

Tidal Lagoon Swansea Bay

Construction Phase Traffic Management Plan (for Works 7a)

DCO Requirement 21

CEMP Supporting Information

April 2020

Document title Construction Phase Traffic Management Plan
 Document reference CPTMP_April20_TLSB_DCO21_
 Revision number 2.0

Version history

Revision	Date	Description	Author(s)	Reviewer(s)	Approval
0.1	20/05/2015	Draft	TC	DC	RB
0.2	09/06/2015	Revised to TLP comments	TC	PB	RB
0.3	12/06/2015	Final	TC	DJ	RB
0.4	10/08/2015	Revised TLP comments	TC	DJ	RB
0.4	03/11/2015	Revised to suit logistics plan	TC	AMD	AMD
0.5	20/11/2015	Revised to amalgamated traffic and travel plans together	TC	AMD	AMD
1.0	15/01/2016	TLSB taken lead	FC	DS	
1.1	22/01/2016	Update based on DS comment	FC	DS	
1.2	05/06/2017	Updated draft	AC	FC	
1.3	14/06/2017	Updates	FC		
2.0	15/04/2020	Review Works 7a	T Cor	RA	GE

Table of Contents

1	Introduction	1
1.1	The TLSB project	1
1.2	DCO Requirement.....	1
1.3	Construction Environmental Management Plan (CEMP)	2
1.4	Linkages to other plans.....	2
2	Construction phasing	3
2.1	Construction Phasing Scheme overview	3
2.2	Construction phasing in relation to DCO Requirement 21.....	3
3	TLSB construction Works 7a	7
3.1	Works 7a	7
3.2	Construction management.....	7
3.3	Travel Plan Coordinators	7
3.4	Contractor Logistics Coordinator.....	8
4	Scope.....	9
4.1	Aims and objectives	9
5	Traffic Plan initiatives	10
5.1	Limitations	10
5.2	Site hours	10
5.3	General site access.....	10
5.4	Temporary access	11
5.5	Personnel access	11
5.6	Travelling by car	11
5.7	Delivery access	12
5.8	Emergency vehicle access	12
6	Methodology.....	13
6.1	Design.....	13
6.2	Implementation.....	13
6.3	Health & Safety	13
6.4	Publicity	13
7	Monitoring and review.....	14
7.1	Targets	14
7.2	Monitoring.....	14
8	Action Plan.....	15

8.1	Outline timetable.....	15
Appendix C1: DCO works sequence of construction		16
Appendix C2: DCO Works Location Layout Plan.....		18
Appendix C3: Travel Plan Questionnaire		20

Table of Figures

Figure 3.1	Responsibilities and communication pathways	Error! Bookmark not defined.
------------	---	-------------------------------------

Table of Tables

Table 2.1	DCO Requirement 21 Construction Phasing	4
Table 3.1	Overview of work packages.....	7
Table 8.1	Action Plan Table	15

1 Introduction

1.1 The TLSB project

1.1.1 Tidal Lagoon Swansea Bay (TLSB) will be the world's first purpose built tidal energy lagoon. The generating station will have an installed capacity of 320 megawatts (MW) and will enclose part of Swansea Bay, from the eastern side of the River Tawe to the eastern edge of the new Swansea University Bay-Campus. In total the seawall will form an approximately 9.5km-long, U-shape which will encompass approximately 11.5km² of the seabed, foreshore and intertidal area of Swansea Bay.

1.1.2 TLSB made an application to the Planning Inspectorate on 7 February 2014 for a Development Consent Order (DCO) for a tidal lagoon (the TLSB Project) in Swansea Bay, South Wales. Examination of the application closed on 10 December 2014 and development consent was granted by the Secretary of State (SoS) on 9 June 2015.

1.2 DCO Requirement

1.2.1 Agreement of a Construction Phase Traffic Management Plan (CPTMP) is Requirement 21 of the DCO, and as such has been prepared by TLSB for approval by the relevant planning authorities.

1.2.2 DCO Requirement 21- Construction Traffic states:

21.—(1) No part of the authorised development is to commence until a construction phase traffic management plan (CPTMP) substantially in accordance with the outline construction phase traffic management plan has been submitted to and approved in writing by the relevant planning authorities.

