



# **ENVIRONMENTAL STATEMENT – VOLUME 3 – APPENDIX 5.2 (TRACKED)**

## **Framework Construction Worker Travel Plan**

### **Drax Bioenergy with Carbon Capture and Storage**

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

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**CONFIDENTIAL**

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# 1. INTRODUCTION

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## 1.1. OVERVIEW

- 1.1.1. This Framework Construction Worker Travel Plan (CWTP) has been prepared on behalf of Drax Power Limited (the Applicant) by WSP to support a DCO Application in respect of the Proposed Scheme.
- 1.1.2. This document presents a series of SMART (Specific, Measurable, Achievable, Relevant and Time Bound) objectives related to trip generation and modal split. It sets out framework for encouraging sustainable travel to and from the Site during the construction phase and as a 'live' report it will be developed to minimise the impacts of the Proposed Scheme, with the measures adapting to the monitoring and review procedures.
- 1.1.3. The overall aim of this CWTP is to provide construction workers with sustainable travel choices to travel to and from the Site by sustainable modes, where possible, and reduce single occupancy vehicle use. It also aims to help individuals in terms of making better informed travel decisions.

## 1.2. SCOPE OF REPORT

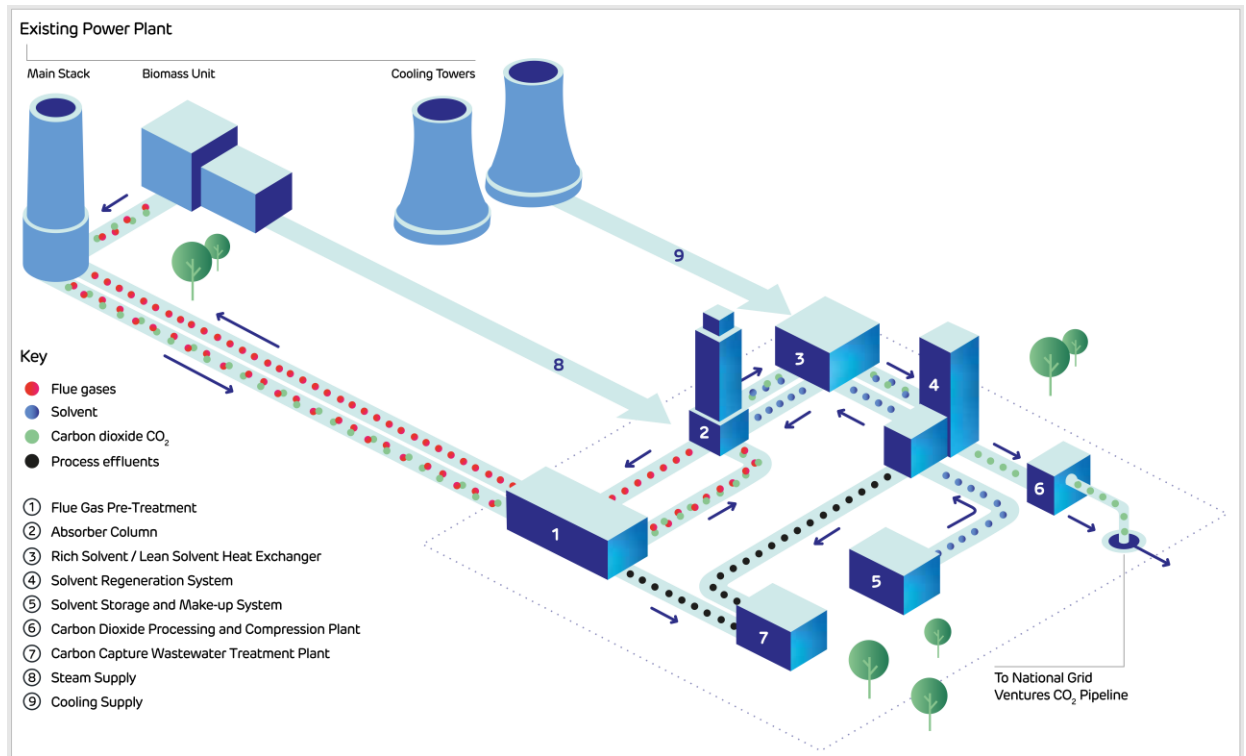
- 1.2.1. This CWTP applies to the construction phase only and will seek to promote sustainability through the following key areas:
- a. Assessing the accessibility of the Site by different modes and developing a package of measures to encourage sustainable travel appropriate to the location of the Site and reflecting the characteristics of the work.
  - b. Proposing a package of demand management measures, particularly in terms of increasing average vehicle occupancy.
- 1.2.2. The CWTP is focused on construction workers and the impacts associated with construction workers travelling to and from the Site. An indicative site layout plan is shown in **Figure 1.2 Indicative Site Layout Plan** (APP-057). This CWTP seeks to promote a range of sustainable travel measures that could be implemented to encourage car sharing in private and business vehicles, and the use of contractor work minibuses.
- 1.2.3. The sustainable travel measures 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 appropriate for the location of the Site.
- 1.2.4. A description of the operational phase is provided in **Section 4**, although there are no proposals included as part of this CWTP for this phase.

