KEADBY
NEXT GENERATION
POWER STATION
Hydrogen-enabled flexible power

A collaboration between SSE Thermal and Equinor

The Keadby Next Generation Power Station Project

Document Ref: 7.6

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The Keadby Next Generation Power Station Development Consent Order [year]

Land at, and in the vicinity of, the existing Keadby Power Station (Trentside, Keadby, Scunthorpe DN17 3EF)

Outline Construction Workers Travel Plan

The Planning Act 2008

The Infrastructure Planning (Environmental Information Assessment) Regulations 2017

Applicant: Keadby Next Generation Limited

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Glossary

Abbreviation	Description
Applicant	Keadby Next Generation Limited
CCGT	Combined Cycle Gas Turbine - a highly efficient form of electricity generation technology. An assembly of heat engines work in tandem using the same source of heat to convert it into mechanical energy which drives electrical generators and consequently generates electricity.
CTMP	Construction Traffic Management Plan – a plan outlining measures to organise and control vehicular movement on a construction site so that vehicles and pedestrians using site routes can move around safely.
CWTP	Construction Workers Travel Plan – a plan managing and promoting how construction workers travel to a particular area or organisation. It aims at promoting greener, cleaner travel choices and reducing reliance on the private car.
DCO	Development Consent Order - made by the relevant Secretary of State pursuant to The Planning Act 2008 to authorise a Nationally Significant Infrastructure Project. A DCO can incorporate or remove the need for a range of consents which would otherwise be required for a development. A DCO can also include rights of compulsory acquisition.
ES	Environmental Statement – a report in which the process and results of an Environment Impact Assessment are documented.
HGV	Heavy Goods Vehicle – vehicles with a gross weight in excess of 3.5 tonnes.

Abbreviation	Description
IHT	The Institute of Highways and Transportation - represents and qualifies professionals who plan, design, build, manage, maintain, and operate transport and infrastructure.
MW	Megawatt – unit of power
NH	National Highways - government owned company in the UK responsible for operating, maintaining and improving England's motorways and major A roads also known as the strategic road network.
NLC	North Lincolnshire Council
NSIP	Nationally Significant Infrastructure Projects – defined by the Planning Act 2008 and covers projects relating to energy (including generating stations, electric lines and pipelines); transport (including trunk roads and motorways, airports, harbour facilities, railways and rail freight interchanges); water (dams and reservoirs, and the transfer of water resources); wastewater treatment plants and hazardous waste facilities. These projects are only defined as nationally significant if they satisfy a statutory threshold in terms of their scale or effect.
SoS	Secretary of State - title typically held by Cabinet Ministers in charge of Government Departments.

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2 The Outline 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. Subject to the necessary consents being granted and an investment decision being made, construction of the Proposed Development could potentially start as early as 2027. Construction activities are expected to be completed within 42 months, followed by a period of commissioning.

3 The Applicant is committed to sustainable development and realises that the success of the Travel Plan will be based on their enthusiasm and commitment in overseeing that the appointed contractor encourages and promotes the recommended measures detailed within this report to their workers. This Outline CWTP sets out the aims, objectives and measures to promote sustainable travel to the Site by construction workers.

4 This document is an Outline CWTP setting the limits considered necessary in light of the assessment of traffic impacts associated with the Proposed Development. The appointed contractor will be required to use this as the starting point for their final Travel Plan for Construction Staff, which is secured by a Requirement of the **Draft DCO** (**Application Document Ref. 3.1**). This Outline CWTP also describes the measures considered necessary to minimise the impact of construction worker vehicles on the local highway network.

1. Introduction

1.1. Overview

1.1.1. This **Outline Construction Workers' Travel Plan** (Outline CWTP) (**Application Document Ref**. **7.6**) has been prepared by Ove Arup & Partners Limited (Arup) on behalf of Keadby Next Generation Limited ('the Applicant') which is a subsidiary of SSE plc. It forms part of the application for a Development Consent Order (DCO) ('the Application'), that has been submitted to the Secretary of State (the 'SoS') for Energy Security and Net Zero under Section 37 of 'The Planning Act 2008' ('the 2008 Act').

