
West Burton C (Gas Fired Generating Station)

The West Burton C (Generating Station) Order

Land to the north of the West Burton B Power Station,
Nottinghamshire

Framework Construction Workers' Travel Plan



DOCUMENT HISTORY

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GLOSSARY

ABBREVIATION	DESCRIPTION
Applicant	EDF Energy (Thermal Generation) Limited.
CTMP	Construction Traffic Management Plan – a plan outlining measures to organise and control vehicular movement on a construction site so that vehicles and pedestrians using site routes can move around safely.
CWTP	Construction Workers Travel Plan – a plan managing and promoting how construction workers travel to a particular area or organisation. It aims at promoting greener, cleaner travel choices and reducing reliance on the private car.
DCO	Development Consent Order - made by the relevant Secretary of State pursuant to The Planning Act 2008 to authorise a Nationally Significant Infrastructure Project. A DCO can incorporate or remove the need for a range of consents which would otherwise be required for a development. A DCO can also include rights of compulsory acquisition.
ES	Environmental Statement – a report in which the process and results of an Environment Impact Assessment are documented.
HGV	Heavy Goods Vehicle – vehicles with a gross weight in excess of 3.5 tonnes.
MW	Megawatt – unit of power.
NSIP	Nationally Significant Infrastructure Projects – defined by the Planning Act 2008 and covers projects relating to energy (including generating stations, electric lines and pipelines); transport (including trunk roads and motorways, airports, harbour facilities, railways and rail freight interchanges); water (dams and reservoirs, and the transfer of water resources); waste water treatment plants and hazardous waste facilities. These projects are only defined as nationally significant if they satisfy a statutory threshold in terms of their scale or effect.
OCGT	Open Cycle Gas Turbine – a combustion turbine plant fired by gas or liquid fuel to turn a generator rotor that produces electricity.
PPE	Personal Protective Equipment.



ABBREVIATION	DESCRIPTION
WBA	West Burton A – the existing coal-fired power station within the West Burton Power Station Site, owned and operated by the Applicant.
WBB	West Burton B - the existing gas fired power station, using Combined Cycle Gas Turbine (CCGT) technology, owned and operated by the Applicant.

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Executive Summary

This Framework Construction Workers' Travel Plan (Framework CWTP) has been prepared by AECOM on behalf of EDF Energy (Thermal Generation) Limited (the Applicant) in relation to a proposed gas fired generating station on the site of the West Burton Power Station, Nottinghamshire (the Proposed Development).

The Framework CWTP is designed to promote and encourage the use of sustainable transport modes and reduce reliance on the private car during the construction phase of the Proposed Development. Subject to the necessary consents being granted and an investment decision being made, construction of the Proposed Development could potentially start as early as Quarter 3 (Q3) 2020 or as late as Q3 2027. Construction activities are expected to be completed within four years and are more likely to be completed within three years from commencement.

The Applicant is committed to the sustainable development agenda and realises that the success of the Travel Plan will be based on their enthusiasm and commitment to ensure that the chosen contractor encourages and promotes the recommended measures detailed within this report to their workers. This Framework CWTP sets out the aims, objectives and measures to promote sustainable travel to the Site by construction workers.

This document is a Framework CWTP setting the limits considered necessary in light of the assessment of traffic impacts associated with the Proposed Development. The appointed contractor will be required to use this as the starting point for their Travel Plan for Construction Staff, which is proposed to be secured by a Requirement of the draft DCO (**Application Document Ref. 2.1**). This Framework CTMP also describes the issues that have been identified during the Application process and the measures considered necessary to address these issues. The contractor will need to confirm that these measures will be implemented.

This Framework CWTP is structured as follows:

- Section 2 provides background information including the Site location and accessibility;
- Section 3 describes the Proposed Development;
- Section 4 presents the objectives;
- Section 5 sets out roles and responsibilities;
- Section 6 describes the proposed travel plan measures;
- Section 7 describes the process for setting targets; and
- Section 8 outlines the proposed monitoring of the final CWTP.