## 1.3. PROJECT DESCRIPTION – THE PROPOSED SCHEME

- 1.3.1. The Proposed Scheme would involve the installation of post combustion Carbon Capture technology to capture carbon dioxide from up to two existing 660 megawatt electrical ('MWe') biomass power generating units at the Drax Power Station (Unit 1 and Unit 2). The installation of this technology constitutes an extension to the biomass Units 1 and 2, and is referred to as post-combustion carbon capture as the carbon dioxide is captured from the flue gas produced during the combustion of biomass in Units 1 and 2. The Proposed Scheme is designed to remove approximately 95% of the carbon dioxide from the flue gas from those two Units.
- 1.3.2. The carbon dioxide captured will undergo processing and compression before being transported via a proposed new pipeline for storage under the southern North Sea. Transport and storage infrastructure will be consented through separate applications submitted by other parties (not the Applicant) (see further details on the transport and storage infrastructure below).
- 1.3.3. It is intended that core items of the existing infrastructure at the Drax Power Station are re-used by installing and integrating the Carbon Capture Plant with onto existing infrastructure including existing power generating units (Units 1 and 2) for extraction of steam, re-using the cooling water systems, Main Stack and electrical connections.
- 1.3.4. The Proposed Scheme is made up of the following:
- a. Up to two Carbon Capture Plants (one associated with Unit 1 and one associated with Unit 2) (Work No. 1D as described in Schedule 1 of the **draft DCO (AS-076)**), each made up of:
  - b. Flue gas pre-treatment section (Includes flue gas booster fans (Work Nos. 1D(v) and (vi)), Gas / Gas Heat Exchangers (Work Nos. 1D(v) and (vi)) and Quench Columns (Work Nos. 1D(i) and (ii)));
  - c. One Absorber Column (Work Nos. 1D(i) and (ii));
  - d. Solvent Regeneration System (to include up to two Regenerators) (Work Nos. 1D(iii) and (iv));
  - e. Rich Solvent / Lean Solvent Heat Exchangers (Work Nos. 1D(iii) and (iv)); and
  - f. Additional Common Plant infrastructure and modification works to the Drax Power Station that are required to support and integrate with one or both Carbon Capture Plants including:
  - g. Solvent Storage and Make-up System (comprising up to four banded solvent storage compounds) (Work No. 1D(vii) in Schedule 1 of the **draft DCO**);
  - h. Carbon Capture Wastewater Treatment Plant (Work No. 1D(viii) in Schedule 1 of the **draft DCO**);
  - i. Carbon Dioxide Processing and Compression Plant (Work No. 1E in Schedule 1 of the **draft DCO**);
  - j. Modification to the existing water pre-treatment plant (Work No. 1A in Schedule 1 of the **draft DCO**);

- k. Modification, upgrade and extension of the existing cooling system and distribution of cooling water to the Proposed Scheme (Work No. 1B in Schedule 1 of the **draft DCO**);
- l. Modifications to existing electrostatic precipitators (Work No. 3 in Schedule 1 of the **draft DCO**);
- m. Modifications, upgrade and extension to existing power generating units boilers and turbines for steam extraction and new steam processing infrastructure for distribution of process steam and electricity supply to the Proposed Scheme (Work No. 1C and Work No. 1F in Schedule 1 of the **draft DCO**); and
- n. Integral electrical connections within the existing generating station and Carbon Capture Plant including upgrades to the existing electrical infrastructure and new electrical infrastructure for the secondary electrical supply to the Proposed Scheme (Work No. 1F in Schedule 1 of the **draft DCO**);
- o. Infrastructure to transport compressed carbon dioxide from the Carbon Dioxide Processing and Compression Plant to storage and transport infrastructure operated by National Grid Carbon Limited (Work No. 2 in Schedule 1 of the **draft DCO**);
- p. Minor vegetation and street furniture management and other works to facilitate access during construction (Work No. 4 in Schedule 1 of the **draft DCO**);
- q. Additional supporting infrastructure and other works for the Proposed Scheme as set out in Section 2.2.49 (Work No. 3 in Schedule 1 of the **draft DCO**);
- r. Temporary construction laydown areas (Drax Power Station Site Construction Laydown Areas and the East Construction Laydown Area) (Work No. 5 in Schedule 1 of the **draft DCO**); and
- s. Habitat Provision Area (Work No. 6 in Schedule 1 of the **draft DCO**).