1.1.2. The Applicant is seeking development consent for the construction, operation and maintenance of a new combined cycle gas turbine ('CCGT') electricity generating station on land at, and in the vicinity of, the existing Keadby Power Station, Trentside, Keadby, Scunthorpe DN17 3EF ('the Site').

1.1.3. The Keadby Next Generation Power Station ('the Proposed Development') is a new CCGT electricity generating station with a capacity of up to 910MW electrical output. The CCGT electricity generating station will be designed to run on 100% hydrogen and able to run on 100% natural gas or a blend of natural gas and hydrogen and will be located on land to the west of Keadby 1 and Keadby 2 Power Stations. The Proposed Development includes connections for cooling water, electricity, hydrogen and natural gas, and construction laydown areas and other associated development. It is described in full in **Environmental Statement (ES) Volume I Chapter 4**: The Proposed Development (**Application Document Ref. 6.2**).

1.2. The Applicant

1.2.1. The Applicant is a subsidiary of the FTSE-listed SSE plc, one of the UK's largest and broadest-based energy companies, and the country's leading developer of renewable energy. Over the last 20 years, the SSE Group has invested over £20 billion to deliver industry-leading offshore wind, onshore wind, CCGT, energy from waste, biomass, battery energy storage, energy networks and gas storage projects. Related SSE companies own and operate the adjacent Keadby 1 and 2 Power Stations and have the benefit of the DCO for Keadby 3 CCS Power Station (herein referred to as the 'Keadby CCS Power Station').

1.2.2. The Proposed Development is being developed with Equinor, one of the country's leading energy providers, supplying natural gas, oil and

electricity. Equinor is developing multiple low-carbon hydrogen and carbon capture projects in the Humber, working towards transforming the UK's most carbon intensive industrial cluster into a net zero region.

1.2.3. SSE Renewables Limited operates Keadby Windfarm, which lies to the north and south of the Site and generates renewable electricity from 34 turbines, with a total installed generation capacity of 68MW.

1.2.4. SSE plc has set out a clear commitment to investment in low carbon power infrastructure, working with government and other stakeholders to create a Net Zero power system by 2040. This includes investment in flexible sources of electricity generation and storage for times of low renewable output which will complement other renewable generating sources, either using low carbon fuels and/ or capturing and storing carbon emissions.

1.2.5. The design of the Proposed Development demonstrates this commitment and the Proposed Development will be built with a clear route to decarbonisation, consistent with SSE's Net Zero Acceleration Programme Plus and net zero transition plan which committed to the development and progression of new low carbon flexible power including hydrogen-fuelled generation

1.3. The Proposed Development

1.3.1. The Proposed Development would comprise a high efficiency gas fired power station with an electrical output capacity of up to 910MWe and associated buildings, structures and plant and other associated development defined in Schedule 1 of the **Draft DCO** (**Application Document Ref. 3.1)** as Work Nos. 1-11 and shown on the **Works Plans** (**Application Document Ref. 2.3**).

1.3.2. The Proposed Development will include:

- a new-build CCGT electricity generating station fuelled by hydrogen and/or natural gas with a power output of up to 910MW (**Work No. 1**) including:
  - a CCGT plant;
  - cooling infrastructure;
  - natural gas and hydrogen blending equipment;
  - supporting facilities including administration and control buildings, workshops, storage buildings, effluent treatment facilities, fire water storage tank(s), demineralised water treatment plant including

storage tank(s), and permanent laydown areas for operation and maintenance activities;

