The Drax Power (Generating Stations) Order

Land at, and in the vicinity of, Drax Power Station, near Selby, North Yorkshire

Environmental Statement
Appendix 5.1 - Outline Construction Worker Travel Plan

The Planning Act 2008
The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 – Regulation 5(2)(a)

Drax Power Limited

Drax Repower Project

Applicant:	DRAX POWER LIMITED
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1 INTRODUCTION

1.1 Overview

1.1.1. This Outline Construction Worker Travel Plan (CWTP) has been prepared in support of the Development Consent Order application in respect of the Proposed Scheme. This document presents a series of SMART (Specific, Measurable, Achievable, Relevant and Time Bound) objectives related to trip generation and modal split.

1.1.2. The overall aim of a Travel Plan is to provide employees with sustainable travel choice to get to and from a place of work and, where possible, reduce single occupancy vehicle use. It also aims to help individuals in terms of making better informed travel decisions.

1.1.3. This Outline CWTP will be used as the basis for the full CWTP, and it will be continually be reviewed and updated. A requirement in Schedule 2 to the draft DCO will secure the approval and implementation of the CWTP (which is to be substantially in accordance with this outline CTWP).

1.2 Scope

1.2.1. This CWTP applies to the construction phase only (known as Stage 1 and Stage 2) and will seek to promote sustainability through the following key areas:

- Assessing the accessibility of the site by different modes.
- Reducing the need to travel, particularly in terms of single occupancy car use.
- Proposing a package of demand management measures and, where possible, improvements to sustainable travel.

1.2.2. The CWTP is focused on construction workers and the impacts associated with construction workers travelling to and from the construction site. A description of the operational phase is provided in Section 4, although there are no proposals as part of this CWTP for this phase given that some of the current workforce at Drax will be redeployed from other operations on site, to operate the Proposed Scheme.

1.2.3. This CWTP seeks to promote a range of measures and options that could be implemented to reduce dependency on the car for travel to the site, particularly single occupancy vehicles.

1.2.4. The measures and options are intended to assist in minimising the impact of the Proposed Scheme on the local transport network, as well as providing opportunities for construction workers to use sustainable travel.

1.3 Site Location and The Proposed Scheme

1.3.1. Drax Power Station is located near Selby, North Yorkshire.

1.3.2. Land uses within the Existing Drax Power Station Complex are predominantly associated with the operation of the Power Station. This includes a coal stock yard, hard standing, contractors' compounds, car parks and access/service roads.

1.3.3. Other land uses within the existing Power Station Site, not directly related to the operation of the Power Station, learning centre, comprise open grassland, scrub and farmland.

1.3.4. The Proposed Scheme is to repower up to two existing coal-powered generating units (Units 5 and 6) at the Existing Drax Power Station Complex with new gas turbines that can operate in both combined cycle and open cycle modes. The term "repower" is used as existing infrastructure, such as the steam turbine and cooling towers, that are currently used for the coal fired units would be reutilised for the new gas fired generating units/stations.

1.3.5. The repowered units (which each constitute a new gas fired generating station) would have a new combined capacity of up to 3,600 MW in combined cycle mode (1,800 MW each), replacing existing units with a combined capacity to generate up to 1,320 MW (660 MW each).

1.3.6. Each gas generating station (or unit) would have up to two gas turbines, with each gas turbine powering a dedicated generator of up to 600 MW in capacity. The gas turbines in each generating station (or unit), therefore, would have a combined capacity of up to 1,200 MW. The gas turbines in each generating station (or unit), in combined cycle mode, would provide steam to the existing steam turbine (through Heat Recovery Steam Generators (HRSGs)) which would generate up to 600 MW per generating station (or unit). Each generating station (or unit) would have up to two HRSGs. This results in a capacity for each generating station of up to 1,800 MW and, should both Units 5 and 6 be repowered, a combined capacity of up to 3,600 MW. The new gas turbine generating stations (or units) have been designated the terms "Unit X" and "Unit Y".

1.3.7. Each of Unit X and Unit Y would have (subject to technology and commercial considerations) a battery energy storage facility with a capacity of up to 100 MW per Unit, resulting in a combined battery energy storage capacity of up to 200 MW. The two battery energy storage facilities would be stored in a single building.

1.3.8. The total combined capacity of the two gas fired generating stations, Unit X and Unit Y, and two battery storage facilities (i.e. the total combined capacity of the Proposed Scheme) is therefore 3,800 MW.

1.3.9. The DCO seeks consent for the following flexibility:

- Repowering of either Unit 5 or 6 and construction of Unit X as a gas fired generating station (this would leave either Unit 5 or 6 (depending on which had been repowered) as a coal-fired unit); or
- Repowering of both Units 5 and 6 and construction of Unit X and Unit Y as two gas fired generating stations.

1.3.10. In the event that a single unit is repowered and Unit X constructed, up to two gas turbines and up to two HRSGs and (subject to technology and commercial considerations) a battery energy storage facility of up to 100 MW storage capacity would be constructed. The size of the building housing the battery storage facility would not change, as the building could house sufficient battery capacity to allow

the 100 MW output to be sustained for a longer duration. However, the fuel gas station and gas insulated switchgear required for the Gas Pipeline would be smaller.

