

Viking CCS Pipeline

9.23 Construction Worker Travel Plan (CWTP) – Revision A (Tracked)

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1. Introduction

1.1 The Purpose and Structure of this Document

- 1.1.1 This Construction Worker Travel Plan (CWTP) has been prepared for the Viking CCS Pipeline project. The CWTP outlines how workers will travel to the Site during the construction phase only, and indicates measures that will be introduced to encourage the use of more sustainable travel modes.

2. Objectives

- 2.1.1 The CWTP helps to reduce environmental impacts by reducing the number of trips made to and from the Site by private car during the construction phase. All construction staff will be made aware of the measures included in the CWTP, so that benefits can be delivered, and the number of car trips reduced, by promoting car sharing, travel by minibus, and use of public transport use where possible.
- 2.1.2 The CWTP aims to ensure all construction staff are aware of the advantages and availability of travel by more sustainable and environmentally friendly modes of transport through raising awareness and the provision of information identifying travel options and the necessary contact information.
- 2.1.3 The primary objectives to be implemented for the Project are to:
- Ensure that an appropriate package of measures is employed to encourage sustainable travel behaviour;
 - Reduce car usage (particularly single occupancy car journeys);
 - Raise awareness of the available sustainable transport measures serving the Site;
 - Minimise the impact of traffic on sensitive locations;
 - Minimise travel at peak network times; and
 - Set clear and realistic targets associated with the construction period.

3. Site Accessibility

3.1.1 This section sets out the Site in terms of accessibility by means other than private vehicles. For clarity, this has been split by each section of the proposed Pipeline; namely Sections 1 through to 5.

3.2 Walking

3.2.1 Walking is considered to be a viable alternative to car journeys up to 2 km away and can also form part of a larger journey when using public transport.

Section 1 - Immingham Facility to A180 (RDX009)

3.2.2 Section 1 of the Pipeline is to the north of Immingham, between Rosper Road in the north and the A180 in the south.

3.2.3 Although Immingham is within 2km of the Pipeline and is well serviced by footways, there is a lack of pedestrian infrastructure along local roads such as the A160 and Manby Road which do not provide footways. This restricts accessibility by foot in this Section.

3.2.4 There are several Public Rights of Way (PRoWs) in the vicinity of Section 1; however, only three PRoWs directly intersect the route corridor. These are Route 185, Route 11 and Route 13.

- Route 13 runs east - west across the route corridor;
- Route 11 routes north - south connecting from other PRoWs in South Killingholme, north of the route corridor, to Mill Lane; and
- Route 185 runs north - south from the coast to Rosper Road.

Section 2 - A180 to A46

3.2.5 Section 2 of the Pipeline routes from the south of the A180 to the north of the A46, with the nearest settlements being the villages of Keelby and Laceby as well as Stallingborough and Healing further to the east of the Pipeline.

3.2.6 Though the local villages offer pedestrian access, access to key roads such as Stallingborough Road, the A1173, the A18 and Wells Road have inconsistent provision of footways and lack street lighting, therefore this Section of the Site cannot be considered readily accessible on foot.

3.2.7 There are several PRoWs which intersect the route corridor. These are Route 4, Route 26, Route 116, Route 119 and Route 130.

- Route 4 runs alongside the railway line between Habrough and Stallingborough.
- Route 26 runs east - west across the route corridor, just north of Riby Road, and close to the route corridor, Route 26 joins with Route 24 to run towards Keelby Road and Immingham Road.
- Route 116 connects Barton Street with Nooking Lane and other PRoWs.

- Routes 119 and 130 run from the A18 towards Irby Upon Humber. As well there is PRow alongside the railway line which intersects with the route corridor.

