

## TRAVEL PLAN – AESC Plant 3

AESC



AESC

# AESC UK

## TRAVEL PLAN – PLANT 3

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# 1. INTRODUCTION

## 1.1 Background

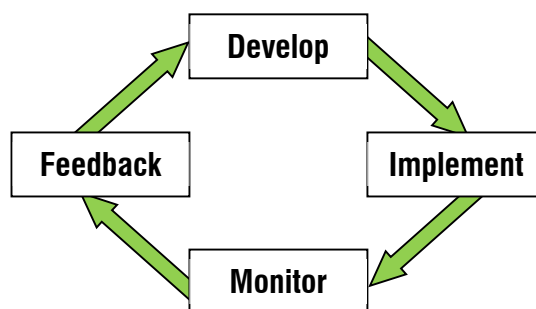
- 1.1.1 AESC UK have prepared this Travel Plan (TP) for the proposed AESC Plant 3 to the west of IAMP ONE in Sunderland.
- 1.1.2 This Travel Plan will act as a strategic tool to promote more sustainable travel choices and reduce the reliance on the car resulting in benefits including reduced parking demand and improved accessibility.
- 1.1.3 AESC UK recognises the importance of reducing negative transport-related impacts of development and the need to provide for a range of sustainable travel options to reduce single occupancy car use. This TP outlines the commitment of AESC UK to ensure a modal shift towards sustainable travel.

## 1.2 National Specification for Workplace Travel Plans; PAS 500:2008

- 1.2.1 In 2008, the British Standards Institute published a Publicly Available Specification (PAS) relating directly to the production of Travel Plans. Although the PAS (500:2008) entitled “National specification for workplace travel plans” is not to be regarded as a British Standard, it has become the benchmark standard for travel plans.
- 1.2.2 It introduces a classification grade of Bronze, Silver and Gold which can be awarded to Travel Plans. These represent varying levels of senior company member support, budgetary support, monitoring levels and application of interventions. It also sets out a methodology of how to calculate modal share, set targets and implement interventions.
- 1.2.3 PAS 500:2008 focuses on workplace travel plans and the traffic generated by staff (both commuter and operational), visitors, on-site workers and servicing / delivery requirements. With support from senior management, it is envisaged that the travel habits of AESC UK staff will improve within the five year time frame set out in PAS 500:2008.

## 1.3 Purpose

- 1.3.1 Travel Plans in general provide the framework for the delivery of co-ordinated transport strategies, minimising the adverse operational and environmental impacts of transport. They typically contain a wide range of measures, and consider walking, cycling, information and promotion, bus, taxi, car sharing, car parking, and Electric Vehicles (EV).
- 1.3.2 The basic process of a Travel Plan is a circular one, as illustrated below.



## **1.4 Benefits of a Travel Plan**

1.4.1 AESC UK can expect a range of benefits as a consequence of implementing a Travel Plan. These may include;

- Improved accessibility to the office for staff and visitors;
- Health benefits for staff and visitors resulting from increased levels of walking and cycling;
- Cost savings associated with travelling on foot, cycling, using public transport or car sharing (as compared with single occupancy car use);
- A reduction in the level of vehicular trips likely to be generated;
- A reduction in sick leave - encouraging walking and cycling amongst staff members has been proven to improve general well-being; employees live a healthier lifestyle.
- Improved environmental awareness amongst staff of the detrimental impacts of car use.
- Less demand for car parking.

## **1.5 AESC UK Commitment**

1.5.1 AESC UK recognises the importance of reducing the potential negative transport-related impacts of the site and the need to provide information on sustainable travel options.

1.5.2 This Travel Plan outlines the commitment of AESC UK to promote sustainable travel. The focus of this Travel Plan involves providing a wide range of varied measures that both reduce the overall need to travel but also improve the choice and availability of sustainable travel choices.

1.5.3 AESC UK will work closely with the IAMP Principal Travel Plan Co-ordinator.

## **1.6 Site Location**

1.6.1 The site is located approximately 6.5km to the north-west of Sunderland, approximately 4.5km to the north-east of Washington and approximately 2.5km to the south of Boldon Colliery. To the south, the site is bounded by the A1290, to the south of which is the Nissan Motor Manufacturing Plant and the North East Land, Sea and Air Museums. The site has viable connectivity to the Strategic Road Network (SRN), specifically the A19, which is approximately 1.4km east of the site.

## 2. AIMS AND OBJECTIVES

### 2.1 Introduction

- 2.1.1 This chapter of the TP sets out the aims and objectives for the AESC Plant 3. Objectives and aims are important for guiding the travel planning process forward and monitoring the success of measures implemented.
- 2.1.2 Importantly, as a travel plan is an evolving document, aims and objectives need to be reflected on and changed to best suit the needs of the user. To ensure that this is achieved, the aims and objectives described in this document must be regularly reviewed so that the potential for influencing travel behaviour can be maximised.

### 2.2 Aim

- 2.2.1 The aim of this TP is to:

Create a more sustainable environment for all users; and to encourage staff and visitors to adopt healthy, sustainable lifestyle and travel choices to reduce reliance on single occupancy vehicle trips.