- a hydrogen supply pipeline, including a gas compound for the hydrogen supplier's apparatus and a hydrogen gas compound for the Applicant's apparatus (**Work No. 2**);
- a natural gas supply pipeline including a compound for the natural gas supplier's apparatus and a natural gas compound for the Applicant's apparatus (**Work No. 3**);
- electrical connection works for the export and import of electricity to and from the generating station and the existing 400kV National Grid Electricity Transmission (NGET) substation located adjacent to the Keadby Power Station site, including works within the substation (which would be undertaken by NGET) (**Work No. 4**);
- water supply connection works to provide cooling and make-up water to the generating station, including intake structures and an underground and/or overground water supply pipeline running between the generating station and the Stainforth and Keadby Canal (**Work No. 5**);
- connections to and use of an existing outfall and associated pipework for the discharge of used cooling water, surface water and treated effluent to the River Trent (**Work No. 6**);
- public water connection pipeline from a new connection on Chapel Lane to provide potable water to the generating station (**Work No. 7**);
- new permanent access to the generating station (**Work No. 8**), comprising:
  - maintenance and improvement of an existing private access road from the A18, including replacement of a private bridge (Mabey Bridge) (**Work No. 8A**);
  - installation of layby and gatehouse with barriers, enclosures, drainage and lighting north of the A18 junction (**Work No. 8B**) and associated utilities connections (**Work No. 8C**); and
  - emergency access route comprising the maintenance and improvement of an existing private track running between the generating station and Chapel Lane and including new private bridge crossing over Glew Drain (**Work No. 8D**);
- temporary construction and laydown areas (**Work No. 9A**);
- maintenance and improvement of the existing access routes running between the A18 and construction laydown areas (**Work No. 9B**); and between Skew Bridge adjacent to the A18 and a temporary construction

laydown area associated with Mabey Bridge replacement (**Work No. 9C**);

- retention, maintenance and improvement and subsequent removal of existing temporary haul route from the Waterborne Transport Offloading Facility (**Work No. 9D**) and the inspection and repair of the existing jetty, and temporary placement of mobile cranes including the temporary oversailing of crane arms (**Work No. 9E**); and
- landscaping and biodiversity enhancement measures (**Work No. 10**);
- an allocation of land to meet the requirements of the Carbon Capture Readiness (Electricity Generating Stations) Regulations 2013 (**Work No. 11**).

1.3.3. The Applicant will be responsible for the construction, operation (including maintenance) and eventual decommissioning of the Proposed Development including the on-site connections to electricity, cooling water, hydrogen and natural gas supplies.

1.3.4. The Proposed Development will be capable of operating 24 hours per day, 7 days per week with programmed offline periods for maintenance.

1.3.5. Further detail on the components of the Proposed Development is provided in **ES Volume I Chapter 4:** The Proposed Development (**Application Document Ref. 6.2**). 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** (**Application Document Ref. 2.3**).

1.3.6. The locations of the elements of the Proposed Development described above within the Site are shown in **ES Volume III Figure 3.3**: Indicative Parts of the Site Plan (**Application Document Ref. 6.4**) and an Indicative Layout Plan is included as **ES Volume III Figure 4.1** (**Application Document Ref. 6.4**).

1.4. The Proposed Development Site

1.4.1. The Site (which equates to the 'Order Limits') is located within and adjacent to the boundary of the existing Keadby Power Station site near Scunthorpe, Lincolnshire and falls within the administrative area of North Lincolnshire Council ('NLC') (the 'Site'). The Keadby Power Station site currently encompasses the operational Keadby 1 and Keadby 2 Power

Stations. The location of the Site, which is approximately centred on national grid reference (NGR) 481961, 412101.

1.4.2. The Site encompasses an area of approximately 77.1 hectares (ha), of which approximately 26.7 ha of land is proposed for construction laydown.

1.4.3. The proposal includes multiple land uses, with the different areas described in turn below and shown on **ES Volume III Figure 3.3** Indicative Parts of the Site Plan (**Application Document Ref. 6.4**). These terms have been used to describe land use zones within the Site.

1.4.4. The Site is divided into the following areas of permanent and temporary land use (the proposed use is described in more detail in **ES Volume I Chapter 3**: Site and Surrounding Area (**Application Document Ref. 6.2**)):

- Main Site;
- Ancillary Facilities;
- Water Connections;
- Electricity Connections;
- Waterborne Transport Off-loading Area;
- Construction Laydown Areas;
- Access routes (emergency, permanent and construction);
- Connections to Keadby 1 and Keadby 2 power stations; and
- Additional areas for landscaping and biodiversity provision.