Section 3 - A46 (RDX016) to Pear Tree Lane (RDX031)

- 3.2.8 Section 3 of the Pipeline runs south of A48 to the north of Pear Tree Lane. Generally surrounding this section of Pipeline are a few residential areas, with the closest being Waltham to east of the Pipeline.
- 3.2.9 Access for pedestrians is considered poor, due to a lack of footway provision along local A roads such as the A16 and A18 and there is limited street lighting. Smaller farm tracks also consist of part of the local road network, which is also likely to be inaccessible for pedestrians.
- 3.2.10 There are several PRows intersecting the route of Section 3. Such routes include:
- Route 161a which runs east-west from Irby Upon Humber towards the A18.
 - Route 124 running from near Walk Farm to the A18.
 - Route 94 which connects Barnoldby Le Beck to the A18 near Wickster House.
 - Route 81 running east - west just off Ashby Lane.
 - Route 82 running south from Brigsley to link up with route 81.
 - Route 85 running north south from Brigsley to south of Thoroughfare.
 - Route 86 running east from Ashby cum Fenby, to link up with route 85 and Route 87 which runs south from Ashby-cum-Fenby.

Section 4 - Pear Tree Lane (RDX031) to B1200 Manby Middlegate (RDX042)

- 3.2.11 This section of the Pipeline runs south from Pear Tree Lane to the north of the B1200. There are several small residential areas close to the Site with the largest being Louth. Although Louth and smaller residential areas nearby are considered accessible on foot locally, access for pedestrians is considered poor, due to a lack of footway provision and street lighting along local A and B roads. Smaller farm tracks also consist of part of the local road network, which is also considered inaccessible for pedestrians due to a lack of footways and lighting.
- 3.2.12 There are seven PRows intersecting the section 4 route.
- One route is the Utte/83/1, Utte/83/2 and Utte/78/1 this runs from Grove Farm to the right of Utterby and connects with other PRows to give access to Covenham St Mary.
 - The LGri/77/1 route connects Little Grimsby in the west to Brackenborough Road in the east.
 - The Alvi/343/4 route runs adjacent to the Louth Canal.

- The NCoc/67/1 and NCoc/68 routes runs east-west from Keddington Corner Farm to Lock Road.

Section 5 - B1200 Manby Middlegate (RDX042) to Theddlethorpe Facility

3.2.13 Section 5 runs from the south of the B1200 to Mablethorpe, where the Pipeline ends to the east of the A1031. The residential areas of Mablethorpe and Theddlethorpe are located close to this section of Pipeline. Mablethorpe is considered accessible on foot, with other villages having some pedestrian provision. However, access for pedestrians is considered poor overall in the area, due to inconsistent footway provision and lighting along local roads such as the A1031 and B1200. Smaller farm tracks also consist of part of the local road network, which is also likely to be inaccessible for pedestrians.

3.2.14 There are three PRow which intersects the route in Section 5. These are namely:

- Route GayM/193/1, which runs east west across the corridor from Theddlethorpe All Saints towards Clayton Le Marsh.
- Route GayM/193/1, which runs east west across the corridor from Theddlethorpe St Helen to Highgate.
- Route ThSH/250/2 which runs southwest from Theddlethorpe St Helen to Highgate.
- Route ThSH/249/1 runs from the A1031 to High Gate.
- Route ThSH/253/1 which runs from the north of Mablethorpe to link with the A1031.

3.3 Cycling

- 3.3.1 Cycling can be considered a viable alternative to longer car journeys of distances up to 8 km. It is recognised that a significant proportion of construction workers may be unlikely to cycle to Site due to the need to bring tools and personal protective equipment to work each day, however the sections below provide a brief overview of facilities / opportunities to cycle.

Section 1 - Immingham Facility to A180 (RDX009)

- 3.3.2 Generally, cycle provision surrounding Section 1 of the pipeline is limited. Some of the local roads in Immingham may be appropriate for confident cyclists though more strategic roads such as the A160 and A180 close to the Site may not be suitable due to high speed limits and the lack of cycle lanes. There are no allocated cycle facilities available near to Section 1 of the Pipeline.
- 3.3.3 Section 1 of the Pipeline has no National Cycle Network (NCN) on-road / off-road routes nearby.

