

**Proposed Resource Recovery Centre
Nr. Ivybridge**

Operational Phase Outline Travel Plan



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Drawing STP1 Site Location

Drawing CTP2 Bus Stops / Routes

1.0 EXECUTIVE SUMMARY

Viridor proposes to introduce a Resource Recovery Facility (RRF) (the “facility”) near Ivybridge in Devon. In order to reduce congestion on UK roads and improve air quality, it is Government policy to reduce the number of journeys made by private car, particularly when such journeys involve single-occupants.

One of the ways to help reduce single-occupancy car journeys linked to new developments is to put a Travel Plan in place which offers visitors to the site alternative modes of transport to driving alone in a private car.

This document is an Outline Travel Plan which has been produced for the operation of the RRF (expected to open in 2015) and offers alternative modes of travel to the facility other than by travelling by car alone.

All options have been investigated including walking, cycling, bus, train and car sharing.

The proposed facility will be located some 1.5 kilometres south of any public transport facilities and pedestrian cycle routes and as such travel options requiring access on foot or cycle can be considered dangerous due to the presence of waste traffic and the absence of dedicated walking / cycling routes.

However, car sharing is a realistic alternative to travelling by car alone and will be promoted through the Final Travel Plan.

The Travel Plan will require the employment of a Travel Plan Co-ordinator who will be responsible for implementing the measures, which are presented in an outline form in this document, and monitoring the progress of the Plan on an annual basis for the life of the facility.

2.0 INTRODUCTION

2.1 Background

SLR Consulting Limited (SLR) has produced this outline Travel Plan (TP) on behalf of Viridor in support of their Planning Application for a Resource Recovery Facility (RRF) at the New England Quarry, south of Lee Mill near Ivybridge (the site location is shown on Drawing 1). This TP is produced in conjunction with SLR's Transport Assessment for the same proposed development and considers the operation of the proposed facility. A second TP has been produced separately which addresses the construction of the facility.

Subject to planning permission being granted, the proposed facility is anticipated to open in 2015. The facility will be dominated by a high proportion of waste vehicles but would also generate a number of operational staff that would amount to an estimated XX people when the site is fully operational.

The requirement for the preparation of a TP is driven by a realisation by Viridor that, in order to deliver a sustainable option for waste management in accordance with the aspirations of the County and District Councils and the Highways Agency, the facility needs to deliver sustainability at all levels. This includes transportation and travel when the facility is operational.

In this context, this TP considers the potential for operational staff to travel to the facility by means other than by making single-occupancy car journeys. The focus is therefore placed on the potential to minimise travel to the site by staff for the life of the facility, and it is essential that senior management is seen to support the TP.

The ability to prepare a detailed TP at this stage in the project is limited by the uncertainty of there not being contractors and sub-contractors in place for the construction period. This TP therefore establishes the principle of sustainable techniques, and will be refined at various stages during the life of the development. This commitment to prepare a TP will be supplemented by its implementation and monitoring during the construction period.

2.2 Policy Framework

The Government, through a number of national transport policy documents advocates the preparation of TPs to widen travel choice and to promote 'Smarter Choices'.

2.2.1 Planning Policy Guidance (PPG) 13: Transport (April 2001)

This revised version of PPG13 places much more importance on TPs than the 1994 guidance, recognising the roll that they can play in contributing towards the delivery of sustainable transport objectives.

PPG 13 states the Government considers that a TP should be submitted alongside planning applications that are likely to have significant transport implications. The construction of the proposed facility is not considered to have significant transport implications but Viridor considers that any reduction in car journeys would be of benefit to the wider community and therefore, attempts through this document, to promote appropriate measures for doing so.

2.2.2 Road Traffic Reduction Act (1997)

This Act requires local authorities to prepare reports relating to the levels of road traffic in their areas and consider setting targets for reducing traffic levels.

2.2.3 Using the Planning Process to Secure Travel Plans, Department for Transport, July 2002

Developers can be unsure about the nature of the obligations and conditions likely to be imposed on them when seeking planning permission. This document seeks to address this by providing detailed advice on how to make travel plan requirements appropriate and effective. The document indicates the key aspects to success as being;

- Explicit complementary policies in development plans / frameworks and local transport plans;
- Explicit linkages between car parking, transport assessments and travel plan requirements;
- Clear rationale for seeking travel plans and clarity as to the nature of a travel plan to be sought;
- Consistency between different tiers of authority and across neighbouring authorities;
- Policies and guidance regularly reviewed and updated;
- Establishment and maintenance of good baseline information.

