The Planning Act 2008
The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
Regulation 5(2)(q)

The Proposed Rookery South (Resource Recovery Facility) Order

Travel Plan

4 August 2010

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1.0 Executive Summary

1.1.1 This Framework Travel Plan has been prepared by Waterman Boreham Ltd for Covanta in support of their application to the Infrastructure Planning Commission (IPC) for a Development Consent Order (DCO) to develop a Resource Recovery Facility (RRF) at Rookery South Pit, near Stewartby in Bedfordshire. Reference has been made to relevant guidance documents, where appropriate. The Travel Plan is supported by Covanta and will be made available to all employees at the RRF.

1.1.2 This Travel Plan has been provided to address the potential means of reducing reliance on employees' private car use to access the RRF and encouraging the use of alternative forms of travel.

1.1.3 The aim of Travel Plans, as outlined by Central Government Guidelines, is to address potential areas of reducing reliance on staff single occupancy car use and encouraging the use of alternative forms of travel.

1.1.4 There is a wide range of potential benefits from the Travel Plan, including staff performance, improved health and wellbeing for employees who can change their mode of travel, and reduced environmental effects in terms of air quality, noise and congestion in the vicinity of the Application Site.

1.1.5 In terms of accessibility the RRF is situated within close proximity to Stewartby Railway Station and a number of existing public rights of way. Access is also available to three bus routes that pass the Application Site and Stewartby. Although the use of non-car modes will be encouraged, the primary aim will be to encourage more car-sharing.

1.1.6 The physical measures proposed in the Application include:

1) improved footway and cycleway provision both into the RRF and on Green Lane; and
2) new vehicular access on Green Lane to include pedestrian crossing facilities both on Green Lane and the RRF access road.

Other measures to encourage the use of modes other than the car will include:

1) promoting car sharing / coach use;
2) advising visitors of alternative ways to travel to the RRF;
3) cycle racks for staff and visitors;

4) provision of up to date travel information and cycle route information;

5) secure lockers and changing facilities for staff; and

6) walking Buddy Schemes

1.1.7 The above measures will complement the existing facilities for non-car modes of travel in the vicinity of the RRF and assist in meeting the key objective of the Travel Plan, namely to reduce the reliance on private car use.

1.1.8 Although this Travel Plan will be primarily focused on staff, measures have also been proposed to increase visitors' awareness of alternatives to car use.

1.1.9 The Plan will require the introduction of a Travel Plan Co-ordinator who will oversee the Plan including the travel surveys, reviews and access to public transport information, and will help ensure that appropriate monitoring is undertaken and that the RRF works towards targets, which will be agreed once the results of the Travel Survey are known. Aspirational targets are provided which identify a reduction in car use of 6% within 2 years and 10% within 6 years of the RRF being operational.

2.0 Introduction

2.1 Background

2.1.1 Every development has the potential to produce implications for local transport systems. However, it is the way these implications are managed that is fundamental in determining the scale of impact associated with the development.

2.1.2 Travel Plans are an important component of the Government's integrated transport strategy and are a means of holistically managing the transport generated by a development or site. Therefore, the principal aim of Travel Plans is to introduce and implement initiatives to encourage modes of travel other than the private car.

2.2 National and Local Policy

National Policy

2.2.1 At a national level, Planning Policy Guidance Note 13 (PPG13 - Transport 2001), refers to Travel Plans in various forms, but does not suggest any specific format or content.

2.2.2 PPG13: Transport paragraph 4 sets out the overall strategy for a sustainable transport system, with the objectives of integrating planning and transport at the national, regional, strategic and local level to:

1) promote more sustainable transport choices for people and for moving freight;
2) promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and;
3) reduce the need to travel, especially by car.

2.2.3 In July 2002, the Office of the Deputy Prime Minister and the Department for Transport published a 'Best Practice Guide for Local Authorities, Developers and Occupiers', and it is by using this guidance that Covanta has developed the framework for this Travel Plan.

2.3 Guidance on Transport Assessment (DfT, 2007)

2.3.1 'Guidance on Transport Assessment' was issued by the Department for Transport and Communities and Local Government in March 2007. This superseded the 'Guidelines for Traffic Impact Assessment' produced by the Institution of Highways and Transportation (IHT), 1994.

2.3.2 Paragraph 4.3 of the Guidance on Transport Assessment notes that a Transport Assessment should address the following key issues:

1) reducing the need to travel, especially by car;
2) sustainable accessibility;
3) dealing with residual trips (the remaining vehicular trips left over after the promotion of more sustainable modes of travel), and;
4) mitigation measures.

2.3.3 Where a proposed development has adverse affects on the highway network, paragraph 4.90 identifies that '…transport mitigation should focus on maximising sustainable accessibility to the development. At the outset, the mitigation plan should consider measures such as improvements to development site layout to facilitate walking and cycling as well as accessibility to the local public transport infrastructure, improvements to walking and cycling provisions in the vicinity of the development site, and improvements to the local public transport network'.

2.3.4 The Government is producing National Policy Statements which will provide the policy framework for the Infrastructure Planning Commission's decisions. The department will be producing a NPS on national networks (road and rail) which will be published in draft for consultation in 2010, it is not known whether Travel Plans will be covered within this NPS. At the time of preparing this chapter the draft NPS had not been published.

Local Policy

2.3.5 The principal, relevant local transport policy document applicable to the site is Bedfordshire's Local Transport Plan (2006/7 – 2010/11) (LTP2). This remains the case although Bedfordshire has now been re-organised into the unitary authority areas of Central Bedfordshire and Bedford Borough.

2.3.6 The LTP2 sets out a number of key strategies to address issues such as accessibility, road safety, public transport, walking and cycling, smarter choices and parking.

2.4 Benefits of a Travel Plan

2.4.1 The primary objective of a Travel Plan is to reduce the adverse effects of transport associated with the operation of a site. Thus, the most easily identified benefits of the Travel Plan are those that are directly related to reductions in vehicle use namely, less congestion, noise, air pollution and fewer accidents.

2.4.2 There are also various other benefits associated with the implementation of travel plan initiatives, depending upon the content of such initiatives. These benefits can include:

1) increased productivity - a healthier workforce with greater morale can increase the productivity of staff;
2) energy savings - through reduced fossil fuel use;
3) improved use of public transport through travel plan initiatives;
4) an improved environment for pedestrians and cyclists;
5) improved organisation image;
6) cost savings to staff and the organisation as travel becomes more efficient; and
7) improved quality of life through time savings achieved as a result of less congestion and reduced stress.

2.5 Aims and Approach

2.5.1 The principal aim of the Travel Plan for the Project is to help reduce car usage (particularly single occupancy journeys) and to increase the use of public transport, walking and cycling.

2.5.2 The Plan is based around two main phases: firstly to take into consideration the existing transport conditions relevant to the Application Site and the surrounding environment; and secondly, to propose a number of measures designed to increase travel awareness within the site and effectively to manage and reduce the level of single-occupancy car use by staff.

2.5.3 In advance of commencement of the operation of the project, the journey origin and mode of transport of employees cannot be determined and therefore this initial version of the Travel Plan is focussed on setting out principles and objectives to staff and introducing key elements such as the Travel Plan Co-ordinator, thereby provided a framework on which to base future iterations of the Travel Plan.

2.5.4 A survey will be carried out at the RRF site to ascertain the prevailing modal travel patterns of the employees. These results will be integral in the future development of the Travel Plan. The survey will aim to ascertain:

1) attitudes towards more sustainable modes of transport;
2) journey lengths and origin;
3) preferences to the current modes of transport;
4) attitudes to changing their preferred mode of transport where possible; and

5) the most effective measures to induce a shift from private car usage to more sustainable modes of transport.

3.0 Existing and Proposed Conditions

3.1.1 This section of the Travel Plan provides an overview of the existing transportation environment in the vicinity of the Application Site, thereby providing a baseline to the Travel Plan. The location of the Application Site is illustrated in *Appendix 1*.

3.2 Site Description

3.2.1 The Application Site is located approximately 9km south of Bedford Town Centre and approximately 1km to the southwest of Stewartby.

3.2.2 The Project is situated within former clay pits (The Rookery) which are referred to as Rookery South Pit and Rookery North Pit. These pits were formerly used as part of the Stewartby brickworks development and cover an area of approximately 210 hectares. The Operations Area where the RRF is to be located is 9.5ha and is in the base of Rookery South Pit which itself covers an area of 116ha.

3.2.3 The Rookery is bordered by the Midland Mainline to the east and by the Marston Vale Line to the west. To the south and east are arable fields, and the Millbrook Proving Ground, a vehicle testing ground, is located to the southwest of the site. Rookery North Pit is mostly occupied by a large body of water with a wooded area to the south close to the boundary with Rookery South Pit. To the west of The Rookery lies the Marston Vale Millennium Country Park, an area dedicated to community outdoor amenities and habitat conservation. Stewartby Lake is incorporated within this Country Park.