Section 2 - A180 to A46

- 3.3.4 Generally, cycle provision surrounding Section 2 of the Pipeline is limited. Some of the local roads such as the A1173 or Aylesby Road, may be appropriate for confident cyclists though there is a lack of overhead lighting.
- 3.3.5 In terms of the NCN, there are no routes intersecting the route corridor, however, there are cycle routes on Limber Road to the east of the route corridor in Section 2. This route is on-road which is of standard quality and along a minor road.

Section 3 - A46 (RDX016) to Pear Tree Lane (RDX031)

- 3.3.6 Generally, cycle provision surrounding Section 3 of the Pipeline is limited. Some of the local roads in Waltham may be appropriate for confident cyclists though more strategic roads such as the A16 close to the Site will be less suitable due to higher speed limits and no allocated cycle lanes.

- 3.3.7 In terms of the NCN, there is on road cycle infrastructure along a short stretch of the A18 out of Beelsby, and then along Beelsby Road near to Barnoldby le Beck.

Section 4 - Pear Tree Lane (RDX031) to B1200 Manby Middlegate (RDX042)

- 3.3.8 Generally, cycle provision surrounding Section 4 of the Pipeline is limited. Some of the local roads such as the Alvingham Road or Louth Road may be appropriate for confident cyclists. There are no other allocated cycle facilities available near to Section 4 of the Pipeline.

- 3.3.9 There are no NCN designated routes within this area.

Section 5 - B1200 Manby Middlegate (RDX042) to Theddlethorpe Facility

- 3.3.10 Generally, cycle provision surrounding section 5 of the pipeline is limited. Some of the local roads, such as the B1200 road, may be appropriate for confident cyclists. There are no other allocated cycle facilities available near to Section 5 of the pipeline.

- 3.3.11 In terms of the NCN, there are no routes within this area.

3.4 Public Transport

- 3.4.1 Buses and trains offer alternatives to longer car journeys for construction staff, though must be accessible in order to be beneficial.

Section 1 - Immingham Facility to A180 (RDX009)

- 3.4.2 Near to Section 1 of the Pipeline, there is some potential to benefit from the local bus and rail networks. Habrough train station is 2 kms away from the Pipeline at the closest point, which provides services to Cleethorpes and Liverpool Lime Street hourly, and services to Grimsby Town, Leicester, Lincoln, Nottingham, Barton-on-Humber and Cleethorpes bi-hourly during the week.

- 3.4.3 The nearest provision of bus services run through Immingham and are listed in Table 1.

Table 1. Section 1 Local Bus Services

Service No.	Service Provider	Route	Weekday Frequency
5	Stagecoach East Midlands	Immingham County Hotel to Old Clee Hewitts Avenue	Every 30 minutes.
5M	Stagecoach East Midlands	Stallingborough Catch Training Centre to Grimsby Riverhead Exchange	1 AM service from 06:30 and 4 evening services, every 30 minutes from 16:15.
5S	Stagecoach East Midlands	Immingham County Hotel to Grimsby Riverhead Exchange	1 AM service from 07:45 and 1 PM service from 15:00.

260	Stagecoach East Midlands	Immingham County Hotel to Barton-upon-Humber Tesco	4 services in each direction from 09:00 to 16:00.
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Section 2 - A180 to A46

- 3.4.4 Near to Section 2 of the Pipeline, provision of public transport is centred on some local bus services. There are no local train stations.
- 3.4.5 The nearest provision of bus services is in Healing and along the A1173 (5, 5M and 5S), the A18 and Keelby (250), and in Laceby (250 and 53 InterConnect). These are listed in Table 2.

Table 2. Section 2 Local Bus Services

Service No.	Service Provider	Route	Weekday Frequency
5	Stagecoach East Midlands	Immingham County Hotel to Old Clee Hewitts Avenue	Every 30 minutes.
5M	Stagecoach East Midlands	Stallingborough Catch Training Centre to Grimsby Riverhead Exchange	1 AM service from 06:30 and 4 evening services, every 30 minutes from 16:15.
5S	Stagecoach East Midlands	Immingham County Hotel to Grimsby Riverhead Exchange	1 AM service from 07:45 and 1 PM service from 15:00.
53 InterConnect	Stagecoach East Midlands	Grimsby Town Centre to Lincoln via Market Rasen	Every 60 minutes.
250	Stagecoach East Midlands	Grimsby Riverhead Exchange to Hull Interchange	Every 60 – 90 minutes.