1.3.11. In the event that two units are repowered and both Unit X and Unit Y are constructed, then construction works would be undertaken consecutively rather than concurrently. It is assumed for the purposes of this ES that there would be a gap of a year between construction periods, but this could be longer depending on commercial considerations. Unit Y would mirror Unit X, with up to two gas turbines and up to two HRSGs and (subject to technology and commercial considerations) a battery energy storage facility of up to 100 MW storage capacity which would be housed in the building constructed for the battery for Unit X.

1.3.12. In order to repower to gas, a new Gas Pipeline would be constructed from the Existing Drax Power Station Complex to the National Transmission System (NTS) operated by National Grid. Pipeline infrastructure would be the same whether Unit X was constructed or whether Unit X and Unit Y was constructed.

1.3.13. A gas receiving facility (GRF) comprising Pipeline Inspection Gauge (PIG) Trap Facility (PTF), Pressure Reduction and Metering Station (PRMS) and compressor station is proposed south of woodland to the east of New Road.

1.3.14. At the connection to the NTS there will be an above ground installation (AGI) south of Rusholme Lane. The AGI involves a PIG Trap Launching station (PTF-L) which will be operated by Drax, and a Minimum Offtake Connection (MOC), which will be operated by National Grid.

1.3.15. A full description of the Proposed Scheme and the Site is contained in Chapter 3 (Site and Project Description) of the ES.

1.4 Document Structure

1.4.1. The remainder of the CWTP document has been structured as follows:

- Chapter 2 – Site Location and Accessibility
- Chapter 3 – Construction Phase
- Chapter 4 – Operational Phase
- Chapter 5 – Aims and Approach
- Chapter 6 – Travel Plan Measures

2 Site Location and Accessibility

2.1 Accessibility

2.1.1. In order to develop an effective CWTP, it is important to consider the current levels of accessibility to the site under analysis. This sub-section details accessibility to site by different modes, including active and sustainable methods of travel.

Walking and Cycling Provision

2.1.2. The site benefits from a pedestrian footway on one side of New Road along the eastern boundary of the Existing Drax Power Station Complex, and there are additional footways along the A645 westbound towards the A1041.

2.1.3. There is no cycling infrastructure within the vicinity of the Proposed Scheme. National Cycle Route 62 is located approximately 2.5 miles south west of the site, and travels along Hirst Road on and off road towards Selby and further afield.

Bus Services

2.1.4. There is one bus route within close proximity to the Proposed Scheme, and an additional bus route which services the villages of Camblesforth.

2.1.5. The closest bus stop to the site is located on the A645 within close proximity to the Existing Drax Power Station Complex entrance. An additional service can be accessed at Brigg Lane, Camblesforth less than 1 mile from the Existing Drax Power Station Complex, both stops are served by Route 42 which is operated by Transdev York linking Drax Village to Selby Town Centre and York.

2.1.6. The key bus routes serving Camblesforth are detailed in Table 2-1 below.

Table 2-1 – Bus Services

Service	Operator	Route	Frequency	First Service	Last Service
42	Transdev York	Drax – Selby - York	90mins	08:35	16:10
		York – Selby - Drax		07:15	17:45
400/401	Arriva	Selby – Goole	Irregular	06:30	18:10
		Goole – Selby		07:02	19:10

Rail Services

2.1.7. The closest railway station to the site is Snaith which lies 4.3 miles south west of the Existing Drax Power Station Complex. This railway station is served by Northern Rail operating only limited services to Leeds and Goole, and is accessible by private car via the A1041 and A645. Alternatively, Selby railway station lies 7 miles

northwest of the Existing Drax Power Station Complex, provides a wider range of rail connection services and is easily accessible via bus Route 8.

2.1.8. There are four routes that serve Selby, these are operated by Hull Trains, Northern, Transpennine Express and Virgin East Coast. There are 10 daily services between Hull and Doncaster; 36 services between York and Hull; 48 services between Selby and Leeds; 24 services between Hull and Manchester.

Highway Network

2.1.9. The Existing Drax Power Station Complex is located in North Yorkshire, to the south of Selby. It is accessed from the A645 to the south of the Site. The A1041 and A645 provide the site with connectivity to the wider road network.

2.1.10. The Strategic Road Network (SRN) is accessed at J36 M62, via the A645 and A614 approximately 6km south.

2.1.11. At present, staff and visitors access the Existing Drax Power Station Complex via the 'South Gate' on the A645, whereas, site contractors, deliveries and HGV traffic make use of the site entrances on New Road to the eastern boundary of the Site, known formally as 'North Entrance'.

2.1.12. The Existing Drax Power Station Complex is also currently served by rail for deliveries of fuel and access to the River Ouse via a jetty located off Redhouse Lane. Use of the jetty is not proposed as part of the construction programme.

2.1.13. For access to the Proposed Scheme at the Power Station Site within the Existing Drax Power Station Complex, construction related traffic, including HGVs and abnormal loads (unless otherwise required), will use the North Entrance, which is of a suitable standard to accommodate both LGVs and HGVs. This access is currently barrier controlled.

2.1.14. There are a number of unclassified roads within close proximity to the Proposed Scheme, with Main Road and Carr Lane providing access to neighbouring villages such as Drax and Long Drax, in a west-east direction. Main Road is of varying width alternating from a single carriageway on approach to Drax village but converts to a narrow rural road. Through the settlement the road has a speed limit of 30 mph but increases to the national speed limit along the rural road between Drax and the Redhouse Lane.