3.3 Existing Strategic and Local Highway Network

Strategic Highway Network

3.3.1 The existing A421 through the Marston Vale is predominantly a single carriageway road linking the A1 at Chawston with the M1 at Junction 13. The A421 Bedford Southern Bypass forms part of this route consisting of a dual carriageway with grade-separated junctions around the southern edge of Bedford. Between Bedford and the M1 Junction 13, the A421 mainly comprises a two lane, single carriageway, with a short section of dual carriageway to the north of Marston Moretaine. A plan showing the existing strategic road network is included in *Appendix 2.*

3.3.2 The Highways Agency is currently constructing a new A421 dual carriageway which is situated to the western side of the existing A421 and follows the same alignment between M1 Junction 13 and the A6 Bedford Southern Bypass interchange to the south of Bedford. This will result in a continuous dual carriageway between the A1 and M1. The scheme will also include two grade-separated junctions (Marston Junction and Marsh Leys Junction) and improvements to the M1 Junction 13. The grade-separated junctions will provide access between the existing A421 and the new A421 dual carriageway, as well as local roads. The scheme is expected to be completed by the end of 2010.

3.3.3 The existing single carriageway A421 will be retained as a single carriageway to provide local access. The road will be "detrunked" at some point in the future, although the Highways Agency / Central Bedfordshire Council have not confirmed the date for this yet.

3.3.4 The Green Lane junction with the existing A421 is approximately 1.3km northwest of the proposed site access. This junction is an all-movement priority 'T' junction with a right turn lane on the A421 for traffic entering Green Lane. The junction also has a left slip lane off the A421 northern arm for traffic entering Green Lane from the north, these vehicles are then required to give way to traffic turning right into Green Lane from the south.

Local Highway Network

3.3.5 The RRF is located to the south of Green Lane in Stewartby. Green Lane is a single carriageway rural road and links the village of Stewartby to the A421 to the west. Between the A421 and the Stewartby Landfill access which is 650 metres south of the A421 junction, Green Lane is approximately 7m wide, and kerbed on both sides. To the south of the landfill access, the road is generally around 6.5m wide and has no kerbing.

3.3.6 Access to Stewartby Water Sports Club is gained off Green Lane approximately 180 metres to the northwest of the Application Site. The access is situated beneath an existing clay conveyor bridge which extends from a point within the Application Site, across the Marston Vale Line and Green Lane into the former Stewartby Brickworks site on the northern side of Green Lane. Part of the conveyor is proposed to be removed by the DCO Application.

3.3.7 To the west of the Stewartby Water Sports Club access is a 90m vehicle lay-by on the southern side of Green Lane.

3.3.8 On the eastern side of Green Lane there is a formal access to Stewartby Landfill, which is currently in operation. This access is approximately 700 metres northwest of the existing Rookery Pit access and 650m south of the A421 junction. There are no residential dwellings fronting onto Green Lane between the proposed RRF access and the A421. In addition, there is an access road further to the north on Green Lane, located approximately 1100m north of the existing Rookery Pit access 240m south of the Green Lane / A421 junction, this currently provides access to a small industrial unit.

3.3.9 Green Lane is subject to a 60mph speed restriction between its junction with the A421 and a point some 25 metres west of the Marston Vale level crossing. To the east and passing the proposed access to the RRF, the speed restriction changes to 30mph. This speed restriction continues through Stewartby to a point approximately 30 metres east of the Midland Mainline railway bridge, after which the restriction changes to 60mph.

3.3.10 Most of Stewartby lies to the east of the proposed RRF access on Green Lane. Stewartby Way connects to Green Lane through Stewartby and links with the B530 to the west. Stewartby Way is approximately 7.3m in width with footpaths along the majority of its route. Between Stewartby and the B530 is the Midland Mainline railway bridge which has a height restriction of 11 feet 3 inches. A 7.5 tonne weight restriction applies through the centre of Stewartby.

3.3.11 The B530 is a single carriageway road subject to a 60mph speed limit. There are height restriction signs on the B530 on the approach to the junction with Stewartby Way. Advance warning of the 7.5 tonne weight restriction is provided at the Stewartby Way / Broadmead Road roundabout in the centre of Stewartby.

3.4 Accessibility

Pedestrian and Cycle access

3.4.1 Existing public rights of way surrounding the Application Site (pedestrian and cycle routes) are provided in *Appendix 3* to this report.

3.4.2 On Green Lane in the vicinity of the Site there is a footway along the northern side which starts from a point 70m west of the railway crossing, opposite the entrance to the sailing club and continues in an eastbound direction into Stewartby. Street lighting is provided from the level crossing eastward along Green Lane on both sides of the carriageway. On the southern side of Green Lane in the vicinity of the Application Site, there is a short section of footway (around 24m) either side of the level crossing. This footpath provides access primarily to Stewartby railway station but also to the Stewartby Water Sports Club, Stewartby Lake and the recreational grounds around the lake.

3.4.3 Around Stewartby Lake there are footpaths / cycleways, which form part of the Marston Vale Timberland Trail which is a circular walking route originating at the Forest of Marston Vale Centre at the Millennium Country Park. This recreational route travels from the Forest of Marston Vale Centre, north around Stewartby Lake before continuing east through Stewartby, southeast around Kings Wood, through Ampthill, Millbrook and Lidlington before continuing north to Marston Moretaine towards the Forest of Marston Vale Centre. A plan of this route is reproduced in *Appendix 3.*

3.4.4 To the northwest of the Application Site, approximately 400m, is the recently completed Hanson HQ building. As part of this development, it is understood that additional footway enhancements to Green Lane are proposed which will form part of the access enhancements, linking into the existing provision. This provision is likely to be implemented prior to occupation of the building. Details of these proposed improvements are provided in *Appendix 4.*

3.4.5 To the southern side of Rookery South Pit are footpaths FP14, FP15, and FP65, which run from Station Road to the Midland Mainline and beyond. There is no public right of way access to Rookery South Pit itself from these footpaths.

3.4.6 Bedfordshire Cycle Route 3 (a 27 mile circular route within the Marston Vale) runs to the west and south of the Rookery site through the village of Marston Moretaine, as shown in *Appendix 3*. This route can be accessed via the Marston Vale Millennium Country Park.

3.4.7 National Cycle Route 51 passes the Application Site to the west via the eastern side of Marston Moretaine along the boundary of the Marston Vale Millennium Country Park. The route continues to the north towards Bedford, and to the south to Milton Keynes. As part of the A421 dual carriageway scheme, the cycle route will be realigned at the A421 crossing point. The existing cycleway will be diverted through the Lower Shelton Subway immediately south of the Fields Road.

3.4.8 The Marston Vale Community Rail Partnership is promoting a number of 'rail walks' between Bedford and Bletchley. The aim of the Community Rail Partnership is to improve facilities for existing uses and to generate new business for rail, increasing the number of people using the line for work and leisure. The route closest to the proposed Application Site is Walk 7 – Millbrook to Stewartby.

3.5 Public Transport

Bus Services

3.5.1 The nearest bus stop to the site on Green Lane is situated immediately to the east of Stewartby Railway Station, approximately 70 metres from the existing Rookery Pit access on Green Lane. This bus stop serves westbound bus services only and is an unmarked bus stop i.e. without a bus flag or shelter. The nearest eastbound bus stop is situated on Green Lane to the west of the Stewartby Railway Station, approximately 70 metres from the proposed RRF access. As with the westbound bus stop, this stop is unmarked. There are further bus stops within Stewartby itself:

1) outside Stewartby Village Hall – approximately 350m east of the existing access on Green Lane;
2) outside Stewartby Brickworks on Stewartby Way – approximately 450m east of the existing access on Green Lane;
3) outside Stewartby Post Office on Stewartby Way – approximately 480m east of the existing access on Green Lane;
4) outside Marston Vale Middle School on The Crescent – approximately 830m east of the existing access on Green Lane; and
5) adjacent Montgomery Close – approximately 980m east of the existing access on Green Lane.