1. Introduction

1.1 Overview

- 1.1.1 This Framework Construction Workers' Travel Plan has been prepared on behalf of EDF Energy (Thermal Generation) Limited (hereafter referred to as the Applicant). It forms part of the application (the Application) for development consent, that has been submitted to the Secretary of State pursuant to the Planning Act 2008 (2008 Act) (Ref 1).
- 1.1.2 The Applicant is seeking development consent for the construction, operation (including maintenance) and decommissioning of a new gas-fired electricity generating station of up to 299 megawatts (MW) of gross electrical output including electrical, gas and utility connections, a construction laydown area and other associated works (the Proposed Development) on land to the north of the existing West Burton B (WBB) Power Station, in Nottinghamshire. The Proposed Development is described in **Chapter 4: The Proposed Development (ES Volume I) (Application Document Ref. 5.2)**.
- 1.1.3 The Proposed Development falls within the definition of a '*Nationally Significant Infrastructure Project*' (NSIP) under Section 14(1)(a) and Sections 15(1) and (2) of the 2008 Act, as it is an onshore generating station in England that would have a generating capacity greater than 50MW electrical output (50MWe). As such, a DCO is required to authorise the Proposed Development in accordance with Section 31 of the 2008 Act.
- 1.1.4 The DCO, if made by the Secretary of State, would be known as the 'West Burton C (Gas Fired Generating Station) Order' (the 'Order').

1.2 The Applicant

- 1.2.1 As described above, the Applicant is EDF Energy (Thermal Generation) Limited which owns and operates the two existing power stations at the West Burton Power Station site; West Burton A (WBA) and West Burton B (WBB) , as well as the nearby Cottam Power Station.
- 1.2.2 EDF Energy (Thermal Generation) Limited is part of EDF Energy which is the UK's largest producer of low-carbon electricity, the biggest supplier of electricity by volume in Great Britain and the largest supplier to British business.

