Old Deanery Travel Plan - Summary to Date

Two questionnaires were circulated to all staff during the late Autumn of 2005: the first gathering data on general modes of current work travel, the second attempting to identify people's journey aspirations with an emphasis on not using the car unless felt necessary.

Our emphasis has intentionally been to build on cooperation and consensus, with the hope that if staff opt not to drive one or two days each week and find an alternative such as car-sharing or public transport, where that is feasible, we may be able to resolve the situation of demand and capacity.

It has not been an easy issue to progress, but the Deanery Project Team have been of a mind not to look for legislative answers at this stage, but to engage in a process whereby we can all identify some shared solutions, and contribute through self choice.

There have been 2 dimensions to this debate and discussion: The <u>principle</u>, of moving towards a Travel Plan which recognises that excessive road traffic is damaging both to human well-being and to the wider ecology of the planet. And the <u>practice</u>, that many of us have come to depend on car travel both personally and professionally. We have also needed to realise pragmatically that there may be insufficient car parking spaces for all when we move, and some sense of prioritising could be necessary.

In addition, it is also quite possible that in due course all employers will be obliged by legislation to adopt formal travel plans.

As a staff, we've had some consideration of what 'essential' might mean, but have reached no conclusion. Some take a pragmatic line about professional work. Others see themselves as essential because they have personal situations that require it (e.g. transporting children to school). Others see driving as essential because they feel there is no other choice (distance, cost or time factors).

In essence, people fall into being 'operational users' (using the car regularly for work purposes) and 'casual users' (who commute or combine travel with other tasks).

More innovative ideas have been suggested such as a pool vehicle, staff car-sharing scheme, prioritising parking spaces for those who share, linking to Travelshare Devon, as well as the need for facilities for cyclists such as secure bike parking.

We have not discussed incentives/disincentives at this point, although arguably the initial adoption of a voluntary scheme could be viewed as a carrot! If the plan does not work, we will have to look at an alternative which could be more closely related to operational needs.

CONCLUSIONS

1. Our hope is that if we can encourage sufficient people not to drive unless they must, we may not have a car park capacity problem. The success of this will depend on the commitment to be self-disciplined and to continue to think differently about our travel arrangements.

2. We move forward on the assumption that staff will now act more or less according to their aspirations indicated on the second survey form and make serious attempts not to drive when they can.

3. It is imperative that parking spaces at Diocesan House and the Old Deanery will be clearly marked, (including directional instructions), and alternatives such as bike racks in place from the first day. Parking security should be examined.

4. If the car park becomes over-full during the first weeks (when demand for parking might also be at above normal levels as we settle in the Old Deanery and spend some time organizing internal systems etc.), staff may need to double-park in the main car Diocesan House park much more than is ultimately envisaged. Whilst this would be less than ideal and would be inconvenient, it would provide a short-term contingency.

5. The situation will be monitored closely and reviewed after 2 weeks and 1 month, with further discussion at Staff meetings, as required.

6. Contracts with new staff will review travel options and may include specific reference to the non-provision of parking places.

7. If this "Plan A" proves to be ineffective or unworkable a "Plan B" will need to be developed after the move in the early part of 2006.

Martyn Goss (for Deanery Project Team), 19th December 2005