3.5.2 The principal bus operator in Bedfordshire is 'Stagecoach in Bedford', who operate the majority of services along Green Lane. The services operating through or past Stewartby are summarised below in Table 2.4 along with the nearest bus stop to the application site. Details of the bus routes are provided in *Appendix 5.*

Table 2.3 – Existing Bus Service through / past Stewartby

Route No.	Nearest Bus Stop to Site	Operator	Route	Frequency	
				Monday to Saturday	Sunday
Bus Services that serve Stewartby					
168	Stewartby Rail Station on Green Lane	Stagecoach	Bedford – Stewartby – Lidlington (1 return route per day via Wootton)	6 to, from Bedford – approx 2 hours	None
160	Stewartby Road Station on Green Lane	Stagecoach	Bedford - Stewartby – Marson – Brogborough – Woburn – Leighton Buzzard	Once daily each direction	None
C2	Stewartby Rail Station on Green Lane	Stagecoach	Bedford – Woburn – Stewartby – Marston – Cranfield	None	Approx 2 hourly each direction between 8.30 and 18.30
Bus Services operating close to Stewartby					
J2	B539 Stewartby Way Junction	Stagecoach	Bedford – Ampthill – Flitwick	Approx hourly between 6.30 and 17.30	None
FL5	B530 – Stewartby Way Junction	Stagecoach	Silsoe – Flitwick – Ampthill – Bedford	One bus every Wednesday	None

Source : Central Bedfordshire gov.uk

3.5.3 The table below summarises the frequency of bus services that serve Stewartby on a daily basis.

Table 2.5 – Bus Service Frequency in Stewartby (includes each direction – inbound and outbound)

Time Period	Bus Service		
	168	160	V2
AM Peak (07:00 – 09:00)	2	0	0
Interpeak (08:00 – 16:00 and Evenings (18:00 – 23:00))	8	2	0
PM Peak (16:00 – 18:00)	2	0	0
Saturday	12	2	0
Sunday	0	0	12

3.5.4 There are currently three buses that serve Stewartby and pass the Application Site. The most frequent bus service that operates along Green Lane is service 168, with one bus every 2 hours between Bedford and Lidlington. This service provides one bus in each direction during the Weekday AM and PM peak period.

3.5.5 In addition to the above there is an infrequent bus service (RR1) operated by Road Runner between Kempston and Milton Keynes which routes past the site on Green Lane. The service operates on the first and third Tuesday of each month.

Rail Services

3.5.6 The Marston Vale Line runs along the western side of the Rookery South Pit. Stewartby Station is situated off Green Lane to the west of the Application Site and is approximately 1200m from the Operations Area. Millbrook Station is approximately 500m to the south west of the Pit, but can only be accessed by an indirect footpath. There is currently an hourly service in each direction on this line from Mondays to Saturdays between Bedford and Bletchley operated by London Midland. There are currently no services operating on Sundays.

3.5.7 The Midland Mainline which runs along the eastern boundary of The Rookery Pits offer national rail services between London St Pancras, the Midlands and the north of England. The closest railway station on this line is Bedford Central, located approximately 6 miles to the northeast, although once the station at Wixams is complete, this station will be closer.

3.5.8 Measures to improve accessibility to Stewartby Station promoted by the Hanson HQ Office development include 20 new sheltered cycle racks and re-surfacing of the 20-25 space station car park. In addition Network Rail is proposing to provide 1 additional high speed train per hour and one additional local train per hour, although this may not be a service that stops at Stewartby.

Development Proposals

3.5.9 The Application is for the construction of a Resource Recovery Facility (RRF) in Rookery South Pit. The main components of the proposed RRF are:

1) an Energy from Waste ("EfW") Facility with an average gross electrical output of 65 MW. The plant will comprise three waste processing streams consisting of a reciprocating grate, furnace, boiler and associated air pollution control system in each stream. The nominal capacity of the EfW Facility is 585,000 tonnes per year of mixed residual municipal and commercial and industrial waste, based on an assumed plant availability of 89% and a waste calorific value (CV) of 10.19MJ/kg; and
2) a Materials Recovery Facility (“MRF”) to recover bottom ash (IBA) and metals.

3.5.10 The RRF will also include a number of other elements to be authorised by the proposed Development Consent Order.

3.5.11 The location of the Application Site, situated alongside the Marston Vale Line allows for the opportunity for waste to the RRF to be transported by rail. However, at the present time and due to the absence of suitable rail served Waste Transfer Stations in the Waste Catchment Area for the RRF, rail use is not currently viable. The design and location of the RRF does not preclude the use of rail in future.

Parking

3.5.12 The main car park for the RRF is to be located to the north of the EfW Facility. A total of 48 administration staff and visitor car parking spaces (including 4 disabled spaces) will be provided. A Master plan layout is included in *Appendix 6.* In addition, a further 10 car parking spaces (including 1 disabled space) will be provided in association with the MRF to the east. 32 spaces are to be provided for EfW operational staff adjacent to the EfW Facility in the Pit base.

3.5.13 The Application includes 20 HGV parking spaces for the heavy goods vehicles delivering waste to the RRF. The layout of the Opeations Area has been designed to include on-site waiting areas to reduce queuing off site. It is anticipated that HGVs transferring waste from Buckinghamshire Waste Transfer Stations (which lie within the Waste Catchment Area for the Project) would park on site overnight.

Cycle parking

3.5.14 As part of the development proposal a total of 20 cycle stands are to be provided. These shall be situated in well lit and sheltered location close to the main entrance of the EfW Facility.

4.0 Objectives and Targets

4.1 The Focus of the Travel Plan

4.1.1 This Travel Plan is primarily focussed on the RRF staff and therefore the majority of measures proposed within the Plan are intended to encourage staff to vary or change from current reliance on private car travel.

4.1.2 It is recognised that there is the potential to influence the travel behaviour of visitors that come to the RRF to a certain degree. Therefore, the majority of measures aimed at visitors are more dedicated towards increasing awareness of alternatives to private car use through marketing and promotion of information through leaflets and/or the internet web site.

4.2 Objectives

4.2.1 There are a number of objectives, both at national and local level, that the implementation of the Travel Plan is intended to help fulfil:

1) to influence travel behaviour of employees;
2) to generate fewer staff single occupancy car trips than would otherwise be the case by encouraging a modal shift in travel to the site;
3) to reduce the need for unnecessary journeys by employees;
4) reduction in overall mileage;
5) to help improve the health of employees; and
6) accommodating those journeys that need to be made by car.

4.3 Targets

4.3.1 The objectives provide the framework for the Travel Plan measures. Where applicable, targets can be included in a Travel Plan to help achieve the objectives and there are two main types that are applicable to travel plans. The most easily demonstrated are the commitment to deliver the package of measures set out in the next chapter and include initiatives to promote increases in the use of cycling, walking, car-sharing and public transport use.

4.3.2 The second form of target is aspirational and related to proportional changes in the travel modes used to get to the RRF. At this stage targets given in the Plan are based on the 2001 census data obtained for the Wooton Ward although these will be updated once the results of the staff travel survey are known, which is to be undertaken within 3 months of site being operational. An example of a Staff Travel Plan Survey is provided at *Appendix 7* of this report. It is proposed that every member of staff will be required to fill in a Travel Survey once the RRF is fully open and operational.

4.3.3 Travel Plans are evolving documents that need to remain adaptable to changing practices and local conditions and therefore, the plan targets will be given over two timescales; short term (within 2 years of the implementation of the Travel Plan) and longer term (within 6 years of the implementation of the Travel Plan).

4.3.4 Table 3.1 below provides a summary of the 2001 National Statistics data for 'Journey to Work' by mode, based on daytime population for Wooton Ward. As travel surveys to establish a baseline modal split have not yet been undertaken, the following modal split is to be taken to represent an accurate prediction of the potential modal split for staff upon commencement of the RRF .It is a starting point from which future aspirational targets are to be set.

Table 3.1 – 'Journey to Work' Modal Share

Travel Mode	% by Mode
Train	1.2%
Bus, Minibus or Coach	5.1%
Driving a Car or Van	76.7%
Passenger in a Car or Van	3.9%
Motorcycle, Scooter or Moped	2.2%
Bicycle	4.6%
On Foot	6.3%

4.3.5 The above modal split based upon census data provides a basis for the formulation of the Travel Plan targets. The results of the modal split indicate that 76.7% of employee journeys are likely to be undertaken by car.

4.3.6 It is considered that an appropriate key aim of the Travel Plan may be to reduce the level of single occupancy staff car trips to the site and promote car sharing.

4.3.7 The targets set out below are aspirational and will need to be reviewed once the results of the travel survey are known. However, these targets are considered realistic and provide a guide to the levels that Covanta will seek to achieve as part of the Project both in the short term (within 2 years following commencement of operation) and the longer term (within 6 years following commencement of operation).

Table 3.2 – Targets of proposed changes to Modal Use

Travel Mode	Target Change in Modal Use	
	Within 2 Years	Within 6 Years
Train	+ 1%	+ 2%
Bus, Minibus or Coach	+ 1%	+ 1%
Car Driver	- 6%	- 10%
Motorcycle, Scooter or Moped	+ 1%	+ 1%
Bicycle	+ 2%	+ 4%
On Foot	+ 1%	+ 2%

4.3.8 The above predicted modal share will be reviewed once the results of the travel surveys have been collated and hence a basis on which to set the future targets through the life of the Plan, in a later revision of the Plan. As detailed through the Plan, the aspirational targets for modal shift will focus on a reduction in car use.

