



Section 12.0 – Green Transport

Guidance Notes:

This section contains details of company policy on green transport and how transport impacts are minimised on site



Forth Replacement Crossing: Fife ITS

FRC/ITS/GC/GTP/01
GREEN TRAVEL PLAN



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1.0 INTRODUCTION

1.1 As part of the Forth Replacement Crossing: Fife ITS contract Graham has prepared a Green Travel Plan (GTP) to be implemented during our Works activities.

1.2 Site Details

- **Site Name:** *GRAHAM Construction FRC-Fife ITS Project*
- **Location (address) Site Compound:** *GRAHAM Construction, FIFE ITS Site Compound, Kirkgate Road, Inverkeithing, KY11 1HY*
- **Contact Details:** Rory McFadden (Sub Agent) 07500787890

1.3 A GTP is a package of measures designed specifically in view of individual sites and aims to promote more sustainable travel choices. A GTP works by helping to reduce the impact of an organisation's travel on the environment, in particular, the impact on those factors affecting climate change.

Travel management aims to reduce the demand for and volume of travel undertaken by single occupancy vehicles (SOV) and improve conditions and choice for cyclists, pedestrians and those using public transport. By developing alternatives to car based travel and through support schemes that encourage the take up of these alternatives, it is hoped to make a significant contribution to relieving congestion and pollution.

2.0 ROLES AND RESPONSIBILITIES

The implementation and management of the GTP will be co-ordinated by the Site Manager supported by the Graham appointed Sustainability Manager and Environmental Advisor.

The success of the GTP will be dependent on employee participation. It is therefore essential to involve employees from an early stage. Graham will make every effort to involve employees. It is anticipated employee involvement will encourage ownership and is consequently expected to result in employees reviewing their travel behaviours and considering/adopting new or alternative travel modes.

Travel Plan matters will be included as a regular feature in internal communication briefings.

Communications regarding the GTP will encourage participation and consultation at all times.

3.0 OBJECTIVES

Graham recognises that a GTP is required because of the increased volume of traffic on local roads, caused through additional employees and general contractors accessing the site on a daily basis.



The main objective of the GTP is to achieve a shift away from SOV use (SOV). In addition, through the introduction of a series of measures (outlined in this document) we aim to ensure that there is an appreciable reduction in the number of employees travelling to work as car drivers. Furthermore, we are committed to increasing the use of public transport, walking and cycling.

There are other fundamental reasons for implementing a plan at this time:

- Bringing all transport and travel initiatives together in one co-ordinated package. This will allow employees and site visitors to identify the full set of choices available to them.
- Improved travel to the site for employees, visitors and hauliers.
- Less time spent in traffic jams and queuing for parking spaces.
- Financial savings.
- Employees will enjoy improved health, saving costs and time; less stress; and a better quality of life with greater choice of travel.
- The organisation will gain from increased productivity from a healthier, more motivated workforce, possible cost savings, reduced demand for car parking and better access for employees, visitors and contractors.
- The local community will also benefit from our efforts to reduce traffic congestion.
- Beneficial impact on the environment; including air quality, reduced noise and dirt.

The introduction of a GTP provides a platform that Graham can build upon. The GTP will be flexible and will change in accordance with the site specific requirements.

Initially the GTP will concentrate on how our employees travel to and from work each day; however at a later stage it will also consider business travel and visitors to the site.

Setting objectives will give the GTP focus and direction.

The objectives of our GTP are:

- To actively promote the use of sustainable transport options for travel to and from the site; and to create an environment whereby site operatives, site personnel, contractors and visitors can make informed decisions about how they travel to the site.
- To reduce the number of SOV's accessing the site.
- To involve employees in travel initiative decisions.
- To improve Graham's environmental image.
- To ensure that all employees are aware of the Travel Plan.
- To promote a more productive and healthier workforce.

4.0 EXISTING SITE CONDITIONS



Walking provision – walking is not particularly suited to this project as it is on a live motorway network. Health and safety issues due to people walking across the site given the volume and type of vehicles.

Pedestrians can currently access the site compound from Kirkgate Road. GRAHAM encourage staff travelling to/from the airport to use the bus service from Inverkeithing and then walk to the site as they are close by.

Public Transport:

Ferrytoll Park & Ride is a bus park & ride located just north of the Forth Road Bridge in Fife, primarily for commuting journeys to Edinburgh.

Inverkeithing Railway Station located to the south-east of Junction 1 at Admiralty Road at: Boreland Road, Inverkeithing, KY11 1NJ.

Trains servicing this station operate along the Dunfermline / Aberdeen bound line and Edinburgh bound line.

