

TRANSPORT ASSESSMENT/
TRAFFIC IMPACT ASSESSMENT

APPENDIX N

TRAVEL PLAN

PROPOSED BIOMASS FUELLED POWER PLANT

BALLYVANNON ROAD, NR GLENAVY

PLANNING REFERENCE S/2008/0630/F

ROSE ENERGY

JUNE 2009

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PREAMBLE

This report has been prepared by Mr Stephen Lockwood, Managing Director of Doran Consulting, a Chartered Civil Engineer, Member of the Institution of Civil Engineers, Member of the Institution of Structural Engineers, Member of the Institution of Highways and Transportation.

Mr Lockwood has in excess of 25 years of civil engineering experience including the preparation of traffic and transportation studies, for both public and private sector clients, in support of a wide variety of developments types.

Mr Lockwood was assisted by Jonathan Skelton, Associate and Alistair Toner, Project Engineer.

TRAVEL PLAN
ROSE ENERGY GLENAVY

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1 INTRODUCTION

- 1.1 Doran Consulting were commissioned by Rose Energy to assist with the preparation of a Travel Plan in support of a planning application to construct a new bio-mass fuelled Power Plant near Glenavy.
- 1.2 Travel Plans have become an important part of transport policy over the last few years. They are designed for specific developments or institutions to promote better access by sustainable transport means. Travel Plans can be used to assist individuals and organisations in the promotion of alternative transport modes which are more sustainable than single occupancy private car journeys.
- 1.3 A Travel Plan should establish travel related objectives, such as reducing single occupancy car use, and then identify a package of measures designed to meet these objectives.

2 PROPOSED DEVELOPMENT

- 2.1 The development site is located at Ballyvannon Road, Glenavy, refer to Figure 1.
- 2.2 There is a need in Northern Ireland, as elsewhere in the United Kingdom, to reduce dependence upon fossil fuels for generating energy and, combined with a switch to renewable fuel sources, thus also reduce carbon emissions. Use of poultry bedding as a fuel is a tried and tested process. This need also coincides with the requirement under the Nitrates Directive to reduce spreading material, such as poultry bedding, as a means of disposal or use as fertiliser in areas which are nitrates vulnerable. Consequently, there is the potential to achieve both objectives in a new bio-mass fuelled power plant provided it is cost effective.
- 2.3 The proposal is to construct a 30 MWe Bio-Mass Fuelled Power Plant which will consume approximately 220,000 tonnes of poultry bedding and 40,000 tonnes of meat and bone meal (MBM) per year.
- 2.4 The Power Plant will operate 24 hours a day, 7 days a week and will have around 25-30 full time employees, some of whom will operate on a 4 shift work pattern. The Travel Plan is aimed at the employees.

3 OBJECTIVES

3.1 The following objective has been set:

- To reduce the need for unnecessary travel and ensure that those that do have to travel do so in a way that is more sustainable than single occupancy private car journeys.

3.2 A package of measures designed to assist with meeting the above objective has been identified. These measures are detailed in the following section.

4 MEASURES

4.1 Rose Energy will ensure that the Travel Plan measures are adopted.

4.2 It is intended that the measures form a starting point and that Rose Energy will further develop and add to them to suit their own specific needs and working practices.

4.3 The Travel Plan is a continuous and ongoing process of monitoring, review and development of the measures, rather than a one-off event.

4.4 *Travel Plan Co-ordinator*

4.4.1 Rose Energy will designate a member of staff as their Travel Plan Co-ordinator. This individual will be responsible for the day-to-day running of the Travel Plan, providing the overall co-ordination needed to ensure the Travel Plan's success.

4.4.2 The Travel Plan Co-ordinator should be the main driving force behind the plan and will require sufficient 'quality time' to successfully manage and raise awareness of the Plan.

4.4.3 The Travel Plan Co-ordinator will act as a point of contact for all staff requiring information and will be responsible for maintaining information boards detailing cycle, pedestrian and public transport links to and from the site.