5.0 Travel Plan Initiatives

5.1.1 In order to ensure that the opportunities for modal shift can be realised there are a number of measures that will be implemented and encouraged by Covanta.

5.2 Measures to Reduce Car Use for Visitors

5.2.1 Although it is difficult to control the travel behaviour of the public, several measures will be put in place to increase awareness and encourage visitors to change their mode of travel by making the site as accessible as possible.

Car Sharing/ Coach Use

5.2.2 Through the use of promotional information/ leaflets etc., visitors will be made aware of the objectives of encouraging more sustainable modes of travel and, where possible, will be encouraged to car share, or in the event of school/ educational trips, the use of coaches or use of public transport will be encouraged. Visitors to the RRF will be only through prior arrangement.

Provision of Travel Information

5.2.3 When visitors are formally invited to the RRF, it is intended that when invitations are sent (either by post or email), this will be accompanied with literature and web links on sustainable travel choice options. This will be made clear and evident in the correspondence.

5.2.4 A travel information notice board and travel pack will be kept in a visible place in the entrance to the EfW Facility, which will be regularly stocked with relevant transport and travel information. This will also be provided in the visitor and centre of education facility in the EfW Facility.

Cycle Racks

5.2.5 As part of the Application proposal, cycling will be encouraged through the provision of cycle lanes implemented as part of the access arrangements and linkage to existing cycle routes within the local area. In addition cycle parking will be provided within the site in the form of Sheffield style stands allowing parking for 20 cycles (10 stands, 2 cycles per stand).

5.2.6 The cycle racks will be situated close to the main EfW Facility entrance and will be in a well lit and sheltered location.

5.3 Measures to Reduce Car Use for Staff

Provision of Travel Information

5.3.1 Information relating to potential means of alternative access to the RRF will be publicised on a staff notice-board within the RRF. This board will be placed in the staff reception to increase staff awareness of travel options available to them. The board will hold information about the travel plan and the reasons for it, public transport links, bus timetables and contact information, cycle and pedestrian routes.

5.3.2 A copy of the Travel Plan will be made available to staff and will be located within the staff room. Information about the Travel Plan will be provided to all new employees and the Travel Plan Co-ordinator will provide regular updates on details of the Travel Plan Survey and any new initiatives implemented to encourage alternative modes of transport. This information will be provided either through a letter or provided on the staff notice board.

5.3.3 In addition, regular meetings will be held between staff representatives and the Travel Plan Co-ordinator to discuss objectives and new ideas in meeting the targets identified.

Measures to Promote and Facilitate Cycling

5.3.4 Covanta will provide the following facilities to encourage use of cycling:

1) changing and washing facilities and showers for employees;
2) secure lockers for employees;
3) secure and illuminated cycle parking;
4) information on the local cycle network routes to employees and visitors, and include this information on maps to be produced by Covanta and made available on the notice boards;
5) arrangement of free transport home for staff cyclists in the event of emergency; and
6) promote a bicycle users group (BUG) for employees.

Measures to Promote and Facilitate Public Transport Use

5.3.5 Increased accessibility to, and use of, public transport is considered to be a key element of any travel plan. Covanta will implement the following measures to encourage public transport use:

1) provide up-to-date public transport information including timetables and bus company contact information on notice boards;
2) organise a free ride home for employees travelling by public transport in the event of an emergency; and
3) provide interest free loans to employees for season tickets.

Measures to Promote Walking

5.3.6 Measures aimed at increasing the viability of accessing the RRF on foot will be based around provision of the following facilities and benefits available from when the RRF starts operation:

1) changing and washing facilities and, showers for employees;
2) secure lockers for employees;
3) details of the 'on and off highway' pedestrian routes to be made available to employees and visitors, on maps available on the notice boards;
4) promote a 'walking buddy' scheme for employees, similar to car sharing;
5) provide improved pedestrian access within and to the site, including wider paved areas and improved lighting; and
6) organise a free ride home for staff walkers in the event of an emergency.

Car Sharing

5.3.7 Car sharing is a good means of reducing car use. The practicalities of car sharing may however be limited due to shift patterns.

5.3.8 Covanta will promote and maintain a car sharing scheme for staff which will be organised by the Travel Plan Co-ordinator. The staffing at the RRF differs from that of an office environment in that only a small proportion of employees have access to a networked computer terminal. Hence use of a central database system may not be the most effective means of implementing a car sharing scheme. Therefore a basic scheme using the staff notice-boards will be adopted.

5.3.9 Car sharing leaflets will be made available on the staff notice board detailing the car sharing proposals and how employees can get involved and participate in the scheme.

5.3.10 Information about the Central Bedfordshire's Car Share website will also be made available on the staff notice-board. This will allow staff members to team up with other people living and working within Bedford to arrange a CarBUDI, BikeBUDI, WalkBUDI or TaxiBUDI to and from work. These methods bring many benefits including savings in transport costs, healthier lifestyles and the chance to socialise before and after work.

5.3.11 It is acknowledged that having limited or no access to PCs in the workplace can create challenges for car sharing systems. However, some proprietary systems make increasing use of text messaging as a means of registering for and arranging car-share matches, and so this need not be a limitation to using a web-based matching service. The Travel Plan Co-ordinator will make sure staff are aware of such systems.

5.4 The Travel Plan Co-ordinator and Associated Support

5.4.1 The Travel Plan will be implemented by Covanta under the control of a Travel plan Co-ordinator (TPC), who will work in conjunction with the Local Planning Authority, the local community and other interested parties for the continuing progression of the Travel Plan. The TPC will be appointed by the Covanta once the Travel Plan is formally agreed.

5.4.2 The role of the Travel Plan Co-ordinator will be as follows:

1) to promote and encourage the use of travel modes other than the car, including publicity;
2) to promote the Travel Plan alongside national events such as 'Green Travel Week';
3) to provide a point of contact and travel information for staff;
4) to ensure that all relevant information is provided to all new members of staff and that up-to-date information is clearly displayed on the notice boards;
5) to ensure that relevant information is made available to visitors via leaflets and/ or web sites and information available to visitors at the main reception area;
6) to promote the car sharing scheme at the site for staff;
7) to arrange for travel surveys to be undertaken when necessary;
8) to provide a point of contact with transport operators and officers of the Council and work with other local businesses to pursue joint plans and initiatives where relevant; and

9) to undertake personal travel planning for members of staff who wish to walk, cycle or use public transport to travel to the site.

5.4.3 Although not yet appointed, the Travel Plan Co-ordinator is likely to be a senior member of staff who will continue the role on a part-time basis with their full-time role in the Administration Department. Covanta have confirmed that the Travel Plan Co-ordinator will be provided with the time and resources required to successfully implement the Travel Plan. The Travel Plan Co-ordinator will be appointed prior to the operation of the RRF.

5.4.4 The Travel Plan Co-ordinator's role will involve a site survey of the RRF following commencement of operation. The site survey will ensure that the infrastructure measures have been implemented as stated within the Travel Plan, and that no additional issues are evident in terms of access by staff or visitors to the site.

5.4.5 It is proposed that the Travel Plan Co-ordinator will arrange for the actions of the Travel Plan to be commenced within 3 months of the completion of the RRF development.

5.5 Marketing and Communication

5.5.1 In addition to the initiatives already outlined within the travel plan, there will be an ongoing marketing and communication of information following on from the launch.

Dissemination and Feedback

5.5.2 Information on the Travel Plan, for example, new initiatives, will be disseminated to staff via the Travel Plan staff representatives. Staff feedback on the Travel Plan will be possible via the periodic 'Staff Forum Meetings'.

New Staff

5.5.3 In order to be able to determine the potential effect of new staff at the site, personnel will be asked to complete the staff travel questionnaire as part of their induction. In this way, the travel patterns of staff can be established. Travel Plan information will be supplied to each employee as part of an induction pack to fully inform employees of their travel options. The induction pack will include the following information:

1) information on the local cycle network routes;

2) information on the 'on and off highway' pedestrian network routes;

3) up-to-date public transport information including timetables and bus company contact information; and

4) car sharing information will be made available.