1.3.5. A process block flow diagram showing a schematic of the Proposed Scheme is provided in **Plate 1.1 (Process Block Flow Diagram for the Proposed Scheme)**. To help describe the process, a Carbon Capture Plant associated with a single unit has been shown, alongside Common Plant which would support both a Carbon Capture Plant for Unit 1 and Unit 2. The diagram is a schematic for illustrative purposes only and does not represent the scale or number of equipment items anticipated for the Proposed Scheme.



**Plate 1.1 - Process Block Flow Diagram for the Proposed Scheme**

## 1.4. DOCUMENT STRUCTURE

1.4.1. The remainder of the CWTP is structured as follows:

- a. **Chapter 2** – Site Location and Accessibility
- b. **Chapter 3** – Construction and Decommissioning
- c. **Chapter 4** – Operational Phase
- d. **Chapter 5** – Construction Worker Travel Plan Benefits and Objectives
- e. **Chapter 6** – Construction Worker Travel Plan Measures

## 2. SITE LOCATION AND ACCESSIBILITY

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### 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. This chapter details the accessibility of the Site by different modes of travel, including active and sustainable modes of travel.

#### HIGHWAY NETWORK

2.1.2. Drax Power Station is located in North Yorkshire to the south of the town of Selby, it is accessed from the A645 to the south of the Drax Power Station Site. The A1041 and the A645 serve to connect the power station to the wider road network. The Strategic Road Network is accessed at J36 M62, via A645 and A614 approximately 6 km south east of the Site.

2.1.3. Drax Power Station is serviced by road via three secure gated points of vehicular access as follows:

- a. South Gate – a southern site access arrangement situated along the A645 comprising a priority T-junction arrangement, including a right-turn ghost island. A traffic splitter island is provided in the junction mouth of the minor arm to prevent right-turn out vehicle manoeuvres;
- b. North Gate – a northern site access arrangement situated along New Road comprising a priority T-junction arrangement; and
- c. Materials Handling Gatehouse Entrance – a northern site access arrangement situated along New Road (approximately 500 m north of the North Gate) comprising a priority T-junction arrangement.

2.1.4. The A1041 and the A645 serve to connect Drax Power Station to the wider road network. The Strategic Road Network is accessed at Junction 36 of the M62 (via A645 and A614), approximately 6.0 km to the south east of the Site.

2.1.5. Drax Power Station is surrounded by agricultural land. There are businesses and residential properties in the wider area including the settlements of Drax, Camblesforth and Barlow, to the south east, south west and north west respectively.

2.1.6. At present, staff and visitors access the Drax Site via the 'South Gate' on the A645, whereas site workers, deliveries and Heavy-Duty Vehicles (HDV) traffic make use of the Materials Handling Gatehouse Entrance on New Road to the eastern boundary of the Site.

2.1.7. The Drax Power Station Site is also currently served by rail for deliveries of biomass and access to the River Ouse via a jetty located off Redhouse Lane which is of limited use due to its capacity and condition and is used only very occasionally. The use of rail and the existing Drax Jetty to transport construction materials and AIL to the Site during the construction phase has been considered by the Applicant as part of the alternatives studied but, as described in **paragraph 3.6.2 of Chapter 3**



**(Consideration of Alternatives)** (APP-039), both rail and water were considered and discounted.

- 2.1.8. For access to the Drax Power Station Site it is assumed that any construction related traffic, including HDVs and abnormal loads, will use the existing access junctions off the A645 and New Road, both of which can accommodate HDV and non-HDV traffic.
- 2.1.9. There are a number of unclassified roads which are located within close proximity to the Site, 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 before converting into 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 Redhouse Lane.
- 2.1.10. There is a pedestrian footway on one side of New Road which is the main road access to the North Gate entrance of the Drax Power Station Site, with additional footways along the A645 westbound towards A1041. PRoW are shown in **Figure 5.2 (Public Rights of Way Network)** (APP-063).
- 2.1.11. There is no cycling infrastructure in place within the immediate vicinity of the Drax Power Station Site. National Cycle Route 62 is on the A1041 approximately 2.5 miles south west of the Site which travels along Hirst Road on and off road towards Selby and further afield, to York. **Figure 5.3 (National Cycle Routes)** (APP-064) of the shows nearby national cycle routes.
- 2.1.12. National Cycle Route 65 and the Tran Pennine Trail (TPT) are on the north side of the River Ouse but are not accessible from the Site.

## **BUS SERVICES**

- 2.1.13. The nearest bus stop is at the South Gate entrance of Drax Power Station Site along the A645 and is served by Service 42. This service connects the site to York and Selby, passing through a number of small villages along the route. National and regional rail services can be accessed in York and Selby. **Table 2.1 (Bus Services (March 2022))** contains the details of these service.