Section 3 - A46 (RDX016) to Pear Tree Lane (RDX031)

- 3.4.6 Local to Section 3 of the Pipeline, provision of public transport is via the local bus network. There are no train stations within proximity of the Pipeline.
- 3.4.7 The nearest provision of bus services is along the A18 (25 and 53B InterConnect) and in Waltham (9 and 10). The services are listed in Table 3.

Table 3. Section 3 Local Bus Services

Service No.	Service Provider	Route	Weekday Frequency
9	Stagecoach East Midlands	Waltham Barnoldby Road to Old Clee Hewitt's Avenue	Every 30 minutes.
10	Stagecoach East Midlands	Waltham Barnoldby Road to Old Clee Hewitt's Avenue	Every 30 minutes.
25	Stagecoach East Midlands	Grimsby Riverhead Exchange to Market Rasen	1 service to Grimsby at 09:30, and 1 service to Market Rasen at 13:30, on Tuesdays and Fridays only.
53B InterConnect	Stagecoach East Midlands	Grimsby Town Centre to Lincoln via Market Rasen	Every 60 minutes.

Section 4 - Pear Tree Lane (RDX031) to B1200 Manby Middlegate (RDX042)

3.4.8 Around Section 4 of the Pipeline, there are several local bus services but no rail connections.

3.4.9 The nearest provision of bus services is along the A16 (28, 51 and 51B), and in Louth (24, 26 Call Connect, 27 Call Connect, 28, 40 Louth Nipper, 40A Louth Nipper, 40B Louth Nipper, 50, 51 and 51B). Table 4 lists the local bus services.

Table 4. Section 4 Local Bus Services

Service No.	Service Provider	Route	Weekday Frequency
24	PC Coaches	Louth to Horncastle	3 services in each direction per day from 09:00 to 14:20.
26 Call Connect	PC Coaches	Louth to Market Rasen	1 service to Louth at 10:00 and 1 service to Market Rasen at 13:00.
27 Call Connect	PC Coaches	Louth to Market Rasen	1 service to Market Rasen at 09:00 and 1 service to Louth at 13:30.
28	Grayscroft Coaches	Alford to Grimsby via Mablethorpe	1 service to Grimsby at 09:00 and 1 service to Alford at 13:45 on Tuesdays only.
40 Louth Nipper	PC Coaches	Louth bus station circular route	Every 120 minutes.
40A Louth Nipper	PC Coaches	Louth bus station circular route	Every 60 minutes.
40B Louth Nipper	PC Coaches	Louth bus station circular route	Every 120 minutes.

Service No.	Service Provider	Route	Weekday Frequency
50	PC Coaches	Lincoln to Mablethorpe via Louth	Every 120 minutes.
50A	PC Coaches	Lincoln to Mablethorpe via Louth	Every 120 minutes.
51	Stagecoach East Midlands	Grimsby Riverhead Exchange to Louth Bus Station	Every 60 minutes.
51B	Stagecoach East Midlands	Louth Bus Station to Grimsby Riverhead Exchange	1 afternoon service at 16:00 per day.

Section 5 - B1200 Manby Middlegate (RDX042) to Theddlethorpe Facility

- 3.4.10 Near to Section 5 of the Pipeline, the provision of public transport is centred on the local bus network. There are no train stations within proximity of the Pipeline.
- 3.4.11 The nearest provision of bus services is along the A1031 (1, 28, 50A, GR18 and N100S) and in Mablethorpe (1, 28, 50A, GR04, GR18 and N100S). These are listed in Table 5.