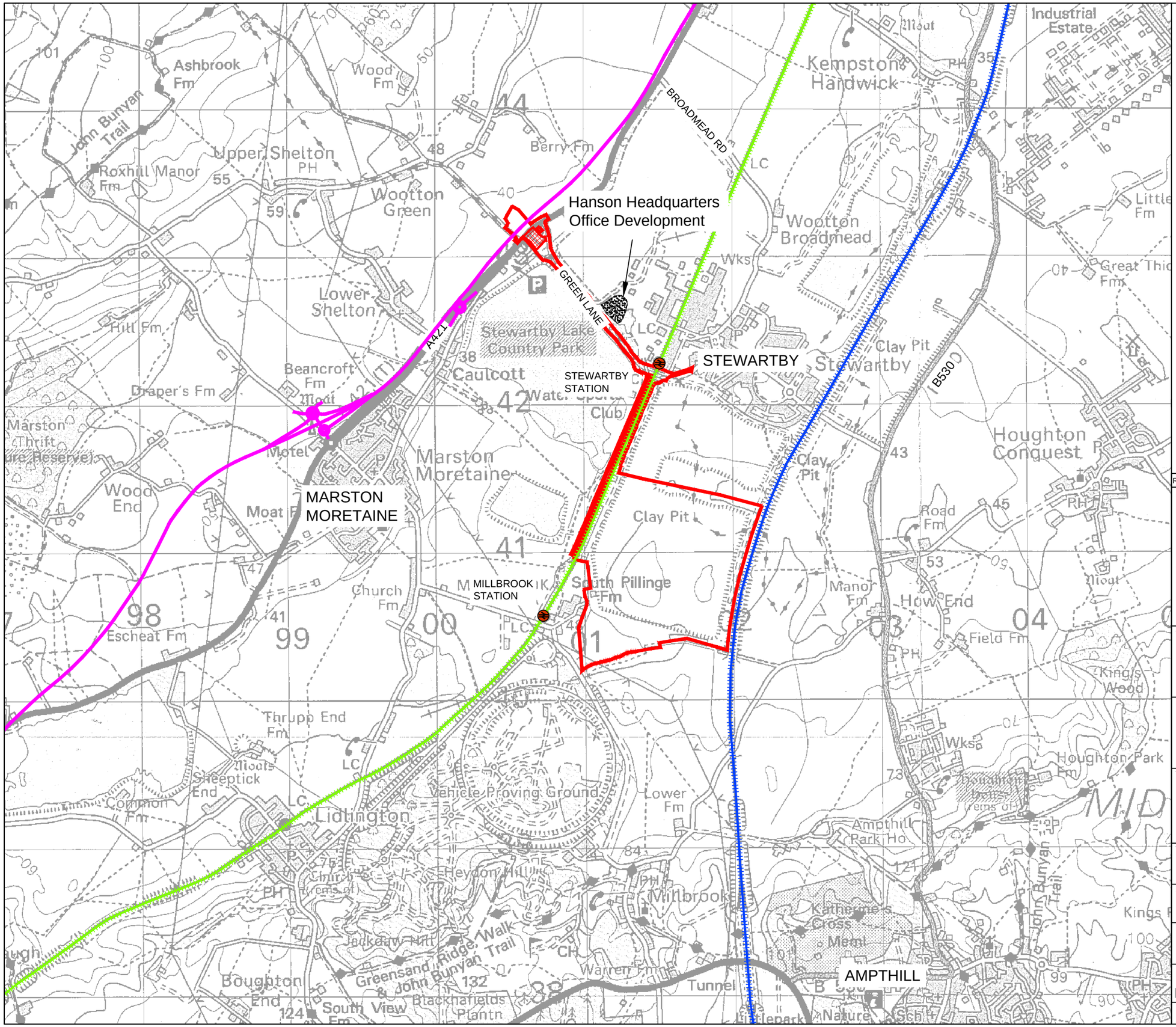
5.5.4 The above information will be provided alongside the standard induction pack provided to all new staff. As part of the induction process, the Travel Plan Co-ordinator will offer personal journey planning. This service will be made available throughout the life of the plan, on request, so that travel can be tailored to meet any changing circumstances of individuals.

5.6 Ongoing Marketing

5.6.1 The Travel Plan will be launched on the opening of the RRF and will be continually marketed through the provision and updating of travel information, leaflets and internal communication sessions.

APPENDIX 1

Site Location Plan



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Appendix 1.1

Key:

- Marston Vale Railway Line
- Midland Mainline Railway Line
- Application Boundary
- Not Included In Application Boundary
- New A421 Road Alignment

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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Waterman Boreham
Transport Planning

ISO 9001 Registered

INVESTOR IN PEOPLE

Client: COVANTA ENERGY *for a cleaner world*

Project: The Proposed Rookery South (Resource Recovery Facility) Order

Title: Site Location Plan

Team	Drawn	Checked	Approved
D	NF	MA'L 30.07.10	MA'L 30.07.10

Scale @ A3	Date
1: 25,000	Feb 10

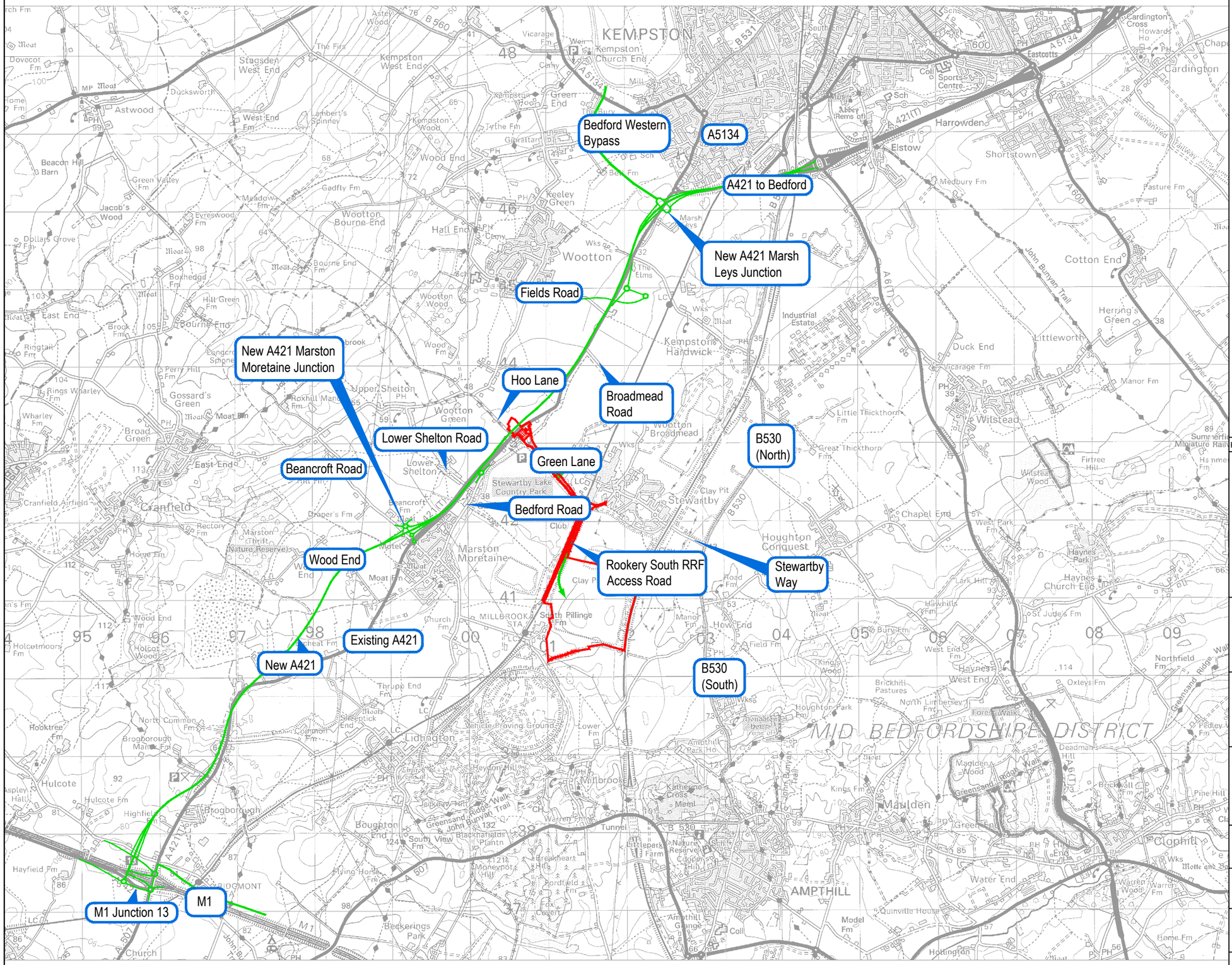
Project No.	Drawing No.	Rev
210010	01	-

Purpose of Issue: ☑ Preliminary ☐ For Tender ☐ For Construction ☐ _____ ☐ For Information ☐ For Approval ☐ As Built

K:\TEAM_D\210010 - Rookery Resource Recovery Facility\DWG

APPENDIX 2

Strategic Road Network



Appendix 2.1

Key:

Application Boundary

New A421 Road Alignment

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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Transport Planning