2.2.4 Devon Structure Plan 2001 – 2016, October 2004

Chapter 5 of the Devon Structure Plan relates to Transport and in particular section C focuses on promoting sustainable travel choices. To promote these sustainable modes, the Structure Plan defines a hierarchy of travel modes which should be taken into account when considering all land use / transport planning policies and proposals.

Specifically, Policy TR5: Hierarchy of Modes and Transport Assessment makes the following statement:

“In co-ordinating land use and transportation planning and the management of traffic demand all development should make provision for and promote the safe use of the most sustainable and environmentally acceptable modes of travel, having regard to the following Hierarchy:

1. *Walking;*
2. *Cycling;*
3. *Public Transport;*
4. *Private Vehicles.*

All significant development proposals should be accompanied by a Transport Assessment indicating, as part of a sequential approach, how the potential modes in the hierarchy has been fully realised in meeting overall travel needs”.

This TP is provided in addition to a Transport Assessment for the proposed facility and wherever possible aims to meet the above hierarchy as best as possible. It is noted that car-sharing and private bus are not part of the hierarchy. However, these methods of travelling would be placed between 3 and 4 in the hierarchy.

3.0 PROPOSED DEVELOPMENT

The proposed development is a Resource Recovery Facility. There are various elements to the development including:

- an Energy from Waste facility consisting of;
 - tipping hall;
 - dry flue gas treatment;
 - an administration building, workshops and visitors centre;
 - a turbine;
 - electrical rooms;
 - air cooled condenser;
 - water treatment; and
 - bottom ash storage facility.
- landfill; and
- recycling facility.

Access to the development will be via a new access road off the A38, which will consist of an 8m wide road suitable for carrying 2-way waste traffic.

3.1 Timetable

It is proposed that the RRF facility will take three years to construct and be operational by 2015 based on the following timetable.

- December 2009 Planning application submitted;
- Autumn 2010 Application determined;
- 2011 Construction commences;
- 2014 Commissioning; and
- 2015 Fully operational

4.0 AIMS AND OBJECTIVES

A TP is a package of measures that is designed to bring transport and other business issues together in a coordinated way and that aims to promote sustainable travel with an emphasis on reducing reliance on single occupancy car travel.

4.1 The Purpose of this Outline Travel Plan

This TP is designed to cover the operation of the proposed RRF. At this stage, plans for the operating period have not been considered as planning permission is yet to be granted. However, it is expected that the site will be come fully operational by 2015. The daily vehicle movements are expected to peak at approximately **XX**.

At present, the locations from which the employees will arrive from are unknown. At this stage there are also a large number of other unknown factors which currently restrict the potential of this operational phase TP, these include:-

- the origin of the employees and details of waste deliveries;
- the locations from which the employees will commute to/from on a daily basis;

- generally, employees are not employed until just before work starts, making it difficult to plan detailed sustainable transport options in advance; and
- modal splits can only be guessed, giving uncertainties about where the employees will be travelling from, consequently setting targets for reducing single-occupancy vehicle travel is difficult, especially in the first year.

In addition to this, the characteristics of the employees, such as the following, conspire to reduce the appeal of travelling by more sustainable transport.

- the need to carry personalised protective equipment;
- shifts will often start and finish outside of the hours public transport is operational; and
- the physical nature of the work makes walking or cycling to / from work less appealing.

Despite the above, a range of potential sustainable transport measures are presented in Section 6.0. As more information about the employees becomes available, these measures should be reviewed and, if necessary, updated.

4.2 Aims

The absence of information relating to employees does not allow for the production of a fully-developed TP. However, the principles of a TP are contained within this outline document with the aim of:-

- reducing the number of vehicles, with emphasis on single occupancy vehicles travelling to the site;
- providing minimum possible parking provision to encourage other travel modes;
- improving safety and security for people who use the site;
- promoting non-motorised transport and public transport usage and encourage a change of attitudes to these modes;
- improving overall accessibility;
- promoting the existing public transport system that works to enhance the environment; and
- supporting a sustainable economy for South West Devon.