1.5. The Purpose and Structure of this Document

1.5.1. This **Outline CWTP** has been prepared in support of **ES Volume I Chapter 10**: Traffic and Transport (**Application Document Ref. 6.2**) and draws upon the ES assessment of impacts on transport receptors presented in **ES Volume II Appendix 10A**: Transport Statement (**Application Document Ref. 6.3**). This **Outline CWTP** outlines how workers would travel to the Site during the construction phase. It would be used by the appointed contractor to inform the development of the final Construction Workers' Travel Plan, which is secured by a Requirement of the **Draft DCO** (**Application Document Ref. 3.1**).

1.5.2. This document is structured as follows:

- Section 1 provides background information including the Site location;
- Section 2 describes the Proposed Development including accessibility;
- Section 3 presents the objectives;
- Section 4 sets out roles and responsibilities;

- Section 5 describes the proposed travel plan measures;
- Section 6 describes the process for setting targets; and
- Section 7 outlines the proposed monitoring of the final CWTP.

2. Proposed Development

2.1. Indicative Construction Programme

2.1.1. It is anticipated that construction of the Proposed Development could (subject to the necessary consents being granted and an investment decision being made) potentially start as early as 2027. Construction activities are expected to be completed within 42 months, followed by a period of commissioning. However, for the purposes of **ES Volume II Appendix 10A**: Transport Statement (**Application Document Ref. 6.3.8**) a construction build programme lasting 42 months starting in Q2 2034 (starting with an early works phase comprising the replacement of Mabey Bridge, access road improvement works and construction of the emergency access crossing) and ending Q4 2037 would provide a representative worst-case scenario for traffic impact assessment purposes.

2.2. Accessibility

2.2.1. The accessibility of the Site has been reviewed with respect to opportunities for walking, cycling and the availability of public transport.

Walking

2.2.2. The Institute of Highways and Transportation (IHT) document, '*Planning for Journeys on Foot*' (Institute of Highways and Transportation, 2000) suggests that the preferred maximum is up to 2km for commuting.

2.2.3. Considering a circa 2km walking catchment to the Site entrance off A18, the potential for walking is limited. The local villages of Keadby and Althorpe lie >2km away and so would not be within walking distance of the Site.

Cycling

2.2.4. Cycling provides a good alternative to the private car in that it is cheap, offers reliable journey times, is environmentally friendly and promotes

improved health through regular exercise. The IHT states that the average length of a cycle journey is 5km.

2.2.5. A 5km catchment area includes the villages of Keadby, Gunness and Althorpe. Given this catchment area, the potential for cycling to the Site is considered to be limited.

2.2.6. Whilst there is no specific cycling infrastructure in the vicinity of the Keadby Power Station Site, either on or off-road, it is considered that the Site is reasonably accessible for those within the 5km catchment wishing to cycle.

Public Transport

2.2.7. The CIHT document, '*Buses in Urban Developments*' 2018 (CIHT, 2018) recommends a maximum walking distance of 400m to a bus stop.

2.2.8. There is a bus stop located on the B1392 Trentside to the south of the Stainforth and Keadby Canal located approximately 1.5km from the main construction site entrance off the A18. This bus stop is served by one bus service (Service 35) which routes between Amcotts and Scunthorpe. However, the service is infrequent with only 4 services per day Monday to Friday and 3 services per day on a Saturday and is not considered generally compatible with construction workers arriving and leaving the Site. As such, public transport is likely to be an unattractive option for construction workers.

Train Services

2.2.9. The nearest train station to the Site is Althorpe (circa 4.2km to the north-east of the Site access) providing an hourly service to Scunthorpe and a 2-hourly service to Doncaster. It is unlikely that there would be a large demand by construction workers for rail journeys given the distance from the Proposed Development to the nearest train station.

2.3. Construction Phase Site Worker Traffic Generation

2.3.1. The construction workforce is forecast to peak at circa 1,050 workers per day in months 26 – 27. The construction worker profile is provided within **ES Volume II Appendix 10A**: Transport Statement (**Application Document Ref. 6.3.8**).

