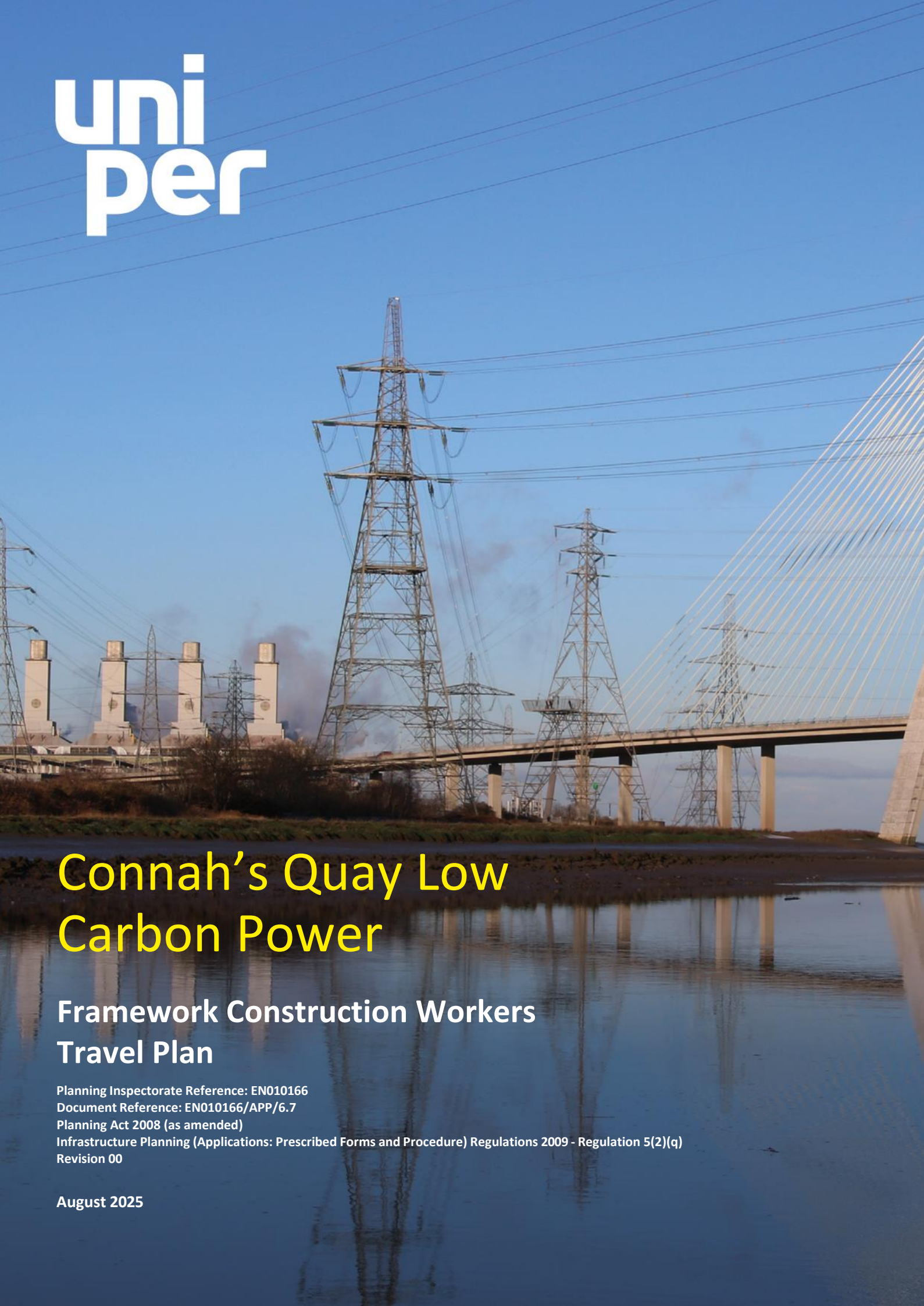

Connah's Quay Low Carbon Power

Framework Construction Workers Travel Plan

Planning Inspectorate Reference: EN010166
Document Reference: EN010166/APP/6.7
Planning Act 2008 (as amended)
Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 5(2)(q)
Revision 00

August 2025

Prepared for:
Uniper UK Limited

Prepared by:
AECOM Limited

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1. Executive Summary

1.1.1 This Framework Construction Workers Travel Plan (CWTP) has been prepared on behalf of Uniper UK Limited (the Applicant) in relation to a construction of a proposed low carbon Combined Cycle Gas Turbine (CCGT) Generating Station fitted with Carbon Capture Plant (CCP) (the Connah's Quay Low Carbon Power (CQLCP) Abated Generating Station) and supporting infrastructure (collectively the Proposed Development) on land at, and in the vicinity of, the existing Connah's Quay Power Station (Kelsterton Road, Connah's Quay, Flintshire, CH6 5SJ), North Wales (the Order limits).The Applicant is defined as an Undertaker within the **Draft Development Consent Order (DCO)** (**EN010166/APP/3.1**), alongside Liverpool Bay CCS Limited, ENI UK Limited and National Grid Electricity Transmission plc.

1.1.2 This Framework CWTP is designed to promote and encourage the use of sustainable transport modes and reduce reliance on the private car during the construction phase of the Proposed Development.

1.1.3 Each Undertaker is committed to sustainable development and ensuring that each appointed contractor encourages and promotes the recommended measures detailed within this report to their workers. This Framework CWTP sets out the aims, objectives and measures to promote sustainable travel to the Main Development Area by construction workers.

1.1.4 This Framework CWTP sets out a framework of measures considered necessary to minimise the impact of construction worker vehicles on the highway network. Each appointed contractor would be required to use this as the starting point for their final CWTP for Construction Staff, which is secured by a Requirement of the **Draft DCO** (**EN010166/APP/3.1**). Each contractor would be responsible for implementing the measures.