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INVESTOR IN PEOPLE

Client: COVANTA ENERGY *for a cleaner world*

Project: The Proposed Rookery South (Resource Recovery Facility) Order

Title: Strategic Road Network

Team	Drawn	Checked	Approved
D	JH	MA'L 30.07.10	MA'L 30.07.10

Scale @ A3	Date
1:50,000	Mar 10

Project No.	Drawing No.	Rev
210010	08	-

Purpose of Issue: ☑ Preliminary ☐ For Tender ☐ For Construction ☐ _____ ☐ For Information ☐ For Approval ☐ As Built

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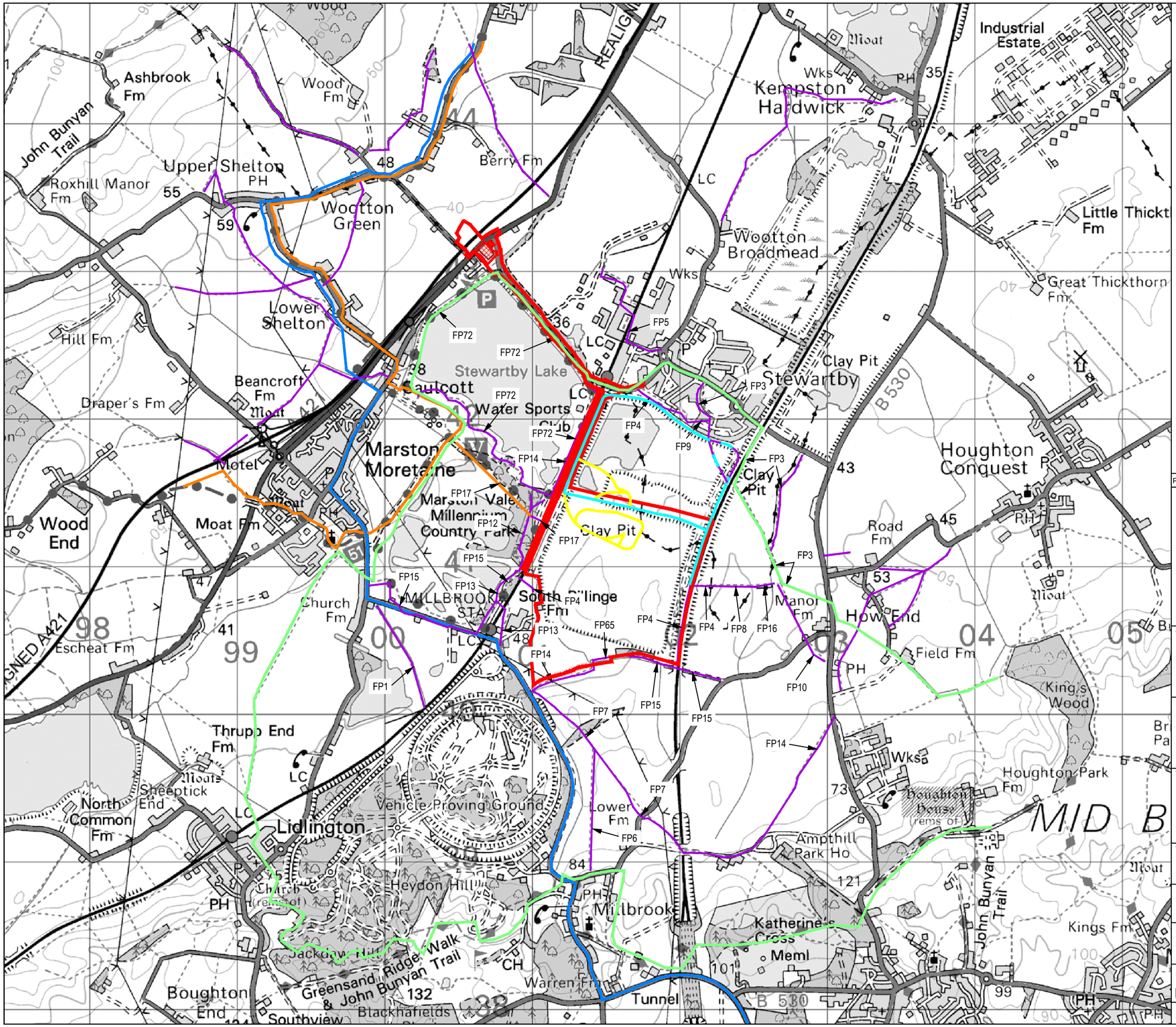
APPENDIX 3

Existing Public Rights of Way



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Appendix 3.1

Key,

- Public Rights of Way
- National Cycle Route 51
- Marston Vale Timberland Trail
- Bedfordshire Cycle Route 3
- Application Boundary
- Not Included In Application Boundary
- Rights Of Way To Be Stopped-Up
- Dedicated ROW (Pedestrian rights only) Proposed As Part Of The LLRS
- Permissive ROW. Proposed As Part Of the LLRS

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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Transport Planning

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INVESTOR IN PEOPLE

Client: COVANTA ENERGY *for a cleaner world*

Project: The Proposed Rookery South (Resource Recovery Facility) Order

Title: Existing Public Rights of Way And Cycle Route Plan

Team	Drawn	Checked	Approved
D	JH	MA'L 30.07.10	MA'L 30.07.10

Scale @ A3	Date
1:25,000	Jul 10

Project No.	Drawing No.	Rev
210010	23	-

Purpose of Issue: ☑ Preliminary ☐ For Tender ☐ For Construction ☐ _____ ☐ For Information ☐ For Approval ☐ As Built

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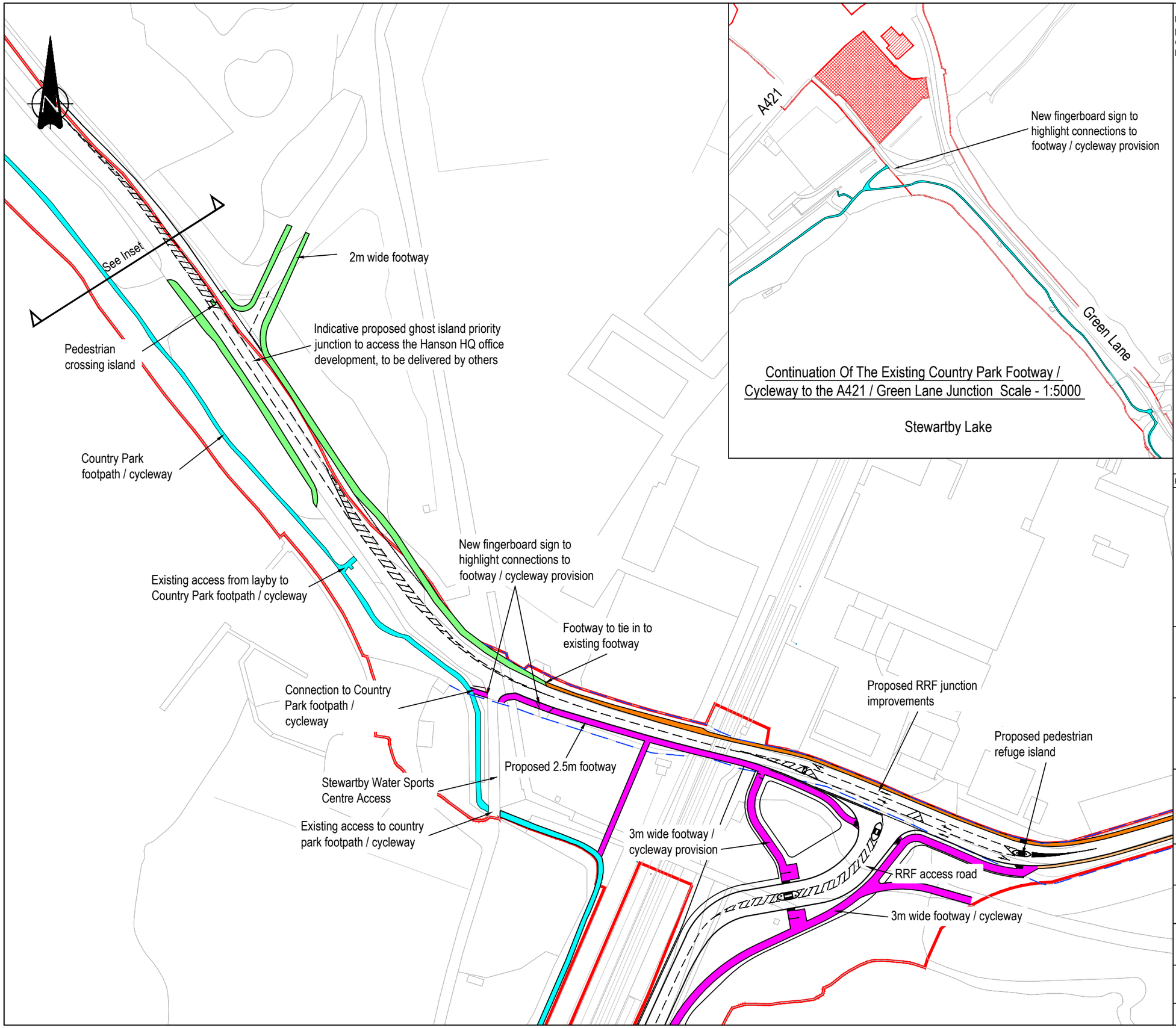
APPENDIX 4

