Yes/No (*delete as appropriate*)

Are any CCTV cameras provided along well used routes?

Yes/No



Cycling

What facilities are provided?

- | | |
|---|--------|
| Are they in an overlooked location? | Yes/No |
| Are they well covered and secure? | Yes/No |
| Are they well lit and maintained? | Yes/No |
| How many spaces are provided? | |
| How many spaces are generally used? | |
| Are they at convenient locations? | Yes/No |
| Are there lockers and showers? (mark on site map) | Yes/No |

Are there any cycle routes or lanes servicing the site?

Are they in good state of repair, well lit, etc.

- | | |
|---|--------|
| Are roads serving the site conducive to cycling? | Yes/No |
| How busy are they? | |
| Are there any busy junctions to cross? | Yes/No |
| Are crossings for cyclists provided in the vicinity of your site? | Yes/No |

Motorcycling

What facilities are provided for motorcycle parking?

- | | |
|---|--------|
| Are they secure? | Yes/No |
| Are they covered? | Yes/No |
| Are they well lit and well maintained? | Yes/No |
| How many parking spaces are provided? | |
| Are they conveniently located? (mark on site map) | Yes/No |

Vehicular access

- | | |
|--|--------|
| Are there congestion problems on or around the site? | Yes/No |
| Are there any concerns with safety on/ around the site, conflicts with motorists and other road users etc? | Yes/No |

What information is provided for staff/visitors travelling to and from the site?

How many employees' cars enter your site each day? (visitors/deliveries - *delete as appropriate*).

How many cars leave and return to the site over the lunch period?



What is the policy on company cars? Who's entitled?

What cars are offered?

What are staff told when they join the organisation?

Opportunities to reduce car use

Are any of the following offered?

Free bus/rail season ticket	Yes/No
Subsidised bus/rail tickets	Yes/No
Loans for tickets/bikes/equipment/clothing etc.	Yes/No
Are they interest free	Yes/No

Do you allow?

Flexi time	Yes/No
Compressed time	Yes/No
Job sharing	Yes/No
Term-time working	Yes/No

Is there a guaranteed ride home in case of emergency for employees?

working late	Yes/No
car sharers	Yes/No
walkers	Yes/No
cyclists	Yes/No

Does your organisation support home working?

If so: How many staff work from home?

How are they supported?

Yes/No

Does your organisation operate:

hot desking	Yes/No
Video conferencing	Yes/No

(Please list) On-site facilities (e.g. crèche, shop)

Yes/No/NA

Does your organisation offer computerised travel planning facilities?

Yes/No

Does your organisation provide car-sharing information?

Yes/No

Does your organisation provide a shuttle/taxi service to local rail/bus stations?

Yes/No

Who's entitled?

Incentives given to new staff moving into the area

What is your organisation's relocation policy for new employees?



Are there incentives to relocate near the work place? Yes/No

Recruitment Policy

Is there a policy to try and recruit locally? Yes/No

PART 2: BUSINESS TRAVEL AUDIT

Include all use of company/private vehicles for business purposes, use of other modes for business travel and identify common journeys made between company' sites.

Car use for work purposes

What are the existing mileage allowances for business travel by:

Car mileage (company/private/pool/lease)

Does it vary on engine size?

Yes/No

Does it vary with casual/essential status?

Yes/No *Please state*

Is mileage paid for the use of:

Motorcycles

Yes/No

Cycles

Yes/No

Public Transport

Yes/No

Walking

Yes/No

Are any staff required to have cars available during the working day?

Yes/No

Numbers, roles of staff

What travel information is given to visitors to the site?

Are staff attending the same meetings encouraged to travel together?

Yes/No

Is there a central contact for booking tickets for business travel?

Yes/No

Are there policies detailing what transport modes should be used by different staff for different journeys? Yes/No

Fleet vehicles

How many/lease cars are available – who can use them?

How "green" are pool vehicles?

Are pool bikes available?

Yes/No

Is there a policy on driver training?

Yes/No

How often are vehicles serviced?

Yes/No



Are there any imminent changes to company policy that may affect your organisations travel demands?

Yes/No

Total expenditure - Business mileage
Fleet mileage
Taxis

Fuel consumption by Fleet vehicles
Insurance costs associated with travel (premiums and claims made)
Fares for public transport (£ per annum)
Cycling/walking mileage claims made (*delete as appropriate*)
Time spent by staff in organising business travel associated activities.

Audit of fleet vehicles

– all vehicles owned and leased and hired by the organisation

List all vehicles owned

leased
hired (short term or long term)

Records of

make and model
Role (delivery van, pool car etc.)
Engine size and fuel type
Value
Maintenance costs (service, spares etc. over one year)
Mileage (per week, month or year)
Depreciation
Fuel consumption (per week, month or year)
How regularly engine is tuned

Introducing monitoring of company fleet mileage. Journeys should include:

- The start and end place
- The mileage at the start and the end of the journey
- Who was driving?
- Purpose of journey

Number of passengers/ equipment taken (if relevant)

Monitoring visitor journeys (Optional)



How did they arrive at the site?

Where have they come from?

Are visits being combined or is this the sole purpose of the journey?

Did they consider using an alternative mode e.g. Public Transport (if applicable)?

Yes/No

Had they known about public transport, cycling and walking routes do you think they may have used them? (which ones)

Yes/No

Audit of Suppliers/contractors (Optional)

Time of arrival

Time of departure

Nature of visit for supplier/contractor

Transport used

Where the trip originated from

Was this a special journey or part of series of trips?