2. Introduction

2.1 Overview

2.1.1 This **Framework CWTP** (**EN010166/APP/6.7**) forms part of the application (the Application) for a Development Consent Order (DCO), that has been submitted to the Secretary of State (the SoS) for The Department for Energy Security and Net Zero (DESNZ), under Section 37 of the Planning Act 2008 (the 2008 Act).

2.1.2 The Applicant is seeking a DCO for the construction, operation (including maintenance) and decommissioning of the Proposed Development within the Order limits.

2.1.3 A description of the Proposed Development is provided in **Chapter 4: The Proposed Development** (**EN010166/APP/6.2.4**).

2.1.4 The Proposed Development falls within the definition of a Nationally Significant Infrastructure Project (NSIP) under Section 14(1)(a) and Sections 15(1) and (3A) of the Planning Act 2008, as it is an onshore generating station in Wales that would have a generating capacity more than 350 megawatts (MW; referred to as MWe for electrical output) electrical output (350 MWe).

2.1.5 This **Framework CWTP** has been produced to accompany the Environment Statement (ES) (**EN010166/APP/6.2**) and should be read in conjunction with A**ppendix 10-A: Transport Assessment** (**EN010166/APP/6.4**) and **Chapter 10: Traffic and Transport** (**EN010166/APP/6.2.10**). This **Framework CWTP** has also been produced to accompany a **Framework Construction Traffic Management Plan** (**CTMP**) (**EN010166/APP/6.6**) in line with a Requirement of the **Draft DCO** (**EN010166/APP/3.1**).

2.2 The Applicant

2.2.1 The Applicant is a UK-based company, wholly owned by Uniper SE (Uniper) through Uniper Holding GmbH. Uniper is a European energy company with global reach and activities in more than 40 countries. With around 7,500 employees, the company makes an important contribution to security of supply in Europe, particularly in its core markets of Germany, the UK, Sweden, and the Netherlands. In the UK, Uniper owns and operates a flexible generation portfolio of power stations, a fast-cycle gas storage facility and two high pressure gas pipelines, from Theddlethorpe to Killingholme and from Blyborough to Cottam.

2.2.2 Uniper is committed to investing around €8 billion (~£6.9 billion) in growth and transformation projects by the early 2030s and aims to be carbon-neutral by 2040. To achieve this, the company is transforming its power plants and facilities and investing in flexible, dispatchable power generation units. Uniper is one of Europe's largest operators of hydropower plants and is helping further expand solar and wind power, which are essential for a more sustainable and secure future. Uniper is gradually adding renewable and low-carbon gases such as biomethane to its gas portfolio and is

developing a hydrogen portfolio with the aim of a long-term transition. The company plans to offset any remaining CO_2 emissions by high-quality CO_2-offsets.

2.3 The Proposed Development

2.3.1 The CQLCP Abated Generating Station would comprise up to two CCGT with CCP units (and supporting infrastructure) achieving a net electrical output capacity of more than 350 MWe and up to a likely maximum of 1,380 MWe (with CCP operational) onto the national electricity transmission network.

2.3.2 Through a carbon dioxide (CO_2) pipeline, comprising existing and new elements, the Proposed Development would make use of CO_2 transport and storage networks owned and operated by Liverpool Bay CCS Limited, currently under development as part of the HyNet Carbon Dioxide Pipeline project (referred to as the HyNet CO_2 Pipeline Project), that will transport CO_2 captured from existing and new industries in North Wales and North West England, for offshore storage. The captured CO_2 will be permanently stored in depleted offshore gas reservoirs in Liverpool Bay.

2.3.3 For the purposes of the electrical connection, National Grid Electricity Transmission plc (NGET), which builds and maintains the electricity transmission networks, is responsible for the operation and maintenance of the existing 400 kV NGET substation.

2.3.4 A description of the Proposed Development, including details of maximum parameters, is set out in **Chapter 4: The Proposed Development** (**EN010166/APP/6.2.4**). At this stage in the development, the design of the Proposed Development incorporates a necessary degree of flexibility to allow for ongoing design development.

2.3.5 The areas within which each numbered Work (component) of the Proposed Development are to be built are defined by the coloured and hatched areas on the **Works Plans** (**EN010166/APP/2.4**).

2.4 The Order Limits

2.4.1 The Proposed Development is located approximately 0.6 kilometres (km) north-west of Connah's Quay in Flintshire, North East Wales. The Main Development Area is centered approximately at national grid reference 327347, 371374, and the Proposed Development is wholly within the administrative area of Flintshire County Council (FCC).

2.4.2 The Order limits encompass a total area of approximately 105 hectares (ha).

2.4.3 Around 86.12 ha of the Order limits is focussed on the Construction and Operation Area, comprising the Main Development Area, construction areas and connection corridors necessary for the construction and operation of the Proposed Development shown in **Figure 3-1: Order Limits** (**EN010166/APP/6.3**). A further 18.78 ha of land included for the Accommodation Works Areas, comprising areas of works required to facilitate the movement and temporary storage of Abnormal Indivisible Loads (AIL) during construction of the Proposed Development.