The overall aim of this TP is to provide a strategy and set targets for the proportion of employees who would normally travel to the site by means other than single occupancy car and a method for monitoring progress.

4.3 Objectives

This section of the TP identifies what Viridor is aiming to achieve from the TP. As an employer, Viridor has a number of benefits that could be gained from implementing a TP. These gains include:-

- increased productivity;
- reduced demand for on-site parking;
- healthier workforce and reduced staff absence;
- improved organisations image;
- reduced congestion;

- improved staff morale;
- time savings;
- staff recruitment; and
- improve local air quality by reducing CO₂ emissions.

In order to obtain the above gains the following key objectives should be set:-

- improve the choice of transport modes available to employees;
- limit or minimise the mileage of waste vehicles; and
- promote Viridor's commitment to environmental principles.

These objectives can be met by introducing measures over short, medium and long-term. Short term measures or improvements are often referred to as "Quick Wins". Quick wins are measures that help to raise the profile of the TP by providing facilities that are attractive and which allow a change to be made easily and quickly. They include such things as cycle racks and showering facilities; season tickets for public transport; car sharing schemes; and pool cars. It is anticipated that Quick Win measures will play an important role during the early stages of the TP's implementation.

5.0 SITE ASSESSMENT

5.1 Pedestrian Access and Facilities

5.1.1 Access from Lee Mill

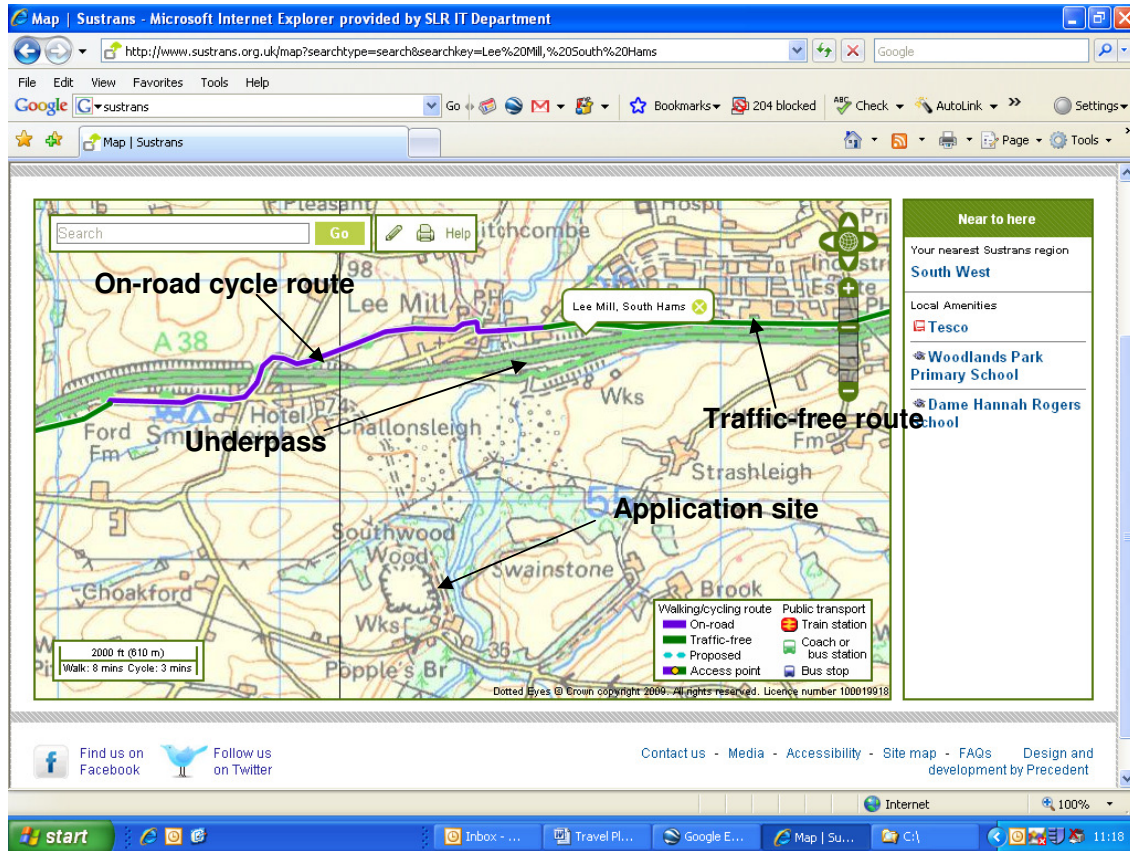
The walking catchment of the application site consists of Lee Mill, which is approximately 0.5km to the north. There is an underpass from Lee Mill which leads into the east bound slip road. The underpass has a footway, which terminates at the bus stop on the east bound slip road. The proposed access road will not include footpaths, therefore there will be no pedestrian facilities into the application site.

