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# **VANTAGE DATA CENTER DUB 13 WORKPLACE TRAVEL PLAN STATEMENT**

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Prepared by **Tom Craven**  
Checked by **Nicola Evans**  
Approved by **Tom Smith**

Ramboll  
240 Blackfriars Road  
London  
SE1 8NW  
United Kingdom  
  
T +44 20 7631 5291  
<https://uk.ramboll.com>

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Registered in England & Wales  
Company No: 03659970  
Registered office:  
240 Blackfriars Road  
London  
SE1 8NW

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# 1. INTRODUCTION

## 1.1 Background

This Workplace Travel Plan Statement has been prepared by Ramboll on behalf of Vantage Data Centers DUB 11 Limited, in support of a planning application to South Dublin County Council (SDCC) for the proposed data centre development on land off R134 New Nangor Road in Ballybane, Dublin, Ireland.

The proposed development consists of the construction of one no. two storey data center with a gross floor area of c. 12,893 sqm that will include an office at the first floor. Despite a relatively large footprint, the nature of data centre use is such that the proposed development is anticipated to accommodate only 45 operational employees. As such, the proposed development will generate a low number of vehicle trips.

On this basis, a Workplace Travel Plan Statement has been prepared, in line with the guidance on Workplace Travel Plan thresholds given in the National Transport Authority (NTA) 'Achieving Effective Workplace Travel Plans – Guidance for Local Authorities'<sup>1</sup>. This states a Workplace Travel Plan Statement is generally appropriate where a site accommodates 25-100 jobs.

Since the proposed development is yet to be constructed the occupier is not yet defined although it is noted that the NTA guidance does not make a significant distinction between the information required for a Workplace Travel Plan whether the occupier is known or unknown. It is anticipated that this Workplace Travel Plan Statement could develop into a Mobility Management Plan as required, following the site becoming operational. A mobility management plan could be secured by an appropriately worded planning condition.

## 1.2 Workplace Travel Plan Statement Overview

The purpose of the Workplace Travel Plan Statement is to facilitate, promote and support sustainable and cost-effective travel choices to and from the proposed development, in order to encourage sustainable travel and reduce the single occupancy car journeys to/from work.

The Workplace Travel Plan Statement therefore identifies, as far as possible, outline aims, objectives and measures to be implemented pre-occupation, with a framework set out for transition to a Mobility Management Plan going forwards. An Action Plan is outlined, to facilitate work towards the overall objectives. Ultimately, surveys of site user travel patterns and opinions will allow the development of a more comprehensive package of objectives, targets and measures, as the Plan develops into a Mobility Management Plan, after the site becomes operational.

## 1.3 Document Structure

The structure of the Workplace Travel Plan Statement is:

- **Chapter 2 – Policy and Guidance Review** – reviews documents relevant to Travel Planning;

<sup>1</sup> <https://www.nationaltransport.ie/wp-content/uploads/2012/03/Achieving-Effective-Workplace-Travel-Plans-Guidance-for-Local-Authorities11.pdf>

- **Chapter 3 – Accessibility and Existing Conditions** – provides an audit of current site accessibility;
- **Chapter 4 – Proposed Development** – provides details including physical measures built-in to the proposed development which will facilitate sustainable travel choices;
- **Chapter 5 – Travel Survey** – considers the future requirement to conduct a travel survey of the site occupants;
- **Chapter 6 – Aims, Objectives, Measures** – sets out the aims and objectives, and describes the package of Travel Plan measures proposed, including marketing strategy to ensure early and ongoing awareness of measures;
- **Chapter 7 – Management, Monitoring and Review Strategy** – provides details of the management, monitoring and review strategy for ongoing implementation of the Travel Plan, including early appointment of a Travel Plan Co-ordinator; and
- **Chapter 8 – Action Plan** – provides an outline Action Plan for delivery of measures, who will be responsible and timelines for delivery.