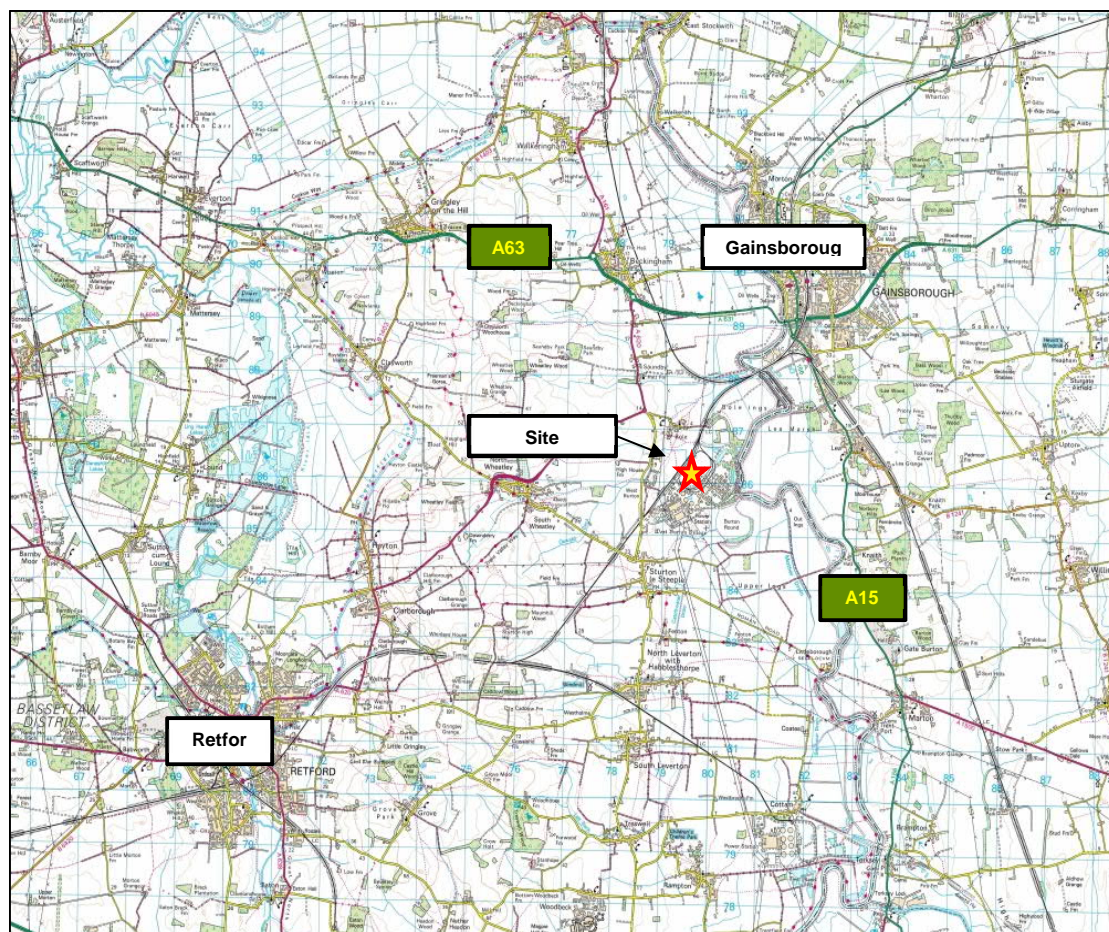
1.3 The Site

- 1.3.1 The Site comprises land within the boundary of the existing West Burton Power Station site near Gainsborough, Nottinghamshire. The land is within the ownership of the Applicant. The Site is centred on national grid reference 480275, 386241 (the middle of the Proposed Power Plant Site defined in

Chapter 3: Description of the Site and its Surroundings (ES Volume I) (Application Document Ref. 5.2).

- 1.3.2 The West Burton Power Station site is located 3.5km to the south-west of Gainsborough and 1km to the north-east of Sturton-le-Steeple. The West Burton Power Station site lies close to the junction of the A631 and A620. The A631 runs east-west from the Sheffield/Rotherham area, crossing the A1(M) at Tickhill and providing one of the few crossings of the River Trent at Gainsborough. The A620 follows a more south-west/north-east orientation between Ranby and its junction with the A631 at Beckingham, en-route passing through the market town of Retford and the villages of Clarborough and Welham. These two routes provide direct links to the A1 and the areas to the west of the A1. The A631 Gainsborough river crossing provides a link with areas to the east of the River Trent.
- 1.3.3 The West Burton Power Station site is accessed from a C-class road, the C2 (Gainsborough Road), which joins the A620 at Bole Corner. The West Burton Power Station site entrance where it meets the C2 is a standard priority T-junction with a wide bell-mouth junction designed for the simultaneous arrival and departure of HGVs. Its location in relation to the surrounding area and the strategic road network is shown in Error! Reference source not found..

Figure 1: West Burton Power Station Location



1.4 The Proposed Development

1.4.1 The Proposed Development would comprise a gas fired power station with gross electrical output capacity of up to up to 299MW with associated buildings, structures and plant defined in the draft DCO as Work No. 1 and shown on the Works Plans (**Application Document Ref. 3.2**) as **Work No. 1: Sheet 1 of 10** including:

- up to five open cycle gas turbine (OCGT) units and associated generators, potentially housed within building(s), with stack(s), transformer(s), air inlet filter(s) and exhaust gas diffuser(s);
- associated switchgear and ancillary equipment; and
- auxiliary closed loop cooling equipment/systems.

1.4.2 In an OCGT, natural gas fuel is mixed and combusted with air from the compressor section of the gas turbine and the hot gases are expanded through the power turbine section of the turbine, which drives a generator to produce electricity for export to the National Grid electricity transmission system

1.4.3 Peaking plants, such as that proposed, are used to rapidly supply electricity to the network when required by the National Grid. These plants can be fired up at short notice to help cope with periods of high demand or low electricity supply nationally (for example when the wind is not blowing to enable sufficient output to be achieved from wind farms in the UK), or when required to provide ancillary services to support the National Grid. This is expected to be weighted towards the winter period, usually for a few hours at a time. However, as the operation of the plant is driven by the dynamics of the energy market, the plant could run for longer periods, at any time of day, up to the maximum allowed under its Environmental Permit, which is anticipated to be 1,500 hours per year on a rolling five year average.