5.1.2 Cycle Access and Facilities

The Sustrans¹ web site shows that there is a part on-road / part traffic-free cycle route which runs through Lee Mill as shown on Figure 3-1. From Lee Mill, cyclists would have to negotiate the underpass in order to access the application site.

¹ The UK's leading sustainable transport charity and official source for information regarding the National Cycle Network

Figure 5-1
Extract from Sustrans Interactive Mapping



5.2 Public Transport - Rail

5.2.1 Ivybridge Railway Station

The nearest Station to the application site is Ivybridge Railway Station.

Ivybridge railway station is located on the London to Penzance Line on the eastern fringe of the town (approximately 3/4 of a mile from the main centre) and is operated by First Great Western. Directions to the station are well signposted. The station has a large car park but is not on a bus route. The nearest bus stop is in Cole Lane which is at the end of the footway/cyclepath leading west into Cole Lane.

Several local taxi firms service Ivybridge station.

There is a live departure board available on the First Great Western website to check if trains are running on time.

When opened in 1994, the station was marketed as a Park and Ride station with a large 100-space car park to entice car drivers off the A38 road into Plymouth, but the level of train service has never offered the convenient and frequent service that is normally associated with such facilities.

5.2.2 Train Services

Since 14 December 2008 three High Speed Train services have been operated by First Great Western in each direction which give a direct link between Ivybridge and London Paddington station in addition to established local services.

Table 5-1 displays the times that trains stop at Ivybridge Station.

**Table 5-1
Train Times at Ivybridge**

Trains from Plymouth	Trains to Plymouth	Trains from Exeter	Trains to Exeter
0822	0802	0802	0822
0959	0902	0902	1000
1401	1025	1012	1215
1501	1208	1208	1502
1806	1341	1341	1807
1858	1519	1518	1859
2138	1646	1646	2138
	1912	1912	
	2314	2314	

Table 5-1 shows that trains arrive at Ivybridge between 0800 and 0830 and depart around 1800 to 1900 making trains a feasible alternative to the car. However, it is accepted that those required to start work before 0800 would arrive by car.

5.3 Public Transport – Bus

5.3.1 Service X80 / X81

Plymouth (X80) – Plympton (X80 certain journeys) – Lee Mill (X80 certain journeys) – Ivybridge (X80) – Bittaford (X80) – South Brent (X80) – Dartington (X80) – Totnes – Totnes – Paignton Zoo – Paignton – Torquay

The X80 / X81 is operated by First Devon & Cornwall and has an approximate daytime frequency of every 30 minutes for Totnes to Torquay buses and every 60 minutes for Plymouth to Torquay buses.

5.3.2 Service X38

Exeter – Drumbridges – Ashburton – Buckfastleigh – South Brent – Ivybridge – Plymouth

This service is operated by Stagecoach Devon and has a frequency of approximately every 30 minutes for Totnes to Torquay and every 60 minutes for Plymouth to Torquay.

The X38 stops at The Hunting Lodge on the east side of Lee Mill Industrial Estate.

5.3.3 Service 180

Plymouth – Plympton – Lee Mill – Ivybridge

The 180 service has an approximate daytime frequency of 6 journeys and is operated by First Devon & Cornwall.

5.3.4 Service 612

Mothecombe – Holbeton – Yealmpton – Modbury – Ermington – Ivybridge – Lee Mill

The 612 service is run by Tally Ho! Coaches and operates one journey during the daytime.

Bus stop locations and the routes local to the site are shown on Drawing CTP2.

5.4 Car Parking

At present, the parking availability in the area is limited and given the distance from suitable parking areas, any development at the New England Quarry site will require the introduction of parking spaces. Even with a TP in place, driving by private car is likely to be the most popular travel choice from construction staff to travel to work. The following sets out the highway authority's guidance for providing parking at new industrial development and describes how the parking policy will be adhered to during the construction process.