### 2.3 Objectives

- 2.3.1 The overriding objectives of this TP are to:
- Minimise the number of single occupancy car trips to the site;
  - Provide quality accessibility to the site for sustainable transport users; and
  - Facilitate and promote walking, cycling, public transport and car sharing trips to the site.
- 2.3.2 To check that this is being achieved, AESC UK will implement a monitoring strategy to:
- Gauge whether the TP is achieving success in its objectives;
  - Help to identify strengths, weaknesses and potential areas for improvement in future travel planning; and
  - Collect data measuring the impacts and outcomes of the TP.

### 3. SITE ASSESSMENT

#### 3.1 Walking Accessibility

- 3.1.1 There is generally a good network of footways near IAMP ONE and the Gigafactory battery plant, which offer a choice of suitable routes to nearby bus stops. External pedestrian routes in the vicinity are well lit and generally in good condition.
- 3.1.2 Near the Nissan access junction on the A1290, there is a controlled pedestrian crossing facility, which includes a central refuge island, dropped kerbs and tactile paving. There is also a pedestrian guardrail on the A1290 near the bus stops.
- 3.1.3 Pedestrians can travel along Washington Road to access a footbridge over the A19. This route links to the residential area of Town End Farm.
- 3.1.4 New pedestrian links and footways are provided within the IAMP ONE development. These include the creation of a Non-Motorised User (NMU) route along the section of Follingsby Lane within the IAMP ONE site, which has been introduced by virtue of a prohibition of motor vehicles along this route, allowing walkers, cyclists and horse riders to pass through without conflict with motor vehicles.

#### 3.2 Cycling Accessibility

- 3.2.1 Cycling has the potential to cater for many trips and is considered a viable mode of travel for journeys less than five kilometres. The potential for cycling trips is significant, as a 30-minute journey from the site covers northwest Sunderland, Washington, Wardley, Hedworth and Boldon.
- 3.2.2 The cycle network surrounding the site is also shown in Figure 2. Indeed, the A1290 was included in Regional Growth Fund (Round 4) funding for Local Highway Authority led cycle improvements, which provided over 16km of new and improved off-road cycle route.

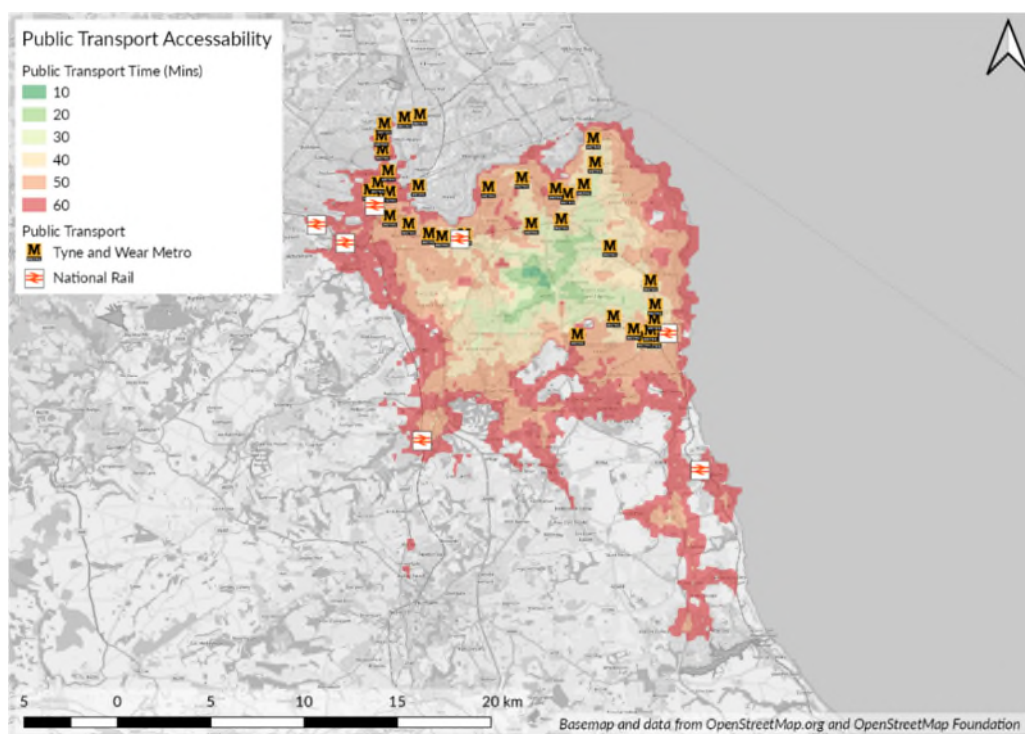
**Figure 1. Cycle Network surrounding the site**