## **2. POLICY AND GUIDANCE REVIEW**

### **2.1 National Planning Framework (NPF) 2019**

The National Planning Framework (NPF) was published in February 2018 and updated in November 2021, setting out a vision for Ireland in land use and planning terms to 2040. The NPF replaced the National Spatial Strategy once it was adopted as the long-term land use and planning vision for Ireland.

This Workplace Travel Plan Statement supports the following NPF requirements:

- National Strategic Outcome 1 – Compact Growth – supports the requirement for development to ensure transition to more sustainable modes of travel (walking, cycling, public transport) in both urban and rural areas; and
- National Strategic Outcome 4 – Sustainable Mobility – enabling sustainable mobility choices for citizens supports the overall Framework objectives.

### **2.2 National Transport Authority – Achieving Effective Workplace Travel Plans: Guidance for Local Authorities**

This Workplace Travel Plan Statement has been prepared in accordance with this Best Practice guidance, specifically with regard to:

- The threshold requirement for a Workplace Travel Plan Statement (as opposed to a Standard Workplace Travel Plan) is where a workplace is expected to accommodate 25-100 jobs;
  - The content guidance that a Workplace Travel Plan Statement should include:
    - A clear statement setting out a commitment to actively encourage and promote sustainable travel;
    - Provision of suitable supporting physical measures, appropriate to the site and development proposal; and
    - An Action Plan containing a package of measures and initiatives which will promote and support sustainable travel patterns.

### **2.3 South Dublin County Council Development Plan (2022-2028)**

Section 12.7.3 of the SDCC Development Plan confirms that all Workplace Travel Plans are required to be prepared in accordance with the National Transport Authority (NTA) Achieving Effective Workplace Travel Plans, including the thresholds for a Workplace Travel Plan Statement.

### 3. ACCESSIBILITY AND EXISTING CONDITIONS

#### 3.1 Local Highway Network

The site is accessed off Falcon Avenue which is a street-lit dual carriageway providing access to the businesses within Profile Park and forms a junction with the R134 New Nangor Road and Grange Castle Business Park. Profile Park is subject to a 50 km/hr speed limit.

The site is located adjacent to the R134 New Nangor Road which is a street-lit single carriageway road and is subject to a 40 km/h speed limit. The R134 connects the R120 to the west and R136 to the east.

The R136 is a street-lit dual carriageway road subject to an 80 km/h speed limit. The R136 connects the N4 to the north with the N7 to the south. The R136 accommodates two lanes for general traffic and a bus lane in each direction, a shared foot/ cycle path of approximately 3m are present on both sides of the highway.

#### 3.2 Public Transport

The nearest bus stops are located in both directions on the R134 Nangor Road, within 600 m of the site, from which frequent routes operate between the site and Dublin city centre. The bus stops are served by three bus services, as summarised in Table 3-1.

Table 3-1: Bus Services

Service	Route	Frequency (minutes)		
		Monday	Saturday	Sunday
13	Grange Castle - Harristown	EB: 15mins (05:50-23:30) WB: 15mins (05:30-23:30)	EB: 15mins (06:10-23:30) WB: 15mins (06:10-23:30)	EB: 15mins (07:00-23:30) WB: 15mins (07:00-23:30)
68	Hawkins St.-Newcastle / Greenogue Business Park	EB: 60mins (06:00-00:15) WB: approx. 60mins (06:00- 00:15)	EB: 60mins (06:35-00:15) WB: approx. 60mins (06:40- 23:30)	EB: 75mins (10:15-00:25) WB: 75mins (09:00-23:30)
68X	Newcastle / Greenogue Business Park -Hawkins St.	1 service at 07:30	N/A	N/A

#### 3.3 National Rail

Clondalkin/Fonthill railway station is located approximately 3 km to the north-east of the site from which frequent commuter services operate to/from Dublin city.