**Table 2.1 – Bus Services (March 2022)**

Service	Route	Frequency		
		Mon – Fri	Sat	Sun
42 (Arriva)	York – Selby - Drax	Westbound: 10:12, 11:42, 13:12, 14:42, 16:12.  Eastbound: 08:24, 10:02,	Westbound: 10:12, 11:42, 13:12, 14:42, 16:12.  Westbound: 08:24, 10:02,	No Service

Service	Route	Frequency		
		Mon – Fri	Sat	Sun
		11:32, 13:03, 14:33, 16:03.	11:32, 13:03, 14:33, 16:03.	

## RAIL SERVICES

- 2.1.14. The nearest railway station to the Site is Snaith which lies 4.3 miles south west of the Drax Power Station Site. This railway station is served by Northern Rail services operating only limited services to Leeds and Goole. Snaith railway station is accessible by private car via the A1041 and A645. Alternatively, Selby railway station lies 7 miles northwest of the Drax Power Station Site and provides a wider range of rail connection services and is accessible via bus Route 42.
- 2.1.15. 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; 57 services between York and Hull; 33 services between Selby and Leeds; 11 services between Hull and Manchester.
- 2.1.16. Whilst Selby railway station is approximately 3 miles further away from the Drax Power Station Site compared with Snaith railway station, it is an important local transport hub and is accessible via local buses.

## **3. CONSTRUCTION AND DECOMMISSIONING**

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### **3.1. INTRODUCTION**

- 3.1.1. This section of the CWTP 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 the works, working hours and delivery / access.
- 3.1.2. The construction programme is described in **Section 2.3 of Chapter 2 (Site and Project Description)** of the ES (APP-038).

### **3.2. CONSTRUCTION WORKFORCE**

- 3.2.1. It is acknowledged that there a range of differences between the construction workforce, which forms of the focus of this CWTP, and those that would traditionally be targeted by a Workplace Travel Plan. The key differences include the following:
- a.** The carrying and transfer of specialised equipment, tools and personal protective equipment (PPE).
  - b.** 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.
  - c.** A more physical nature of the work involved which can make some active travel mode, such as walking and cycling, less appealing.
  - d.** 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.
- 3.2.2. The sustainable travel measures detailed in this CWTP have fully considered the above and the specific characteristics associated with a construction workforce in order to ensure that the CWTP is targeted towards construction workers and is realistic.

### **3.3. CONSTRUCTION WORKER PARKING**

- 3.3.1. Construction workers will park within the existing 500 car parking spaces available within the Drax Power Station Site and the 300 overflow car parking spaces within the East Construction Laydown Area. The combined capacity of 800 carparking spaces across the two areas will not be required for construction workers, with the number of spaces available capped at 450 and a permit system will be implemented. The overflow car park has been included to ensure operational resilience throughout the construction phase and to allow the Applicant to continue to meet the operational requirements of Drax Power Station, such as maintenance outages and day to day operations.

### **3.4. CONSTRUCTION LAYDOWN AREAS**

- 3.4.1. Temporary construction compounds and laydown areas will be required. The main laydown area will be on land to the east of the Drax Power Station Site within the Order Limits (see **Plate 1.1 (Indicative Site Layout Plan)**). Additionally, it is anticipated that several smaller, local laydown areas within the Drax Power Station Site will be utilised.
- 3.4.2. The East Construction Laydown Area would be used for laydown of plant, equipment and materials, light fabrication, storage of topsoil from the area and as an overflow car park during construction. The land currently consists of arable fields surrounded by hedgerow and would be reinstated to arable use following completion of the construction period for both Units.
- 3.4.3. The Drax Power Station Site Construction Laydown Areas are made up of the following areas:
- a. The existing northern site entrance car park, which would be maintained as car parking for construction workers;
  - b. A hardstanding area to the west of the car park which would be used for the Contractor Village (designated area for offices and welfare facilities);
  - c. An area to the north currently characterised as the woodyard. This area would be used for laydown and heavy fabrication;
  - d. The existing limestone and gypsum storage buildings which following cease of coal operation, would be redundant. These buildings would be used for covered laydown and fabrication; and
  - e. Six smaller hardstanding areas local to the BECCS construction, which would be used for laydown, fabrication and local construction.
- 3.4.4. The Drax Power Station Site Construction Laydown Areas would be reinstated back to their previous use following completion of the construction period for both Units.