(2) The CPTMP must include provision for—

(a) importation of rock armour and sediment for the authorised works only by sea;

(b) the public dissemination of contact details for any co-ordinator appointed in respect of the CPTMP;

(c) avoidance of access via junctions A9 or A10; and

(d) avoidance of Heavy Goods Vehicles entering and leaving the development site between the hours of 0800-0900 and 1600-1730.

(3) All construction work must be carried out in accordance with the approved CPTMP.

1.2.3 DCO Requirement 21 includes elements that are relevant to the City and County of Swansea Council (CCSC) and Neath Port Talbot County Borough Council (NPTCBC), therefore, this CPTMP is provided to both planning authorities for approval.

1.2.4 The CPTMP has been produced to satisfy the criteria of DCO Requirement 21 in regard of Works 7a only in accordance with the Construction Phasing Scheme (DCO Requirement 3) and as set out in Section 2 below. This document will be updated later as appropriate, prior

to the relevant phases of construction to include details relevant to that later phase of DCO Works.

1.3 Construction Environmental Management Plan (CEMP)

- 1.3.1 The CPTMP has been included as supporting information to the Construction Environmental Management Plan (CEMP), to ensure accordance with DCO Requirement 5 (CEMP) and to ensure that all Works 7a construction related information is easily accessible to the relevant authorities, construction contractors and TLSB.

1.4 Linkages to other plans

- 1.4.1 The following DCO plans and environmental strategies provide information relevant to this CPTMP:
- DCO Requirement 3 - Construction Phasing Scheme.
- 1.4.2 The scheme listed above is not required for approval of the CPTMP but is listed for ease of reference only.

2 Construction phasing

2.1 Construction Phasing Scheme overview

- 2.1.1 The Construction Phasing Scheme is Requirement 3 of the DCO. The Scheme must set out which Requirements are to be approved in whole or in part and the relevant DCO Work phase to which the requirement relates. The Scheme must also set out the sequence of construction for the Authorised Development (Schedule 1 of the DCO).
- 2.1.2 Accordingly, TLSB has produced a Construction Phasing Scheme for approval by the Relevant Planning Authorities. The Scheme links DCO Requirements to DCO Work(s), as listed within Schedule 1 of the DCO. Each DCO Work represents a phase of construction for the Authorised Development (DCO Works Phase). Relevant DCO Works cannot commence until the DCO Requirements related to it are approved by the Relevant Planning Authorities, in accordance with the Construction Phasing Scheme.
- 2.1.3 The Construction Phasing Scheme sets out the phasing of approvals for those DCO Requirements which relate to the construction of the Authorised Development only. DCO Requirements which relate to the operation of the Authorised Development will be approved by the Relevant Planning Authorities prior to operation unless otherwise stated in the Scheme, as set out within the DCO.
- 2.1.4 The Construction Phasing Scheme sets out:
- Which DCO Requirements relate to which DCO Works;
 - Which DCO Requirements are to be approved in whole or in part; and
 - The sequence of construction of DCO Works.
- 2.1.5 The sequence of construction of those DCO works relevant to DCO Requirement 21 with respect to the earliest commencement date, is set out in Appendix C1.

2.2 Construction phasing in relation to DCO Requirement 21

- 2.2.1 The CPTMP has been produced to satisfy the criteria of DCO Requirement 21 in accordance with the Construction Phasing Scheme (DCO Requirement 3). The criteria of DCO Requirement 21 relevant to the upcoming Works 7a are therefore included within this version of the CPTMP.
- 2.2.2 Table 2.1 sets out the DCO Works relevant to each part of DCO Requirement 21 for Works 7a and a DCO Works plan including Works 7a is provided in Appendix C2. Table 2.1 also presents those details provided for approval, in relation to the relevant DCO Works and in accordance with the Construction Phasing Scheme.
- 2.2.3 Where parts of DCO Requirement 21 are not included, the CPTMP will be updated and provided for approval to the relevant planning authorities prior to the relevant phase of DCO Works, in accordance with the Construction Phasing Scheme.

