

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

(Submitted for Deadline 4)



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

Drax Power Limited

Drax Repower Project

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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. It is intended that the full CWTP will be a live document, as it will continually be reviewed and updated to adapt as necessary to transport conditions, maximising travel by sustainable modes and ensuring the impact of the development is as low as possible. Requirement 18 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).
- 1.1.4. This Outline CWTP has been revised to address comments raised by North Yorkshire County Council and Highways England through the consultation process and ensure there is a robust framework to control and manage the impacts of the construction traffic during the construction programme.

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 include the learning centre, open grassland, scrub and farmland.
- 1.3.4. Drax is proposing to repower up to two existing coal-fired units (known as Unit 5 and Unit 6) with gas – this means the existing coal-fired units would be decommissioned and replaced with newly constructed gas-fired units utilising some of the existing infrastructure. Each unit, which is a new gas fired generating station in its own right, would comprise combined cycle gas turbine (“CCGT”) and open cycle gas turbine (“OCGT”) technology. Each new gas generating unit would also use existing infrastructure, including the cooling system and steam turbines, and would each have a capacity of up to 1,800 MW, replacing existing units each with a capacity of up to 660 MW. Each unit would have a battery storage capability (subject to technology and commercial considerations). Should both units be repowered, the new gas-fired units / generating stations would have a total combined capacity of up to 3,800 MW.
- 1.3.5. Drax is seeking consent for the flexibility to construct a single generating station with an 1,800 MW generating capacity or to construct two generating stations each with an 1,800 MW generating capacity. The construction of each new gas fired generating station would repower either one or both of Unit 5 and Unit 6. The decision as to whether Drax constructs one or two gas fired generating stations and when, is a commercial decision that can only be taken post any consent being granted.
- 1.3.6. In order to repower to gas, a new Gas Pipeline needs to be constructed from Drax Power Station to the National Gas Transmission System (“NTS”). In addition, an Above Ground Installation (“AGI”), and Gas Receiving Facility (“GRF”) are required. A connection to the electrical network would be made via the existing National Grid Substation within the Existing Drax Power Station Complex. Other development includes construction laydown areas, a passing place to enable the construction of the Gas Pipeline and a temporary footbridge during construction.
- 1.3.7. The development being applied for is called the "Proposed Scheme" and is more fully described in Schedule 1 of the draft Development Consent Order (where it is termed the "Authorised Development"). The Proposed Scheme is described in detail in Chapter 3 (Site and Project Description) of the Environmental Statement

(Examination Library reference APP-071), along with the Removal of Stage 0 (as set out in the Cover Letter submitted at Deadline 2 (Examination Library Reference REP2-003) pursuant to the non-material amendment application submitted at Deadline 2 and the Assessment of Non-Material Amendments to Proposed Scheme (Applicant's Document Reference 8.4.8) submitted at Deadline 3.

- 1.3.8. The Proposed Scheme includes the construction of a generating station with a capacity of more than 50 MW and accordingly meets the criteria given in the Planning Act 2008 (as amended) ("PA 2008") for being a Nationally Significant Infrastructure Project ("NSIP").
- 1.3.9. As a NSIP, the Proposed Scheme therefore requires a Development Consent Order ("DCO") from the SoS for Business, Energy and Industrial Strategy.

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 village 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

- 3.2.1. Construction staff parking will be provided on land to the East of New Road as shown in Figure “Work No. 9 Key Plan - Temporary Construction Laydown Areas” (Examination Library Reference REP2-007) and presented at the end of this document.
- 3.2.2. Parking will be permitted with 400 spaces made available to encourage shared worker trips.
- 3.2.3. 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, although the footbridge will be located within the limits of deviation for Work Number 9A.
- 3.2.4. HGV deliveries will access the Existing Drax Power Station Site and the laydown areas as shown as Work Numbers 9A and 9B on the Works Plans (Examination Library Reference REP2-007), to the east and west of New Road.
- 3.2.5. 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. These restrictions do not apply to construction work or the delivery or removal of materials, plant and machinery where these (a) are carried out within existing buildings or buildings constructed as part of the authorised development; (b) are carried out with the prior approval of Selby District Council; (3) or are associated with an emergency.
- 3.4.2. 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.
- 5.1.3. Benefits of Travel Plan
- 5.1.4. 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.
- 5.1.5. 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.
- 5.1.6. 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.