### 3.3 Bus Services

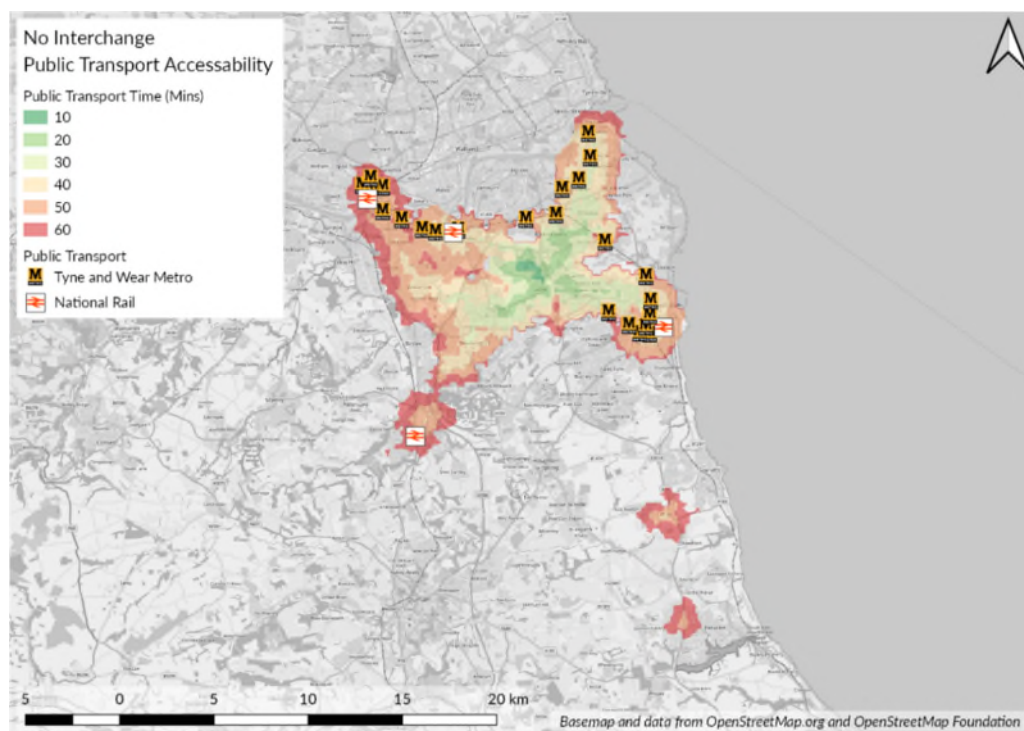
- 3.3.1 The bus is generally considered a viable mode of travel over short and medium distances although some routes and services with limited stops and make longer distances viable. Indeed, bus travel plays an important part of the access equation for the site. Figure 5 provides a visual representation of accessibility to the site by public transport within a timetabled 60-minute journey time, whilst Figure 6 shows the 60-minute journey time using direct connections only.
- 3.3.2 Within close proximity to the site there are bus stops on the eastern side of the new junction on the A1290; bus stops on either side of the A1290 at the Unsworth Cottages junction; and bus stops on either side of the A1290 in the vicinity of the Nissan access. All of which are within walking distance from the site.
- 3.3.3 The north bound bus stop in the vicinity of the Nissan access has a shelter with lighting, seating and timetable information. The southbound bus stop has flag/pole and timetable information.
- 3.3.4 Bus services 50 and '56 Fab Fifty-Six' are located on the A1290, within 500m of the site, offering a 30-minute and 15 minute frequency respectively Monday to Saturday. On Sunday the frequency of service is 60 minutes and 20 minutes respectively.
- 3.3.5 The potential for public transport trips is significant as a 30-minutes travel journey from the site covers north Sunderland, Washington, parts of Pelaw, parts of Hebburn, South Shields, Southwick and Castletown.

**Figure 2. Public Transport Accessibility**





**Figure 3. Public Transport Accessibility (No Interchanges)**



### 3.4 Heavy Rail Transit

3.4.1 There are no rail stations within the immediate vicinity of the site. The nearest mainline railway station is located in Sunderland City Centre, approximately 6.5km from the site. Also, Newcastle Railway station is located approximately 10km away from the site.

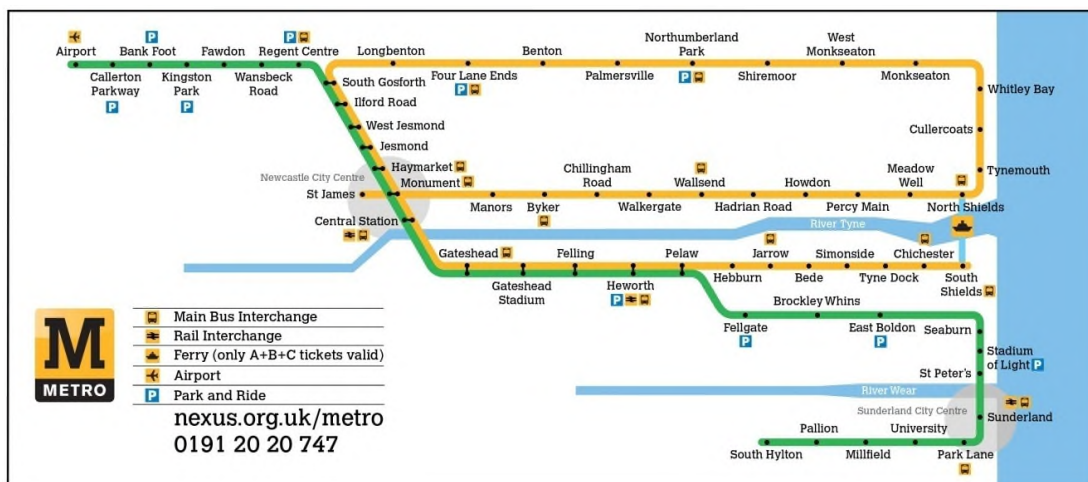
3.4.2 The train stations offer the following regional and nationwide services:

- East Coast main line operates northwards to Scotland and southwards to Yorkshire and London;
- Tyne Valley line operates westwards to Hexham and Carlisle;
- Trans Pennine rail operates to Leeds and Manchester; and
- Cross-Country line runs to the Midlands and south-west England.