2.4.4 The Order limits are divided into the following areas of permanent and temporary land use (the proposed uses are described in more detail in **Chapter 4: Proposed Development** (**EN010166/APP/6.2.4**) and **Chapter 5: Construction Programme and Management** (**EN010166/APP/6.2.5**) and shown on **Figure 3-3: Areas Described** in the ES (**EN010166/APP/6.3**):

- Construction and Operation Area, including:
  - Main Development Area;
  - Repurposed Carbon Dioxide (CO_2) Connection Corridor;
  - Proposed CO_2 Connection Corridor;
  - Water Connection Corridor;
  - Electrical Connection Corridor;
  - Surface Water Outfall Area;
  - Construction and Indicative Enhancement Area (C&IEA);
  - Main Development Area Access Works Area;
  - Access to C&IEA;
  - Alternative Access to Main Development Area;
- Accommodation Works Areas, including:
  - A548 from Port of Mostyn to Greenfield;
  - Tir Glas Roundabout;
  - A548 through Flint to Chester Road Roundabout;
  - AIL Access;
  - Connah's Quay North; and
  - North Road to the A548.

2.5 The Purpose and Structure of this Document

2.5.1 This **Framework CWTP** has been prepared in support of **Chapter 10: Traffic and Transport** (**EN010166/APP/6.2.10**) and draws upon the assessment of impacts on transport receptors presented in **Appendix 10-A: Transport Assessment** (**EN010166/APP/6.4**). This **Framework CWTP** outlines how workers would travel to the Main Development Area during the construction phase. It would be used by the appointed contractor to inform the final CWTP, which is secured by a Requirement of the **Draft DCO** (**EN010166/APP/3.1**). This **Framework CWTP** accompanies the **Framework CTMP** (**EN010166/APP/6.6**), which will be converted into final versions and submitted to the relevant planning authority, in consultation with the relevant highway authority, prior to the commencement of a relevant stage of the Proposed Development.

2.5.2 This document is structured as follows:

- Section 1 provides an executive summary of the document;

- Section 2 provides background information including information on the Applicant and a description of the Order limits and a summary of the components which make up the Proposed Development;
- Section 3 describes the accessibility of the Main Development Area of the Proposed Development;
- Section 4 sets out the programme and forecast trip generation for construction of the Proposed Development;
- Section 5 presents the objectives;
- Section 6 sets out roles and responsibilities;
- Section 7 describes the proposed CWTP measures;
- Section 8 describes the process for setting targets; and
- Section 9 outlines the proposed monitoring of the final CWTP.

3. Site Accessibility

3.1 Introduction

3.1.1 The accessibility of the Main Development Area and Construction and Indicative Enhancement Area (C&IEA) have been reviewed with respect to opportunities for walking, cycling and the availability of public transport.

3.2 Local Highway Network

3.2.1 Access to the existing Connah's Quay Power Station (and access to the Main Development Area and other elements of the Construction and Operation Area) is provided via Kelsterton Road. Kelsterton Road comprises a single carriageway, which provides a link between two roundabout junctions, which serve the internal site access road network and also the Strategic Road Network (SRN) in the form of the A548.

3.2.2 Kelsterton Road has an average total carriageway width of between 7 m and 7.5 m, with some localised widening on bends. It is well lit and subject to a speed limit of 20 mph. In addition to providing access to the Main Development Area, Kelsterton Road serves eight private single-dwelling properties situated on the northern side of the A548.

3.2.3 The A548 comprises the nearest connection to the SRN. The A548 is a dual carriageway in the vicinity of the Construction and Operation Area and subject to a speed limit of 70 mph. Beyond the locality of the Construction and Operation Area, the A548 provides a strategic link along the alignment of the North Wales Main Line railway, extending as far west as Pensarn. The A548 bisects (via a bridge) the south-eastern part of the Construction and Operation Area (across the Access to C&IEA), crossing the River Dee via Flintshire Bridge. The A548 connects to the M56 and M53 to the north-east of the Construction and Operation Area.

3.2.4 The B5129 connects to the A548 via a roundabout connection to the south of the Main Development Area and delivers access to the nearby urban settlements of Connah's Quay and Shotton. The B5129 is subject to a 20 mph speed limit and forms a public transport bus route for services to Hollywell and Flint.

3.2.5 Kelsterton Lane is a north-south route that lies between the B5129 and Mold Road. Kelsterton Lane has a 7.5-tonne weight restriction and is signed as being unsuitable for wide vehicles, due to its narrow single carriageway. Kelsterton Lane is subject to a 60 mph speed limit and primarily serves isolated farm properties.

3.2.6 Allt-Goch Lane / Coed Onn Road is a single carriageway road that lies approximately 2.5 km to the west of the Main Development Area. The Proposed CO_2 Connection Corridor is situated on a parcel of land that lies directly to the east of Allt-Goch Lane, between Llwyn Onn and Coed Onn Road. Coed Onn Road comprises a continuation of Allt-Goch Lane (to the north), connecting to the A5119 in Flint. At its southern extent, Allt-Goch Lane connects to Starkey Lane, which in turn provides access to the A5119 to the south. At its northern extent, Coed Onn Road provides access to residential

areas and is subject to a 20 mph speed limit. Approximately 500 m to the south-east of St Mary's Catholic Primary School, Coed Onn Road is a single track in nature and has an associated speed limit of 60 mph within the vicinity of the Proposed CO_2 Connection Corridor.

3.2.7 Golftyn Lane connects to the B5129 via a priority T-Junction. Golftyn Lane acts as a key distributor road for the residential areas located to the south-east of the Main Development Area in Connah's Quay. It is subject to a speed limit of 20 mph. Golftyn Lane also serves as a bus route and provides access to Deeside Sixth Form and Connah's Quay High School.

3.2.8 Mold Road performs a similar distributor function to Golftyn Lane and is accessed from the B5129, approximately 2.5 km south-east of the Main Development Area. Mold Road functions as one-way only for approximately 120 m in the southbound direction, between the B5129 and Pennant Street. Beyond this point, Mold Road reverts to two-way operation and is limited to 20 mph speeds. It primarily serves residential areas; however, it also provides a longer-distance route south-west towards Northop and the A55 North Wales Expressway.