The highway authorities current policy on parking is contained within the Devon Structure Plan under section / policy TR4. Point 4) of Policy TR4 states:

Parking strategies to be included within Local Plans and Local Transport Plans will contribute to the effective management of travel demand by requiring parking standards for new development to be at or below current regional guidance, with stricter parking standards applying in town and city centres.

As expected there are no specific policies relating to parking at out of town location such as at the application site. However, the final TP will not over-provide for the car and the maximum parking spaces (to be agreed with the planning authority prior to the opening of the facility) will not be exceeded.

Notwithstanding the above, those who agree to car-share will be given priority parking as an incentive.

5.4.1 Parking for Mobility Impaired

The proposed facility may have visitors that have reduced mobility. Therefore, an agreed number of parking spaces will be provided for those visitors that are mobility impaired. Also any disabled employees at the facility will be given a priority parking space designed for wheelchair users.

6.0 EMPLOYEES AND TRAFFIC MOVEMENTS

6.1 Introduction

This section of the TP identifies the travel elements of Viridor's waste activities which it is addressing and provides an indication of the anticipated associated traffic movements.

6.2 Traffic Movements

A critical element to this TP will be to understand from where the employees will be travelling. The travelling patterns and needs of these individuals will have a major impact on the type of measures that will be presented in the final TP.

The proposed facility would generate traffic that would be required to import waste from.....

The traffic movements that would be generated by the facility would consist of a range of vehicle types which would require access to the site at various times of the day. However, the bulk of the traffic movements (waste deliveries) would be expected to be on the highway network outside of the traditional highway peak hours of 0800-0900 and 1700-1800. The various construction processes and associated vehicle movements are shown in Table 5-1.

**Table 6-1
Travel Elements Associated with the Operation of the RRF**

Process	Vehicle Type	Daily Trips (2-way)	Peak Hour Trips (2-way)
Waste input	7-tonne RCV		
Waste input	20-tonne HGV		
staff	Cars/vans (staff, deliveries etc)		
Metals export			
Bottom ash export	20-tonne HGV		
Total trips	-	?	?

It can be seen in Table 6-1 that the main contributor to the traffic generated during construction is that of the construction workers and trades personnel. It is anticipated that these combined would generate X trips per day (2-way).

It is difficult so far in advance of the facility becoming operational to predict modal split because the source of employees is unknown. However, predictions as to the likely modal split are:

- public transport 1%
- contractor transport 29%
- private transport 70% (70% single occupancy car / 30% car sharing)

Based on this assumption, estimated trip numbers to the site are expected to peak at XX arrivals per day.

At this stage, it is estimated that employees will arrive on site between 0630 and 1030 with the peak arrivals occurring between 0700 and 0800. It is estimated that they will depart from the site between the hours of 1630 and 1900, with peak departures occurring between 1700 and 1800.

6.3 Employee Origin

The locations from which the employees will travel from will not be known until much closer to the opening of the facility. However, early estimates have been made as to the likely origin based on the location and size of surrounding settlements.

It is anticipated that 50% of the employees will originate from the west (Plymouth direction) and the other 50% would arrive from the east (Exeter direction).

7.0 ACTIONS

This section identifies the proposed actions / measures for achieving the objectives described in Section 4.0.

7.1 Travel Plan Co-ordinator

A key aspect of the implementation is the effective review and management of travel patterns at the site. This role is undertaken, at the developer or contractors risk, by a designated Travel Plan Co-ordinator (TPC).

The TPC will play a key role in putting the TP into practice and implementing it in the work place. The TPC will be responsible for the day-to-day running of the TP and provide the overall co-ordination needed to ensure its success.

The TPC will be appointed by the site manager at an early stage to ensure that the TP is implemented from the outset. The TPC will be a full-time member of Viridor's staff and will undertake TPC duties for 1 – 2 hours per week. The TPC's responsibilities will include:-

- overseeing the TP implementation;
- obtaining commitment from senior personnel;
- designing and implementing marketing and promoting of the TP;
- co-ordinating the data collection (i.e. staff survey) required to develop the TP;
- acting as point of contact for any travel / TP queries;
- co-ordinating the monitoring program and the setting of targets;
- updating the TP as necessary; and
- preparing a business case to secure a budget for the TP development.