3 CONSTRUCTION PHASE (STAGE 1 AND 2)

3.1 Introduction

3.1.1. This section of the document provides a brief overview of the construction phase which is required for the works. It includes an overview of construction areas, programme, the nature of works, working hours and delivery/access.

3.1.2. The construction phase and the associated staging is examined in Chapter 3 (Site and Project Description) of the ES.

3.2 Construction Staff Parking and Laydown Areas

Construction staff parking will be provided on land to the East of New Road as shown in Figure 1 and Figure 2.

3.2.1. Parking will be permitted with 400 permit spaces made available to encourage shared worker trips.

3.2.2. A pedestrian footbridge will be provided from the parking area into the site in order to maintain site security and remove the need for workers to cross New Road. The exact position of this is to be confirmed.

3.2.3. HGV deliveries will be parked within the Existing Drax Power Station Site and laydown areas will be provided on site to the north of the cooling towers (on the Carbon capture readiness reserve space).

3.2.4. For the pipeline works, materials will be stored within the Existing Drax Power Station Complex, however, a laydown area and some construction worker parking will also be provided at the start of the Gas Pipeline off Rusholme Lane, and within the Pipeline Construction Area.

3.3 Construction Programme

3.3.1. The gas turbine generating units will be constructed in phases, with construction of each taking approximately 34 months followed by commissioning.

3.3.2. It is expected that there will be two construction periods separated by at least 12 months, with the overall programme lasting approximately 83 months which includes the commissioning of Unit Y.

3.3.3. It is assumed that construction of Unit X will commence in 2019/2020 with OCGT capability by 2021/2022 and CCGT ready by 2022/2023. If both Unit X and Unit Y are built, the construction of Unit Y would commence in 2024 and be completed in 2027.

3.3.4. The peak period for construction traffic is anticipated to be in months 19 and 22 with up to 400 car trips per day. A second, lower, peak is anticipated between months 65 and 68, with more than 350 car trips per day.

3.4 Construction Working Hours

3.4.1. During the construction phases, it is expected that standard working hours will be Monday to Friday from 07:00 to 19:00; personnel will work a 9 hour period within this timeframe. Therefore, all construction worker related trips will arrive on site between 6.00 and 10.00 and depart the site between 16:00 and 20:00. On Saturdays, standard working hours will be 07:00 and 13:00. Start-up and shutdown activities would take place on the Power Station Site during a 1 hour window either side of standard working hours. Delivery or removal of materials, plant and machinery must not take place on Sundays, bank holidays nor otherwise outside the hours of 0800 to 1800 hours on Monday to Friday; and 0800 to 1300 hours on a Saturday.

It is likely that some construction activities and deliveries will be required to be 24 hours at certain times. Where work is required outside of core construction hours this will be agreed in advance with Selby District Council.

4 OPERATIONAL PHASE

4.1 Overview

4.1.1. Unit X will be operational by 2021/2022 and will operate while Unit Y is being constructed. If constructed, both Units X and Y are anticipated to be operational by 2027 (Stage 3).

4.2 Site Staff

4.2.1. There is not expected to be any increase in staff numbers as a result of the Proposed Scheme as some of the current workforce at Drax will be redeployed from other operations on site, to operate the Proposed Scheme.

4.2.2. Staff levels will not increase from the current baseline for the operational phase due to the following:

- Current workforce will be redeployed from other operations on site to operate the Proposed Scheme.
- There will be less work carried out in terms of materials handling operations.
- There will be no limestone, Pond Fines or gypsum arriving at, or leaving, the Site.
- There will be a reduction in the level of ash management required.
- The level of maintenance required will be reduced.

4.3 Decommissioning

4.3.1. The Proposed Scheme will be designed to operate for up to 25 years after which the continued operation of infrastructure will be reviewed. If it is not appropriate to continue operation, the plant will be decommissioned. It is expected that all above ground plant structures will be removed, while the pipeline would remain in situ. Some above ground infrastructure, such as the AGI, may need to remain in place, such as the MOC which will be owned and operated by National Grid.

4.3.2. The decommissioning phase is likely to take place over several months. It is recommended that an updated Construction Worker Travel Plan be provided nearer the time to reflect the changes in transport patterns and travel demand over the next 25 years.

5 AIMS AND APPROACH OF THE TRAVEL PLAN

5.1 Introduction

5.1.1. The core aim of this Travel Plan is to help reduce car usage (particularly single occupancy journeys) and increase car sharing amongst construction staff employed during the construction phase for the Proposed Scheme.

5.1.2. In order to work towards the fulfilment of these core aims, a series of SMART objectives and measures have been developed.

5.2 Benefits of Travel Plan

5.2.1. The Travel Plan has the capacity to deliver a number of benefits; its primary objective is to reduce the adverse effects of transport associated with the construction of a site.

5.2.2. As such, a number of the core benefits of a Travel Plan relate to reductions in vehicle use leading to less congestion, reduced noise and air pollution, and a reduction in the number of road traffic incidents.

5.2.3. Other benefits associated with the implementation of Travel Plan initiatives include the following:

- Increased productivity of staff stemming from a healthier workforce and greater morale.
- Energy savings through reduced fuel use.
- Enhancements in the environment for pedestrians and cyclists and the relative attractiveness of these mode choices.
- Improved image of the respective organisation.
- Cost savings to staff and the organisation due to travel becoming more efficient; and
- Improved quality of life through time savings.