Citywest Campus Luas Tram Stop is approximately 4 km to the southeast of the site from which frequent tram services to Dublin city and beyond can be accessed.

### **3.4 Walking and Cycling Network**

The pedestrian and cycle environment in the site vicinity is of a high standard, with wide, well-lit lengths of dedicated off-road shared cycle and pedestrian routes.

Pedestrian and cyclist access to the proposed development will be via Falcon Avenue where footpaths of approximately 3 m are provided on both sides of the road.

Profile Park intersects with the R134 New Nangor Road at a four-arm roundabout. Pedestrian crossing facilities with dropped kerbs and tactile paving are provided on all arms of the roundabout, except the northern arm (Kilcarbery Park).

A shared use footway/cycleway of approximately 5 m is provided on the northern side of the R134 New Nangor Road, whilst shared foot / cycle paths of approximately 3 m are present on both sides of the R136.

Signal-controlled toucan crossings with dropped kerbs and tactile paving are provided on all arms of the R134 New Nangor Road/R136.

### **3.5 Accident Data**

Personal Injury Accident (PIA) data can usually be obtained from the Road Safety Authority website however, the RSA is currently in the process of reviewing its road traffic collision (RTC) data sharing policies and procedures. Therefore, the latest accident data available for a five-year period is from 2011 to 2016.

A review of all reported accidents close to the application site between 2012-2016 shows that one fatal accident occurred at the R134 New Nangor Road / R136 junction in 2014 and 14 slight accidents were reported. Most were at the R134 New Nangor Road / R136 junction, with 3 slight accidents reported at the Profile Park / R134 New Nangor Road junction.

This does not represent any cluster of accidents, or accident rate high enough, to give cause for concern or suggest that any intervention associated with the proposed development would be required.



## 4. PROPOSED DEVELOPMENT

The proposed development comprises a two-storey data centre covering 12,893 m<sup>2</sup>. The data storage facility would include:

- Data storage rooms;
- Associated electrical and mechanical plant rooms;
- Loading bay;
- Maintenance and storage space;
- Office administration areas;
- Plant at roof level;
- Emergency standby power generators with associated fuel tanks; and
- A fuelling area to serve the proposed emergency generators.

The proposed development would operate with approximately 45 Full Time Equivalent (FTE) members of staff plus ad-hoc maintenance contractors and visitors. The data centre would be in operation on a 24/7 shift basis with reduced numbers present during night shifts.

### 4.1 Access

#### 4.1.1 Vehicular Access

The application site would be accessed via two entry points on Falcon Avenue: staff, pedestrians, and cyclists would access from a point on the eastern border. HGVs, maintenance and delivery vehicles would access the site via the roundabout on Falcon Avenue, through the DUB-1 permitted development, and cross over an attenuation pond and the Baldonnel Stream via a road crossing. This would keep daily office traffic separate from HGV, maintenance vehicles and delivery vehicles.

Internal roads will provide access around the development in a clockwise direction, allowing vehicles to access parking to the east of the buildings. Routes would be designed to accommodate the largest expected vehicle to access the application site.

#### 4.1.2 Cycle and Pedestrian Access

Dedicated new pedestrian and cycle routes would be provided for circulation around the site. Entry gates would be separated to provide separation between pedestrian / cycle and HGVs / construction traffic during the phased development and ongoing maintenance on site.

Roads within the wider Profile Park area comprise cycle paths on both sides of internal roads with good connectivity to the wider public cycle network.

[As part of the proposed development the existing cycle lane to the northern boundary of the site on New Nangor Road \(R134\) would be extended to Falcon Avenue. This will link to the existing route further west along the R134.](#)

## 4.2 Parking

### 4.2.1 Car Parking

The development will provide a total of 60 car parking spaces for staff and visitors. Of these, 12 would be electric vehicle charging points, however all parking spaces would be ducted for future EV charging provision.

Three parking spaces would be designated for disabled users and two would be delivery vehicle spaces in a loading dock.