3.2.9 The A5119 is accessed in Flint, approximately 2.7 km to the north-west of the Main Development Area. The A5119 provides a strategic connection to the A55 North Wales Expressway, which runs in a parallel alignment to the A548 and lies approximately 4 km to the south of Connah's Quay. The A55 North Wales Expressway serves as a key strategic route, both to areas located further west of the Construction and Operation Area, as well as to the east and beyond into North-West England.

3.3 Walking and Cycling Routes

3.3.1 There are varying levels of provision for walking and cycling on Kelsterton Road between the A548 and the access to the Main Development Area. This includes a 3 m wide shared cycleway connecting to the roundabout junction with the A548, as well as a segregated footway on the northern side of Kelsterton Road. To the east of the internal roundabout junction, a narrow footway is present on the south side of the carriageway, leading up to the site access junction. A more substantial walking and cycling provision is available on local roads surrounding the Main Development Area, such as the B5129 through Connah's Quay.

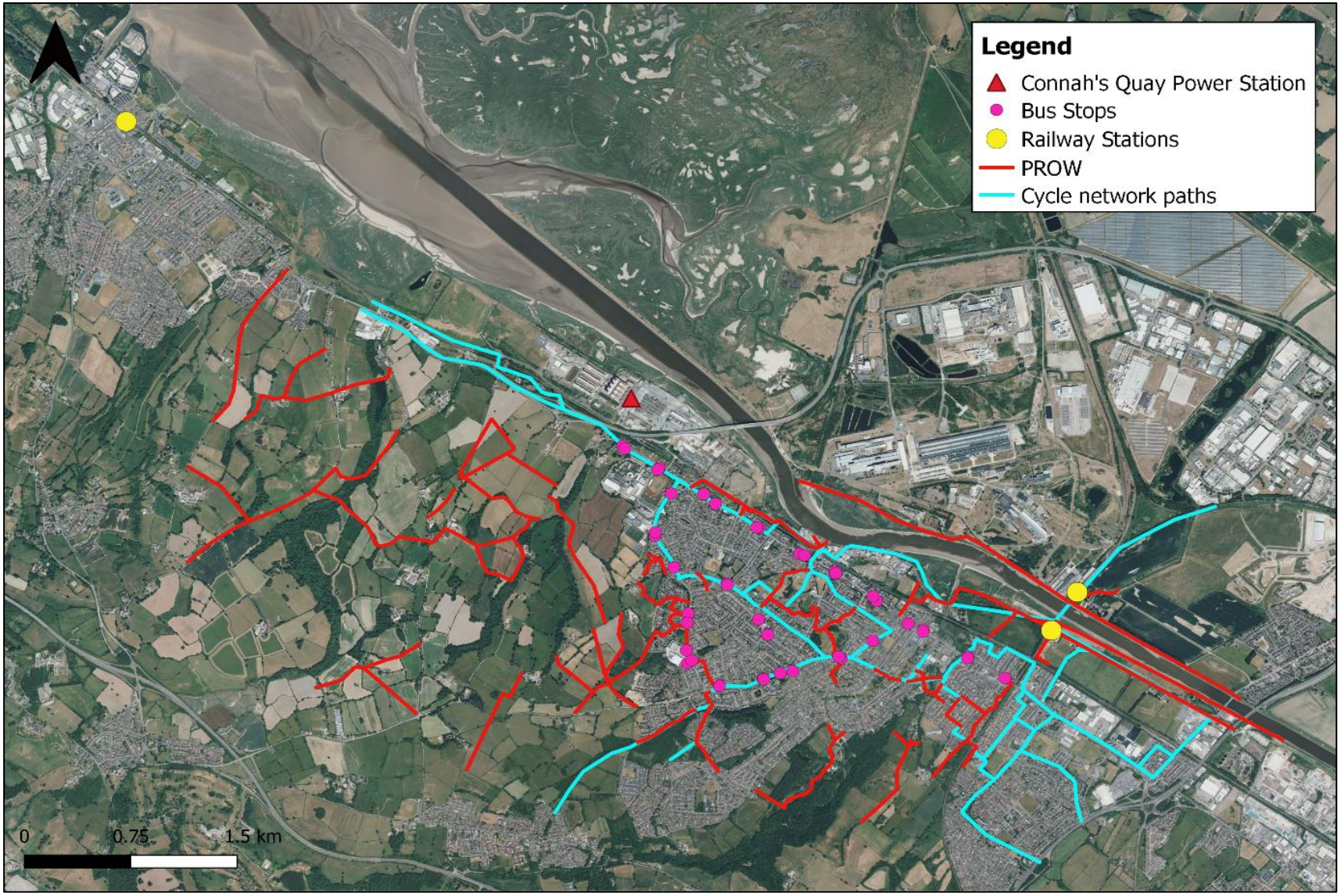
3.3.2 Public Rights of Way (PRoW) in the vicinity of the C&IEA and the Proposed CO_2 Connection Corridor have been reviewed based on online mapping provided by FCC. There is a designated footpath (comprised of sections of FCC Footpaths 27, 28, and 42) that lies in close proximity to the south-eastern extent of the C&IEA. Footpath 28 (ref. 302/28/30) connects to the B5129 via a footbridge approximately 15 m south of the C&IEA and footpath 42 (ref. 302/42/10), approximately 20 m to the east of its junction with Lower Brook Street, and continues in a south-east direction (ref. 302/28/20 and 302/28/10), before terminating at Quay Business Park. There is also a designated footpath (FCC Footpath 27; ref. 302/27/10) which lies across the North Wales Main Line, approximately 20 m south of the C&IEA, but does not connect to FCC Footpath 28.