5.2 SMART Objectives

- 5.2.1. 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.
- 5.2.2. 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 single occupancy car travel.
 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.

5.2.3. 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.

5.2.4. 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 Construction Workforce

5.3.1. The Socio-Economic Chapter of the ES (App-082) assumes that jobs created by the Proposed Scheme are at both the local level (e.g. SDC and the ERoY) and the regional level (e.g. Yorkshire and the Humber region). It is also acknowledged that the origin of the future workforce will not be fully known until the construction contract is awarded. Nonetheless, this CWTP outlines the measures to optimise trip making in order to reduce the number of single occupancy vehicles. This includes the potential provision of minibuses for construction staff with the same point of origin.

5.3.2. Furthermore, there are 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.

5.3.3. 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.

5.3.4. 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)
At least six months prior to commencement of construction		
1	Appointment of TPC and contact details of TPC provided to Selby District Council, East Riding of Yorkshire Council, North Yorkshire County Council, Newland Parish Council and Highways England on appointment.	Applicant / TPC
2	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
3	Develop an effective communications strategy to support implementation of the Travel Plan including: <ul style="list-style-type: none"> • Programme of consultation activity • Marketing plan and supporting campaign Travel plan branding approach	TPC
4	Set up Travel Plan Steering Group Meetings	TPC
5	Establish Car Share scheme to align with the planned shift patterns and obtain, or develop, a database to support this.	TPC
6	Develop Car Parking Management Strategy.	TPC/SM
7	Agree worker travel provision and organise individual components such as contractual agreements, and specific transport for construction workers e.g. Mini Bus.	TPC/SM
8	Arrange on site staff facilities arrangements.	TPC/SM
9	Regular review of periodic actions to ensure effective implementation.	TPC
Within three months prior to commencement of construction		
10	Desk based research to gather the necessary local transport network information e.g. timetables and relevant marketing	TPC

Item	Action	Designated Responsibility (TPC/SM)
	literature.	
11	Review active travel (walking and cycling) facilities within the vicinity of the area.	TPC
12	Analysis of staff home post codes to aid examination of journey patterns where available.	TPC
13	Implementation and analysis of staff travel surveys.	TPC
14	Develop welcome information packs for construction staff.	TPC
Within the 3 months of construction		
15	SMART Target 3 staff travel survey	TPC
Within the first 6 and 12 months and then regular points during the construction/operation		
16	Review and implement staff travel surveys.	TPC
17	Monitor travel patterns through use of multiple data sources including ATC data and Vehicle Occupancy Surveys	TPC
18	Review site transport provision and worker facilities.	TPC
19	Review car sharing and car parking arrangements.	TPC
20	Review maintenance of agreed walk/cycle routes.	TPC/SM
21	Maintain and review the communications strategy.	TPC/SM
22	Maintain public transport information.	TPC
23	Develop travel initiatives/incentives.	TPC/SM
24	Perform review of Travel Plan and make modifications where needed.	TPC/SM
25	Hold ad-hoc Travel Plan Steering group meetings.	TPC
26	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 and Highways England 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 and Highways England to tie in with key milestones throughout the construction programme.
- 6.3.3. It is proposed that the first steering group meeting will include a review of the construction programme to set provisional dates to meet ahead of key stages in the programme. The timings of the meetings will need to be flexible and respond to the construction programme. Results from monitoring surveys will be presented in a timely fashion at the Steering Group meetings to allow a responsive and meaningful implementation strategy to be enacted ahead of each phase in the construction programme.
- 6.3.4. The TPC will be responsible for recording/circulating meeting minutes and identified actions after each Steering Group.
- 6.3.5. 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: Travel Plan Data

- 6.4.1. Staff travel surveys, automatic traffic counters, and vehicle occupancy surveys will be undertaken to monitor the construction workers travel patterns and information related to the implementation of the Travel Plan measures.
- 6.4.2. 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.
- 6.4.3. The TPC will be responsible for the overall planning and coordination of the surveys, which will determine progress towards meeting targets and objectives. 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. Staff travel surveys will be undertaken within three months of commencement of construction at the site. 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.
- 6.4.5. Staff travel surveys will be supported by traffic data collected using automatic traffic counters, which will be in place prior to commencement of works. Daily traffic data will be available for review by the Steering Group. Vehicle occupancy surveys will also be undertaken at times agreed with the Steering Group to inform the measures required for future phases of construction.