The TPC will be known to Viridor as being an individual capable of accepting the above responsibilities. Advice is available to assist the TPC carry out his/her duties in the document 'The Essential Guide to Travel Planning' (Department for Transport, 2007).

7.2 Travel Plan Measures

Given that the travelling patterns and needs of the employees are not known at this stage, this section will present an extensive list of TP measures that could be introduced with the aim of minimising the number of single occupancy vehicles arriving on site during the construction period.

When more information is available, it will be the responsibility of the TPC to present and deliver the most appropriate measures from this list to the employees.

7.2.1 Walking and Cycling

The proposed access road will be an 8m wide road with no provision for pedestrians or cyclists. Given the intensity of construction traffic, it is not considered appropriate to promote walking or cycling as a means of access to the site for safety reasons.

7.2.2 Public Transport - Bus

The bus is an essential mode of public transport. It provides mobility for people without access to a car and offers a relatively inexpensive and sustainable alternative to the car. Buses help to reduce road traffic, whilst improving air quality accessibility and road safety

To try to maximise the number of employees travelling to/from work by public transport, the following measures may be offered in the TP.

- **timetables:** timetable information will be displayed in communal areas;
- **personalise bus timetables:** First Devon and Cornwall will be approached to provide personalised bus timetables for staff interested in travelling by bus;

Notwithstanding the benefits to be gained from using public transport, it is unfortunate that travel by bus cannot be offered as a realistic alternative to the car due to the location of the site and the absence of pedestrian links from bus stops.

7.2.3 Public Transport – Rail

Due to the location of the nearest train station in Ivybridge, rail is not a feasible option for employees.

Essentially any mode of transport which requires access by foot along the access road is not being recommended for promotion in the TP for safety reasons. Therefore, walking, cycling and bus as modes of transport are unable to be promoted as suitable alternatives to the car.

7.2.4 Car / Van Sharing

It is hoped that there will be opportunities for employees to share their lift to work with fellow workers. However, the residing location of employees would be a significant contributing factor to the success of any car share initiative, which is unknown at present. Nonetheless, there are actions that can be undertaken to encourage car sharing. These include:-

- establish and promote use of staff car sharing scheme with preferential car parking close to the entrance of buildings;
- provide a system which will allow a car sharer to have a free ride home in times of emergency; and
- introduce car-share only parking spaces.

Car sharing is likely to be the key mode of travel that would assist in reducing the number of single-occupancy car journeys to the site and would therefore be strongly promoted in the final TP.

CarShareDevon

Given the location of the site and the limited public transport availability, car sharing is likely to be the main method of minimising single-occupancy car/van travel to the proposed facility. There are two options for setting up a car share scheme; either through a system designed specifically for the construction of the facility or through the County-wide scheme, *CarShareDevon*.

A site-specific scheme would take extra resources to set up and therefore the preferred way would be for all interested employees to register with *CarShareDevon*.

Carsharedevon.com (part of the Liftshare Network) is a free service that links drivers and passengers so they can share car journeys. It runs initiatives at regular intervals through the year to keep car sharing popular.

The car sharing scheme is flexible and allows the user to choose:

- the time of day;
- the destination;
- male or female;
- smoker or non smoker ; and
- regular or occasional trips



All the user has to do is:

1. Log onto carsharedevon.com.
2. Register their details and enter a journey.
3. On receipt of an activation email, click the link on the email and the system will search for potential travel companions.

Viridor will be please to work with CarShareDevon.com to ensure that construction workers are fully aware of the service and that the maximum benefit is passed on to everyone making regular visits to the facility.

7.3 Other Travel Plan Measures

7.3.1 Travel Plan Welcome Pack

With the aim of encouraging employees to take up measures promoted in the TP, they will be given an information pack containing details of the TP and the available sustainable transport alternatives before they arrive on site. It is recommended that the packs contain information on the following:

- bus timetables;
- car sharing opportunities;
- walking and cycling routes; and
- promotional material citing the benefits of increased activity on the journey to work.

These packs should be prepared by the TPC in conjunction with the local authority, Sustrans and local public transport operators.

To improve information distribution, it is recommended that the TPC creates a Travel Plan web site. The site should contain easy to navigate links to the following:

- sustainable transport directions;
- cycling;
- walking;
- public transport;
- car sharing;
- useful links; and
- results from the monitoring surveys.