3.3.3 A designated footpath (ref. 404/66/20) intersects the field parcel containing the Proposed CO_2 Connection Corridor, forming a link between Allt-Goch Lane and the farm access road, which frames the northern boundary of the field parcel. To the east of Allt-Goch Lane, this footpath connects to two further routes (ref. 404/67/10 & 404/66/10), which both connect to Leadbrook Drive, passing through the Proposed CO_2 Connection Corridor.

3.3.4 National Cycle Network (NCN) Route 5 is located in close proximity to the Main Development Area, routeing along the A548 to the west of the Main Development Area, before connecting to Kelsterton Road and, subsequently, the B5129. NCN 5 is conveniently situated to accommodate cycle travel to / from the Main Development Area and connects to a wider network of NCN routes to the north and north-east of the Main Development Area.

3.3.5 Walking and cycling routes in proximity of the Construction and Operation Area are shown on **Plate 1**.

Plate 1: Transport Accessibility



3.4 Public Transport

3.4.1 Existing public transport services operating in the vicinity of the Main Development Area have been identified with reference to current timetable and service routing information. The locations of bus stops and rail stations in proximity to the Main Development Area are shown on **Plate 1**.

Bus

3.4.2 Public bus services are available in proximity to the Main Development Area, with the nearest stops, Rockliffe Lane (approx. 950 m walking distance), Cemetery Gates (approx. 1.7 km walking distance) and Kelsterton Lane (approx. 2.0 km walking distance) located on the A548 and B5129. Services 10A and 11 are available from these stops and provide for journeys between Flint, Chester and Rhyl. These services run at a high frequency throughout the core hours of the weekday, providing a realistic and convenient public transport option between the Main Development Area and the local area. These services are summarised in **Table 1**.

Table 1: Summary of Local Bus Services

Service Number	Bus Stop	Route	First Service	Last Service	Approx. Frequency
10A	Rockliffe Lane / Cemetery Gates / Kelsterton Lane	Chester – Flint	07:56	18:58	30 minutes
		Flint - Chester	07:19	18:22	30 minutes
11	Rockliffe Lane / Kelsterton Lane	Rhyl - Chester	07:37	22:36	30 minutes
		Chester - Rhyl	05:49	20:53	30 minutes

Source: Bustimes.org (January 2025)

3.4.3 Additional shuttle bus services D1, D2 and D3 operate between Flint, Connah's Quay and Deeside Industrial Park, providing an hourly service from stops further away from the Main Development Area, to the south-east in Connah's Quay.

Rail

3.4.4 The nearest railway stations to the Main Development Area are located to the north-west in Flint (approximately 4.3 km walking distance via the A548 / NCN 5) and to the south-east in Shotton (approximately 4.1 km walking distance via the B5129). Facilities provided at Flint and Shotton[1], and services to / from these stations are summarised in **Table 2** and **Table 3** respectively.

[1] Hawarden Bridge Station is also visible in Plate 1; however, due to its location across the River Dee, it being on the same railway line as Shotton Station, and the lower frequence of service offering compared to Flint Station and Shotton Station, it was not considered necessary to include in this summary.

Table 2: Summary of Railway Station Facilities

Facility	Flint	Shotton
Car Parking	65 Spaces	29 spaces
Disabled Car Parking	6 Spaces	3 spaces
Taxi Rank	No	Yes
Cycle Storage	8 spaces	20 spaces
Staffing / Ticket Office	Yes	Yes
Self Service Ticket Machines	Yes	Yes
Step Free Access Coverage	Yes	No

Source: National Rail (January 2025).

Table 3: Summary of Rail Services at Flint & Shotton

Station	Direction	Days	First Service	Last Service	Approximate Frequency
Flint	Towards Holyhead	Mon-Fri	07:00	23:12	Hourly
		Sat	07:00	21:41	Hourly
		Sun	No direct services		
	Towards Manchester	Mon-Fri	06:25	19:31	Hourly
		Sat	07:31	20:31	Hourly
		Sun	No direct services		
	Towards Llandudno	Mon-Fri	07:00	23:12	45-60 minutes
		Sat	07:00	23:55	

Station	Direction	Days	First Service	Last Service	Approximate Frequency
		Sun	06:34	23:18	
	Towards Birmingham	Mon-Fri	09:10	17:16	120 minutes
		Sat	07:01	17:09	
		Sun	20:03	20:03	1 direct service
Shotton	Towards Wrexham	Mon-Fri	06:51	23:23	45-60 minutes
		Sat	06:51	23:22	
		Sun	10:25	22:52	
	Towards Bidston	Mon-Fri	06:52	22:26	45-60 minutes
		Sat	06:52	22:27	
		Sun	09:13	21:36	

Source: National Rail (January 2025). All services listed are direct.

3.4.5 Overall, it can be concluded that there is a good provision of rail services from both stations to key destinations, both locally and regionally. Services begin early in the morning and finish late at night, ensuring a provision to suit a wide range of travel times. Direct connections to Cardiff Central and Manchester Piccadilly provide opportunities to board services covering a number of national destinations.

3.4.6 Both railway stations are regularly served by bus services 10A and 11 (as outlined in **Table 1.** The nearest bus stop to Shotton Railway Station is Chester Road West, which is approximately 140 m (2 minutes walking distance) from the station. Bus services 10A and 11 stop at Swan Hotel, which lies approximately 170 m (3 minutes walking distance) from Flint Railway Station. Overall, this demonstrates there are realistic opportunities for convenient interchange between bus / rail modes for journeys to and from the Main Development Area.

3.4.7 When the options are considered, these suggest a high availability of rail services to / from the Main Development Area and surrounding area.