### 3.5 Light Rail Transit

3.5.1 The Fellgate Metro Station is located approximately 3.0km north of IAMP and therefore travel by Metro would likely only be used as part of a multi-modal journey. From Fellgate Metro, first service on weekday and Saturday mornings is 05:28hrs and 05:30hrs respectively, while the first service on a Sunday morning is at 06:36hrs. The Metro operates until approximately midnight seven days a week.

Figure 4. Tyne & Wear Metro Network



## 4. SITE DETAILS

### 4.1 Introduction

4.1.1 This chapter presents an overview of the AESC UK site details, including the building details, staff numbers and parking.

### 4.2 The Development

4.2.1 The planning application for AESC Plant 3 seeks permission for erection of a building to be used for the manufacture of batteries for electric vehicles, an assembly & warehousing building, an office building, a sub-station, gatehouse, ancillary compounds / structures and associated infrastructure provision, access, parking, drainage and landscaping.

#### Staff Numbers & Shifts

4.2.2 AESC UK has undertaken an assessment of staffing numbers and this is set out in the table below, along with shifts to be deployed at the AESC Plant 3.

**Table 1. Forecast Staff and Shifts**

	Dayshift (Office Staff)	Continental Shifts	3 Shift	2 Shift	Total
UK HQ Office	193				193
Gigafactory	23	752			775
Packaging & Warehouse		751	118	74	943
					1911

4.2.3 The new AESC Plant 3 will operate four different shift patterns: office hours, 2-shift, 3-shift and continental shifts. The proposed shift operations are presented below:

**Table 2. Proposed Shift Times**

	Shift Start	Shift End
Office Day Staff	07:45hrs +/- 1 hr	16:30hrs +/- 1 hr
2-Shift	Days: 06:50hrs	Days: 15:08hrs
	Lates: 15:25hrs	Lates: 00:43hrs
3-Shift	Days: 06:50hrs	Days: 15:25hrs
	Lates: 15:20hrs	Lates: 23:10hrs
	Nights: 23:05hrs	Nights: 06:55hrs
Continental	Days: 06:50hrs	Days: 19:03hrs
	Lates: 18:50hrs	Lates: 07:03hrs

**Site Access**

- 4.2.4 Access to the site will be taken from the priority-controlled junction on International Drive established as part of the AESC Plant 2. This junction has two exit lanes provided; one dedicated for left turn movements and the other for right turn movements – these are separated by a pedestrian refuge island. For inbound movements, a short-dedicated taper lane is provided for left turn movements from the south, which then give-way to any right-turning inbound movements.
- 4.2.5 A separate emergency access is provided onto the A1290 to the south in the approximate location of the former West Moor Farm access.
- 4.2.6 Within the site, at the main site entrance, separate access lanes are provided for car and HGVs / delivery vehicles. Signage would be provided to direct vehicles to the correct areas.
- 4.2.7 Once within the site, any cars would travel into the car park or to the drop off / pick up area near the main entrance to the building.
- 4.2.8 HGVs / service vehicles will travel through a gatehouse and along an access route which travels around the perimeter of the AESC Plant 3 and accompanying warehouse.

**Parking Provision**

- 4.2.9 The proposed development will provide 780 spaces for staff and visitors. Of the 780 total spaces to be provided, 5% would be accessible and up to 10% would be electric vehicle charging bays. The accessible bays would be located outside the main entrance to the building.
- 4.2.10 Provision for pedestrians and cyclists has been incorporated into the overall layout of the development area, linking to the external infrastructure. A cycle shelter accommodating up to 80 bicycles / motorcycles, is also proposed close to the main entrance to the building.
- 4.2.11 The cycling parking provision will be overlooked by CCTV, with the facilities covered, secure and well lit. A "cycle to work" scheme will be incorporated as part of the travel plan requirements, which is already in place by AESC UK.

**Site Facilities**

- 4.2.12 Kitchen facilities will be available on site, as well as walking and cycling maps available for staff to encourage sustainable travel to and from the site.
- 4.2.13 The use of staff showers will be subject to normal working practices. There will be locker storage facilities available for staff on-site.

## 5. MEASURES AND ACTION PLAN

### 5.1 Introduction

- 5.1.1 The following section of the Travel Plan outlines AESC UK’s action plan which includes travel planning measures that are to be implemented to achieve the travel plan targets.
- 5.1.2 Measures set out are designed to reflect the existing public transport provision and facilities available for cyclists and those on foot. Many measures included in this Travel Plan are there to ensure that sufficient information is available to ensure that people are fully informed with regard to accessibility options to the site and can therefore undertake journeys by non-car modes.