5.3 SMART Objectives

5.3.1. The package of SMART (Specific, Measurable, Achievable, Realistic and Timely) objectives will be met by a series of Travel Plan Measures. Both the Objectives and Travel Plan Measures are detailed in the next section.

5.3.2. The SMART objectives have the following key aims:

1. Reduce the impact associated with delivery of the project through minimising single occupancy car use amongst construction workers, and providing realistic alternatives to the private car.

2. Increase proportion of car sharing amongst construction workers to above 2 workers per car through the use of a range of incentives with supported marketing activity.

3. Provide employees with relevant, timely and up to date information and communications on facilities/services available to them to ensure that they are able to make better informed travel choices.

4. Appoint a construction Travel Plan Coordinator to be funded by the developer.

5.3.3. It is important to note that the smart objectives will be reviewed in line with the stages of the construction programme reflecting the changing workforce throughout the construction programme. Objectives will be amended when deemed to be appropriate.

5.3.4. The Travel Plan aims to reduce reliance on car use amongst construction workers and achieve a higher than two car occupancy throughout the Proposed Scheme's construction period.

5.3.5. The number of construction workers is anticipated to be relatively low. As such, setting a specific mode shift target has been deemed unnecessary, although a range of sustainable travel options will be effectively communicated and promoted to staff.

5.4 Construction Workforce

5.4.1. It is acknowledged that there a range of differences between the construction workforce, which forms of the focus of this Travel Plan, and those that would traditionally be targeted by a workplace Travel Plan. The key differences include the following:

- The carrying and transfer of specialised equipment, tools and personal protective equipment (PPE).
- Work time which often involve starting or finishing work outside of standard office or working hours, or during times when public transport is more limited or not available.
- A more physical nature of the work involved which can make some active travel mode, such as walking and cycling, less appealing.
- A varied workforce due to the construction schedule associated with the type and scale of works required which results in greater difficulty in terms of embedding a standard travel routine.

5.4.2. The Travel Plan measures detailed in the next section have fully considered the above and the specific characteristics associated with a construction workforce in order to ensure that the plan is targeted towards construction workers.

6 TRAVEL PLAN MEASURES

6.1 Introduction

6.1.1. This Outline CWTP includes a series of SMART measures which are expected to result in a significant contribution towards the objectives outlined in Section 5.

6.1.2. The SMART measures have been developed with specific understanding of the site location and existing transport networks and infrastructure within the local area.

6.1.3. The following key smart measures have been identified:

- SMART Measure 1: Appointment of Travel Plan Coordinator
- SMART Measure 2: Set-up of Travel Plan Steering Group
- SMART Measure 3: Baseline and Quarterly Staff Travel Surveys
- SMART Measure 4: Travel Plan Marketing and Communications Components
- SMART Measure 5: Car Parking Management Strategy
- SMART Measure 6: Staff Contractual Requirements
- SMART Measure 7: Staff Facilities
- SMART Measure 8: Senior Staff to Lead by Example

6.2 SMART Measure 1: Appointment of Travel Plan Coordinator

6.2.1. A member of staff working for Drax Power Ltd (the Applicant) will adopt the role of Travel Plan Co-ordinator (TPC) as part of their overall responsibilities.

TPC Action Plan

6.2.2. The TPC will follow an Action Plan, an outline of which is presented below, which provides clear guidelines on the responsibilities of the TPC and Senior Management in terms of the implementation of the Travel Plan and measures to be established prior to the construction works beginning.

6.2.3. The Action Plan will be based on consultation with both Senior Management and key stakeholders with milestone reviews to take place regularly, ideally on a quarterly basis. The reviews will examine the actions carried out, as well as the relative effectiveness of these actions.

6.2.4. The Action Plan identifies a programme of regular scheduled activities and monitoring for the TPC to carry out during the construction period. This will identify which measures are the most effective for the TPC to implement.

6.2.5. Table 3, the Travel Plan Action Plan, shows the key Travel Plan Actions to be delivered by the TPC and Senior Management. It should be noted that this represents the basic tasks required as a minimum, and additional work and/or tasks may be needed to ensure the effective implementation of the Travel Plan and Measures.

6.2.6. The key Travel Plan Actions may need to be modified throughout the construction phase to respond to changing requirements.

Table 6-1 – Table Travel Plan Action Plan

Item	Action	Designated Responsibility (TPC/SM)
Within six months prior to commencement of construction		
1	Meet with the relevant local authority officers to discuss the timeframe associated with Travel Plan Measures, and meet with other key stakeholders where appropriate.	TPC/SM
2	Develop an effective communications strategy to support implementation of the Travel Plan including: • Programme of consultation activity • Marketing plan and supporting campaign • Travel plan branding approach	TPC
3	Set up Travel Plan Steering Group Meetings, possibly as part of regular project meeting	TPC
4	Establish Car Share scheme to align with the planned shift patterns and obtain, or develop, a database to support this.	TPC
5	Develop Car Parking Management Strategy.	TPC/SM
6	Agree worker travel provision and organise individual components such as contractual agreements, and specific transport for construction workers e.g. Mini Bus.	TPC/SM
7	Arrange on site staff facilities arrangements.	TPC/SM
8	Regular review of periodic actions to ensure effective implementation.	TPC
Within three months prior to commencement of construction		
9	Desk based research to gather the necessary local transport network information e.g. timetables and relevant marketing literature.	TPC
10	Review active travel (walking and cycling) facilities within the vicinity of the area.	TPC
11	Analysis of staff home post codes to aid examination of journey patterns where available.	TPC
12	Implementation and analysis of staff travel surveys.	TPC