Table 2.1 DCO Requirement 21 Construction Phasing

DCO Requirement 21		Relevant DCO Work(s)	Details provided for approval	Relevant section of the CPTMP
21(1)	No part of the authorised development is to commence until a construction phase traffic management plan (CPTMP) substantially in accordance with the outline construction phase traffic management plan has been submitted to and approved in writing by the relevant planning authorities.		y	
V21(2)(b)		7a	y	NA

Tidal Lagoon Swansea Bay

	Public dissemination of contact details for any co-ordinator appointed in respect of the CPTMP.			NA
21(2)(c)	Avoidance of access via junctions A9 or A10.	7a	Y	Section 6.1
			Y	Section 6.1
21(2)(d)		7a		Section 5.2 and 6.1

	Avoidance of Heavy Goods Vehicles entering and leaving the development site between the hours of 0800-0900 and 1600-1730.			Section 5.2 and 6.1

2.2.4 As set out in Table 2.1 above, this document is seeking to partially approve DCO Requirement 21 in accordance with the Construction Phasing Scheme (DCO Requirement 3).

3 TLSB construction Works 7a

3.1 Works 7a

- 3.1.1 The construction of the TLSB Works 7a involves four primary packages of work. TLSB's appointed contractor will be responsible for delivering Work 7a package. An overview of the key activities associated with the Works 7a package is provided in Table 3.1 below.

Table 3.1 Overview of work packages

Work	High level scope	Marine/Terrestrial/Both
Works 7a	Site enabling 7a Access Road and Ancillary civil works (site compounds, buildings demolition and lay down areas.)	Terrestrial

3.2 Construction management

- 3.2.1 Design embedded measures and adherence to best practice and guidance will be implemented throughout construction of the Works 7a construction activities. The implementation of such measures will be managed by the relevant Construction Environmental Liaison Officer (ELO) appointed by each the contractor throughout the duration of the construction period.
- 3.2.2 The relevant Construction ELO will submit monthly progress reports to the TLSB Project Manager.
- 3.2.3 Full details of the construction management measures, including monitoring and reporting, are provided in the TLSB Project CEMP (DCO Requirement 5).

3.3 Travel Plan Coordinators

- 3.3.1 In order for this CPTMP to be successfully implemented, all staff working on the TLSB site will be made aware of the commitments and incentives listed in this plan. TLSB recognises the importance of this plan and as such will instruct its contractor to appoint a Travel Plan Coordinator (TPC). As well as ensuring staff are made aware of the plan across the site. TLSB will also appoint its own TPC, the Project Manager, to ensure consistency and compliance with this CPTMP.
- 3.3.2 The contractor's TPC will be responsible for organising, delivering and reporting the detailed aspects of the Travel Plan including the following:
- Securing the commitment and support of senior management and other staff;
 - Promoting the objectives and benefits of the travel plan;
 - Acting as a point of contact for staff with travel queries;
 - Providing feedback to senior management on the success of the traffic and travel plan;
 - Acting as the point of contact for information and for exchanging ideas and best practice with other organisations; Any other transport and travel related issues and concerns that may arise from time to time; and
 - Liaising with the contractors and subcontractors.

3.3.3 If necessary, the TLSB TPC will mirror the above role on behalf of TLSB however they will also:

- Be responsible for updating and reviewing the CPTMP on behalf of the contractor;
- Attend periodic TLSB/contractor progress meetings;
- Liaise with the contractors TPC and
- Act as a first point of contact to the contractor to provide support to queries or information related to transport, travel or other CPTMP related issues.

3.4 Contractor Logistics Coordinator

3.4.1 To ensure responsibilities and authority is clear throughout the Works 7a construction phase, TLSB will appoint the contractor to act as Principal Contractor. The Principal Contractor will have overall responsibility and authority for implementing this CPTMP across the Works 7a site.

3.4.2 The Works 7a contractor Project Manager will undertake logistics coordination with the responsibility of coordinating and managing deliveries to the Works 7a site in accordance with this CPTMP.

