

Appendix 7 – Travel to Work analysis

Travel to Work

Short commutes can easily be made by walking or cycling, or as part of a longer commute when using public transport. It is also a way of incorporating physical activity into people's existing daily routines and addressing a number of issues associated with both physical inactivity and local congestion. Telford has particularly high levels of people commuting by car with 70% of all Telford and Wrekin residents drive to work, compared to 65% across the West Midlands conurbation and 57% across England.

Whilst for some there are time restrictions in their commute, for the majority of people the potential for walking and cycling as a method of travel to work is appropriate for most journeys under 5km. It takes 15 minutes on average to cycle 5 kilometres, and 25 minutes to walk 2 kilometres. Figure 3 shows the distance travelled to work in Telford and Wrekin broken down by mode.

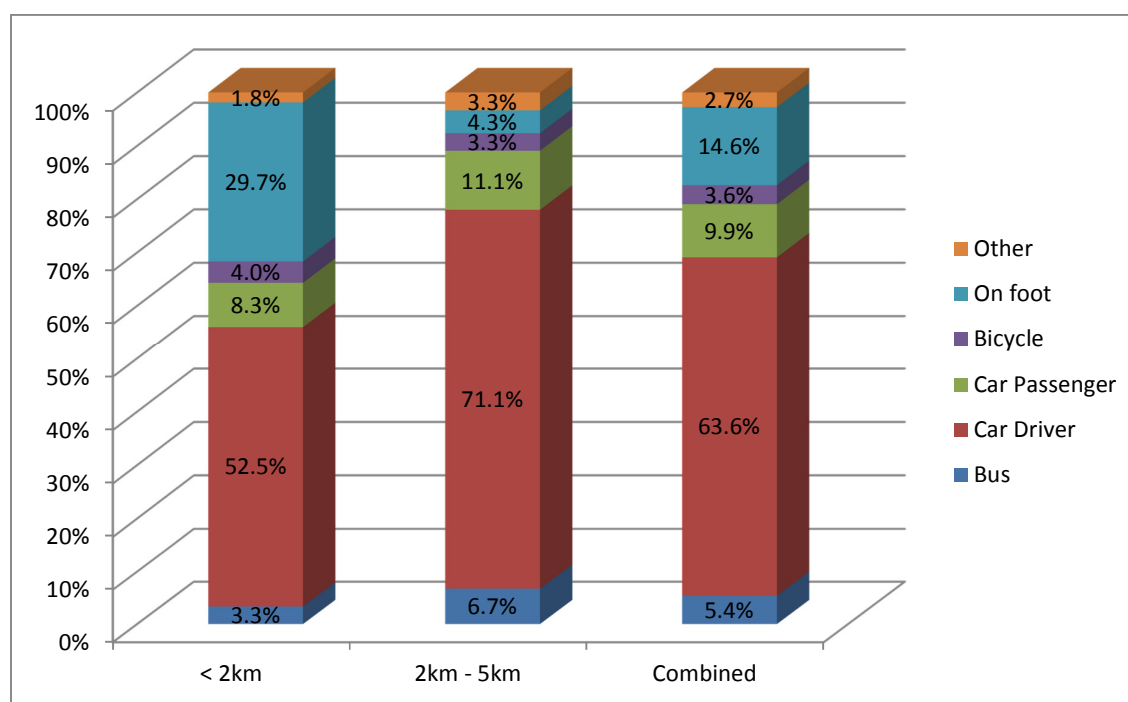


Figure 1: Distance Travelled to Work by Method of Travel to Work with Telford and Wrekin

Source: 2011 Census Data

Figure 1 shows that travelling to work by bike on journeys below 5km is very low at 3.6%. Nearly 30% of people travelling less than 2 kilometres for work do so by foot but over half of people drive for these journeys. A significant mode shift for this journey to walking and cycling would seem very achievable and improve people's activity levels and wellbeing as well as significantly reducing local congestion and the demand for car parking.

Nearly 50,000 commuter trips are made every day within Telford and Wrekin (i.e. by Telford and Wrekin residents who also work in the Borough). 45% of these trips are made to the major employment areas of;

- Telford Town Centre (7,200 trips of which 21% are within 5km),
- North Telford (6,590 trips of which 44% are within 5km),

- Stafford Park (4,399 trips of which 41% are within 5km) and
- Halesfield (4,016 trips of which 38% are within 5km).