### 4.2.2 Cycle Parking

The development will provide 34 double-stacked cycle spaces for covered cycle storage.

All employee spaces would be provided in a secure area that would not be accessible to the general public.

## 4.3 Vehicle Trip Generation

The total vehicle trip generation is described in the EIAR prepared to support the proposed development<sup>2</sup>, as summarised in Table 4-1.

**Table 4-1: Proposed Development Operational Trip Generation**

	Arrivals		Departures		Two-Way	
	Car	Deliveries	Car	Deliveries	Car	Deliveries
Total Daily Vehicle Trips	29	2	29	2	59 <sup>3</sup>	4

<sup>2</sup> RUK2021N00147-RAM-RP-00097 Vantage Dublin Data Center Volume 1: Main Environmental Impact Assessment Report

<sup>3</sup> Does not sum exactly to arrivals plus departures due to rounding

## **5. TRAVEL SURVEY**

### **5.1 Background**

The proposed development is entirely new build and not yet constructed with the end user(s) currently unknown and as such there is not yet a base travel survey data of future site occupants. Ultimately, a travel survey of the site occupants will inform the further development of meaningful Mobility Management Plan measures and targets. For a survey to be representative and beneficial to this end, a substantial level of activity will need to be established at the site.

### **5.2 Travel Survey Specification**

Travel surveys of all site users (including staff and visitors) should be taken.

The survey should be fully accessible in a variety of media and delivery / completion formats, to ensure all site users are able to respond. The travel survey should, as a minimum, collect information on each respondent's:

- Origin / destination point the user travels to / from the development;
- Usual mode of travel to / from the development;
- Distance travelled between origin / destination point and the development;
- Route(s) travelled between the origin/destination point and the development;
- Usual arrival / departure times at the development; and,
- Qualitative attitudes to travel, including:
  - Reason for mode choice(s);
  - Willingness to consider alternatives (especially sustainable modes); and
  - Perceived barriers to public transport / active travel.

### **5.3 Follow-up Actions and Repeat Surveys**

Following the first travel survey, the Workplace Travel Plan Statement should be updated with a view to developing into a Mobility Management Plan. Further travel surveys, with subsequent Mobility Management Plan updates, should be undertaken regularly.

Travel surveys should be undertaken at similar times of the year, as far as practicable, to ensure comparable data is collected.

## **6. AIMS, OBJECTIVES AND MEASURES**

### **6.1 Travel Plan Aim**

The primary aim of the Workplace Travel Plan Statement is to facilitate, promote and support sustainable and cost-effective travel choices to and from the proposed development.

This is in order to encourage sustainable travel and reduce the single occupancy car journeys to/from work (in line with the National Planning Framework) and NTA Workplace Travel Plans guidance on promoting and supporting sustainable travel patterns to work at a site-specific level.

### **6.2 Travel Plan Objectives**

The aim is to be achieved through the following objectives:

1. By ensuring good accessibility to the proposed development by non-car modes; removing barriers, both perceived and actual, to walking, cycling and using public transport.
2. By increasing the understanding among staff and visitors of the travel options that are available to them, by marketing and raising awareness of the Workplace Travel Plan Statement and its purpose.
3. By providing information to staff and visitors to understand the benefits of sustainable transport; actively promoting non-car travel choices.

### **6.3 Targets**

As the proposed development is not yet constructed, targets are not set at this time. As this Workplace Travel Plan Statement develops to a Mobility Management Plan, once the site becomes operational, specific targets will be defined to align with the specific requirements of the proposed development (identified by travel survey findings).

In line with NTA Workplace Travel Plans guidance:

*"Targets should be set for the first anniversary of the first occupation and subsequently the third and fifth year anniversaries of the first occupation."*

### **6.4 Measures**

This section outlines measures which will be implemented throughout the site to help achieve the Workplace Travel Plan Statement objectives. The measures have been grouped into two types as follows:

- 'Hard' engineering measures incorporated into the design of the proposed development; and
- 'Soft' measures which will be implemented as part of the proposed development to ensure that sustainable travel is maximised, e.g. marketing and management.