Proposed Highway Improvements



Continuation Of The Existing Country Park Footway / Cycleway to the A421 / Green Lane Junction Scale - 1:5000

Stewartby Lake

Appendix 4.1

Key,

- Existing footways
- Proposed Hanson Office HQ footway to be provided by others
- Proposed RRF combined footway / cycleway provision
- Existing Country Park footway / cycleway
- Extent of highway boundary
- Application boundary
- Not Included in application boundary
- Proposed footway

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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INVESTOR IN PEOPLE

Client: COVANTA ENERGY *for a cleaner world*

Project: The Proposed Rookery South (Resource Recovery Facility) Order

Title: Proposed Site Access Green Lane 2.5m Footpath At Level Crossing

Team	Drawn	Checked	Approved
D	JH	MA'L 29.07.10	MA'L 29.07.10

Scale @ A3	Date
NTS	Jul 10

Project No.	Drawing No.	Rev
210010	25	-

Purpose of Issue: ☑ Preliminary ☐ For Tender ☐ For Construction ☐ _____ ☐ For Information ☐ For Approval ☐ As Built

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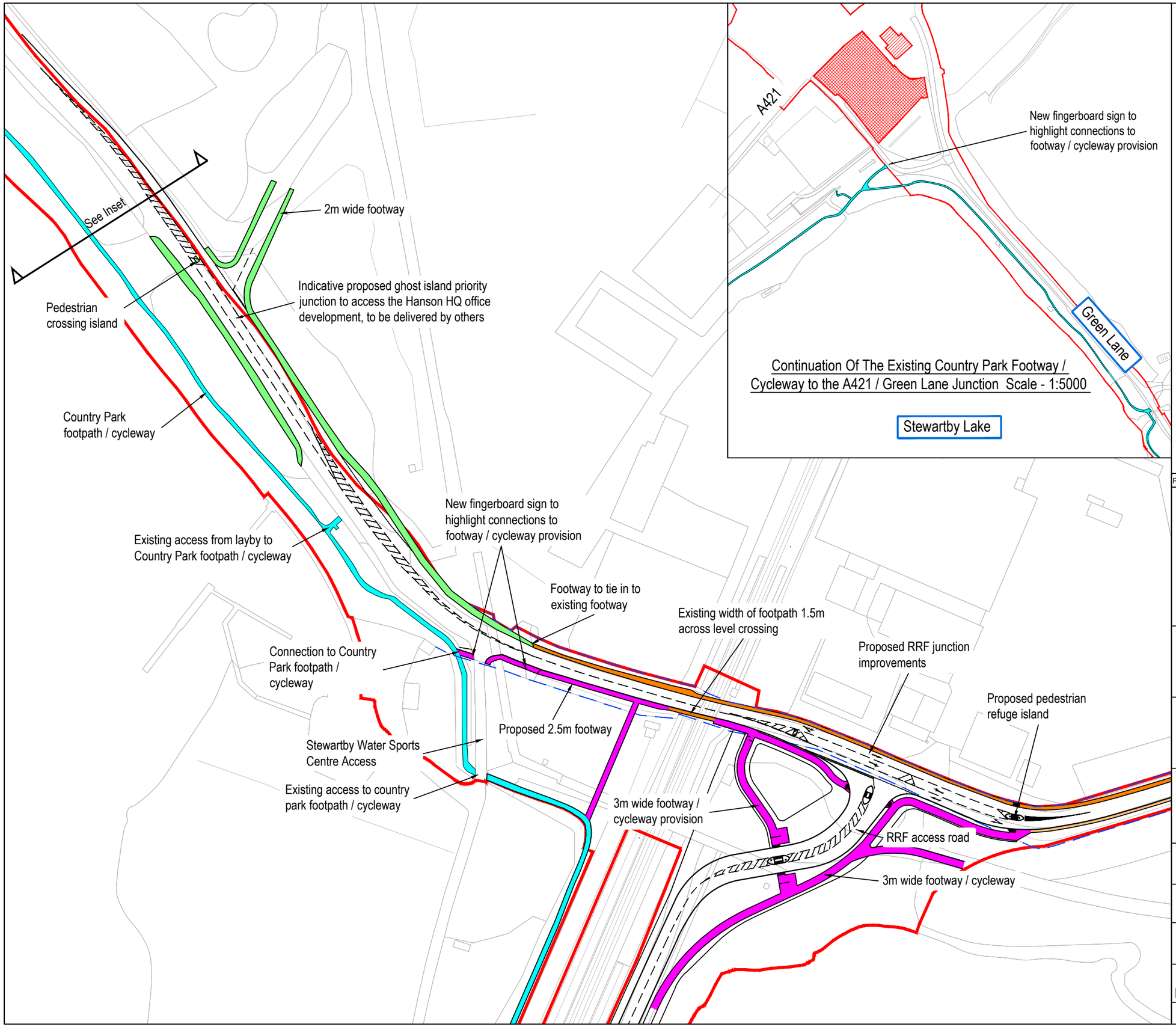

Appendix 4.2

Key,

- Existing footways
- Proposed Hanson Office HQ footway to be provided by others
- Proposed RRF combined footway / cycleway provision
- Existing Country Park footway / cycleway
- Extent of highway boundary
- Application boundary
- Not Included in application boundary
- Proposed footway

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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Transport Planning

Client: COVANTA ENERGY for a cleaner world

Project: The Proposed Rookery South (Resource Recovery Facility) Order

Title: Proposed Site Access Green Lane Existing Footpath At Level Crossing

Team	Drawn	Checked	Approved
D	JH	MA'L 29.07.10	MA'L 29.07.10

Scale @ A3	Date
NTS	Jul 10

Project No.	Drawing No.	Rev
210010	26	-

Purpose of Issue: ☑ Preliminary ☐ For Tender ☐ For Construction ☐ _____ ☐ For Information ☐ For Approval ☐ As Built