### **3.5. CONSTRUCTION WORKING HOURS**

- 3.5.1. During the construction phase, it is expected that standard working hours will be Mondays to Friday 07:00 to 19:00 with all personnel working a nine hour period within this timeframe. Start-up and shutdown activities would take place in relation to the Proposed Scheme during a one hour window either side of standard working hours. For the purposes of the assessment it has been assumed that all construction worker related trips would arrive between 06:00 and 10:00 and depart between 16:00 and 20:00 (Mondays to Fridays).
- 3.5.2. On Saturdays, working hours will be 07:00 and 13:00. Start-up and shutdown activities would take place in relation to the Proposed Scheme during a one hour window either side of working hours.
- 3.5.3. HDV deliveries are anticipated to be spread evenly over the 12-hour working day from 07:00 – 19:00. This is considered to be robust as it doesn't account for HDVs being

spread over a 14-hour period between 06:00 – 20:00 on the highway network. Notwithstanding this, HDV movements could be on the highway network prior to 07:00, however, they will be scheduled to arrive after 07:00 to avoid queuing on the local highway network adjacent to Drax Power Station prior to 07:00 when HDVs would be unable to be accepted due to planning restrictions.

- 3.5.4. Working hours outside of these periods, including bank holidays, would be agreed in advance with Selby District Council (SDC) and North Yorkshire County Council (NYCC).

## **3.6. DECOMMISSIONING**

- 3.6.1. The Proposed Scheme is anticipated to operate for at least 25 years. At the end of the 25-year period, the facility may have some residual life remaining and an investment decision would be made as to whether the operational life of the Proposed Scheme would be extended. If it is not appropriate to continue operation, the plant would be decommissioned.
- 3.6.2. The decommissioning phase is anticipated to be no longer than the construction phase. It is expected that all above ground plant structures would be removed.
- 3.6.3. It is recommended that a Decommissioning Traffic Management Plan be provided nearer the time to reflect the changes in transport patterns and travel demand at the time of decommissioning.

## 4. OPERATIONAL PHASE

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### 4.1. OVERVIEW

- 4.1.1. Following construction, Unit 2 is expected to be operational in 2027 and Unit 1 in 2029. This is the case irrespective of which construction programme (i.e. Option 1 or 2) is chosen as described in **Section 2.3 of Chapter 2 (Site and Project Description)** of the ES.
- 4.1.2. Major maintenance of the plant will be aligned with the regulatory inspection requirements such as Pressure Systems Safety Regulations (PSSR) and also in line with the current site outage strategy on the main generating units.
- 4.1.3. Operational requirements will include activities which are already established on the Site such as chemical deliveries and waste effluent removals.

### 4.2. SITE STAFF

- 4.2.1. During the operational phase of the Proposed Scheme a workforce of 40 full time staff would be required for operation and maintenance activities. There will be an overall net-reduction of circa 190 staff in the workforce. This is due to the two remaining coal units (units 5 and 6) which stopped generating electricity commercially in March 2021 and which will cease operations entirely prior to works to construct the Proposed Scheme commencing .
- 4.2.2. There will be further off-setting since the power station is no longer carrying out statutory four yearly outages on coal units (5 and 6) (which is one-unit outage every two years and involves up to 1,300 additional staff typically required for a twelve-week period over the summer months).

## 5. CONSTRUCTION WORKER TRAVEL PLAN BENEFITS AND OBJECTIVES

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### 5.1. INTRODUCTION

- 5.1.1. The core aim of this CWTP is to help reduce car usage (particularly single occupancy journeys) and increase car sharing amongst construction workers 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 THE CONSTRUCTION WORKER TRAVEL PLAN

- 5.2.1. The CWTP 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 CWTP 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 CWTP measures include the following:
  - a. Increased productivity of construction workers stemming from a healthier workforce and greater morale;
  - b. Energy savings through reduced fuel use;
  - c. Enhancements in the environment for pedestrians and cyclists and the relative attractiveness of these mode choices;
  - d. Improved image of the respective organisation;
  - e. Cost savings to construction workers and the organisation due to travel becoming more efficient;
  - f. Improved quality of life through time savings.

### 5.3. SMART OBJECTIVES

- 5.3.1. The SMART objectives of this CWTP are:
  - a. **SMART Objective 1** – Increase proportion of car sharing amongst construction workers travelling from home to an average of two workers per vehicle through the use of a range of incentives with supported marketing activity.
  - b. **SMART Objective 2** – Increase proportion of car sharing amongst transient construction workers to an average of seven workers per vehicle through the use of a range of incentives with supported marketing activity.
  - c. **SMART Objective 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.

**d. SMART Objective 4** – Appoint and fund a construction Travel Plan Coordinator six months prior to construction commencing and until practical completion of the construction phase.