4 Scope

4.1 Aims and objectives

- 4.1.1 The aim of this CPTMP plan is to minimise the impact of construction related travel on the environment by reducing the level of unnecessary travel, and by encouraging those who have to travel to do so in a more environmentally friendly way.
- 4.1.2 During the construction phase of Works 7a, there will be a minor increase in traffic associated with construction personnel, and in HGV traffic from the import of construction materials. The measures to be taken to minimise the impact on the local highway network are set out in this document.
- 4.1.3 The aim of the CPTMP is to promote greener, cleaner travel choices, reducing reliance on the private car. The plan is aimed at employee journeys to and from their workplace and also considers travel issues relating to deliveries of construction materials.
- 4.1.4 The objectives of the CPTMP are to:
- Reduce the number of vehicles, with emphasis on reducing single occupancy vehicles travelling to the site;
 - Provide the minimum possible parking provision to encourage other travel modes;
 - Improve overall accessibility;
 - Reduce the quantity of vehicles that physically access site;
 - Segregate access for different vehicles;
 - Provide uninterrupted traffic movement on the highway during periods of peak traffic flow;
 - Ensure no access to the site will be made via junctions A9 or A10; and
 - Account for major events in the Swansea area.
- 4.1.5 Through changes in travel habits this CPTMP will provide benefits for:
- **Individuals** - through improved travel choices and potential cost savings;
 - **The employers/contractors/sub-contractors** - through reduced congestion and improved access to site for employees;
 - **Local community** – minimising local pollution, noise levels and congestion; and
 - **The Environment** - through improved air quality through minimisation of noise, dirt and fumes wherever possible.

5 Traffic Plan initiatives

5.1 Limitations

5.1.1 A number of limitations or uncertainties were highlighted in the draft Construction Phase Traffic Management Plan and, although some still remain, TLSB has confidence in reducing a number of these limitations and uncertainties as listed below:

- It is not expected that more than 20 staff and operatives will be working on the Works 7a site at any one time therefore vehicle parking on site will be made available. It is expected that the majority of the operatives working on the Works 7a site will travel in works vehicles carrying up to five passengers thus reducing vehicular movements to a minimum.
- The location of the site and nature of the work makes walking or cycling less appealing – there is a cycle path that runs past the entrance of the TLSB site and therefore for those traveling with bicycles by train to Swansea central, or living locally, cycling will become an appealing option. TLSB staff working in the temporary site offices may choose to take public transport, and with a bus stop situated nearby on Fabian Way, this remains an option for those staff members who reside nearby or use buses/trains to travel into Swansea Central Station and then onto the temporary offices.

5.1.2 A number of measures that will help to minimise the impact of construction traffic on the local environment will be implemented, these are presented and discussed below.

5.2 Site hours

5.2.1 Permitted working hours during onshore construction of the TLSB Project, as listed within the DCO are:

- Onshore 24/7 – however Works 7a construction activities will be limited to 08:00 to 17:30 weekdays and 08:00 to 13:30 weekends. Weekend working will only be permitted with the written consent of the TLSB Project Manager,
- construction traffic will aim to access site between 08:00-09:00 and 16:00-17:30 in order to avoid congestion.

5.2.2 The normal working hours for the Works 7a construction activities will be (but not limited to) 08:00 and 17:30 on weekdays and 08:00 and 13:30 on weekends when permitted.

5.2.3 Construction staff will therefore aim to arrive and depart outside the peak hours on the local highway network of 08:00-09:00 and 16:00-17:30.

5.2.4 Temporary office based staff hours will predominantly be 08:00 – 17:30.

5.3 General site access

5.3.1 The access and egress of construction traffic will be via Fabian Way to the Amazon roundabout and directed out onto the M4 where possible. This measure will prevent construction traffic from impacting upon the City Centre. As already stated in section 5.2.3, construction staff will access and egress from the site outside of peak hours.

5.3.2 Specific delivery instructions including allowable times and access points will be sent to suppliers and contractors as part of their orders. These instructions will preclude arrival and departure during the peak embargo periods and will identify suitable waiting areas outside of the restricted zone.

5.3.3 Pedestrian and cyclist access to the site will be segregated from vehicular traffic at all times, with clear signage to maintain the safety of the site and the general public.

5.4 Temporary access

5.4.1 Access for vehicles involved in the construction activities of installing the site offices, security, welfare and compound areas together with construction of access roads and secure entrances will be via the ABP eastern security gateway.

5.4.2 Until the permanent access route from Baldwins Crescent is complete, the initial access to the TLSB Project site for workers and construction vehicle deliveries will be via the existing ABP security entrance at the eastern end of the site. Close liaison by the TPC with Associated British Ports (ABP) will be required to ensure that the ports day to day commercial activities suffer as little disruption as possible during this period.