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 staff travel 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?
- 6.4.8. Analysis of the initial staff travel surveys will include a review of the trip generation data collected by the automatic traffic counter and vehicle occupancy surveys as agreed with the Steering Group. The timing of each of the surveys will be agreed with the Steering Group and could include the surveys operating on different cycles.

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. Information on access to the site including parking arrangements will be communicated to sub-contractors as part of the tendering process, with detailed discussions regarding promoting sustainable travel discussed further as part of the request for parking permits to access the site.
- 6.5.6. 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.

- 6.5.7. 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.
- 6.5.8. 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

- 6.5.9. 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).
- 6.5.10. 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.
- 6.5.11. 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 during the construction phase (SMART Objective 2), the construction site will have a capped number of car parking space numbering no more than 400 spaces. This will be reviewed as part of the monitoring of SMART Target 4.
- 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. The car park strategy will include the eligibility criteria for parking, monitoring of the strategy, and enforcement of the strategy. The car park strategy will contribute towards achieving the objectives and targets of this CWTP including the vehicle occupancy target, which will be the key target for controlling parking demand outside of the peak construction periods i.e. although there won't be a reduction in parking available, utilisation is expected to be lower than during periods of peak activity at the site.
- 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 6-1.

Diagram 6-1 - 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.
- 6.6.8. Use of the car park will be monitored with automatic traffic counters installed at the access to the car park and regular count of staff undertaken to ascertain vehicle occupancy. It is anticipated that the number of staff crossing the footbridge to access the Power Station will be counted and analysed with the vehicle count data in order to calculate the vehicle occupancy. The results of the vehicle and vehicle occupancy counts will be presented at the regular Steering Group Meetings. The frequency of the vehicle occupancy surveys and time periods to be surveyed will be agreed with the Steering Group.

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.
- 6.9.2. The staff travel surveys will include a means of identifying respondents from senior management. This could be through a specific survey question such as "What is your job role?" or via separate survey. Survey responses from senior staff members will be analysed and presented separately.

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:
- SMART Measure 1: Appointment of Travel Plan Coordinator;
 - SMART Measure 2: Set-up of Travel Plan Steering Group;
 - SMART Measure 3: Travel Plan Data
 - 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.

7 TRAVEL PLAN TARGETS AND MONITORING

7.1 SMART Targets

7.1.1. The proposed SMART targets are as follows:

- SMART Target 1 – A Travel Plan Co-ordinator (TPC) will be appointed three months prior to commencement of construction at the site with the TPC contact details provided to Selby District Council, East Riding of Yorkshire Council, North Yorkshire County Council, and Highways England on appointment;
- SMART Target 2 – A Steering Group will be set up 3 months prior to commencement of construction at the site with the first meeting arranged 2 months prior to construction commencing at the site;
- SMART Target 3 – A staff travel survey will be undertaken within three months of the commencement of construction works at the site with a target response rate of 20% and then subsequently in line with the stages of the construction programme as agreed with the Steering Group;
- SMART Target 4 – Aim to achieve a vehicle occupancy of 2 or more occupants per vehicle throughout the construction programme;

7.1.2. It is considered that the targets are sufficient to monitor the impacts of the construction worker travel.

7.2 Monitoring

7.2.1. In order to monitor the travel patterns associated with the proposed development the Travel Plan Co-ordinator will commission staff travel surveys, monitor the use of the construction staff car park, and undertake vehicle occupancy surveys as set out in Smart Measure 3.

7.2.2. Monitoring of the car park will be through the installation of an Automatic Traffic Count (ATC) at the car park access. This will allow the arrival/departure patterns to be monitored. If construction traffic arrivals and departures are occurring in a narrower timeframe during the peak of construction than assessed in the ES, then the following example permit system could be enacted, if deemed necessary by the Transport Steering Group (note the below is an example only and other solutions could be suggested and implemented based on the situation at the time):

- 20% of all parking spaces allocated for arrival between 6AM to 7AM;
- 30% of all parking spaces allocated for arrival between 7AM to 8AM;
- 25% of all parking spaces allocated for arrival between 8AM to 9AM;
- 25% of all parking spaces allocated for arrival between 9AM to 10AM;

7.2.3. The percentage allocation could be controlled to manage the impacts on the transport network, and this would be agreed by the Transport Steering Group. The requirement to enact a permit system or other controlling measures should be informed by monitoring of the junctions within the study area including spot surveys to understand if the construction traffic is having an adverse impact. The full methodology to be used will need to be agreed with the Steering Group.