These employment sites are bordered by a number of residential areas where it would be expected that many of the workforce is drawn from and, and as such it would be expected that walking and cycling would represent a greater proportion of total commuter trips. Workflow patterns are shown the following maps.

Figure 2a – Workflow patterns to Telford Town Centre

Figure 2b – Workflow patterns to Hortonwood

Figure 2c – Workflow patterns to Stafford Park

Figure 2d – Workflow patterns to Halesfield

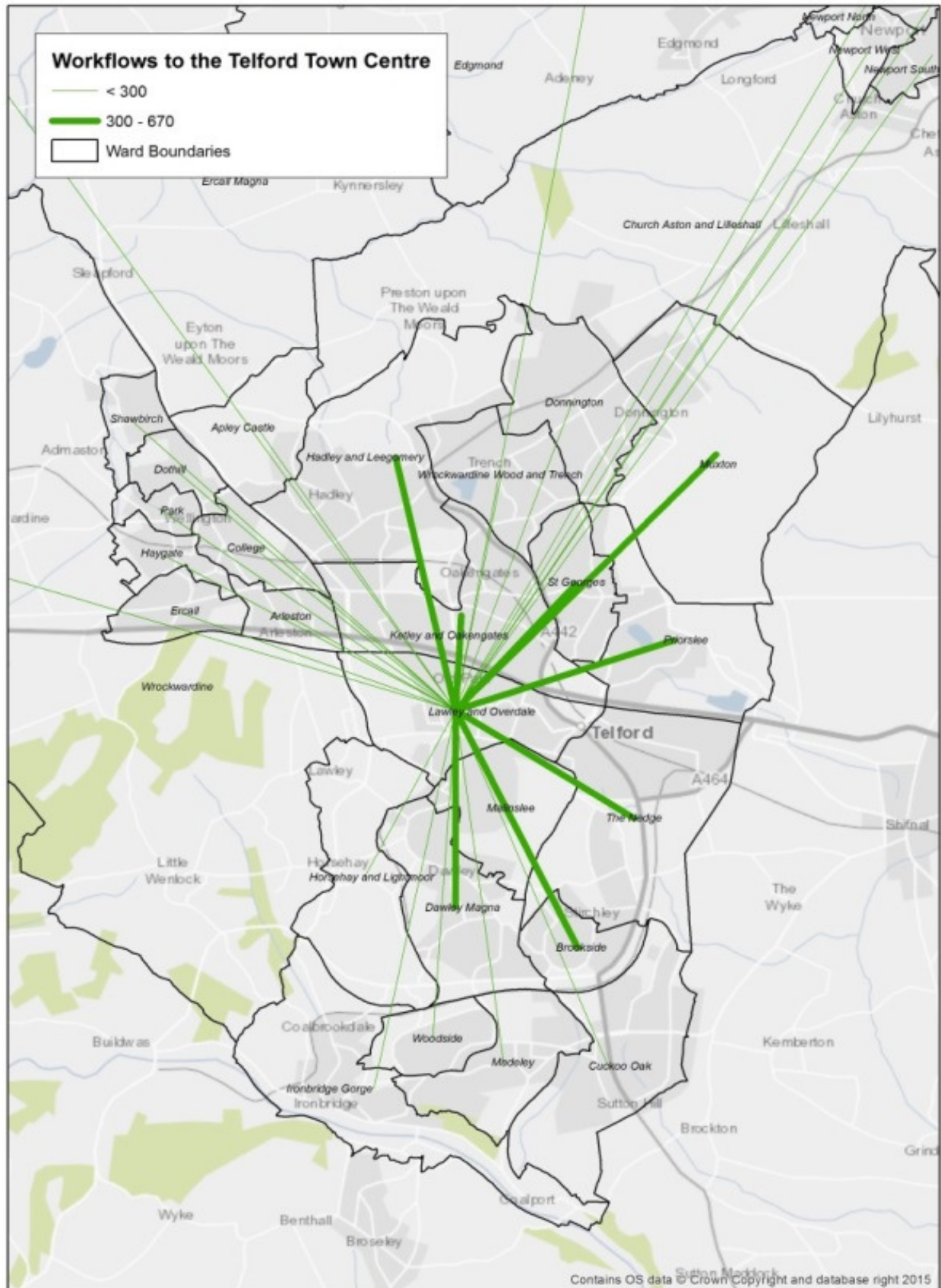


Figure 2a: Workflow patterns to Telford Town Centre

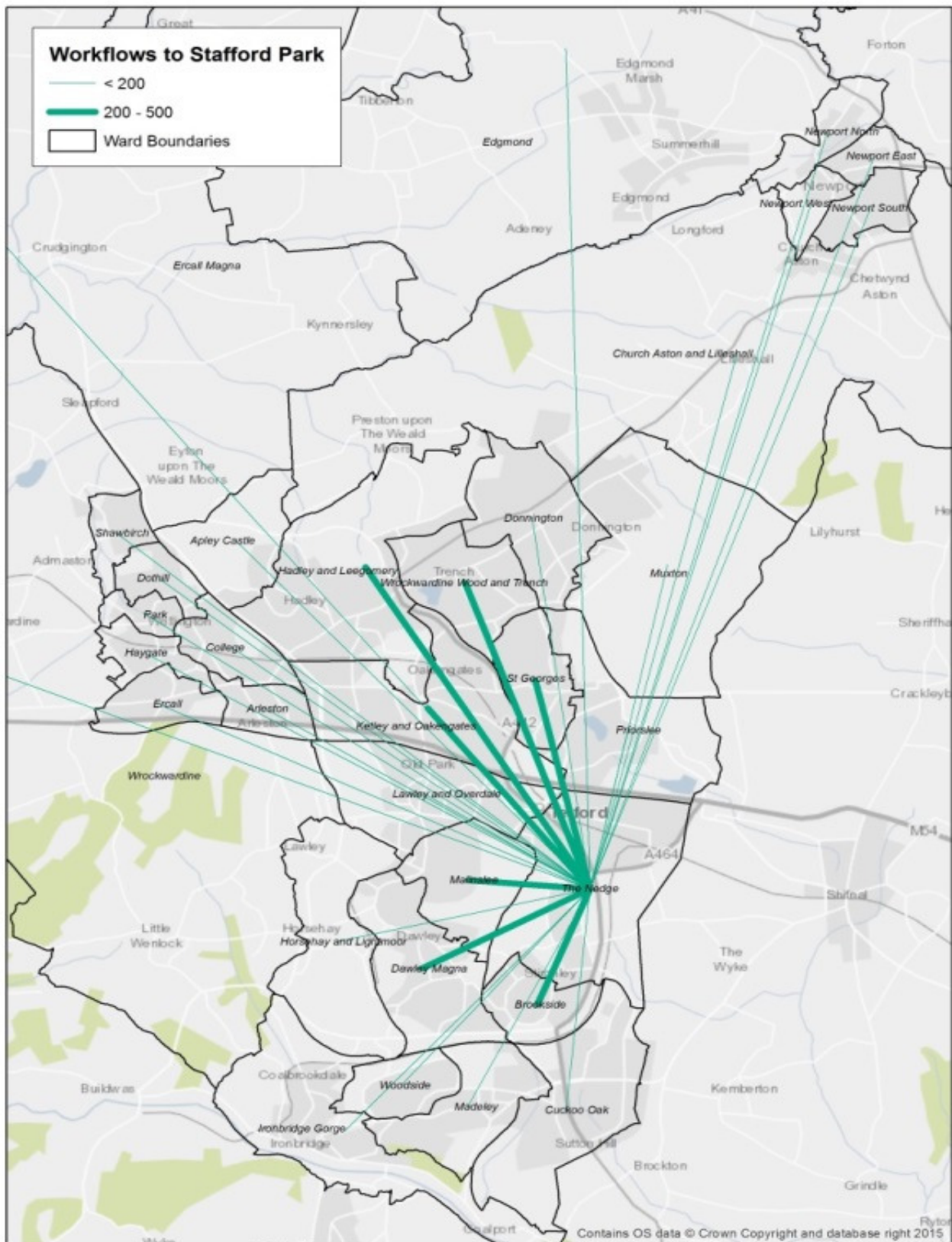


Figure 2c: Workflow patterns to Stafford Park

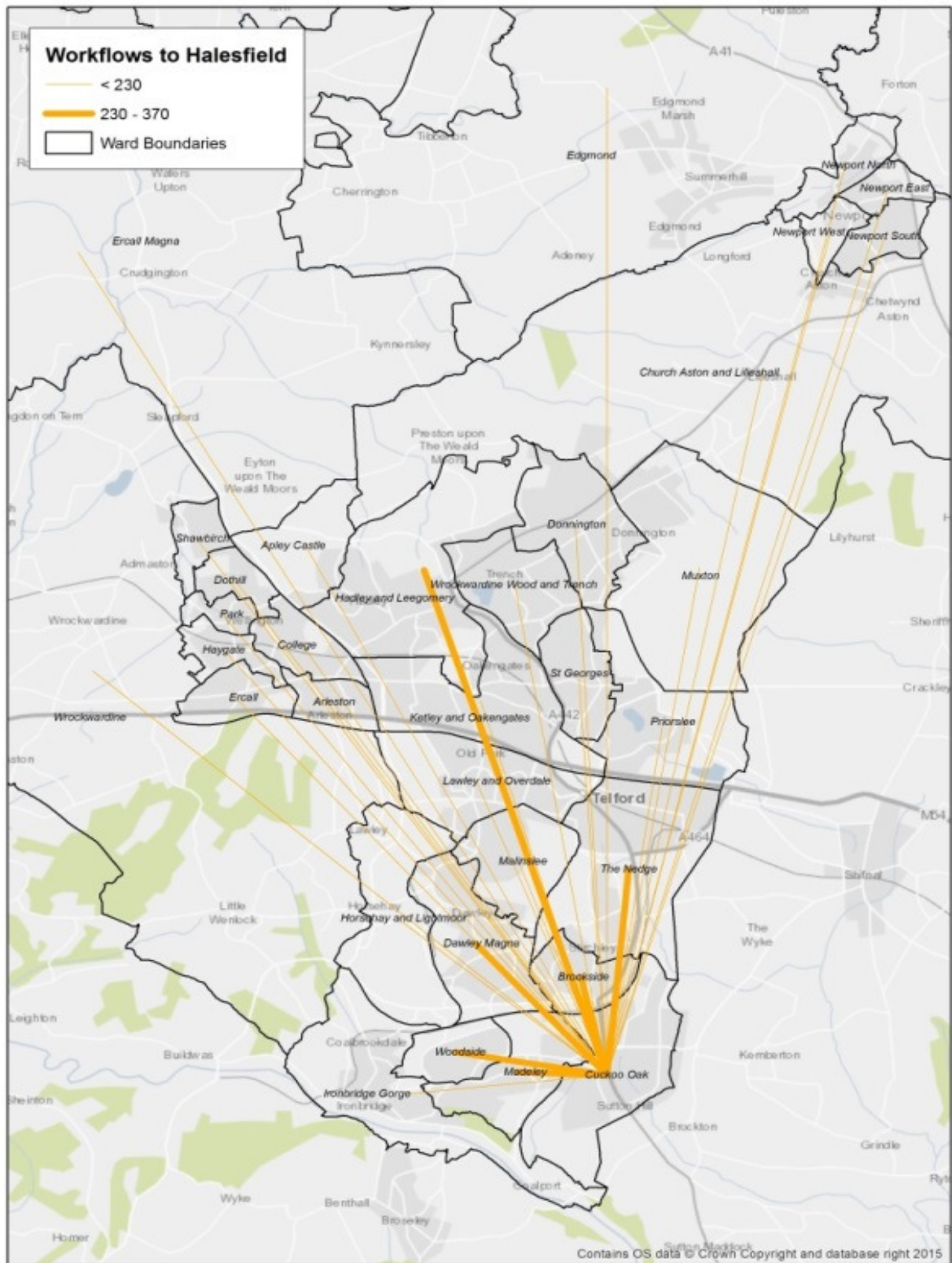


Figure 2d: Workflow patterns to Halesfield