#### **6.4.1 'Hard' Measures**

Physical aspects of the proposed development will influence occupants' travel patterns, thus providing an opportunity to encourage people to travel by more sustainable modes. 'Hard'

measures to promote sustainable travel that are included in the design of the proposed development, or will be incorporated prior to occupation, include:

- High-quality accessible walking routes around the site which are safe, useable, desirable and provide connectivity to existing off-site pedestrian and cycling routes;
- Provision of cycle parking spaces for staff and visitors that is secure, covered, convenient and visible; and;
- Changing and shower facilities as part of the proposed development which could be used by cyclists.

#### **6.4.2 'Soft' Measures**

An overview of the site-wide 'soft' measures strategy is set out below:

- In line with NTA Workplace Travel Plans guidance for where the site occupier(s) are unknown, the developer will communicate to the occupier(s) their responsibilities in terms of the Workplace Travel Plan Statement. The developer can propose lease / contract clauses that make the tenant aware of their requirement to fulfil the Workplace Travel Plan Statement measures, timescales and monitoring, and allow for flexibility in managing the transport infrastructure on site as may be necessary to achieve the mode split targets e.g. introduce permit parking schemes, increase cycle parking, etc.;
- Noticeboards, posters and electronic communications (email, internal portal, social media posts etc) will be used to promote sustainable travel, including the health, cost and environmental benefits of walking/cycling;
- Travel-related information will be communicated to site users, including about:
  - The Travel Plan Coordinator and Travel Plan User Group;
  - Local public transport service locations, timetables and cost information within the proposed development site reception and common areas;
  - Details of local bicycle loan/hire schemes;
  - Cycle and pedestrian routes, distances and timings to Dublin city centre and surrounding local areas;
  - Details of cycle facilities at the proposed development site e.g. bicycle parking, lockers, maintenance; and
  - Health benefits of walking, cycling and active travel.

Communication of 'soft' measures should begin as soon as site occupancy is confirmed, i.e. prior to occupation wherever possible, in order to promote sustainable travel from the earliest possible time and avoid unsustainable habits becoming ingrained.

## **7. MANAGEMENT, MONITORING AND REVIEW STRATEGY**

### **7.1 Travel Plan Co-ordinator (TPC)**

To ensure its long-term sustainability, the Workplace Travel Plan Statement should be managed by a nominated Travel Plan Coordinator (TPC) employed by the site developer (or an organisation ultimately assuming overarching responsibility for the proposed development).

The TPC will be appointed ready to take on their responsibilities upon first occupation of the new development. Upon appointment, the name and contact details of the TPC should be communicated to South Dublin County Council. Any subsequent changes to the name or contact details of the TPC should be communicated as such.

The TPC will be responsible for the implementation and monitoring of the schemes defined within this Workplace Travel Plan Statement.

The TPC will become the source of advice on a range of transport issues ranging from local bus routes and times to local cycle routes, as well as personalised travel planning for staff and visitors wanting to use alternative travel modes. Additionally, the TPC could administer measures such as a car share database or bicycle user group. A primary role will be that of promoting alternative and sustainable travel amongst staff and visitors as well as talking to site users about how transport facilities can be enhanced.

The TPC should work closely with South Dublin County Council and hold meetings to agree strategies and solutions for ensuring the success of the Workplace Travel Plan Statement. The TPC will liaise with staff on a wide range of common travel related issues both on- and off-site e.g. cycle facilities, altered bus routes or cycle path maintenance. Further specific duties of the role could include:

- Liaising with stakeholders;
- Organising travel surveys;
- Organising parking surveys;
- Organising collective meetings for the purpose of reporting information;
- Producing marketing material for the site users;
- Detailing the Workplace Travel Plan Statement processes to site users;
- Establishing the individual Workplace Travel Plan Statement measures;
- Monitoring the implementation of the Workplace Travel Plan Statement;
- Reviewing and updating the Workplace Travel Plan Statement, including revised targets and measures; and
- Answering site users' questions on transport as they arise.