### 5.2 Travel Planning Management

- 5.2.1 The implementation and development of the Travel Plan will be overseen by the AESC UK Travel Plan Coordinator (TPC). The action plan details specific responsibilities associated with the task of implementing, monitoring, reviewing and developing the Travel Plan. Many of these tasks will be the responsibility of the Travel Plan Coordinator.
- 5.2.2 The named Travel Plan Co-ordinator for the AESC UK battery plant is:
- Name: **Michelle Kennard**
  - E-mail: michelle.kennard@envision-aesc.com
  - Telephone: 0191 8160171
- 5.2.3 It is acknowledged that in order for the Travel Plan to be successful, the Travel Plan Coordinator needs the support of the AESC UK senior management, whereby appropriate resource and funding can be allocated to ensure the Travel Plan Co-ordinator can fulfil their duties.
- 5.2.4 The roles and responsibilities of the Travel Plan Coordinator will include:
- Acting as a point of contact for all who requiring travel information;
  - Overseeing the development and implementation of the Travel Plan and the measures it includes;
  - Developing travel promotional marketing and awareness raising materials;
  - Undertaking monitoring of the Travel Plan, including organising travel surveys and a monitoring report;
  - Liaising with all interested parties, stakeholders, management, local public transport operators etc. in the delivery of the Travel Plan; and
  - Working closely with the IAMP Principal Travel Plan Co-ordinator to ensure the Travel Plan remains consistent with wider sustainable travel initiatives.

Measure	Description	Timescale
1	Appoint Travel Plan Coordinator who will manage the travel plan process for AESC UK.	Prior to occupation

### 5.3 Marketing and Promotion

- 5.3.1 A package of information will be developed. The information pack will provide up-to-date information on all modes of travel to and from the site and opportunities to reduce car use or unnecessary travel.
- 5.3.2 A full information pack will be given to each new member of staff and made available for visitors to inform them of travel options and sources of information allowing them to make informed travel decisions. Travel choices are often a learned behaviour and therefore sustainable options should be presented at the earliest opportunity.
- 5.3.3 The packs will include information on pedestrian and cycle networks (information / maps), local bus and rail service information, details of any travel initiatives offered by AESC UK, information on local businesses selling bicycles and protective clothing and providing cycle servicing, information on any useful initiatives and details of websites and other sources of information.
- 5.3.4 Any major changes to travel services, such as new bus or rail routes will be passed out to staff and visitors by the Travel Plan Co-ordinator.
- 5.3.5 All staff will be offered assistance in planning their journey by sustainable travel options to enable individuals to tailor their specific requirements for their journeys.
- 5.3.6 Travel information point(s) will be established in appropriate area(s) of the site to give people regular exposure and information regarding sustainable travel. The travel information point is likely to be in the form of notice boards (or an online repository) and will contain walking, cycling, and public transport information and maps, for example bus route plans, bus timetables and walking and cycle route maps. Additionally, it will reference to car sharing initiatives and incentives for choosing sustainable travel.
- 5.3.7 The TPC will increase awareness of sustainable travel events and encourage staff to engage with national and local events. The PTPC will liaise with Sunderland City Council's Go Smarter team to keep up to date with events in the area.

Measure	Description	Timescale
2	<b>Information pack</b> - Staff will be provided with an information pack which will include information about local sustainable transport including public transport, walking and cycling. It will also include ticket information for local public transport and any unit specific discounts or incentives.	Before occupancy. Then from occupation but particularly for new starters.
3	<b>Travel Point</b> - Set up a sustainable travel information point in a communal location which experiences regular footfall. Information will be regularly updated.	Within 6 months of occupancy
4	<b>Sustainable travel events</b> - Increase awareness of local and national sustainable travel events.	ongoing throughout occupation

5	<b>Personalised Choices</b> - All members of staff will be offered assistance in determining sustainable travel options for their individual journeys.	Ongoing throughout occupation but particularly for new starters.
6	<b>Websites</b> – Staff and visitors will be advised of websites that promote sustainable travel options such as <a href="http://www.walkit.com">www.walkit.com</a> , <a href="http://www.transportdirect.info">www.transportdirect.info</a> and <a href="http://www.liftshare.org">www.liftshare.org</a>	Within 6 months of occupancy

## 5.4 Initiatives to Promote Walking

- 5.4.1 The pedestrian network will link the development together and new connections will provide access from the existing network to the site. All users, no matter how they have travelled to the development, will likely use parts of the pedestrian infrastructure.
- 5.4.2 As part of the detailed design process, all pedestrian routes will be convenient, accessible, safe and attractive for potential pedestrians. Efforts will be made to ensure routes are as direct as possible, as well as being clear and well-lit to assist those with varying levels of disability and visual impairment.
- 5.4.3 The welcome pack / notice board will include a map identifying local pedestrian routes to ensure that everyone is aware of the facilities available to them and information is effectively distributed.

Measure	Description	Timescale
7	<b>Walking in Design</b> – pedestrian routes within the site will be designed to ensure ease of movement and ensure they link to the surrounding IAMP area.	Prior to construction
8	<b>Walking Map</b> - A pedestrian route map will be provided within the sustainable travel information pack.	ongoing throughout occupation

## 5.5 Initiatives to Promote Cycling

- 5.5.1 Increasing the number of people who ride a bike is an effective way of reducing congestion on the local road network, and improving local air quality and healthy living.
- 5.5.2 The availability of convenient and secure parking facilities is an influential factor which can encourage people to ride a bike to a destination. It is recognised that at the very least, cycle parking should be as easy to access as regular car parking. AESC UK will provide cycling facilities for regular users.
- 5.5.3 One of the main barriers to cycling is that people, some of which have not ridden a bike for a long time, lack confidence, particularly if traffic is involved.