Item	Action	Designated Responsibility (TPC/SM)
13	Develop welcome information packs for construction staff.	TPC
Within the first 6 and 12 months and then regular points during the construction/operation		
14	Review and implement staff travel surveys. Monitor travel patterns through use of multiple data sources	TPC
15	Review site transport provision and worker facilities.	TPC
16	Review car sharing and car parking arrangements.	TPC
17	Review maintenance of agreed walk/cycle routes.	TPC/SM
18	Maintain and review the communications strategy.	TPC/SM
19	Maintain public transport information.	TPC
20	Develop travel initiatives/incentives.	TPC/SM
21	Perform review of Travel Plan and make modifications where needed.	TPC/SM
22	Hold ad-hoc Travel Plan Steering group meetings.	TPC
23	Provide relevant information on boards in staff rooms and reception areas.	
TPC – Travel Plan Co-Ordinator **SM** – Senior Management		

6.3 SMART Measure 2: Travel Plan Steering Group

6.3.1. The TPC will be responsible for establishing and coordinating a Travel Plan Steering Group with appropriate terms of reference. The group will be focused on progressing implementation and delivery of the Travel Plan objectives and measures, as well as approval of monitoring and targets.

6.3.2. The membership of the group will consist of the TPC and senior management. Local highway authority representatives will be invited on a regular basis. A meeting frequency of every three months is suggested prior to the construction phase. After which, the frequency will be agreed with the local highway authority.

6.3.3. The TPC will be responsible for recording/circulating meeting minutes and identified actions after each Steering Group.

6.3.4. After 12 months of TPC appointment the Steering Group will hold an annual review of the existing Travel Plan and survey results. The TPC will be responsible for

producing a report and presentation reviewing the past 12 months and key achievements.

6.4 SMART Measure 3: Staff Travel Surveys

6.4.1. Staff travel surveys will be used to gather information to assess which of the proposed measures are most effective. The TPC will work with senior management in order to ensure that as much information can be collated early on in the recruitment process; the overall aim here is to have a positive influence on staff travel patterns.

6.4.2. The TPC will be responsible for the overall planning and coordination of the surveys, which will determine progress towards meeting targets and objectives.

6.4.3. The surveys are to be funded by the developer and will be undertaken on a regular basis in line the stages of the construction programme.

6.4.4. Travel surveys of the site are to be undertaken in line with the stages of the construction programme, until deemed unnecessary by the Steering Group.

6.4.5. The travel surveys should seek to understand whether construction workers are residing in hotels or other group accommodation and, therefore, provide opportunities to maximise vehicle occupancy.

Monitoring and Review of Surveys

6.4.6. The TPC will take responsibility for monitoring travel patterns on a regular basis throughout the construction period and they will also be required to collate survey results and prepare a report for submission within three months of the surveys being completed.

6.4.7. When reviewing the effectiveness of the plan, the following key target areas will be reviewed to improve performance:

- Which areas offer the greatest potential for change / improvement?
- Was the initiative implemented by the target date?
- How well used is each scheme or initiative?
- How much did it cost to introduce?
- Is the review process itself effective?

6.5 SMART Measure 4: Travel Plan Marketing

6.5.1. Good information provision supported by sufficient promotional activity will underpin the effective communication of services and travel initiatives, and will be a critical element to ensure the successful implementation of the Travel Plan.

6.5.2. The developer is required to set an appropriate budget for marketing activities which is proportionate and representative of the size and scale of both the construction and operational workforce.

6.5.3. In order to maximise the efficient use of funds, electronic media will be used where possible for both information provision and promotional purposes.

6.5.4. Subject to a site website being available, a dedicated Travel Plan page will be added providing up to date travel plan information, links to transport resources and public transport information and relevant travel policies. The website will serve as a central point for the most up to date travel regulations and advice.

6.5.5. All new employees, as well as sub-contractors working on the site, will be issued with a 'Site Welcome Pack' following the appointment of their position. The Site Welcome Pack will include the following components:

- Travel plan information.
- Local public transport routes and information.
- Car sharing, parking management and site routing information and policies.
- Information on local traffic-related issues such as congestion.
- Details of any future works bus collection points, as well as frequencies.

6.5.6. In addition, key information and travel options available will be explained to staff during their induction, and any contractual requirements will also be communicated at this stage.

6.5.7. Sustained and targeted marketing of car share, staff travel incentive schemes and on site facilities will be used before and during the construction period in order to ensure that staff have a good understanding of the Travel Plan.

Bus Services Provision

6.5.8. Within the study area, there is limited public transport provision. The TPC will be responsible for contacting local public transport providers in order to ascertain the potential of delivering a public service, either as an extension to an existing service or as a specific service at a particular time from a pre-determined pick-up point (shuttle service).

6.5.9. It is important to note that any additional bus service provision would need to be evidence based, and the need assessed through key data sources such as staff post codes, travel surveys and shift patterns.