- 5.3.2. 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.
- 5.3.3. This CWTP aims to reduce single occupancy car use amongst construction workers and achieve an average car occupancy of two for home workers, and seven for transient workers throughout the Proposed Scheme's construction period.
- 5.3.4. Construction workers currently do not travel to site, so setting a specific mode shift target is not possible, however, the travel mode target is embedded within the CWTP objectives and measures, and a range of sustainable travel options will be effectively communicated and promoted to construction workers.
- 5.3.5. A package of SMART travel plan measures to achieve the above objects is discussed in the following chapter.



## 6. SUSTAINABLE TRAVEL PLAN MEASURES

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### 6.1. INTRODUCTION

- 6.1.1. This CWTP includes a series of SMART measures which are expected to result in a significant contribution towards the objectives outlined in **Section 5.3** of this CWTP.
- 6.1.2. The SMART measures have been developed with specific understanding of the location of the Site, the accessibility of the site, and characteristics of the temporary workforce. The following SMART measures have been identified:
- a. SMART Measure 1: Travel Plan Coordinator
  - b. SMART Measure 2: Travel Plan Steering Group
  - c. SMART Measure 3: Construction Worker Travel Surveys
  - d. SMART Measure 4: Travel Plan Marketing
  - e. SMART Measure 5: Car Park Management Strategy
  - f. SMART Measure 6: Car Sharing and Minibuses
  - g. SMART Measure 7: Construction Worker Facilities
  - h. SMART Measure 8: Senior Staff to Lead by Example
  - i. SMART Measure 9: Monitoring of Traffic Flows

### 6.2. SMART MEASURE 1: TRAVEL PLAN COORDINATOR

- 6.2.1. A member of staff working for Drax will be appointed to the role of Travel Plan Coordinator (TPC) as part of their overall responsibilities. This will be a senior person within the organisation to demonstrate senior management buy in and leadership.
- 6.2.2. The TPC will be responsible for the delivery of the Action Plan summarised in **Table 6.1**, which provides clear guidelines on the responsibilities of the TPC and senior management in terms of the implementation of the CWTP and measures to be established prior to the construction works beginning.
- 6.2.3. The Action Plan will be further developed based on consultation with both Senior Management and key stakeholders with milestone reviews to take place twice per year. 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. The Action Plan is summarised in **Table 6.1 (Action Plan)**, which shows the 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 actions may need to be modified throughout the construction phase to respond to changing requirements.

**Table 6.1 – Action Plan**

Item	Action	Designated Responsibility
<b>Within six months prior to commencement of construction</b>		
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: <ul style="list-style-type: none"> <li>~ Programme of consultation activity.</li> <li>~ Marketing plan and supporting campaign.</li> <li>~ Travel plan branding approach.</li> </ul>	TPC
3	Set up Travel Plan Steering Group Meetings, as part of regular project meeting.	TPC
4	Establish a Car Share scheme to align with the planned shift patterns and obtain, or develop, a database to support this.	TPC
5	Develop a Car Park Management Strategy to manage availability of parking spaces through the construction phase.	TPC / SM
6	Agree worker travel provision and organise individual components such as contractual agreements, and specific transport for construction workers e.g. Minibus.	TPC / SM
7	Arrange on site staff facilities arrangements.	TPC / SM
8	Regular review of periodic actions to ensure effective implementation.	TPC
<b>Within three months prior to commencement of construction</b>		
9	Desk based research to gather the necessary local transport network information e.g. timetables and relevant marketing literature.	TPC

<b>Item</b>	<b>Action</b>	<b>Designated Responsibility</b>
<b>10</b>	Review active travel (walking and cycling) facilities within the vicinity of the area.	TPC
<b>11</b>	Analysis of construction worker home post codes to aid examination of journey patterns where available.	TPC
<b>12</b>	Implementation and analysis of construction worker travel surveys.	TPC
<b>13</b>	Develop welcome information packs for construction workers and share with contractors.	TPC
<b>Within the first 6 and 12 months and then regular points during the construction / operation</b>		
<b>14</b>	Review and implement construction worker travel surveys. Monitor travel patterns through use of multiple data sources.	TPC
<b>15</b>	Review and monitor site transport provision and worker facilities.	TPC
<b>16</b>	Review and monitor car sharing and car parking arrangements.	TPC
<b>17</b>	Review maintenance of agreed walk / cycle routes.	TPC / SM
<b>18</b>	Maintain and review the communications strategy.	TPC / SM
<b>19</b>	Maintain public transport information.	TPC
<b>20</b>	Develop additional travel initiatives / incentives where appropriate following feedback and monitoring.	TPC / SM
<b>21</b>	Perform review of Travel Plan and make modifications where needed.	TPC / SM
<b>22</b>	Hold regular Travel Plan Steering Group meetings.	TPC
<b>23</b>	Provide relevant information on notice boards in construction worker recreational rooms and other arrival spaces.	TPC