5.5.4 Another barrier is if people have not used their bikes for a long time, and are unsure of its maintenance. The TPC will investigate local bike mechanics and advertise to staff.

5.5.5 The TPC will investigate local social cycling groups and advertise to staff.

Measure	Description	Timescale
9	<b>Cycle Maps</b> - The Travel Plan Co-ordinator will promote cycling by making local cycle route maps available	ongoing throughout occupation
10	<b>Cycle Check Services</b> - The Travel Plan Co-ordinator will investigate and publicise free cycle check services.	Within 12 months
11	<b>Cycle Parking</b> - An appropriate level and standard of cycle parking will be made available on site in a convenient location.	Before occupancy
12	<b>Cycle-to-Work</b> - The Travel Plan Coordinator will investigate the potential for introducing a cycle-to-work scheme which can be made available to staff	Within 12 months
13	<b>Changing Facilities</b> - Showers and changing facilities will be made available to staff who wish to cycle to work	Before occupancy

## 5.6 Initiatives to Promote Travel by Public Transport

5.6.1 To encourage further uptake of public transport, information on local operator provision will be provided at the site to increase awareness services. This will take the form of maps, leaflets and timetable information to be included in the Sustainable Travel Information Packs and made available to anyone who needs travel assistance. As a starting point, this travel plan will be available to staff.

5.6.2 The TPC will liaise with the Local Authority Travel Plan Officer and local public transport operators to ensure bus stops in proximity to the site are well-lit and maintained, with up-to-date timetable information and route maps so that staff can easily identify the service they require. If any further public transport improvements are planned on the network near the site, staff will be made aware of them at the earliest opportunity with a view to encouraging use of public transport.

5.6.3 The TPC will seek to secure incentives from public transport providers to promote public transport travel to employees of the site.

Measure	Description	Timescale
14	The Travel Plan Co-ordinator will ensure that information on bus travel from the site is supplied to all new staff and is available should any other staff or visitors be interested	ongoing throughout occupation



15	The Travel Plan Coordinator will adopt a proactive approach, working with the PTPC, bus operators and Sunderland Council to obtain staff discounts etc	ongoing throughout occupation
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## 5.7 Initiatives to Promote Smarter Car Use

- 5.7.1 Some people are reliant on their car to make their journey to work however, there is potential that car journeys can be made more environmentally friendly when individuals opt for ‘smarter car’ travel such as using park and ride sites, car sharing or using low emission vehicles.
- 5.7.2 Car sharing has the potential to reduce duplicate trips and therefore congestion and emissions. There are several journey sharing organisations, most of which operate websites to organise their members and allow them to contact those making similar journeys. Car sharing would mean that fewer cars are on the road, particularly during peak times. This would reduce congestion and emissions making the local road network a more pedestrian friendly area. There is also the added personal economic benefit for travellers as journey costs can be reduced.
- 5.7.3 Low emission vehicles (such as hybrid or electric vehicles) release fewer gas emissions. The benefits of using low emission vehicles can help to encourage drivers to choose a alternative to the conventional internal combustion vehicle.

Measure	Description	Timescale
16	<b>Electric Vehicle Charging</b> – Install electric vehicle charging points which can be used by staff and visitors.	During construction
17	<b>Car Sharing</b> - The Travel Plan Co-ordinator will promote the potential cost savings and social benefits of journey sharing. Car sharing websites and other journey planning services available through the Council or other bodies will be publicised to staff ( <a href="http://sharesmarter.co.uk">sharesmarter.co.uk</a> ).	ongoing throughout occupation
18	<b>Car Sharing</b> - Match up employees who live in similar areas and are willing to car share to work, emphasising the cost benefits associated with shared journeys	ongoing throughout occupation

## 5.8 Other Initiatives

- 5.8.1 To reduce the need for staff to travel, AESC UK will consider the option to work from home on a case-by-case basis. It is recognised however that businesses which are production dependent may find that this is not possible.

- 5.8.2 Where appropriate and in line with business needs, AESC UK will advertise locally to minimise their impact on the road network and increase the likelihood of staff commuting by walking, cycling or public transport.
- 5.8.3 Similarly, where viable and possible, AESC UK will seek to source their products locally or use local freight providers.
- 5.8.4 Where possible, AESC UK will work together with other businesses within IAMP and nearby to source their products together to minimise deliveries. This might be particularly achievable with office materials and food or drink refreshments.
- 5.8.5 AESC UK will be adhering to the requirements of the IAMP ONE Highways Operational Management Pan (HOMP) to ensure that any conflict with operations with Nissan are minimised.