5.5 Personnel access

5.5.1 Vehicular and pedestrian access for office staff and visitors during the construction phase of Works 7a will be via the Fabian Way Eastern Port Access security gate .

5.5.2 The small number of construction staff will be encouraged to travel to and from the site by sustainable means. In particular, emphasis will be given to car sharing..

5.5.3 Construction operatives travelling by car/crewbus will be provided with a secure car parking facility on site

5.6 Travelling by car

5.6.1 Travel to the site by minibus or car sharing retains the directness and flexibility of car travel while allowing staff to reduce fuel bills and maintenance costs on their own vehicles, and reduce the demand for car parking on site. The use of minibuses or crew buses and car sharing will form a central element of this CPTMP for the following reasons:

- It is likely that staff will be travelling to the site from dispersed catchment area;
- Staff may need to bring equipment to the site therefore travel by public transport, walking or cycling is less practical;
- A database will be held containing all staff/workforce home addresses and the TPC will look at promoting shared journeys where possible;
- The financial benefits of travel by minibus and car sharing will therefore be promoted through staff noticeboards, and preferential car parking spaces will be allocated for minibuses and car sharers, to be positioned in the most convenient location.

- Incentives such as “most miles saved by car sharing”, and targeted specified “car sharing days” would be promoted in an attempt to reduce vehicles to site.

5.7 Delivery access

- 5.7.1 Until the permanent access route from Baldwins Crescent is complete, the initial access to the TLSB Project site for workers and construction vehicle deliveries will be via the existing ABP security entrance at the eastern end of the site..
- 5.7.2 HGV's will not use Fabian way in/out of Swansea. Access will be clearly signposted from the M4/A483 east of Amazon Roundabout.
- 5.7.3 All construction delivery traffic entering and leaving the site will be closely controlled. Vehicles entering or exiting the site will travel via designated routes listed in Section 5.3. All HGV traffic will be routed via Junction 42 of the M4 where appropriate, to avoid any HGV traffic travelling through Swansea City centre.
- 5.7.4 Deliveries will be phased on a 'just in time' basis where possible. This will minimise travel time and potential congestion around the site.

5.8 Emergency vehicle access

- 5.8.1 Emergency vehicle access routes will also be provided from all working areas of the site. These routes will be regularly reviewed and emergency services informed of any changes.
- 5.8.2 The Emergency Services will be invited to site, to view access routes and layouts on site for familiarity.

6 Methodology

6.1 Design

6.1.1 The CPTMP general design has been drafted to avoid the limitations set out in Section 5.1. The design is summarised below:

- All HGV's will use the eastern ABP port entrance. This entrance will have the current ABP security office and a new TLSB security office to receive site deliveries;
- HGV's will gain access to the east entrance via the A483 Fabian Way;
- HGV's entering and accessing site will be restricted from entering the site in terms of daily hours from between 08:00-09:00 and 16:00-17:30;
- No HGV's will use Fabian way A9 or A10 entry and exit junctions.

6.2 Implementation

6.2.1 A traffic log regime will be implemented with a vehicle log that will monitor the time and outcome of each vehicle through all entrances.

6.2.2 Access for pedestrians and cyclists will be maintained at all times over existing walk/cycle ways to the extent of the site limits.

6.2.3 All construction work shall be carried out in accordance with the approved CPTMP and once established, the CPTMP will be reviewed by the TLSB and contractor's Project Managers quarterly.

6.3 Health & Safety

6.3.1 The following Health & Safety procedures and methods of construction will be adopted:

- All access points and routes will be clearly signed;
- Access will be maintained to Associated British Ports (ABP) at all times.

6.4 Publicity

6.4.1 The PLO will direct any queries/complaints to the TLSB Project Manager. TLSB will aim to respond to any queries/ complaints (if necessary) within 10 working days.

6.4.2 The PLO details will be disseminated to the public by the following means:

- On site notice board(s);
- By press release to the local media;
- On the Tidal Lagoon Swansea Bay (TLSB) project website; and
- By letter to the LPA.