4. Construction Phase Traffic Generation

4.1 Introduction

4.1.1 This section sets out the programme and forecast trip generation for the construction of the Proposed Development, as well as routing and distribution of construction traffic associated with the Main Development Area.

4.2 Hours of Work

4.2.1 Core construction working hours would be 08:00 to 18:00 Monday to Friday (except Bank Holidays) and 08:00 to 13:00 on Saturdays. However, it is likely that some construction activities may need to be undertaken outside of these core working hours. Where on-site works are to be conducted outside the core hours, they would comply with any restrictions agreed with the local planning authority (FCC), in particular regarding control of noise and traffic to reduce effects on local people and the environment.

4.3 Construction Programme & Traffic Generation

4.3.1 Forecasts for construction trip generation (also referred to as construction traffic movements) have been informed by the expected construction programme. This includes the anticipated average and peak activity daily totals for Heavy Goods Vehicles (HGV) associated with construction deliveries, as well as average and peak activity daily totals for light vehicles, inclusive of cars / Light Goods Vehicles (LGV), associated with construction workers attending the Main Development Area.

4.3.2 As described in **Chapter 5: Construction Management and Programme** (**EN010166/APP/6.2.5**), there are two construction scenarios related to the Proposed Development.

4.3.3 If the phased construction approach is selected, it is estimated that there would be approximately 1,000 construction personnel required at the Main Development Area and C&IEA at the peak of construction during each phase.

4.3.4 If the simultaneous construction approach is selected, it is estimated that there could be approximately 1,600 construction personnel required at the Main Development Area and C&IEA at the peak of construction.

4.3.5 **Table 4** sets out the estimated peak daily construction vehicle trip generation for each potential approach (i.e. phased or simultaneous construction). The simultaneous construction scenario assumes the latest possible year for commencement of construction, which could occur a maximum of five years after the granting of development consent.

Table 4: Estimated Peak Daily Construction Vehicle Trip Generation

Construction Scenario	Construction Duration	Peak Construction Year	Daily HGV Movements (Two-Way)	Daily Light Vehicle Movements (Two-Way)	Total Daily Vehicle Movements (Two-Way)
Phased Approach (Trains 1 & 2 separate)	2026-2030 (Train 1) & 2031-2035 (Train 2)	2027 (month 18)	200	816	1,016
Simultaneous Approach (Trains 1 & 2 concurrent) – 5 Years Post-Consent	2031-2036	2034 (month 36)	240[2]	1,374	1,614

[2] While the modelling indicates a peak of 180 HGV daily two-way movements in the month of highest overall vehicle movements, the assessment has considered 240 HGV daily two-way movements in this month. This is to allow for flexibility during construction and for confidence that the assessment has been conducted on a hypothetical worst-case scenario (as a sensitivity test) for potentially sensitive receptors to the highest numbers of both HGV and worker traffic movements.

4.3.6 **Table 4** indicates that during the peak time of construction (approximately 18 months into the construction programme), if a phased approach was adopted there could be a typical daily maximum of around 1,016 vehicle movements to / from the Main Development Area comprising 200 HGV movements and 816 light vehicle movements. If a simultaneous construction approach is adopted there could be a typical daily maximum of around 1,614 vehicle movements to / from the Main Development Area comprising 240 HGV movements and 1,374 light vehicle movements. In both cases, these movements would be associated with the transport of construction workers to / from the Main Development Area.

4.3.7 In order to ensure a worst-case analysis, the assessment of the construction phase has been undertaken based on a simultaneous construction approach, with construction assumed to commence at the latest possible date, following the granting of development consent, this being towards the end of 2031. In this scenario, the peak construction activity of HGVs and light vehicles (i.e. total vehicles) has been forecast to occur in month 36, during 2034. The assumptions set out above and resulting expected traffic volumes are a worst-case and make no allowance for the potential reductions in travel by private car as a result of implementation of the final CWTP.

4.4 Routeing of Construction Worker Traffic

Light Vehicles

4.4.1 The distribution of development traffic associated with the construction staff has been based on analysis of the 2021 Census Journey to Work data. Data relating to respondents who answered Working from home during the Census survey period, which occurred during the COVID-19 Pandemic, has been removed to ensure the analysis only considers those of working age, who travel regularly between their home address and place of work. The analysis has been undertaken for both the Flintshire 004' and '007 Middle Super Output Areas (MSOA), which include the extent of the highway network, local to the Proposed Development. Light vehicle trips have been distributed across the local network taking account of the 2021 Census origin / destination MSOA and route choice, as determined from online journey planner tools. The assignment of peak two-way daily light vehicle traffic across the local highway network is shown in **Table 5.**

Table 5: Summary Construction Traffic Distribution (Light Vehicles)

Link	Proportion of Trips	Daily Two-Way Traffic
1. Kelsterton Road	100%	1,374
2. A548 (West of Main Development Area Access)	35%	478
3. A548 (East of Main Development Area Access)	21%	290
4. B5129	44%	607

Link	Proportion of Trips	Daily Two-Way Traffic
5. Kelsterton Lane	34%	472
6. Allt Goch Lane*	0%	8
7. Golftyn Lane	0%	0
8. Mold Road	0%	0

*Eight two-way vehicle trips allocated to Allt Goch Lane associated with works within the Proposed CO_2 Connection Corridor.

4.4.2 All (100%) of light vehicle traffic has been assigned to Kelsterton Road as the final link between the Main Development Area and the wider highway network. Prior to reaching Kelsterton Road, 56% of light vehicle traffic is forecast to arrive from the A548 (35% from the west and 21% from the east), with the remaining 44% anticipated to route directly onto Kelsterton Road from the B5129. Of this remaining 44%, 34% of light vehicle trips are anticipated to use Kelsterton Lane, prior to reaching the B5129. The remaining 10% of light vehicle trips are forecast to originate from the B5129 only, attributed to local commuting trips from Connah's Quay, Shotton and beyond to the east of the Main Development Area.