Dunfermline Queen Margaret station located a short distance to the west of the Halbeath Junction at: Hill of St Margaret, off Whitefield Road, Dunfermline, Fife, KY12 0GB.

Trains servicing this station operate on the Edinburgh to Cowdenbeath, Edinburgh via Kirkcaldy and Newcraighall via Dunfermline lines.

Information relating to train schedules which service either of these stations and also bus routes which service these stations can be accessed via:

<http://www.nationalrail.co.uk/stations/dfi/localarea.html>

Stagecoach Fife also operate a number of bus services to and from the site and surrounding vicinity.

Information relating to these bus services can be accessed via:

<http://www.travelinescotland.com>

5.0 PROVISION OF TRAVEL PLAN INFORMATION

Information about the GTP will be placed on notice boards in convenient and prominent locations within the site compound and any satellite offices. Employees will be provided with 'travel options' information as part of their site specific induction.

5.1 Car / Van Sharing

Car / Van sharing is an extremely effective means of reducing SOV use.

Incentives for car sharing include:

- Reduced travel cost,
- Reduced travel stress,
- Easy access and user friendly system,
- Ability to use the scheme whether a driver or passenger,



- Opportunity for staff networking,

5.2 The Healthy Options – Walking and Cycling

It is inevitable that only a small number of workers visiting the site will live within walking or cycling distance.

Although there are unquestionable economic, environmental and social benefits for both cycling and walking to work, it unfortunately serves very little purpose to promote these methods.

6.0 COMMUNICATION

The GTP will be held electronically on the Company intranet. This provides easy access to all employees. Delivery methods for the communication of the plan include Internal Notice Boards, Intranet site and a dedicated GTP Notice Board. It is also important that we publicise our successes – letting employees know what they have achieved to give further motivation to continue.

It is vital that the GTP is not considered to be ‘anti-car’; it should be perceived as a method by which employees are given more choices of travel to and from work and should encourage people to try alternatives.

Communications promoting the GTP will welcome employee involvement and openly encourage employees to put forward any ideas they may have.

7.0 MONITORING AND REVIEW

A GTP is most likely to succeed if based on accurate data and therefore an employee travel survey will be carried out, the results and current transport provisions and restrictions will be incorporated into forming a baseline. The baseline establishes where we are now and will enable objectives and indicators to be set.

Monitoring is an important part of making the GTP a success since it indicates the effectiveness of the Plan; provides evidence of these successes; allows focus on successful initiatives; maintains support for the plan by reporting the successes and identifies measures that are not working.

Regular employee surveys are a good method of monitoring the success of initiatives. Six (6) monthly reviews will be conducted in order to assess the success of the GTP initiatives.



Appendix Q

Forth Road Crossing: Fife ITS Green Travel Plan Survey

Please answer questions 1-10 and where relevant, 11-12.

Where several answer options are provided, please circle the answer most appropriate to you.

1. Have you had to relocate or move into temporary accommodation for this project?

Circle as appropriate:

No

Yes (please specify)

.....

2. Distance (approximate mileage) reside from site?

.....

3. Do you have any special requirements that affect your travel arrangements?

Circle as appropriate:

No

Yes (please specify)

.....

4. Employer

.....

5. Occupation

.....

6. Is your work:

Full Time

Part Time

Contract / Temporary

7. How do you mostly travel to work?

Van

Van with other(s)

Car on your own

Car with other(s)

Motorbike

Bike

Public Transport (Please specify)

.....



Please answer questions 8-9 based on your daily journey

8. How long does it currently take you to get to work?

- 0-15 minutes
- 16-30 minutes
- 31-60 minutes
- 61-90 minutes
- Longer than 90 minutes

9. How many miles is your daily trip to work?

- 0-5 miles
- 6-10 miles
- 11-15 miles
- 16-25 miles
- 25 +

10. Why do you travel to work by this mode of transport?

- No car available to me
- Save money
- Environmental concerns
- Most practical method of travel
- Avoid congestion
- Health/fitness reasons
- Enjoy walking/cycling
- Other (Please specify)

Please complete questions 11-12 if you use a car/van to get to work.

11. What are your main reasons for using a car/van to get to work?

- Car/van essential to perform job
- Time savings
- Dropping/collecting children
- Get a lift
- Health reasons
- Lack of viable public transport
- Other (please specify)

12. Would you consider using a car/van share scheme?

- Yes
- No (if your answer is no, please specify why)

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Thank you for your cooperation.

Please return this form to:

K Strannigan
Regional Environmental Advisor

At:

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Or;

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