7.3.2 Car Parking

The way parking is managed within businesses, can have a positive effect in encouraging the take-up of other transport modes. It is considered that the following actions would be beneficial in reducing single-occupancy car journeys.

- provide priority parking to car sharers; and
- provide the minimal number of car parking spaces required – thus, not over-providing for the car.

7.4 Management of Waste Traffic

The waste traffic that would be employed by Viridor would be under scrutiny and rigorous checks at suitable intervals to ensure that they are operating efficiently and safely; the following will be checked and recorded by Viridor’s site management team:-

- the make and type of vehicle;
- a description of its role;
- its value;
- its engine capacity and fuel type;
- the mileage (per week, month or year as appropriate);
- its maintenance costs;
- its depreciation;
- its fuel consumption; and
- how regularly the engine is tuned.

By keeping tabs on this information Viridor can keep control over the quality and number of vehicle travelling to the site and where possible manage deliveries so that only essential journeys are made to the site.

7.5 Timetable

It is not possible to accurately predict what the most popular measures will be with employees without having undertaken a survey. However, offering incentives, e.g. subsidised public transport, is likely to be the most effective way of getting the required support. Disincentives, such as charging for parking, could then be considered at a later date.

There are a number of targets that can be set in order to meet the above objectives; these are listed below and have been programmed into the table on the following page.

**Table 7-1
Travel Plan Targets Timetable**

Implementation					
	Prior to construction	During first month of construction	During months 1-3 of construction	Year-on-year	By 2014
'Action-type' Targets	Inform job centre that a TP will in place for the life of the facility	Appoint a Travel Plan Co-ordinator	Produce a leaflet which shows the public transport times and shuttle bus pick-up point (s)		
	Provide showers, lockers and changing	Offer financial incentives for			

Implementation			
	facilities???	those who take up TP measures	
		Register staff on car share database	
		Undertake staff survey	
		To have a 5% take up of shuttle bus use	To increase the number of site workers using public transport
			To reduce car use by 20%
'Aim-type' Targets			To reduce the number of parking spaces by 20%

The above is a 'live' table and may be expanded and added to, to reflect any other targets that may be considered appropriate during the duration of the construction period.

8.0 MONITORING

8.1 Monitoring Strategy

Monitoring the TPs will be key to ensuring that the aims of the TP are delivered. A robust monitoring strategy is needed to measure the success (or otherwise) of the various TP elements. An effective monitoring strategy will highlight the best performing areas of the TP and will also draw attention to elements that are not performing as well as anticipated and thus attention can be focused on improving weak areas more effectively.

The following measures may be undertaken as part of the monitoring strategy for the final TP:

8.1.1 Annual Travel Survey

This will be the main tool for gathering information on travel behavior. Undertaken during each year for the life of the facility, the survey will be based on a questionnaire designed in such a way to allow staff the opportunity to record how they normally travel to work as well as enabling them to identify what initiatives would encourage them to travel by more sustainable means.

8.1.2 Car Share Database Registrations

Through the chosen car-share system, it should be possible to obtain data to monitor usage levels on the car share database. This data would be scrutinised to establish how effectively the car share element of the TP is performing.

8.1.3 Reporting

Annual reports detailing the findings of the Monitoring Strategy, particularly with regard to achievements, will be provided to the Local Authority.

9.0 CONCLUSIONS

This TP presents a foundation upon which an appropriate range of sustainable transport measures can be developed. This TP should evolve as more information about the employees becomes available.

A key recommendation of this TP is to establish, as far as possible, the locations from which the employees will be travelling. Once this has been established, targets can be developed and the nature of the sustainable transport measures that can be offered will become clearer.

From undertaking the site assessment, it would appear that car sharing would be the most appropriate measure for reducing single-occupancy car journeys to the site. Measures which would include walking from the A38 to the site are not recommended for promotion for safety reasons.

A Travel Plan Co-ordinator will be provided for the duration of the construction period.

CLOSURE

This report has been prepared by SLR Consulting Limited with all reasonable skill, care and diligence, and taking account of the manpower and resources devoted to it by agreement

with the client. Information reported herein is based on the interpretation of data collected and has been accepted in good faith as being accurate and valid.

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