4.4.3 The Alternative Access to the Main Development Area would not be used by any construction traffic unless in the event of an emergency.

4.4.4 The recommended routes for HGV construction traffic to the Main Development Area are shown on **Plate 2**.

Plate 2: Construction Traffic Routeing

5. Objectives of the CWTP

5.1 Overview

5.1.1 The CWTP, as secured by this DCO Requirement, would act in helping the environment by reducing the number of trips made to and from the Main Development Area by private car during the construction phase. It would build and expand on the information provided within this **Framework CWTP** (**EN010166/APP/6.7**). All construction staff would be made aware of the measures included in the CWTP, so that benefits can be delivered, and the number of car borne trips reduced by promoting car sharing and minibus use.

5.1.2 The CWTP would aim to provide all construction staff with an awareness of the advantages and potential for travel by more sustainable and environmentally friendly modes of transport, through raising awareness and the provision of information identifying travel options and the necessary contact information.

5.1.3 The primary objectives which are of most relevance during the construction period of the Proposed Development are to:

- facilitate an appropriate package of measures to encourage sustainable travel behaviour;
- reduce car usage (particularly single occupancy car journeys);
- raise awareness of the sustainable transport measures serving the Order limits;
- minimise the impact of traffic on sensitive locations and the local road network; and
- set clear and realistic targets for the achievement of the above.

6. Roles and Responsibilities

6.1 The Undertaker

6.1.1 The Undertaker, as defined in the **Draft DCO** (**EN010166/APP/3.1**), would be responsible for ensuring a condition of contract between them and each contractor to develop and comply with the provisions of a CWTP, prepared in accordance with this **Framework CWTP** (**EN010166/APP/6.7**).

6.2 The Contractor(s)

6.2.1 The Principal contractor(s) would be responsible for managing how their workers travel to and from the Construction and Operation Area within the Proposed Development, in order to control the demand for car parking spaces. Each contractor's responsibilities would primarily include:

- agreeing the provision of a single CWTP Co-ordinator (across all principal contractor(s)) to oversee the management and delivery of the CWTP (see section 5.3 below);
- encouraging and promoting the use of sustainable transport measures included within the CWTP; and
- organising crew minibuses to transport workers to and from the Main Development Area, where appropriate.

6.3 The CWTP Co-ordinator

6.3.1 The CWTP Co-ordinator has a key role to play in managing, monitoring and implementing the individual measures within the CWTP. The obligations now placed on the CWTP process means that the CWTP Co-ordinator role is becoming increasingly important. The CWTP Co-ordinator would be appointed by the contractor to manage and deliver the CWTP. The CWTP Co-ordinator's details would be supplied to FCC.

6.3.2 The CWTP Co-ordinator would work closely with the Site Manager, who has overall responsibility for the Construction and Operation Area during construction, and thus has the authority to introduce further measures for those workers who do not follow the guidelines.

6.3.3 The responsibilities of the CWTP Co-ordinator would include:

- encouraging the contractual obligations of contractors/sub-contractors related to the CWTP to be adhered to;
- ensuring the CWTP notice board is located in a prominent position and that the information is kept up-to-date;
- being based on site;
- acting as the key point of contact for issues related to construction traffic;
- undertaking a snap-shot parking survey on one day per month to verify that car park occupancy targets are being met;
- reviewing cycle parking provision on a regular basis;

- engaging with relevant local stakeholders;
- monitoring performance against the targets of the CWTP; and
- implementing additional measures if not delivering on the targets set.

7. CWTP Measures

7.1 General

7.1.1 To encourage sustainable travel behaviour by construction staff throughout the period of construction, it is important that an appropriate package of measures is introduced. The package of measures would aim to minimise the level of construction worker traffic and, wherever possible, minimise the impact and disruption of the remaining traffic on the local road network, including the SRN where relevant.

7.2 Proposed Measures to Reduce the Level of Traffic

Car Parking

7.2.1 The availability of car parking has a major influence on the means of transport people choose for their journeys, and is, therefore, an important CWTP measure in promoting sustainable travel to and from the Construction and Operation Area.

7.2.2 It is proposed that sections of the car park would gradually be opened up as construction develops, with a defined number of construction worker car parking spaces to be provided during construction. Managing the number of parking spaces available on-site would help to control the number of vehicles and promote sustainable transport options. It would be the responsibility of the CWTP Co-ordinator working closely with the Site Manager, to determine the number of spaces to be provided.

7.2.3 Car parking at the Main Development Area and C&IEA would be monitored by the CWTP Co-ordinator, with restricted access. The Site Manager and the CWTP Co-ordinator would set the appropriate criteria for construction workers to receive a pre-allocated parking space.

Minibus

7.2.4 Contractors would be encouraged to provide minibuses for transporting their workers from the key points of construction worker origin to the Main Development Area and C&IEA. This would have the benefit of reducing the number of vehicular trips on the local road network. For example, many construction workers would find local accommodation at hotels and bed and breakfasts (B&B). They would be keen to minimise their daily travel costs, and a minibus service would be an attractive means of transport to them. The location of accommodation chosen by these workers could provide suitable pick up locations for the minibus. Minibus routes could also be set up to collect workers that live locally from central pick up points and public transport interchanges, such as bus / coach stations and local railway stations.

7.2.5 Each contractor would encourage the use of common hotels and B&B by workers that are not from the local area, to stimulate and sustain the use of shared transport modes such as minibuses. Each contractor would be

requested to provide minibuses and to organise where the minibuses would pick up workers and at what times. This would be subject to agreement with the relevant authorities and third-parties.