6.5.10. The TPC will also be responsible for contacting other local site TPC's to discuss linking of existing services, best practice and potential economies of scale to introduce new joint services.

6.6 SMART Measure 5: Car Parking Strategy

6.6.1. In order to achieve the target of two people per car for daily car journeys in the construction phase, the construction site will have a capped number of car parking space numbering no more than 400 spaces.

6.6.2. A car parking management scheme will be implemented which provides favourable parking locations for those that travel to the site with two or more passengers; this will discourage single vehicle occupancy where possible. In addition, a car parking management strategy will be developed by the TPC, and agreed by Senior Management and the local planning authority prior to the construction period.

6.6.3. The strategy will incorporate measures for both construction staff and visitors and will be a 'live' document in the sense that it will be subject to change and be sufficiently flexible to adapt to changing targets and objectives. Monitoring of the strategy will be carried out by the TPC to ensure that targets are achieved, and to minimise non-compliance by staff and visitors.

6.6.4. In conjunction with the preferential parking offering, those who car share will also benefit from financial savings which will be actively promoted to construction staff. Additional incentives will also be offered, examples of which have been summarised in Diagram 2.

Diagram 2 - Staff Incentives for Car Sharing Examples

6.6.5. All of the car parking management and car sharing measures will be adapted and modified where needed in order to ensure that they are fit for purpose and tailored to the needs of staff, as well as the operation of the Travel Plan Measures.

6.6.6. Car Sharing will be the travel mode of preference for all staff travelling to the site, and a car sharing scheme will be in place using database management and Lift Share.

6.6.7. Due to the nature of the site it may be more suitable to provide a private restricted online car share group for staff to use.

6.7 SMART Measure 6: Staff Induction Requirements

6.7.1. A staff registration process will be integrated into the induction process to ensure that all construction staff are registered on a car sharing database, and encouraged to assess car sharing to site with other staff members.

6.7.2. It is expected that this measure will have the greatest impact in terms of meeting the car journeys target.

6.8 SMART Measure 7: Staff Facilities

6.8.1. This SMART measure focuses on staff facilities which includes cycling, motorcycles, staff showering, storage and bike parking facilities.

6.8.2. Both cycling and motorcycling to the site will be promoted and encourage as alternatives to private car use. Information, maps and marketing materials will be displayed on prominent boards identifying the less trafficked routes to the site. This will include routes with local train stations together with the relevant train timetables.

6.8.3. The site will provide male/female shower and changing facilities for staff including lockers for personal storage and equipment, with heated drying areas for clothing.

6.8.4. Convenient, sheltered, well-lit and secure parking provision will be made available for cycle and motorcycles. Additional cycle or motorcycle parking provision will be provided as needed by staff.

6.8.5. To assist cyclists with bike repairs, a dedicated bike maintenance facility will be provided close to the parking shelters.

6.8.6. In order to encourage the uptake of safe and sustainable cycling amongst the workforce the following measures are proposed:

- Financial incentives including interest free loans for bike/equipment purchase.
- Free programme of bike maintenance and safe riding courses.
- Bike user group (chaired by TPC) to promote cycling and raise potential issue.
- Secure tool storage available on-site to reduce need to transport tools.

6.9 SMART Measure 8: Senior Staff to Lead by Example

6.9.1. Senior staff members working at, or visiting, the site who are not 'skilled' construction staff should demonstrate a high level of commitment to the CWTP, and follow the same rules and policies to lead by example and encourage wider engagement in the programme.

6.10 SMART Measures Summary

6.10.1. The points below summarise the SMART measures to be adopted in the CWTP for the Proposed Scheme:

1. Appoint of Travel Plan Coordinator.
2. Establish Travel Plan Steering Group.
3. Staff Travel Surveys: Baseline and then in line with the stages of the construction programme.
4. Travel Plan Marketing and Communications Components.
5. Car Parking Management Strategy.
6. Staff Contractual Requirements.
7. Staff Facilities.
8. Senior Staff to Lead by Example.

6.11 Summary

6.11.1. This CWTP has been prepared to support the Development Consent Order Application for the Proposed Scheme. It sets out a range of measures that will help construction workers plan their journey to work in order to reduce the number of vehicles to and from the Site. The CWTP is required (by a requirement to the draft

DCO) to be prepared substantially in accordance with this Outline CTWP, and to be approved and implemented during construction of the Proposed Scheme.