4.4.4 The duties of the Travel Plan Co-ordinator are summarised at Appendix N1.

4.5 *Walking*

4.5.1 Glenavy is within a 30 minute walk of the site and out of the 25-30 employees who will work in the Power Station the number who will be within walking distance is expected to be very small. There no footways within a 20 minute walk of the site so walking would be carried out on the public highway or on grass verges. Cycling is a more realistic mode of travel for the small number of employees who may live nearby.

4.6 *Cycling*

4.6.1 National Cycle Network Route 94 passes the site entrance following Ballyvannon Road. Secure, weather protected, well lit cycle parking will be provided in the car park. Showers, changing rooms and lockers for cyclists will be provided within the building.

4.7 *Public Transport*

4.7.1 The Travel Plan Co-ordinator will be responsible for providing up-to-date information on public transport services including bus timetables. It is noted that there is a very limited bus service currently passing the site. Ulsterbus Service 53 stops on the Ballyvannon Road within 5 minutes walk of the site twice a day during School term times. A more frequent level of service passes through Main Street, Glenavy which is approximately 2km from the site.

4.8 *Use of Private Car for Travel to Work*

4.8.1 The Travel Plan Co-ordinator will provide a journey matching service to assist employees with finding car sharers. Staff will be encouraged to register their details with the Travel Plan Co-ordinator for this service.

4.8.2 Consideration will be given to a 'Guaranteed Lift Home' scheme whereby Rose Energy would agree to meet the cost of a taxi fare incurred if a member of staff is let down by another car sharer or in the event of a genuine emergency.

4.9 *Visitors*

4.9.1 Visitors will be able to obtain information on public transport services from the Travel Plan Co-ordinator.

4.10 *New Recruits*

4.10.1 New recruits in the Power Plant will be introduced to the Travel Plan during an induction course and will be provided with details of public transport services, car-sharing and cycle facilities.

4.11 *Monitoring*

4.11.1 The Travel Plan Co-ordinator will monitor staff travel patterns on a yearly basis. This could be done by a snapshot survey, which simply asks staff how they got to work on a particular day. Refer to Appendix N2 for an example of a Staff Travel Survey Questionnaire.

4.12 *Targets*

4.12.1 The Power Plant will employ a small number of employees, (25-30) who work in shifts. The Power Plant is located in a rural setting where public transport and walking connections are limited. Therefore rather than set targets now it is recommended that targets are set once the Power Plant has been operating for a year based on the findings of the Survey Questionnaire in Appendix N2.

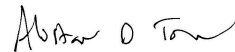
4.12.2 Targets should be set to encourage travel by non car modes such as cycling in particular and to promote car sharing. For the Power Plant proposal it is recommended targets are set 3 years following monitoring of staff travel patterns.



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APPENDIX N1
DUTIES OF TRAVEL PLAN CO-ORDINATOR

The Travel Plan Co-ordinator should be responsible for the following:

- Monitor the Travel Plan's effectiveness.
- Monitor and maintain a staff travel pattern database.
- Promote the use of subsidised/discounted travel initiatives/Travel Card loans etc, including the Corporate Commuter Initiatives in partnership with Translink. Further information can be obtained from Mr Bernard Clarke, Research Manager, Translink, 3 Milewater Road, Belfast, BT3 9BG, Tel. (028) 9075 9123, Fax. (028) 9075 9121, E-mail bernard.clarke@translink.co.uk
- Monitor and control the use of cycle stands, lockers, etc.
- Promote the benefits of cycling, walking and public transport use.
- Co-ordinate a car sharing scheme.

APPENDIX N2
EXAMPLE OF STAFF TRAVEL SURVEY QUESTIONNAIRE

STAFF TRAVEL SURVEY QUESTIONNAIRE
ROSE ENERGY, GLENAVY

Note: A questionnaire is to be completed by all members of staff.

1. Name _____

2. Home Postcode _____

3. How do you normally travel to work?
(Tick only one of the following, eg if you travel by train and walk from the station to work then tick "train".)

Walk

Bicycle

Bus (Ulsterbus)

Bus (Metro)

Train

Motorcycle

Car (driven by yourself)

Car (driven by friend/relative/colleague)

Taxi

Other (please specify)