2.3.2. The core construction working hours for the Proposed Development would be 07:00 to 19:00 Monday to Friday (except bank holidays) and 08:00 to 13:00 on Saturdays. Key exceptions to these core working hours could include activities that must continue beyond these hours (e.g. during

concrete pouring), works undertaken in response to an emergency and non-noisy activities which may be required to be undertaken at night. Such activities would be agreed in advance with NLC.

2.3.3. In relation to traffic generation associated with construction workers, for robustness, the peak construction month has been considered (i.e. months 26–27). The assumption has been made that 80% of workers would travel to site by private car, with an average occupancy of two workers per vehicle, and 20% would travel to site by minibus with an average occupancy of seven workers per vehicle. This is to account for the fact that some of the general and specialist workers would work in groups and arrive/ depart together. The resulting worst-case traffic volumes during the peak of construction are set out in **Table 1**.

Table 1: Daily Vehicle Profile during Peak Month of Construction

Hour beginning	% of Daily Inbound	% of Daily Outbound	Arrivals	Departure
06:00	30%	0%	135	0
07:00	55%	0%	248	0
08:00	10%	0%	45	0
09:00	5%	0%	23	0
16:00	0%	10%	0	45
17:00	0%	15%	0	68
18:00	0%	70%	0	315
19:00	0%	5%	0	23

2.3.4. 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.

2.4. Construction Phase HGV Traffic Generation

2.4.1. The **Outline CTMP** (**Application Document Ref. 7.5**) provides detail on how the HGV generated by the construction phase will be managed.

2.5. Access Proposals

2.5.1. It is proposed that all construction workers for the Proposed Development would access the Site via the existing site entrance which was used for the construction of Keadby 2 Power Station, located off the A18. However, during the works to replace Mabey Bridge workers would temporarily use the skew bridge located approximately 100m east of Mabey Bridge on the A18.

2.6. Car Parking Provision

2.6.1. Parking demand would vary throughout the construction phase although parking areas have been set aside within the Site to accommodate construction workers. At this stage the areas proposed for construction parking include space within laydown areas to the south of North Pilfrey Bridge, adjacent to the access road.

3. Objectives

3.1. Overview

3.1.1. The final CWTP, which is to secured as a Requirement of the **Draft DCO** (**Application Document Ref. 3.1**), would act in helping the environment by reducing the number of trips made to and from the Site by private car during the construction phase. All construction staff would be made aware of the measures included in the Travel Plan, so that benefits can be delivered, and the number of car borne trips reduced, promoting car sharing and minibus use.

3.1.2. Through the final CWTP construction staff will have an awareness of potential for travel by more sustainable and environmentally friendly modes of transport.

3.1.3. 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 Site; and
- minimise the impact of traffic on sensitive locations.

4. Roles and Responsibilities

4.1. The Applicant

4.1.1. The final CWTP will be prepared in accordance with this Outline. The Applicant will expect the contractor to comply with the provision of the final CWTP and will put in place its own contractual arrangements to ensure this, but any breach of it would be enforceable against the Applicant.

4.2. The Travel Plan Co-ordinator

4.2.1. The Travel Plan Co-ordinator has a key role to play in managing, monitoring and implementing the individual measures within the plan. The importance now placed on the Travel Plan process means that the Travel Plan Co-ordinator role is becoming increasingly important. The Travel Plan Co-ordinator would be appointed by the contractor to manage and deliver the Travel Plan. The Travel Plan Co-ordinator's details would be supplied to North Lincolnshire Council (NLC) and National Highways (NH).

4.2.2. The Travel Plan Co-ordinator would work closely with the Site Manager, who has overall responsibility for the Site during construction, and thus has the authority to introduce measures for those workers who do not follow the guidelines.

4.2.3. The responsibilities of the Travel Plan Co-ordinator will include:

- encouraging the contractual obligations of contractors/sub-contractors related to the Travel Plan to be adhered to;
- ensuring the Travel Plan 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 local stakeholders;
- monitoring performance against the targets of the CWTP; and
- implementing additional measures if not delivering on targets set.