Measure	Description	Timescale
19	<b>Flexible Working</b> – On a case-by-case basis, flexible working hours and/or home working will be considered for office based staff or other roles if applicable.	ongoing throughout occupation
20	<b>Local Jobs</b> - Where appropriate and in line with business needs, AESC UK will advertise jobs locally	ongoing throughout occupation
21	<b>Local Goods</b> - If viable and possible, source products locally or use local freight providers.	ongoing throughout occupation
22	<b>Joint Working</b> - Work together with other businesses within IAMP and nearby to source products together to minimise deliveries, where possible.	ongoing throughout occupation
23	<b>HOMP</b> – AESC UK will comply with the requirements of the HOMP	From start of operations

## 5.9 Summary

- 5.9.1 The measures outlined above clearly identify tasks to implement. The implementation of these measures by AESC UK and the Travel Plan Co-ordinator will ensure the satisfactory delivery of the Travel Plan and should be continually reviewed and updated.
- 5.9.2 Our staff will be provided with as much information as possible to influence their regular journeys to/from the site. A combination of the initiatives proposed in this Travel Plan can achieve this, from simply displaying public transport information to providing information on alternative transport options.

## 6. TRAVEL PLAN SURVEY & TARGETS

### 6.1 Introduction

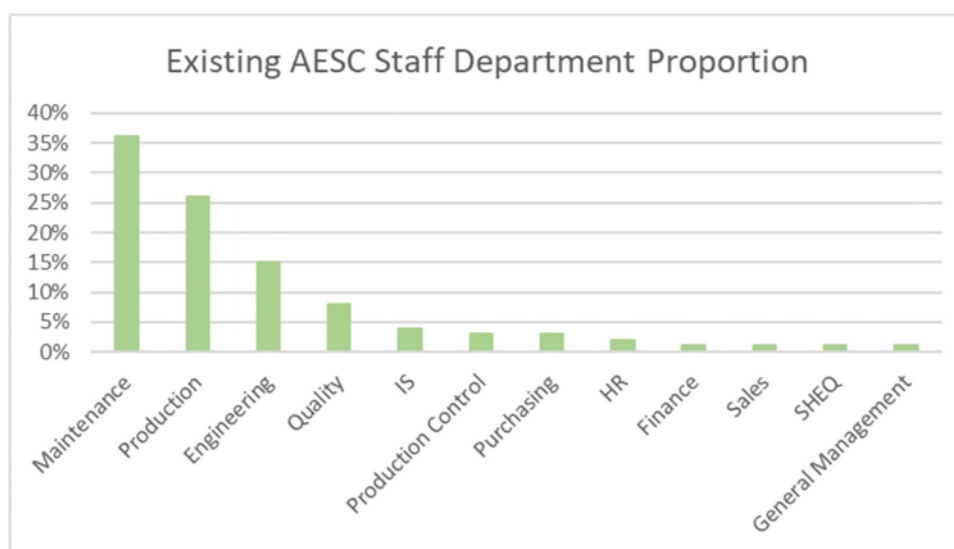
6.1.1 Targets provide the basis against which the effectiveness of travel planning measures can be determined; they are measurable goals used to assess and monitor the progress of the Travel Plan. As previously stated, the aim of the travel plan is to minimise the traffic impact of the site, through promoting and incentivising more sustainable modes. To check that this is being achieved, a start point for modal split should be detailed so that change can be calculated.

### 6.2 Background data

6.2.1 To inform targets, a staff travel survey has been undertaken of staff, to allow analysis of travel mode. This will provide a baseline upon which to base future targets and monitor travel plan progress. Overall, 325 respondents have undertaken the survey that has been circulated to existing staff at AESC UK, which was circulated in July 2023.

6.2.2 The figures below show the proportions of which department the respondents are working in, and which shift they work on.

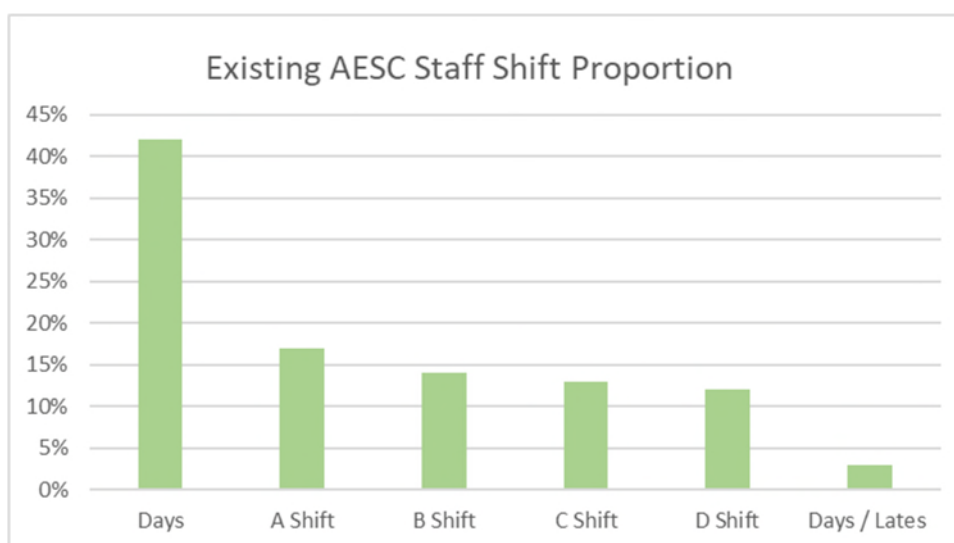
**Figure 5. AESC Department Proportion**



6.2.3 From the figure above, over 35% of the respondents work in the maintenance department, with 26% working in production and 15% engineering. Small percentages make up the remaining work streams such as finance, HR, sales and purchasing.

