

Wethersfield Travel Plan: MHCLG clarifications

Strategic observations – In our view, the Travel Plan draws back from commitments to minimising private car use as it has reduced its 'interim' target from 50% to 40% (when compared to previous versions) and given that the Site Operator indicates that 50% is already being achieved. The Travel Plan must also be more specific in relation to implementation and survey dates, these should be confirmed with definitive dates.

Section	Issue	MHCLG Commentary / Information sought	Page	Response	Location in TP
Minimising Private Car Use	Site Survey to determine baseline of those using private cars	<p>Travel Plan (para. 3.5, p.5) states that "A baseline survey will be undertaken within three months after the TP is implemented...".</p> <p>This undertaking relative to the TP being implemented is not precise, and there is an inconsistency between para 3.5 and Table 6-1, p12 (which indicates an alternative date: "TP is implemented upon approval of the SDO").</p> <p>Clarify - with a calendar date, when the baseline study has been or will be undertaken.</p> <p>Clarify – with calendar dates, when the survey will be repeated.</p>	5	Amendment made to paragraph 3.5 and Table 6-1 to state that the baseline survey will take place from 3 months of the approval of the TP. A fixed date for completion of the baseline survey cannot be stated without the TP having been approved.	Para 3.5 and Table 6-1
Minimising Private Car Use	Target	<p>The TP states that "It is understood from the Site Operator that some 50% of existing journeys by staff in total are car share journeys, although this is an indicative proportion and will be subject to a formal survey at baseline stage." (TP para 4.6).</p> <p>Previous versions of the TP have stated a 50% 'interim' target of travel to the site by sustainable transport modes (including car sharing).</p> <p>This version of the TP has reduced the 'interim' target to 40%.</p> <p>Clarify - the interim target and, if less than 50%, explain:</p> <ol style="list-style-type: none"> 1.why there is now a 10% reduction in the target, despite the Site Operator specifying 50% of existing journeys are by sustainable modes, and 2.how the objective of the condition to minimise the use of private cars will be achieved by a lower target. 		<p>The interim target is 40%.</p> <ol style="list-style-type: none"> 1. We understand that the outturn reported by the site operator CRH was taken during the period of commencement of site operations. At the initial site set up, staff were transported by minibus from their homes in London to the site. The Home Office has since requested that CRH sources staff locally in order to encourage staff retention and therefore a more sustainable workforce. As such, the target has been adjusted to reflect the position as regards to promoting sustainable travel to a new, local cohort of staff. The reduced target has been stated in order to be more realistic and achievable, given that Wethersfield is in an area of very low accessibility to non-car modes of travel. 2. The interim target of 40% will be reviewed following completion of the baseline survey and the target will be reviewed following subsequent surveys. The objective remains to minimise the use of private cars through implementation of the TP. 	N/A - see response.
Travel Plan Co-ordinator	Factual update	<p>Travel Plan paragraph 5.8 confirms the TPC "...will be appointed upon implementation of the TP.."</p> <p>Earlier Travel Plans have indicated the TPC should now have been appointed.</p> <p>Clarify - with a calendar date, when the TPC has been or will be appointed.</p>	9	The TPC has been appointed and is the SRO for the site. Paragraphs 5.8 and 5.9 have been amended to reflect appointment of the TPC. Corresponding adjustment has been made to Table 6-1.	Paragraphs 5.8 and 5.9 and Table 6-1.