1.4.4 The Proposed Development is described in further detail in the Environmental Statement (ES Volume I) (**Application Document Ref. 5.2, Chapter 4: The Proposed Development**).

1.5 The Purpose of this Document

1.5.1 This Framework Construction Workers' Travel Plan outlines how workers would travel to the Site during the construction phase. It would be used by the appointed contractor to inform the Construction Workers' Travel Plan , which is proposed to be secured by a Requirement of the draft DCO (**Application Document Ref. 2.1**) for details.

1.6 Accessibility

1.6.1 The accessibility of the Site has been reviewed with respect to opportunities for walking, cycling and the availability of public transport.

Walking

- 1.6.2 The Institute of Highways and Transportation document, '*Planning for Journeys on Foot*' (2000) (Ref 2), suggests that the preferred maximum is up to 2km for commuting.
- 1.6.3 Considering a 2km walking catchment, the potential for walking is limited with only Sturton-le-Steeple and Bole villages within walking distance of the Site.

Cycling

- 1.6.4 Cycling provides a good alternative to the private car in that it is cheap, offers reliable journey times, is environmentally friendly and promotes improved health through regular exercise. The Institute of Highways and Transportation states that the average length of a cycle journey is 5km.
- 1.6.5 A 5km catchment area includes the villages of Sturton-le-Steeple, Bole, South Wheatley, Hablesthorpe, South Leverton and Beckingham. Given this catchment area, the potential for cycling to the Site is considered to be limited.
- 1.6.6 Whilst there is no specific cycling infrastructure in the vicinity of the West Burton Power Station Site, neither on or off-road, it is considered that the Site is reasonably accessible for those within the 5km catchment wishing to cycle.

Public Transport

- 1.6.7 The IHT document, '*Guidelines for Public Transport in Development*' 1999 (Ref 3) recommends a maximum walking distance of 400m to a bus stop.
- 1.6.8 There is a bus stop located on Station Road opposite its junction with Gainsborough Road, south of the West Burton Power Station Site. The west-bound bus stop comprises a bus shelter.
- 1.6.9 The bus stop provides services between Retford and Gainsborough. The bus services and service frequencies are summarised in **Table 1**

Table 1: Bus Services stopping at the Station Road Bus Stops south of West Burton Power Station

Bus Service	Route	Monday - Friday		Saturday	Sunday
		Daytime	Evening		
95	Retford – Gainsborough	09:04, 10:55, 12:55, 14:55, 16:25, 18:15	No Service	09:04, 10:55, 12:55, 14:55, 16:25, 18:15	No Service
195	Retford – North Wheatley – Gainsborough	08:10, 16:10	No Service	08:10, 16:10	No Service

1.6.10 Although users of this service can access the West Burton Power Station site using a footway on the eastern side of Gainsborough Road, this bus service is infrequent and is not conducive with construction workers arriving and leaving the Site. As such, public transport is likely to be an unattractive option for construction workers.

Train Services

1.6.11 The nearest main train stations to the Site are Gainsborough Lea Road (9.3km to the north-east of the Site) and Gainsborough Central (9.4km to the north-east). The IHT document, '*Guidelines for Planning for Public Transport in Developments*' (Ref 3), recommends a maximum walking distance of 800m to a major fixed public transport mode, therefore, it is unlikely that there would be a large demand by construction workers for journeys of this type.

2. Proposed Development

2.1 Indicative Construction Programme

2.1.1 Construction of the Proposed Development could (subject to the necessary consents being granted and an investment decision being made) potentially start as early as Quarter 3 (Q3) 2020 or as late as Q3 2027. Construction activities are expected to be completed within four years and are more likely to be completed within three years.).

2.2 Construction Phase Site Worker Traffic Generation

2.2.1 The assumed worst case is that the construction workforce would peak at circa 200 workers per day in months 25 – 27 (i.e. Q3 2029). The construction worker profile is shown within Annex C of **Appendix 7A: Transport Assessment** (Volume II of the ES, **Application Document Ref. 5.2**).