6.2.4 The shift proportion below outlines the respondents shifts they work. Overall, 42% of the respondents work normal working office hours throughout the day with 55% working a 4-day shift pattern. A very small proportion work an alternating days and lates shift pattern.

**Figure 6. AESC Shift Proportion**



### 6.3 Modal Split

6.3.1 The modal split for the journeys to the battery plant are set out Table 1, which as outlined, reflect the existing travel characteristics for the site from the travel survey undertaken.

**Table 1. Modal Split**

MODE	MODAL SPLIT (%)
Car (Alone)	85%
Car Share (As Driver)	6%
Car Share (As Passenger)	3%
Bus	2%
Motorcycle or Moped	2%
Cycle	1%
Walk	1%
<b>Total</b>	<b>100%</b>

6.3.2 Out of the 325 respondents who undertook the travel survey, 85% travel in the car alone. Being in a car share as a driver or passenger makes up 9%, whilst only 2% use public transport. Only 2% of people currently walk or cycle to and from the AESC site.

### 6.4 Travel Plan Targets

6.4.1 Using the data received from the travel plan survey, travel plan targets have been created to help the delivery of sustainable travel to and from the site. Targets will enable the success of

the Travel Plan to be monitored. Targets will be Specific, Measurable, Achievable, Realistic and Time-constrained (SMART).

- 6.4.2 Should the targets not be achieved, additional measures over and above those outlined in this Travel Plan might be required to get the Travel Plan back on track.
- 6.4.3 Whilst it is difficult to accurately predict future modal share for the site, a significant emphasis will be placed on travel planning measures and accessibility by sustainable modes. Therefore, targets that are set need to be both challenging but also attainable. The 5-year travel plan targets are displayed in Table 2:

**Table 2. Targets**

Mode of Travel to Work	% Change (5-year target)
Car (Alone)	-5%
Car Share (As Driver)	+1%
Car Share (As Passenger)	+1%
Bus	+1%
Motorcycle or Moped	0%
Cycle	+1%
Walk	+1%

- 6.4.4 After the FTP has been established at the site and the initial staff travel survey undertaken, a full review of the recommendations and targets will be carried out to ensure that they are realistic and achievable. However, for the purpose of initial target setting, the mode share targets in Table 2 are considered appropriate.
- 6.4.5 Targets are based on survey results where travel planning measures have already been implemented in the local industrial area, and with similar measures set to be introduced for Plant 3, the mode share targets are considered achievable if the measures are utilised correctly.

## **7. MONITORING AND REVIEW**

### **7.1 Introduction**

- 7.1.1 This section of the report details the strategy for monitoring and reviewing the progress of the Travel Plan, with respect to the Travel Plan targets and overarching aims and objectives of the Travel Plan.
- 7.1.2 A comprehensive strategy for monitoring and review is essential to evaluate the success of the Travel Plan. Monitoring and review will be the responsibility of the Travel Plan Coordinator.

### **7.2 Monitoring**

- 7.2.1 The overall success of the Travel Plan in reducing its overall travel impact by achieving its aims, objectives and targets will be monitored by undertaking a staff survey on a biennial basis. This will provide analytical data that can be compared to the baseline survey.
- 7.2.2 A monitoring strategy will be implemented to:
- Gauge whether the Travel Plan is achieving success in its objectives; and
  - Identify strengths, weaknesses and potential areas for improvement.
- 7.2.3 Another objective of the Plan 'to increase the awareness of the Travel Plan' is less easy to monitor, although one indicator will be the general response to the introduction of the Plan, measured by the volume and type of feedback from the staff. It is recommended that an additional question asking employee's awareness of the Travel Plan be asked in the next Staff Travel survey.

### **7.3 Travel Surveys**

- 7.3.1 Travel surveying for staff will be undertaken prior to occupation and again within six months of starting operations and travel surveys will continue every two years for staff. Analysis of the questionnaire results will provide updated modal shift information for comparison with the baseline data in the first instance and from then on, previous questionnaires. This therefore enables an assessment of travel patterns and changes against the Travel Plan targets and the reasons for any changes that have been identified.

### **7.4 Two Year Review**

- 7.4.1 The Travel Plan Co-ordinator will undertake a comprehensive review of the Travel Plan in association with views and feedback every two years. The principal objective of the review will be to assess the success of the plan to date and identify any future enhancements or refinements required to enable continued success.

## **8. SUMMARY**

- 8.1.1 This document highlights the existing conditions at the site, making reference to the provision of travel by sustainable means at and in the vicinity. From here, a number of objectives have been designed in order to reduce the number of single occupancy journeys to the site.
- 8.1.2 To facilitate the achievement of objectives a range of measures have been identified. These measures will contribute to the success of the Travel Plan by concentrating on activities which will encourage the uptake of walking, cycling, public transport use and car sharing, thus having a positive impact on modal share away from single occupancy car trips to or from the site.
- 8.1.3 The Travel Plan includes for the appointment of a Travel Plan Co-ordinator to implement and oversee the plan and monitor its progress. The Co-ordinator will work closely with the IAMP Principal Travel Plan Co-ordinator and will produce a monitoring report after two years of implementation, for submission to the Council detailing the usage of various alternative transport modes and reviewing the effectiveness of measures implemented.