7 Monitoring and review

7.1 Targets

- 7.1.1 The transient nature of a construction workforce and the limited opportunities to travel to the site by public transport, walking or cycling make it difficult to set realistic targets for changes in mode share. Therefore, a more realistic approach is to use the estimate of construction staff numbers and associated trip generation as a target not to be exceeded during the construction phase.

7.2 Monitoring

- 7.2.1 During the peak construction period the maximum number of employees on site is expected to be approximately 20, comprising 3 TLSB management staff, 3 contractors staff and 14 operatives.
- 7.2.2 At intervals to be agreed with CCSC and NPTCBC, surveys of car park occupancy will be undertaken. At the same time the number of employees on site will also be recorded. This will provide a simple but effective check on the validity of the assumptions made regarding employee travel.

8 Action Plan

8.1 Outline timetable

- 8.1.1 A timetable for the ongoing monitoring and review of the CPTMP has been produced. This details the key elements of the process to implementation and the approximate timescales, as shown in Table 8.1 below.

Table 8.1 Action Plan Table

Action	Timescale
Appoint TLSB Travel Plan Coordinator/Logistics Coordinator	Prior to construction
Appoint One Contractor Travel Plan Coordinator	Prior to construction
Appoint a TLSB Public Liaison Officer	Prior to construction
Monitor success of Travel Plan and progress towards achieving targets; amend Travel Plan if necessary	Reviewed at monthly intervals throughout construction phase

- 8.1.2 As with all elements of the CPTMP process, these timescales are not prescriptive, but should be modified according to ongoing circumstances, to ensure that they allow this CPTMP to remain a live document that benefits the project, the local community and all associated stakeholders, and remains relevant throughout the construction period.

Appendix C1: DCO works sequence of construction

* The sequence outlined in Appendix C1 shows the earliest phase the construction of a particular DCO Work will commence (assuming all relevant DCO Requirements are approved). DCO Works may commence later than the phase shown.

*

1. DCO Works Construction Sequence

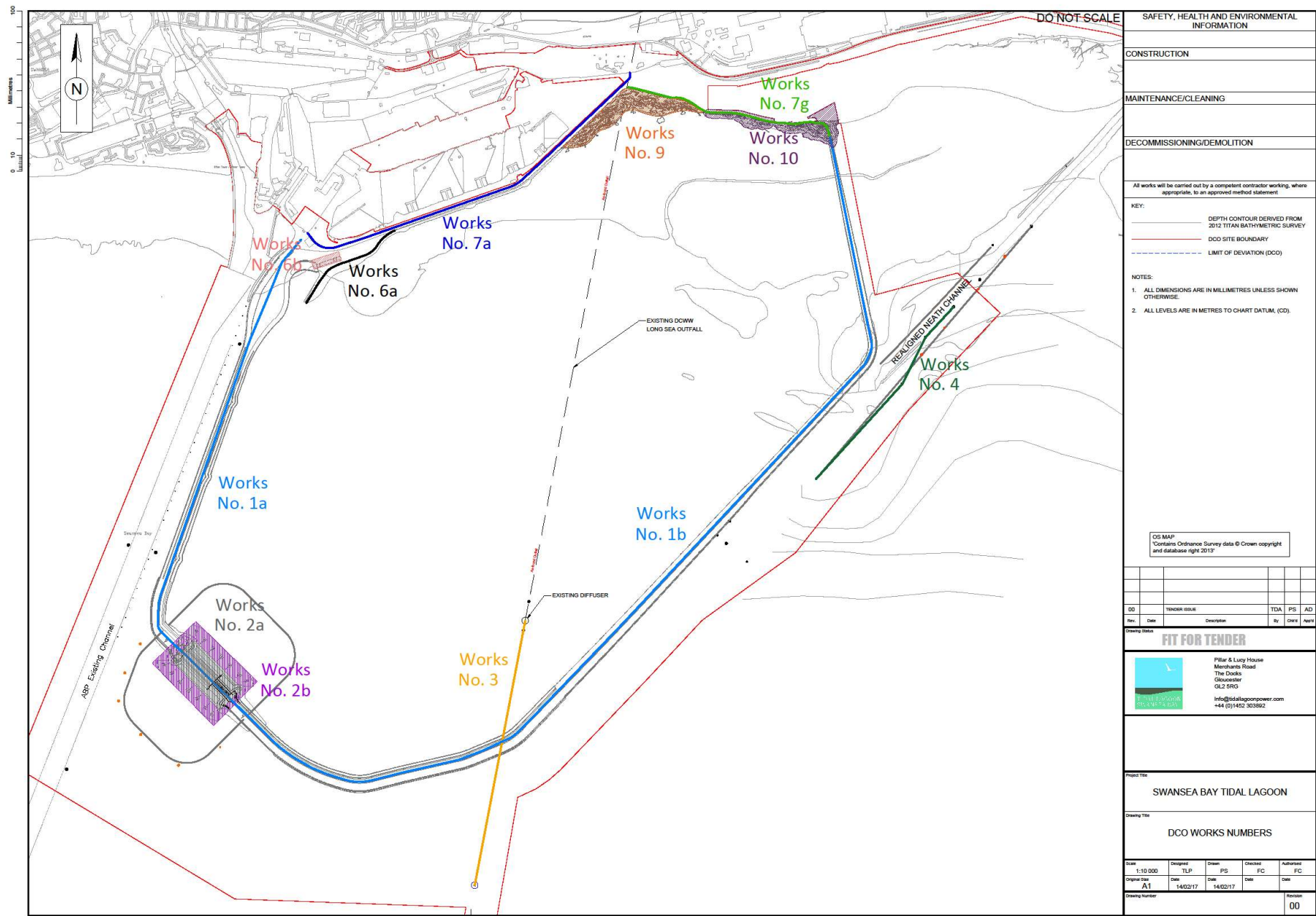
Table 1: DCO Works Construction Sequence for commencing DCO Works (chronological order) *