2.2.2 The core construction working hours for the Proposed Development would be 07:00 to 19:00 Monday to Friday (except bank holidays) and 08:00 to 18:00 on Saturdays. Key exceptions to these core working hours could include activities that must continue beyond these hours (e.g. during concrete pouring) which would be agreed in advance with the local authority and non-noisy activities that may be undertaken at night.

2.2.3 In relation to traffic generation associated with construction workers, for robustness, the peak construction month has been considered (i.e. months 25–27). The assumption has been made that 80% of workers would travel to site by private car, with an average occupancy of 1.5 workers per vehicle, and 20% would travel to site by minibus with an average occupancy of seven workers per vehicle. This is to account for the fact that some of the general and specialist workers would work in groups and arrive/depart together. The resulting worst-case traffic volumes during the peak of construction are set out in **Table 2**.

Table 2: Daily Vehicle Profile during Peak Month of Construction

Hour beginning	Arrivals	Departures
06:00	34	0
07:00	62	0
08:00	11	0
09:00	6	0
16:00	0	6
17:00	0	17
18:00	0	84
19:00	0	6
Total	113	113

2.2.4 The assumptions set out above and resulting expected traffic volumes are a worst-case and make no allowance for the potential reductions in travel by private car as a result of a Construction Workers' Travel Plan .

2.3 Construction Phase HGV Traffic Generation

2.3.1 Refer to the Framework Construction Traffic Management Plan (**Application Document Ref. 7.6**) for details of how the HGVs generated by the construction phase will be managed.

2.4 Access Proposals

2.4.1 It is proposed that all construction workers would arrive and depart the Site via the existing West Burton Power Station site entrance, located off the C2 Gainsborough Road.

2.5 Car Parking Provision

2.5.1 Parking demand would vary throughout the construction phase. In terms of parking within the Site, a parking area would be set aside within the construction laydown area. In addition, satellite parking may be provided within the West Burton Power Station site and a shuttle system used to transport workers to the construction site.

3. Objectives

3.1 Overview

- 3.1.1 The Construction Workers' Travel Plan, to be secured as a Requirement of the draft DCO (**Application Document Ref. 2.1**), would act in helping the environment by reducing the number of trips made to and from the Site by private car during the construction phase. All construction staff would be made aware of the measures included in that Travel Plan, so that benefits can be delivered and the number of car borne trips reduced; promoting car sharing, minibus use and public transport.
- 3.1.2 The Construction Workers' Travel Plan would aim to ensure all construction staff are aware of the advantages and potential for travel by more sustainable and environmentally friendly modes of transport, through raising awareness and the provision of information identifying travel options and the necessary contact information.
- 3.1.3 The primary objectives, which are most relevant during construction, are to:
- ensure that an appropriate package of measures is employed to encourage sustainable travel behaviour;
 - reduce car usage (particularly single occupancy car journeys);
 - raise awareness of the sustainable transport measures serving the Site; and
 - minimise the impact of traffic on sensitive locations.

4. Roles and Responsibilities

4.1 The Applicant

4.1.1 The responsibilities of the Applicant will include:

- working with appointed contractors and other partners to ensure the products and services supplied comply with the Applicant's Environment Policy, meet best environmental practice and demonstrate continuous improvement; and
- ensuring a condition of contract between the Applicant and the contractor to develop and comply with the provisions of a Construction Workers' Travel Plan , prepared in accordance with this Framework.

4.2 The Travel Plan Co-ordinator

4.2.1 The Travel Plan Co-ordinator has a key role to play in managing, monitoring and implementing the individual measures within the plan. The importance now placed on the Travel Plan process means that the Travel Plan Co-ordinator role is becoming increasingly important. The Travel Plan Co-ordinator would be appointed by the contractor to manage and deliver the Travel Plan. The Travel Plan Co-ordinator's details would be supplied to Nottinghamshire County Council (NCC) and Highways England.

4.2.2 The Travel Plan Co-ordinator would work closely with the Site Manager, who has overall responsibility for the Site, and thus has the authority to introduce measures for those workers who do not follow the guidelines.