Administration of the Workplace Travel Plan Statement will involve the maintenance of necessary systems, data and paperwork, consultation and promotion. These duties are permanent and regular updates of the Workplace Travel Plan Statement document are part of the role.

### **7.2 Travel Plan User Group**

A Travel Plan User Group could be set up by the TPC. This could comprise staff and other stakeholder representatives who would be invited to attend meetings of the User Group as required. This user group would inform and action the continued development and monitoring of the Workplace Travel Plan Statement through the regular review process, bring to light concerns,

views and issues regarding travel and consider possible improvements to the Workplace Travel Plan Statement.

The purpose of meetings of this group, which ought to be held at least annually, including prior to any travel surveys and subsequent reviews of the Workplace Travel Plan Statement, would be to:

- Discuss the effectiveness of the Workplace Travel Plan Statement and possible ways of improving its deliverability as required;
- Consider progress towards achieving Workplace Travel Plan Statement targets;
- Generate discussion about new or extended measures and initiatives, to help achieve the agreed targets;
- Consider engagement with surrounding developments to coordinate Workplace Travel Plan Statement processes and development; and
- Provide an opportunity to discuss transport related issues that might be addressed through the Workplace Travel Plan Statement.

### **7.3 Monitoring**

The TPC will be responsible for monitoring the Workplace Travel Plan Statement based on the travel survey results collected. Analysis of travel survey results will indicate whether the measures and incentives introduced are achieving the required aim, objectives and targets.

Where targets are not being achieved, new research should be undertaken to identify why the targets are not being met and what further actions are required to achieve the targets. The measures and incentives should be reviewed and adjusted accordingly, as well as the potential introduction of new initiatives, managed through the Workplace Travel Plan Statement.

Key points arising from travel surveys and Travel Plan reviews should be communicated to site occupants via a bulletin and the Travel Plan User Group, and to South Dublin County Council if required.

## 8. ACTION PLAN

Table 8.1 provides a preliminary Action Plan for the implementation of the Workplace Travel Plan Statement, including the ownership of responsibility and required timescales.

**Table 8.1 – Preliminary Workplace Travel Plan Action Plan**

<b>Action Ref.</b>	<b>Measure</b>	<b>Timescale</b>	<b>Responsibility</b>
1	Appoint Travel Plan Co-ordinator	Pre-occupation	Developer*
2	Prepare travel information for welcome pack. Distribute prior to occupancy, wherever possible.	Pre-occupation	Travel Plan Co-ordinator
3	Populate notice boards in foyers / communal areas / intranet sites	By first occupation of new development	Travel Plan Co-ordinator
4	Set up Travel Plan User Group	Trigger point at 75% occupation	Travel Plan Co-ordinator
5	First baseline travel survey and finalisation of first Mobility Management Plan	Trigger point at 75% occupation	Travel Plan Co-ordinator
6	Prepare draft of first full Mobility Management Plan including revised targets	Within 3 months of first baseline travel survey	Travel Plan Co-ordinator
7	Provide first full Mobility Management Plan update to occupants	Post finalisation of Standard Workplace Travel Plan	Travel Plan Co-ordinator and Travel Plan User Group
8	Carry out annual surveys and update modal shift targets	Annually after completion of first Standard Workplace Travel Plan	Travel Plan Co-ordinator and Travel Plan User Group
9	Review of Mobility Management Plan	Every 5 years after completion of first Standard Workplace Travel Plan	Travel Plan Co-ordinator and Travel Plan User Group

\* (Or organisation ultimately assuming overarching responsibility for the proposed development.)