Construction Phase	DCO Work Description Summary* (see Phasing Scheme for full details)	Work No.	Construction Year One				Construction Year Two				Construction Year Three				Construction Year Four				Construction Year Five				Construction Year Six			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
	Part 1A and Part 1B Work																									
1	New internal access road comprising 2 carriageways with a fence	7a																								
	Western Wall	1a																								
2	Eastern Seawall	1b																								
	Low voltage substation	1a(a)																								
	Construction of a jetty and floating pontoons and piles or dolphins	6a																								
	Temporary sediment berm cofferdam	2b																								
	Seaward safety zone including upto 15 dolphin piles	2c																								
	Landward safety zone	2d																								
	Buried pipeline extension of the existing long sea sewerage outfall	3																								
	New eastern channel training wall in the Fliver Neath	4																								
	New access track at eastern seawall landfill	7g																								
	3	Turbine and Sluice Gate Housing	2a																							
Dividing structures and wingwalls		2a(d)																								
275kV grid connection		5a																								
4	Extension of the existing surface drainage outfalls serving Fabian Way	10(c)																								
	Switch room	2a(a)																								
	Scour protection	2a(b)																								
	Saltmarsh habitat area & coastal grassland habitat area	9																								
	New coastal grassland and dune area	10																								
	A beach area	10(a)																								
	transformers	2a(c)																								
	External gantry cranes & infrastructure for operating the turbines & sluices	2a(e)																								
	Construction of onshore operation and maintenance facilities	6b(a)(i-vi)																								
	(i) parking spaces for O&M (ii) emergency access facilities	6b(b)(i-ii)																								
5	O&M facilities and pilings to enable construction of offshore building	1a(e)																								
	Visitor/information point to serve Crymlyn Burrows SSSI	10(b)																								
	Provision of and for lighting	1a(b)																								
	Slipways, jetties and access points	1a(c)																								
	Landscaped area where the seawall makes landfill	1a(d)																								

* The sequence outlined in Table 1 indicates the intended timescales for commencement of DCO Works (including any development in connection with those Works, as set out at Schedule 1 Part 1A and 1B of the DCO), in line with the Construction Phasing (Appendix 1). The purpose of this schedule is to indicate the earliest stage of commencement (following approvals), incorporating seasonal factors. DCO Works may commence later than the phase shown, in line with the Construction Phasing (Appendix 1).