4.2.3 The responsibilities of the Travel Plan Co-ordinator will include:

- encouraging the contractual obligations of contractors/sub-contractors related to the Travel Plan to be adhered to;
- ensuring the Travel Plan notice board is located in a prominent position and that the information is kept up-to-date;
- monitoring parking to ensure no off-site parking is undertaken on any public highway leading to the Site, with sanction measures taken against those offending;
- being based on Site;
- acting as the key point of contact for issues related to construction traffic;
- undertaking a snap-shot construction worker travel survey on a regular basis;
- reviewing cycle parking provision on a monthly basis;
- engaging with local stakeholders;
- monitoring performance against the targets of the Construction Workers' Travel Plan ; and

- implementing additional measures if not delivering on targets set.

4.3 The Contractor

4.3.1 The contractor will be responsible for managing how their workers travel to and from the Site. Given the number of parking spaces to be provided, the contractor's responsibilities will primarily include:

- providing a Travel Plan Co-ordinator to oversee the management and delivery of the Construction Workers' Travel Plan;
- encouraging and promoting the use of sustainable transport measures included within the Construction Workers' Travel Plan ; and
- organising crew minibuses to transport workers to and from the Site, where appropriate.

5. Travel Plan Measures

5.1 General

- 5.1.1 To encourage sustainable travel behaviour by construction staff, it is important that an appropriate package of measures is introduced. The package of measures would aim to minimise the level of construction worker traffic, and wherever possible, minimise the impact and disruption of the remaining traffic on the local road network.
- 5.1.2 **Table 3** provides a proposed timeline for the implementation of suggested measures.

5.2 Proposed Measures to Reduce the Level of Traffic

Car Parking

- 5.2.1 The availability of car parking has a major influence on the means of transport people choose for their journeys, and is, therefore, an important measure in promoting sustainable travel to and from the Site.
- 5.2.2 It is proposed that sections of the car park would gradually be opened up as construction develops, with a defined number of construction worker car parking spaces to be provided during construction. Managing the number of parking spaces available on-site would help ensure that the number of vehicles is controlled, and that sustainable transport options are promoted. It would be the responsibility of the Travel Plan Co-ordinator working closely with the Site Manager, to determine the amount of spaces to be provided.
- 5.2.3 Car parking at the Site would be monitored by the Travel Plan Co-ordinator, with restricted access. The Site Manager and the Travel Plan Co-ordinator would set the appropriate criteria for construction workers to receive a pre-allocated parking space.

Minibus

- 5.2.4 Contractors would be encouraged to provide minibuses for transporting their workers from the key points of construction worker origin to the Site. This would have the benefit of reducing the number of vehicular trips on the local road network. For example, many construction workers would find local accommodation at hotels and bed and breakfasts (B&Bs). They would be keen to minimise their daily travel costs and a minibus service would be an attractive means of transport to them. The location of accommodation chosen by these workers could provide suitable pick up locations for the minibus. Minibus routes could also be set up to collect workers that live locally from central pick up points.

- 5.2.5 The contractor would encourage the use of common hotels and B&Bs by workers that are not from the local area, to encourage the use of shared transport modes such as minibuses.
- 5.2.6 The contractor would be requested to provide minibuses and to organise where the minibuses would pick up workers and at what times.

Car Sharing

- 5.2.7 The contractor would be encouraged to set up and manage a car share scheme for their workers. In construction projects, car sharing is already popular amongst workers due to the financial and social benefits it provides. Indeed, it is expected that some workers, if not based locally, would be away from home for a specific length of time, welcoming the companionship of other colleagues.
- 5.2.8 In emergencies, the Travel Plan Co-ordinator would provide a guaranteed lift home for construction staff that travelled to Site.

Cycling

- 5.2.9 Although cycling to the Site is likely to have limited appeal (due to carrying personal protective equipment (PPE) etc. and the distance to the Site from larger conurbations) secure parking for bicycles would be provided. Construction staff that cycle to work would also have access to shower and changing facilities and lockers to store clothing, cycle helmets etc.

On-site storage

- 5.2.10 An on-site storage facility is usually provided by contractors. This facility would encourage construction workers to store their tools on-site. This would reduce the amount of tools they would need to carry each day and would assist those workers who are considering cycling or car sharing as a potential travel mode.