Car Sharing

7.2.6 The key measure to increase the occupancy levels of vehicles would be to increase car sharing. This could be achieved through the establishment of a staff car sharing database, which would contain the home postcodes of staff and details of their shift patterns so that staff can be matched. In construction projects, car sharing is already popular amongst workers due to the financial and social benefits it provides. Indeed, it is expected that some workers, if not based locally, would be away from home for a specific length of time, welcoming the companionship of other colleagues.

7.2.7 In emergencies, the CWTP Co-ordinator would provide a guaranteed lift home for car sharers e.g. by use of taxi or extension of any provided minibus route. The provision could be extended for emergency situations for staff that cycle to the Main Development Area and C&IEA.

Cycling

7.2.8 Although cycling to the Main Development Area and C&IEA is likely to have limited appeal (due to carrying personal protective equipment (PPE) etc., secure parking for bicycles would be provided. Construction staff that cycle to work would also have access to shower and changing facilities and lockers to store clothing, cycle helmets etc.

On-site storage

7.2.9 An on-site storage facility would be provided by the contractor(s). This facility would encourage construction workers to store their tools/ PPE on-site. This would reduce the number of tools they would need to carry each day and would assist those workers who are considering cycling or car sharing as a potential travel mode.

7.3 Minimising the Impact on the Local Road Network

Construction Working Hours

7.3.1 Core working hours are set out in Section 4.2.

CWTP Communication

7.3.2 Details of the sustainable transport options available for accessing the Main Development Area and C&IEA would be provided in an information pack and sent to construction workers, prior to them starting work at the site. This would raise awareness of the initiatives being implemented and allow staff to register an interest in the schemes. The contractor would be responsible for ensuring all construction workers receive the information pack prior to starting work on site.

7.3.3 All construction workers would receive an introductory meeting on the CWTP when they commence work, incorporated into the site safety briefing. It would include the provision of the following information:

- designated access and exit routes to the Main Development Area and C&IEA;
- details of sustainable transport measures available for accessing the Main Development Area and C&IEA; and
- parking arrangements.

7.3.4 This would provide each construction worker with a full awareness of the CWTP and measures contained within it.

8. Targets

8.1.1 One of the prime objectives of an active CWTP is to set clear and realistic targets. The main target to be achieved during the construction of the Proposed Development is as follows:

- Single Occupancy Car Use - to achieve a minimum car occupancy of 2.33 workers per vehicle on average over the duration of the construction of the Proposed Development, unless otherwise agreed with FCC. Up until completion of construction of the Proposed Development, no more than one car or van should be parked on-site, within the Main Development Area and C&IEA for every two people registered on-site per day, unless otherwise agreed with FCC.
- Minibus – In line with the above vehicle occupancy target, a minibus scheme should be implemented in order to optimise vehicle occupancy amongst construction workers when commuting to and from the Construction and Operation Area, from location(s) outside of the Order limits to the Main Development Area. This would have the greatest impact in terms of reducing daily vehicle trips to and from the Main Development Area, particularly during the peak construction period.

8.1.2 The CWTP Co-ordinator would monitor parking utilisation at the Main Development Area and C&IEA, reviewing the split between cars, vans and minibuses. Ensuring that this target is met is dependent on the contractor encouraging workers to travel to and from the Main Development Area by sustainable options provided in the final CWTP. If the monitoring (see Section 9 below) finds that the target is not being met, this would result in consideration of need for additional measures to be implemented to ensure the CWTP stays on course to meet its overall objectives.

9. Monitoring and Review

9.1 General Measures

9.1.1 Monitoring the CWTP would be central to ensuring its aims are delivered in practice. Monitoring helps identify failures or changing conditions at the earliest point and therefore that remedial action (i.e. identifying additional measures, providing incentives, and a marketing campaign to promote the CWTP) can be taken, to facilitate that the CWTP stays on course to meet its objectives.

9.1.2 The CWTP Co-ordinator would be responsible for monitoring delivery of the CWTP, to oversee the efficient and effective execution of the measures and to refine the measures, where necessary, to cope with the changes in demand over the construction phase.

9.1.3 An important part of the monitoring strategy would be obtaining feedback from construction workers, FCC and local residents regarding any issues with construction worker traffic. The appointment of a CWTP Co-ordinator would provide an appropriate point of contact is available and can react to such feedback.

9.1.4 Furthermore, employees would be given the chance to offer their suggestions and ideas via a suggestion box/ an informal discussion with the CWTP Co-ordinator; while review meetings would be held at regular intervals to facilitate effective management of any issues that may arise.

9.2 Parking

9.2.1 The CWTP Co-ordinator would monitor the total number of construction workers on-site and the number of parking spaces provided to help achieve the proposed car occupancy targets. It is anticipated that monitoring would be undertaken on one day per month throughout construction, with the results recorded to enable review.

Abbreviations

Abbreviation	Term
C&IEA	Construction and Indicative Enhancement Area
CCGT	Combined Cycle Gas Turbine
CCP	Carbon Capture Plant
CO_2	carbon dioxide
CQLCP	Connah's Quay Low Carbon Power
CTMP	Construction Traffic Management Plan
CWTP	Construction Workers Travel Plan
DCO	Development Consent Order
DESNZ	Department for Energy Security and Net Zero
ES	Environment Statement
FCC	Flintshire County Council
HGV	Heavy Goods Vehicles
LGV	Light Goods Vehicles
MSOA	Middle Super Output Areas
NCN	National Cycle Network
NGET	National Grid Electricity Transmission plc
PPE	personal protective equipment
PRoW	Public Rights of Way
SoS	Secretary of State
SRN	Strategic Road Network