4.3. The Contractor

4.3.1. The contractor(s) will be responsible for managing how their workers travel to and from the Site in order to control the demand for car parking spaces. The contractor's responsibilities will primarily include:

- providing a Travel Plan Co-ordinator to oversee the management and delivery of the final CWTP;
- encouraging and promoting the use of sustainable transport measures included within the final CWTP; and
- organising crew minibuses to transport workers to and from the Site, where appropriate.

5. Travel Plan Measures

5.1. General

5.1.1. 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 will 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.

5.2. Proposed Measures to Reduce the Level of Traffic

Car Parking

5.2.1. The availability of car parking has a major influence on the means of transport people choose for their journeys, and is, therefore, an important Travel Plan measure in promoting sustainable travel to and from the Site.

5.2.2. 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 Travel Plan Co-ordinator working closely with the Site Manager, to determine the number of spaces to be provided in line with the targets set out in Section 6 and the monitoring measures set out in Section 7.

5.2.3. Car parking at the Site would be monitored by the Travel Plan Co-ordinator, with restricted access. The Site Manager and the Travel Plan Co-ordinator would set the appropriate criteria for construction workers to receive a pre-allocated parking space.

Minibus

5.2.4. Contractors would be encouraged to provide minibuses for transporting their workers from the key points of construction worker origin to the Site. 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.

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

5.2.6. The contractor would be requested to provide minibuses and to organise where the minibuses would pick up workers and at what times.

Car Sharing

5.2.7. The contractor would be encouraged to set up and manage a car share scheme for their workers. 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.

5.2.8. In emergencies, the Travel Plan Co-ordinator would provide a guaranteed lift home for car sharers e.g. by use of taxi. The provision could be extended for emergency situations for staff that cycle to the Site.

Cycling

5.2.9. Although cycling to the Site is likely to have limited appeal (due to carrying personal protective equipment (PPE) and the distance to the Site from larger conurbations) 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

5.2.10. An on-site storage facility is usually provided by contractors. 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.

5.3. Minimising the Impact on the Local Road Network

Staggered Working Hours

5.3.1. Working hours on major construction sites tend to be long, due to pressures of timescales and available light. Therefore, the arrival and departure of workers' vehicles tend to be spread over the peak periods

(i.e. around the start and end times of the shifts at 07:00am and 19:00pm), rather than all falling in the traditional peak hours, thereby minimising the impact on any particular time period (refer to **Table 8** within **ES Volume II Appendix 10A**: Transport Statement (**Application Document Ref. 6.3**).

Travel Plan Communication

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

5.3.3. All construction workers will receive an introductory meeting on the Travel Plan when they commence work, incorporated into the site safety briefing. It will include the provision of the following information:

- designated access and exit routes to the Site;
- details of sustainable transport measures available for accessing the Site; and
- parking arrangements.

5.3.4. This would provide each construction worker with a full awareness of the Travel Plan and measures contained within it.

6. Targets

6.1.1. Without management, construction industry standards suggest a typical vehicle occupancy of 1.35 which would result in 963 vehicles arriving and departing the Site per day at the peak of construction.

6.1.2. 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:

- to achieve a car occupancy of 2.33 workers per vehicle over the duration of the construction period. Up until handover of the Proposed Development, no more than one car or van should be parked on-site for every two people registered on-site per day.

6.1.3. The Travel Plan Co-ordinator will monitor parking utilisation at the Site, 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 Site by sustainable options provided in the final CWTP. If the monitoring (see Section 7) finds that the target is not being met, this will result in the implementation of additional measures to help to facilitate the CWTP staying on course to meet its overall objectives.

6.1.4. This target represents a 42% reduction in vehicles arriving at the Site when compared to the industry standard.

7. Monitoring and Review

7.1. General Measures

7.1.1. Monitoring the CWTP will 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, marketing campaign to promote the CWTP) can be taken, to facilitate that the Travel Plan stays on course to meet its objectives.

7.1.2. The Travel Plan Co-ordinator would be responsible for monitoring delivery of the Travel Plan, 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.

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

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

7.2. Parking

7.2.1. The Travel Plan 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.

8. References

- Chartered Institute of Highways and Transportation. (2018) *Buses in Urban Developments*.
- Chartered Institute of Highways and Transportation. (2000) *Planning for Journeys on Foot*.