5.3 Minimising the Impact on the Local Road Network

Signage Strategy

- 5.3.1 In order to ensure that construction vehicles unable to park on-site do not park on the public highway in the vicinity of the West Burton Power Station site, clear and appropriate signage would be provided on Gainsborough Road. The signage would indicate no parking is permitted on the road and the potential penalties for those who do. A condition of contract between the Applicant and the contractor would stipulate that no parking is allowed on Gainsborough Road.

Staggered Working Hours

- 5.3.2 Working hours on major construction sites tend to be long, due to pressures of timescales and available light. Therefore, the arrival and departure of workers' vehicles tend to be spread over the peak periods, rather than all falling in the traditional peak hours, thereby minimising the impact on any particular time period (see **Table 12** within **Appendix 7A: Transport Assessment (ES Volume II)** (**Application Document Ref. 5.2**).

Travel Plan Communication

- 5.3.3 Details of the sustainable transport options available for accessing the Site would be provided in an information pack and sent to construction workers, prior to them starting work at the Site. This will raise awareness of the initiatives being implemented and also allow staff to register an interest in the schemes. The contractor will be responsible for ensuring all construction workers receive the information pack prior to starting work on Site.
- 5.3.4 All construction workers will receive an introductory meeting on the travel plan when they commence work, incorporated into the Site safety briefing. It will include the provision of the following information:
- designated access and exit routes to the Site;
 - details of sustainable transport measures available for accessing the Site; and
 - parking arrangements.
- 5.3.5 This would ensure that each construction worker is fully aware of the Travel Plan and measures contained within it.



Month	No. of Workers	PROPOSED MEASURES					
		Car Parking	Minibus	Car Sharing	On-site Storage	Signage Strategy	Travel Plan Communication
			promotion of measure				

6. Targets

6.1 Parking

- 6.1.1 One of the prime objectives of a Travel Plan is to set clear and realistic targets. The main target during construction is for no more than 113 cars/vans to be parked on-site per day during the construction phase based on the expected number of construction workers on Site.
- 6.1.2 The Travel Plan Co-ordinator will monitor parking utilisation at the Site, reviewing the split of vehicles between cars, vans and minibuses, ensuring that the contractor encourages their workers to travel to and from the Site by the sustainable options. Additional measures could include implementing a lift share policy or putting on additional minibuses to pick up from key worker locations.

7. Monitoring and Review

7.1 General Measures

- 7.1.1 Monitoring the Construction Workers' Travel Plan , will be central to ensuring its aims are delivered in practice. Monitoring guarantees that failures or changing conditions are identified at the earliest point and that remedial action (i.e. identifying additional measures, providing incentives, marketing campaign to promote the Construction Workers' Travel Plan) can be taken, to ensure that the Travel Plan stays on course to meet its objectives.
- 7.1.2 The Travel Plan Co-ordinator would be responsible for monitoring delivery of the Travel Plan, to ensure an efficient and effective execution of the measures and to refine the measures, where necessary, to cope with the changes in demand over the construction phase.
- 7.1.3 An important part of the monitoring strategy would be obtaining feedback from employees, NCC and local residents regarding any issues with construction worker traffic. The appointment of a Travel Plan Co-ordinator will ensure that an appropriate point of contact is available and can react to such feedback.
- 7.1.4 Furthermore, employees would be given the chance to offer their suggestions and ideas via a suggestion box/an informal discussion with the Travel Plan Co-ordinator; while review meetings would be held at regular intervals to ensure any issues are dealt with effectively.

7.2 Parking

- 7.2.1 The Travel Plan Co-ordinator would monitor parking utilisation at the Site to review the split of vehicles between cars, LGVs and minibuses. It is anticipated that monitoring would be undertaken on a regular basis through the form of a snap-shot travel survey. In addition, periodic monitoring of the local road network would be undertaken to ensure no construction staff are parking on the public highway leading to the Site, with disciplinary action taken against any person offending.

8. References

- Ref 1 HM Government (2008) The Planning Act 2008.
- Ref 2 Institute of Highways and Transportation (2000) Planning for Journeys on Foot.
- Ref 3 Institute of Highways and Transportation (1999) Guidelines for Planning for Public Transport in Developments.