Item	Action	Designated Responsibility
<p><b>TPC</b> – Travel Plan Co-Ordinator</p> <p><b>SM</b> – Senior Management</p>		

### **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 (TPSG) with appropriate terms of reference to be agreed by its members. The TPSG 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 TPSG will consist of the TPC, senior management, and construction worker representation. The local highway authorities and National Highway representatives will be invited on a regular basis. A meeting frequency of every three months is suggested.
- 6.3.3. The TPC will be responsible for recording / circulating meeting minutes and identified actions after each TPSG meeting. The TPSG will hold an annual review of the CWTP including survey results. The TPC will be responsible for producing a report and presentation reviewing the past 12 months, key achievements, and way forward and this will be shared with all parties.

### **6.4. SMART MEASURE 3: CONSTRUCTION WORKER TRAVEL SURVEYS**

- 6.4.1. Construction worker 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 construction worker 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 Applicant and will be undertaken on a regular basis during the construction programme. 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.
- 6.4.4. The surveys will also include a question in relation to construction worker travel to understand mode, route and arrival / departure time in order to estimate construction worker traffic assignment. This will inform the regular review of the impact of vehicle trips during the construction phase on the M62 Junction 36 and the wider highway network. The survey information could be combined with other monitoring data and will be discussed with the TPSG.

## **MONITORING AND REVIEW OF SURVEYS**

- 6.4.5. The TPC will take responsibility for monitoring travel patterns on a regular basis throughout the construction phase and they will also be required to collate survey results and prepare a report for issue to the TPSG within three months of the surveys being completed.
- 6.4.6. When reviewing the effectiveness of the CWTP, the following key target areas will be reviewed to improve performance:
- a. Which areas offer the greatest potential for change / improvement?
  - b. Was the initiative implemented by the target date?
  - c. How well used is each scheme or initiative?
  - d. How much did it cost to introduce?
  - e. 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 CWTP.
- 6.5.2. The Applicant is required to set an appropriate budget for marketing activities which is proportionate and representative of the size and scale of the construction workforce.
- 6.5.3. In order to maximise the efficient use of funds, electronic media will be used where appropriate for both information provision and promotional purposes.
- 6.5.4. A dedicated Travel Plan page will be added to the Drax BECCS project website and provide 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 construction workers working at 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 as a minimum:
- a. Travel plan information.
  - b. Local public transport routes and information.
  - c. Car sharing, parking management and site routing information and policies.
  - d. Information on local traffic-related issues such as congestion.
  - e. 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 construction workers during their induction, and any contractual requirements will also be communicated at this stage.
- 6.5.7. Sustained and targeted marketing of car sharing, and group travel will be delivered before and during the construction phase in order to ensure that construction workers have a good understanding of the CWTP including the objectives, sustainable travel

measures, and their role and responsibilities in minimising the effects of the construction phase.

## **6.6. SMART MEASURE 5: CAR PARK MANAGEMENT STRATEGY**

- 6.6.1. Construction workers will park within the existing 500 carparking spaces available within the Drax Power Station Site and the 300 overflow car parking spaces within the East Construction Laydown Area. The combined capacity of 800 carparking spaces across the two areas will not be required for construction workers, with the number of spaces available capped at 450 and a permit system will be implemented. The overflow car park has been included to ensure operational resilience throughout the construction phase and to allow the Applicant to continue to meet the operational requirements of Drax Power Station, such as maintenance outages and day to day operations.
- 6.6.2. In order to achieve the vehicle occupancy targets for daily car journeys in the construction phase (see **Section 5.3**), the construction site will have a capped number of parking spaces available to construction workers, with no more than 450 spaces.
- 6.6.3. 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 and by minibus. Drop-off locations for minibus spaces will be allocated within the existing Drax Power Station Site car park which will be monitored and increased if required.
- 6.6.4. Other construction workers arriving with two or more vehicle occupants will be signposted to this main car park in the first instance with single occupancy vehicle drivers being signposted to the overflow car park further away from entrances to works areas. This will discourage single vehicle occupancy where possible.
- 6.6.5. This will be enforced through the TPC who will issue parking permits and undertake 'spot checks' on the favourable parking locations to ensure they are being used correctly.
- 6.6.6. In addition, a car parking management strategy will be developed by the TPC and agreed by senior management and the Steering Group prior to the construction period.
- 6.6.7. The strategy will incorporate measures for both construction workers and other 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 construction workers and other visitors and reported to the TPSG.

## **6.7. SMART MEASURE 6: CAR SHARING AND MINIBUSES**

- 6.7.1. A construction worker registration process will be integrated into the induction process to ensure that all construction workers are registered on a car sharing

database and encouraged to assess car sharing to site with other construction workers, either by private car or contractor minibuses.