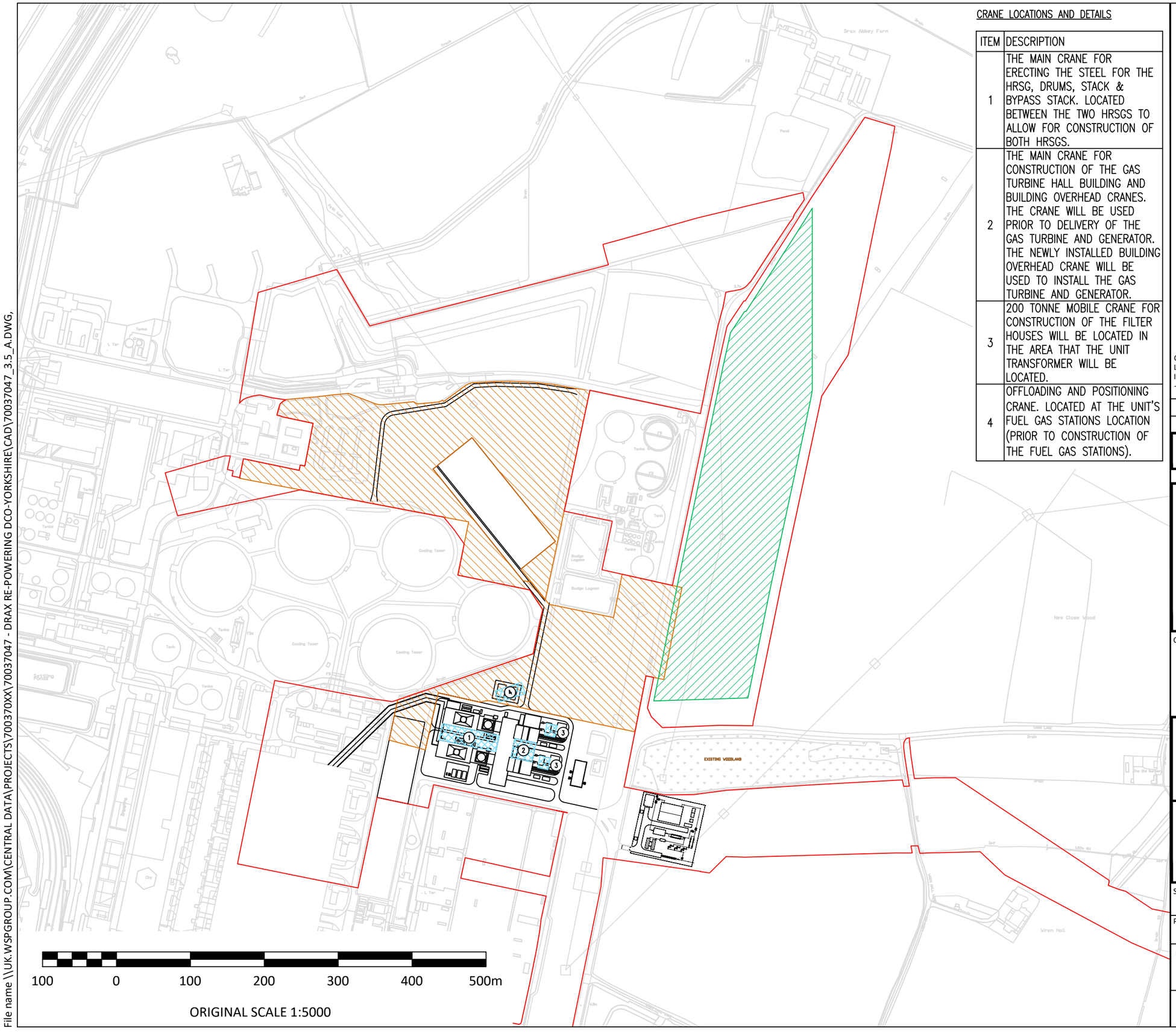
6.11.2. During the construction phase, it is anticipated that there will be a minimum vehicle occupancy of two persons. However, the aspiration is for the site to achieve a higher car occupancy rate which be partially facilitated by the range of measures contained within this plan.

6.11.3. A range of SMART measures have been presented in this document which, when effectively implemented, are expected to lead to a reduction in the number of commuting trips to and from the site ensuring that any impact on the local transport network is minimised.

6.11.4. A crucial component to ensure the effective implementation of the CWTP is the appointment of a TPC. The TPC will be a current member of staff and will have responsibility for implementing and coordinating Travel Plan measures and monitoring its success.

6.11.5. It is recommended that regular monitoring activities are undertaken by the TPC which will culminate in an annual review. The annual review will revise and modify targets, and make alterations to specific measures, where it is deemed to be necessary.

6.11.6. Furthermore, it is recommended that the developer and TPC should work with the local highway authority throughout the lifespan of the Travel Plan in order to ensure that it is delivered as effectively as possible, and is responsive to changing requirements.



ORIGINAL SCALE 1:5000

CRANE LOCATIONS AND DETAILS

ITEM	DESCRIPTION
1	THE MAIN CRANE FOR ERECTING THE STEEL FOR THE HRSG, DRUMS, STACK & BYPASS STACK. LOCATED BETWEEN THE TWO HRSGS TO ALLOW FOR CONSTRUCTION OF BOTH HRSGS.
2	THE MAIN CRANE FOR CONSTRUCTION OF THE GAS TURBINE HALL BUILDING AND BUILDING OVERHEAD CRANES. THE CRANE WILL BE USED PRIOR TO DELIVERY OF THE GAS TURBINE AND GENERATOR. THE NEWLY INSTALLED BUILDING OVERHEAD CRANE WILL BE USED TO INSTALL THE GAS TURBINE AND GENERATOR.
3	200 TONNE MOBILE CRANE FOR CONSTRUCTION OF THE FILTER HOUSES WILL BE LOCATED IN THE AREA THAT THE UNIT TRANSFORMER WILL BE LOCATED.
4	OFFLOADING AND POSITIONING CRANE. LOCATED AT THE UNIT'S FUEL GAS STATIONS LOCATION (PRIOR TO CONSTRUCTION OF THE FUEL GAS STATIONS).