7.2.4. Further measures such as the provision of mini-buses, enhanced mileage rates for car sharers, or monthly prize draw for car sharers could be considered.

7.3 Travel Plan Budget

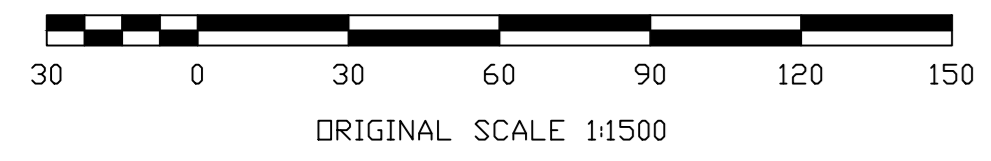
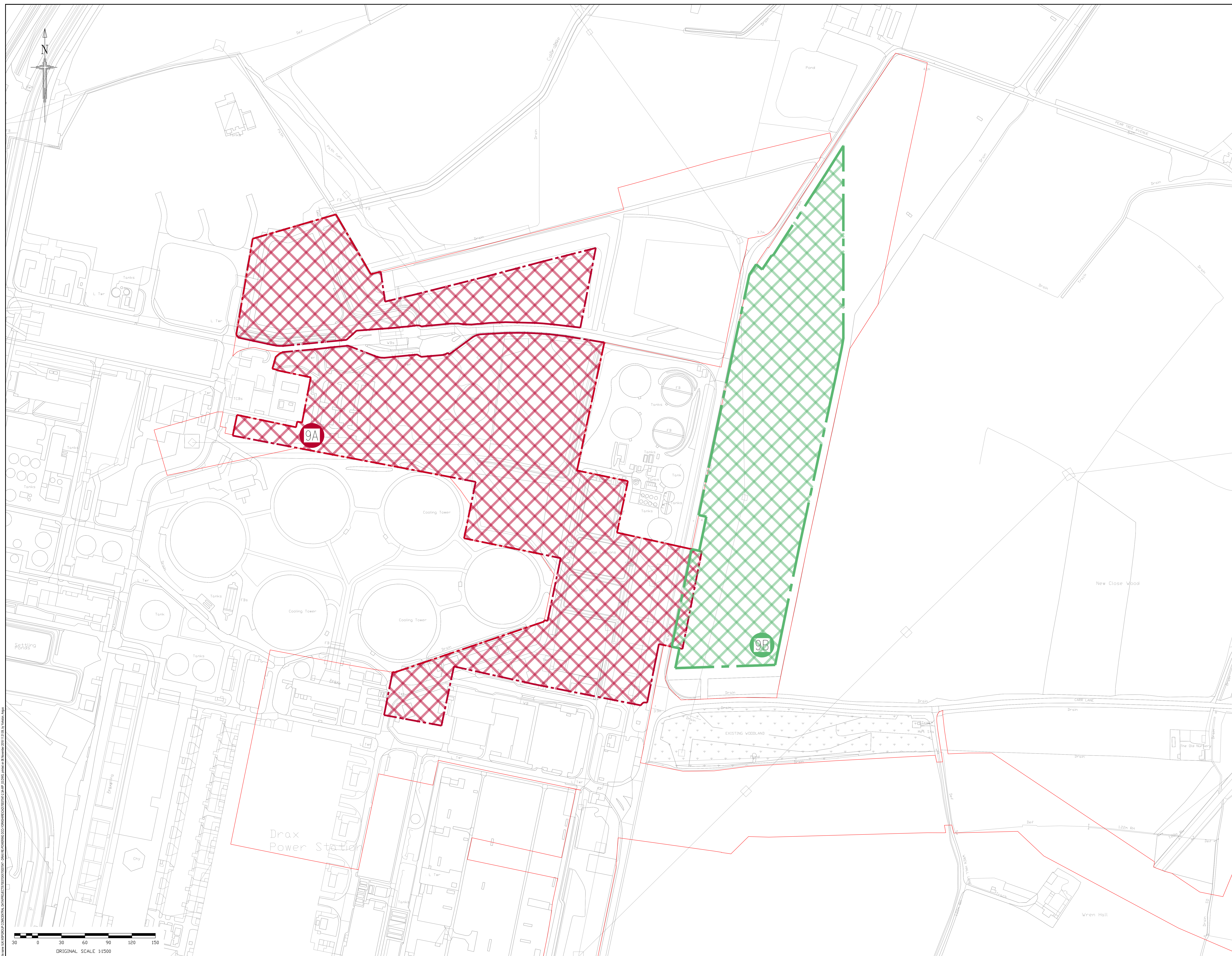
- 7.3.1. A budget will be agreed with the Steering Group and allocated to the delivery, as required, of the following services:
- SMART Measure 1: Appointment of Travel Plan Coordinator;
 - SMART Measure 2: Set-up of Travel Plan Steering Group;
 - SMART Measure 3: Travel Plan Data
 - SMART Measure 4: 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;
 - Car Park Permitting;
 - Automatic traffic counters at the car park for the duration of the construction period;
 - Attendance at Steering Group Meetings by the TPC;
 - Expenses associated with preferential mileage claims for vehicle occupancy greater than 2
- 7.3.2. An estimated budget to undertake these measures is a setup of cost of £20k with and an estimated annual budget of £6k across the construction period. The budget will be reviewed on a regular basis with any change agreed with the Steering Group.
- 7.3.3. The TPC will be provided with the flexibility to respond to the results of the monitoring results and re-allocate budget to alternative measures subject to agreement with the Transport Steering Group.