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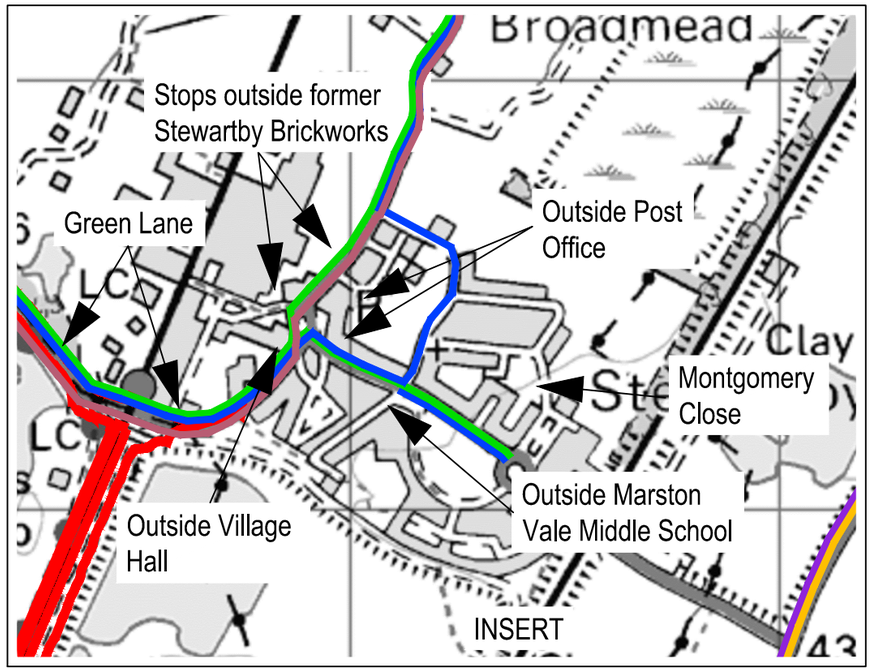
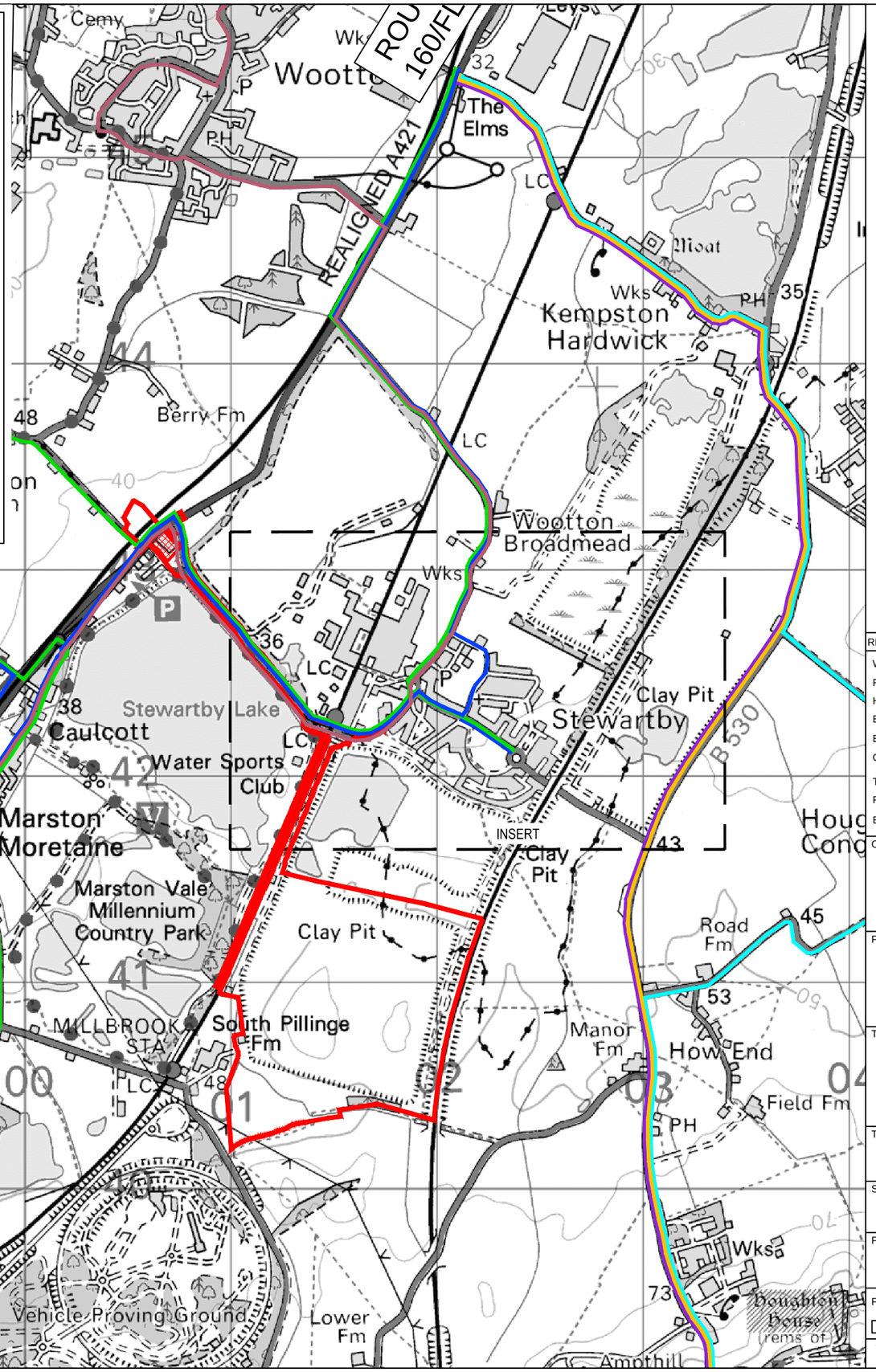
APPENDIX 5

Bus Route





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Appendix 5.1

Key,

- Route 160
- Route FL5
- Route J2
- Route R1
- Route V1/V2
- Route X42
- Application Boundary

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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INVESTOR IN PEOPLE

Client: COVANTA ENERGY *for a cleaner world*

Project: The Proposed Rookery South (Resource Recovery Facility) Order

Title: Bus Route Plan

Team	Drawn	Checked	Approved
D	JH	MA'L 29.07.10	MA'L 29.07.10

Scale @ A3	Date
NTS	Jul 10

Project No.	Drawing No.	Rev
210010	27	-

Purpose of Issue: ☑ Preliminary ☐ For Tender ☐ For Construction ☐ _____ ☐ For Information ☐ For Approval ☐ As Built

K:\TEAM_D\210010 - Rookery Resource Recovery Facility\DWG

APPENDIX 6

Master plan Layout

RETAINING WALL REQUIRED SUBJECT TO THE DETAILED DESIGN PROCESS.

1 IN 20

1 IN 20

1 IN 150

1 IN 150

TRANSITION CURVE

7.3m WIDE CARRIAGEWAY

1 IN 3.5m EARTHWORKS TO TIE-IN WITH THE EXISTING GROUND LEVEL

ACCESS ROAD BEYOND THIS POINT DESIGNED BY OTHERS

TRANSITION CURVE

VISIBILITY SPLAY AT JUNCTION (X=4.5m, Y=70m)

VEHICLE CROSSOVER TO MAINTAIN ACCESS TO SURFACE WATER PUMPING STATION. ACCESS TRACK TO PUMPING STATION TO BE LOCALLY GRADED TO TIE-IN WITH VEHICLE CROSSOVER POINT

70m FORWARD VISIBILITY ENVELOPE

ROOKERY SOUTH

VISIBILITY SPLAY AT JUNCTION (X=4.5m, Y=70m)

VISIBILITY SPLAY AT JUNCTION (X=4.5m, Y=70m)

ACCESS TO TIE-IN WITH ON PLOT HIGHWAYS.

ACCESS TO TIE-IN WITH ON PLOT HIGHWAYS.

Appendix 6.1

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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Transport Planning

Client

COVANTA ENERGY
for a cleaner world

Project

The Proposed Rookery South (Resource Recovery Facility) Order

Title

Masterplan

Team	Drawn	Checked	Approved
D	JH	MA'L 30.07.10	MA'L 30.07.10

Scale @ A0	Date
1:500	Jul 10

Project No.	Drawing No.	Rev
210010	33	-

Purpose of Issue

☑ Preliminary ☐ For Tender ☐ For Construction
☐ For Information ☐ For Approval ☐ As Built
☐ _____

K:\TEAM_DC\210010 - Rookery Resource Recovery Facility\DWG

APPENDIX 7

Staff Travel Survey Example

Your Journey to Work Questionnaire

We would be grateful if you would complete the following questionnaire in order that we can understand how our staff travel to work. Your answers will be treated in confidence and will not be disclosed to third parties.

If your address is likely to change within the next 6 months, please answer the questions based on your likely future address.

1. Your home postcode ..... 2. Are you ☐ Male ☐ Female

3. Your age ☐ 16-25 ☐ 26-40 ☐ 41-55 ☐ 56+

4. Do you work ☐ Full time ☐ Part time

General current start and finish times							
Day	Mon	Tue	Wed	Thur	Fri	Sat	Sun
Start							
Finish							

(Use a tick when the start or finish time is the same as the previous day and leave the days you do not work blank).

5. How do you normally travel to and from work? (Tick one box only)

☐ Car driver, please state where you park?
☐ Staff Car Park ☐ Other Car Park ☐ Street

☐ Car share with colleague ☐ Lift with someone else ☐ Bicycle

☐ Bus (which routes.....) ☐ Walk

☐ Train/Tube ☐ Motorcycle ☐ Other (.....)

If you do not drive to work you should ignore the remaining questions.

6. If you currently drive to work, would you use any of the following alternatives instead? (Tick all that apply)

☐ Walk ☐ Cycle ☐ Buses

☐ Train/Tube ☐ Car-share ☐ A staff bus (if provided)

☐ None of these

7. Which of the following prevent you from adopting alternative means of travel? (tick all that apply)

☐ Distance from work ☐ Cost ☐ Inconvenience

☐ Personal security ☐ Lack of pedestrian routes

☐ Frequency of bus/train/tube services ☐ Lack of cycle routes

☐ Working hours (e.g. early start/late finish) ☐ Drop off/collect children

☐ Medical ☐ Other .....

8. Which of the following would encourage you to use other modes of transport to get to and from work? (Tick all appropriate)

☐ Assistance with cycle purchase ☐ Improved cycle routes

☐ Improved cycle storage ☐ Improved pedestrian routes

☐ Bicycle users group ☐ Car sharing scheme

☐ Subsidised fares ☐ Minor changes to working hours

☐ Other .....

☐ None

9. How far would you be prepared to walk (as part or all of your journey) to work? (Tick one box)

☐ 2 mins ☐ 5 mins ☐ 10 mins. ☐ 15 mins.

Thank you for completing this questionnaire.