DO NOT SCALE

LEGEND

SITE BOUNDARY

CONSTRUCTION AREAS

HARDSTANDING / CAR PARKING

HARDSTANDING / CAR PARKING / PEDESTRIAN BRIDGE / SITE WELFARE OFFICES / SITE CLEARANCE

PROPOSED AREA FOR CONSTRUCTION CRANES

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REV	DATE	BY	DESCRIPTION	CHK	APP
A	09/05/2018	SPS	FIRST ISSUE	RM	BS

DRAWING STATUS: FINAL

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PROJECT: The Drax Power (Generating Stations) Project

TITLE: Figure 1 Indicative Construction Plan for Unit X

SCALE @ A3:	CHECKED:		APPROVED:
1:5000	RM		BS
PROJECT No: 70037047	DESIGNED: BS	DRAWN: SPS	DATE: 09/05/2018

DRAWING No: 70037047-1 REV: A

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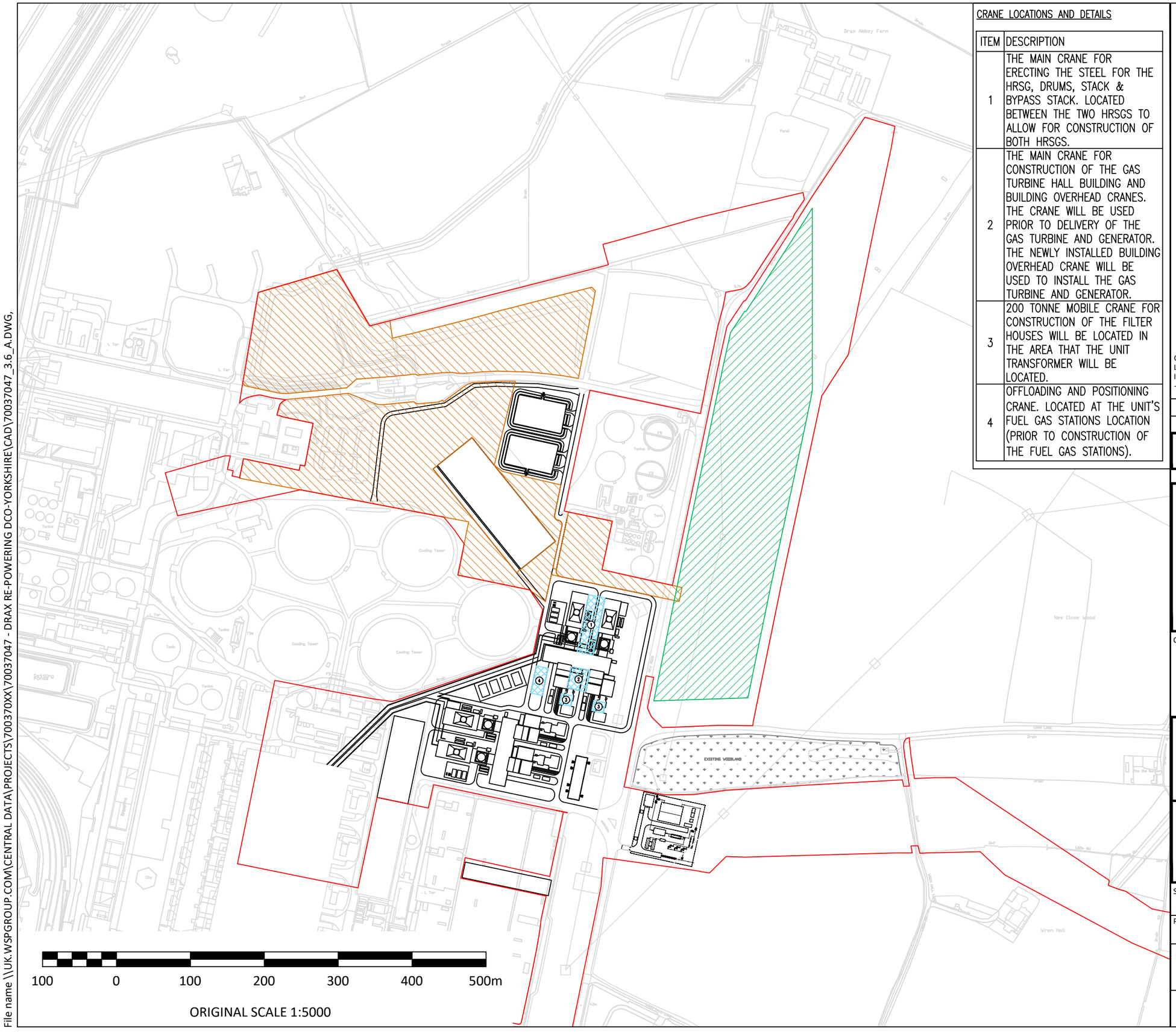

ORIGINAL SCALE 1:5000

CRANE LOCATIONS AND DETAILS

ITEM	DESCRIPTION
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LEGEND

SITE BOUNDARY

CONSTRUCTION AREAS

HARDSTANDING / CAR PARKING

HARDSTANDING / CAR PARKING / PEDESTRIAN BRIDGE / SITE WELFARE OFFICES / SITE CLEARANCE

PROPOSED AREA FOR CONSTRUCTION CRANES

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PROJECT: The Drax Power (Generating Stations) Project

TITLE: Figure 2 Indicative Construction Plan for Unit Y

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DRAWING No: 70037047-2 REV: A

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