- 6.7.2. In conjunction with the preferential parking offering, those who car share will also benefit from financial savings which will be actively promoted to construction workers. Additional incentives will also be offered, examples of which have been summarised in **Plate 6.1 (Construction Worker Incentives for Car Sharing Examples)**.



**Plate 6.1 - Construction Worker Incentives for Car Sharing Examples**

- 6.7.3. 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 construction workers, as well as the operation of the Travel Plan Measures.
- 6.7.4. Car Sharing will be the travel mode of preference for all construction workers travelling to the Site, and a car sharing scheme will be in place using database management. Due to the nature of the Site, it may be more suitable to provide a private restricted online share group for construction workers to use.
- 6.7.5. It is expected that this measure will have the greatest impact in terms of meeting vehicle occupancy targets.

## **6.8. SMART MEASURE 7: CONSTRUCTION WORKER FACILITIES**

- 6.8.1. This SMART measure focuses on construction worker facilities which includes cycling, motorcycles, showering, storage and bike parking facilities.
- 6.8.2. Shower and changing facilities will be provided for construction workers, including lockers for personal storage equipment and drying areas for clothing.
- 6.8.3. 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 construction workers and identified through monitoring of this CWTP.

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

## **6.9. SMART MEASURE 8: SENIOR STAFF TO LEAD BY EXAMPLE**

6.9.1. Senior management working at, or visiting, the Site who are not part of the construction workforce, 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 MEASURE 9: MONITORING OF TRAFFIC FLOWS**

6.10.1. National Highways have requested the monitoring of construction worker traffic. The TPC and senior management will agree the arrangements for the monitoring of construction worker traffic with National Highways and review the data at the proposed TPSG to understand and agree if additional measures are required to support the management of the construction phase traffic impacts.

6.10.2. At this stage, in order to monitor the travel patterns associated with the Proposed Scheme, the TPC will undertake or commission staff travel surveys, monitor the use of the construction staff car park, undertaken vehicle occupancy surveys and ask staff whether they travelled via the M62 Junction 36, as set out in Smart Measure 3.

6.10.3. Monitoring of the car park will be through a gatehouse, camera, spot surveys of the installation of an Automatic Traffic Count at the car park access. This will allow the arrival / departure patterns to be monitored and if absolutely necessary, arrival / departure patterns could be programmed outside of the Strategic Road Network peak periods to mitigate the impact of vehicle trips during the construction phase at the M62 Junction 36. This would also apply to the local highway network.

## **6.11. TRAVEL PLAN BUDGET**

6.11.1. A budget will be agreed with the TPSG and allocated to the delivery, as required, of the following SMART measures:

- a. SMART Measure 1: Travel Plan Coordinator
- b. SMART Measure 2: Travel Plan Steering Group
- c. SMART Measure 3: Construction Worker Travel Surveys
- d. SMART Measure 4: Travel Plan Marketing
- e. SMART Measure 5: Car Park Management Strategy
- f. SMART Measure 6: Car Sharing and Minibuses
- g. SMART Measure 7: Construction Worker Facilities
- h. SMART Measure 8: Senior Staff to Lead by Example
- i. SMART Measure 9: Monitoring of Traffic Flows

6.11.2. An estimated annual budget of £10,000 to coordinate the implementation of the above SMART measures has been allocated by the Applicant. The budget for



delivery will be agreed with the TPSG once information relating to the workforce is confirmed and a contractor has been appointed for the construction phase.

- 6.11.3. The TPC will be provided with the flexibility to respond to the results of the travel plan monitoring and re-allocate budget to the most effective measures or alternatives, subject to agreement with the TPSG.

## **7. SUMMARY**

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### **7.1. OVERVIEW**

- 7.1.1. This CWTP has been prepared to support the DCO 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 travelling to and from the Site.
- 7.1.2. This CWTP is required to be implemented during the construction phase of the Proposed Scheme. A range of SMART objectives and measures have been presented in this document which, when effectively implemented ensuring that impacts on the local transport network are minimised.
- 7.1.3. A critical component to ensure the effective implementation of the CWTP is the appointment of a TPC with senior management support for the role. The TPC will be a current member of staff and will have responsibility for implementing and coordinating the sustainable measures contained in this CWTP and monitoring its success.
- 7.1.4. It is recommended that regular monitoring activities are undertaken by the TPC which will include an annual review. The annual review will revise and modify targets, and make alterations to specific measures, where it is deemed to be necessary, and through agreement with the TPSG.
- 7.1.5. Furthermore, the Applicant and TPC will work with the local highway authorities and National Highways throughout the lifecycle of this CWTP in order to ensure that it is delivered as effectively as possible, and is responsive to changing requirements.