Appendix C2: DCO Works Location Layout Plan

Tidal Lagoon Swansea Bay



Appendix C3: Travel Plan Questionnaire

Travel Plan Questionnaire

Your journey to work

1. What is your main mode of transport that you use to travel to work? *(please select ONE option only from each column)*

Spring/Summer Autumn/Winter

- 1) Walk
- 2) Bicycle
- 3) Bus
- 4) Train
- 5) Motorbike/moped/scooter
- 6) Taxi
- 7) Car, as a passenger
- 8) Car, as a driver with passenger
- 9) Car, as a lone driver
- 10) As a participant in car sharing

2. Please select your main reason for choosing your main mode of transport that you use to travel to work. *(please select ONE option only for each column)*

Spring/Summer Autumn/Winter

- 1) Quicker
- 2) Environmentally friendly
- 3) Lack of alternative
- 4) Less stressful
- 5) Habit
- 6) Cost
- 7) Personal safety
- 8) Family commitments
- 9) Reliability
- 10) Convenience
- 11) Health reasons/disability
- 12) Poor weather conditions

3. On average, what distance do you travel to work from home?

- 1) Under 1 mile
- 2) 1 – 2 miles
- 3) 3 – 5 miles
- 4) 6 – 10 miles
- 5) 11 – 15 miles
- 6) 16 – 20 miles
- 7) 21 – 30 miles
- 8) Over 30 miles

Changing your travel behaviour

4. What would encourage you to walk for some or more of your journey to work? (select a maximum of THREE options)

- 1) I already walk
- 2) Parking restrictions at workplace
- 3) Company on my way to work
- 4) More personal security
- 5) Improved path conditions
- 6) Walking route information
- 7) Improving health and fitness
- 8) I would not consider walking

5. What would encourage you to cycle for some or more of your journey to work? (select a maximum of THREE options)

- 1) I already cycle
- 2) Parking restrictions at workplace
- 3) Provision of cycle parking facilities
- 4) Cycle route information
- 5) Traffic free route
- 6) Provision of showers/lockers
- 7) Help with cycling skills/proficiency training
- 8) Bike loan/salary sacrifice scheme

9) Company to cycle to work with

10) Improving health and fitness

11) I would not consider cycling

6. What would encourage you to use public transport for some or more of your journey to work? (select a maximum of THREE options)

1) I already use public transport

2) Parking restrictions at workplace

3) More/better information on routes and timetables

4) Discounted tickets/travel passes

5) More frequent bus/train services

6) A direct route

7) Reliable services

8) Better information on ticket options

9) More personal security

10) Company to commute to work with

11) I would not consider using public transport

7. If you drive to work, what is your main reason for doing so? (select a maximum of THREE options)

1) As a participant in car sharing

2) Free car parking

3) Distance from home (too far to walk/cycle)

4) Public transport is not available/unrealistic

5) Personal responsibilities (carer, school run)

6) Car essential to performing job

7) Registered disabled/blue badge holder

8) Personal security

9) Time savings

10) Cost savings

11) Convenience

12) Habit

8. What type of car do you drive?

- 1) Petrol
- 2) Diesel
- 3) Other

If other, can you please specify further

9. What size is your car engine?

- 1) Small (engine size up to 1.2 Litre)
- 2) Medium (engine size 1.3 – 1.8 Litre)
- 3) Large (engine size over 1.8 Litre)

10. Where do you usually park your car when you come to work?

- 1) On site car park
- 2) Off-site car park

11. Which of the following would encourage you to car share? (please select ALL that apply)

- 1) I already car share
- 2) Help in finding car share partners
- 3) Guaranteed ride home scheme
- 4) Priority parking for car sharers
- 5) Pool vehicle available for business travel
- 6) I would not consider car sharing

Business travel

12. If you travel on business during the course of your work, e.g. travel to/from meetings, please indicate your method of travel. (please tick ALL that apply)

- 1) I do not travel for business purposes
- 2) Walk
- 3) Cycle
- 4) Bus
- 5) Train
- 6) Motorbike/moped/scooter
- 7) Pool vehicle
- 8) Taxi

9) Car, as a passenger

10) Car, as a lone driver

13. If you travel to meetings by car, what are the mains reasons for doing so? (please tick ALL that apply)

- 1) More than one meeting to attend in different locations
- 2) Meetings held in venues not well served by public transport
- 3) Availability of transport after normal business hours
- 4) Takes too long travelling to meetings using public transport