7.4 Additional Measures

- 7.4.1. Regular meetings will be held to ensure that targets are monitored and measures implemented to meet these targets. In the event that targets are not being met, to the detriment of the transport network, it will be the responsibility of the Steering Group to develop a supplementary strategy, which would review the poorly performing measures and decide on additional measures to achieve the agreed targets.
- 7.4.2. A timeframe for the implementation of any identified additional measures would need to be agreed with the Steering Group. The applicant would also be required to fund the additional measures with the budget to be discussed and agreed with the Steering Group once any additional measures are agreed.
- 7.4.3. An example would be as follows; if vehicle occupancy is less than two during the early phases of the construction programme the Steering Group should consider the provision of minibuses to accommodation sites such as hotels and B&Bs, where Drax construction workers are staying, to increase the level of vehicle occupancy.

8 SUMMARY

- 8.1.1. 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.
- 8.1.2. During the construction phase, we have set a target vehicle occupancy of two persons. However, the aspiration is for the site to achieve a higher car occupancy rate which will be partially facilitated by the range of measures contained within this plan.
- 8.1.3. 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.
- 8.1.4. 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.
- 8.1.5. 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.
- 8.1.6. Furthermore, it is recommended that the developer and TPC should work with the local highway authority and Highways England 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.



- DO NOT SCALE**
- LEGEND**
- ORDER LIMITS
 - WORK No. 9**
TEMPORARY CONSTRUCTION LAYDOWN AREAS
 - WORK No. 9A**
 - HARDSTANDING / CAR PARKING / PEDESTRIAN BRIDGE / SITE WELFARE OFFICES
 - HARDSTANDING / CAR PARKING / PEDESTRIAN BRIDGE / SITE WELFARE OFFICES LIMITS OF DEVIATION
 - WORK No. 9B**
 - HARDSTANDING / CAR PARKING
 - HARDSTANDING / CAR PARKING LIMITS OF DEVIATION

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 – Regulation 5(2)(j)

REV	DATE	BY	DESCRIPTION	RM	BS
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01	16/09/2018	SPS	FIRST ISSUE	RM	BS

SUBMISSION FOR APPROVAL



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The Drax Power
(Generating Stations) Order

Application Document Reference 2.3A
Works Plans
Work No. 9 Key Plan - Temporary Construction Laydown Areas

SCALE @ A3	DRAWN	CHECKED	APPROVED
1:1500	R. MAMON	B. SIBTHORP	B. SIBTHORP
PROJECT No:	DESIGNED	DATE	
70037047	B. SIBTHORP	S. SPINKS	22/10/2018

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