Table 5. Section 5 Local Bus Services

Service No.	Service Provider	Route	Frequency
1	Grayscoft Coaches	Alford to Louth via Mablethorpe	1 service to Louth at 09:00 and 1 service to Alford at 13:30.
28	Grayscoft Coaches	Alford to Grimsby via Mablethorpe	1 service to Grimsby at 09:00 and 1 service to Alford at 13:45 on Tuesdays only.
50	PC Coaches	Lincoln to Mablethorpe via Louth and Maltby Le Marsh	Every 60-120 minutes.
50A	PC Coaches	Louth to Mablethorpe via Manby	Every 120 minutes.
GR04	Grayscoft Coaches	Mablethorpe to Alford	2 services to Alford at 09:00 and 15:00 and 2 services to Mablethorpe at 08:40 and 15:00.
GR18	Grayscoft Coaches	Mablethorpe to Alford	1 service to Alford at 07:50 and 1 service to Mablethorpe 15:45.
N100S	Grayscoft Coaches	Mablethorpe to Theddlethorpe All Saints	1 service to Theddlethorpe at 08:15 and 1 service to Mablethorpe at 15:40.

4. Construction Phase Site Worker Traffic Generation

4.1.1 The nature of the Pipeline means that construction work will consist of the following:

- Construction vehicles and workers travelling to each of the access points onto the Pipeline; and
- Pipeline deliveries from the port of Immingham to the three Compounds at Northern, Central and Southern.

4.1.2 These elements of construction work have been assessed separately and a daily profile is given of the generated construction traffic, in the following sections of this report.

4.2 Construction Daily Trip Generation

4.2.1 This section summarises the construction worker trip generation, with full details being included in **Appendices 12-2** and **12-3** to the main ES Volume II **Chapter 12: Traffic and Transport** (Application Document 6.2.12).

4.2.2 The daily profile of construction worker traffic during the peak months (August and September 2026) is provided in **Table 6**, with workers arriving and departing the hour before and after the working day, which is 07:00 and 19:00hrs. HGV traffic (not dealt with within this document) will be distributed evenly throughout the day.

Table 6. Construction Worker Vehicle Arrival and Departure Profile

Hour Beginning	Arrivals	Departures	Two Way
06:00	858	0	858
07:00	0	0	0
08:00	0	0	0
09:00	0	0	0
10:00	0	0	0
11:00	0	0	0
12:00	0	0	0
13:00	0	0	0
14:00	0	0	0
15:00	0	0	0
16:00	0	0	0
17:00	0	0	0
18:00	0	0	0
19:00	0	858	858
20:00	0	0	0
21:00	0	0	0
	858	858	1,716

- 4.2.3 Therefore, as can be seen the workers will travel outside of the traditional network weekday AM and PM peak hours of 08:00 - 09:00hrs and 17:00 - 18:00hrs respectively. A measure has been added to the draft Construction Environmental Management Plan (CEMP) to confirm that Construction workers will not arrive on site in the periods between 07:00-10:00 and 16:00-18:00, ensuring that the forecasted arrivals and departures do not coincide with peak network periods
- 4.2.4 As the construction workers will be travelling outside of the network peak hours, any impact upon the capacity of the highway network will be marginal given the journeys will be outside the busiest periods.

5. Roles and Responsibilities

5.1 The Applicant

5.1.1 The Applicant's responsibilities will be as follows:

- Ensuring that contracts entered into with all contractors working on Site contain a requirement to develop and comply with the CWTP; and
- Appointing a Travel Plan Co-ordinator to deliver the CWTP.

5.2 The Travel Plan Co-ordinator

5.2.1 The Travel Plan Co-ordinator (TPC) has a key role in managing, monitoring, and implementing the individual measures within the CWTP. The TPC's details will be supplied to the relevant Local Authorities (North Lincolnshire Council (NLC), North East Lincolnshire Council (NELC) and Lincolnshire County Council (the Local Highways Authorities) as well as East Lindsey District Council and West Lindsey District Council (WLDC)) and National Highways to provide an appropriate point of contact.

5.2.2 The responsibilities of the TPC will include:

- Liaising with the overall Site manager to ensure that all workers are aware of the CWTP;
- Setting up a formal process of communication between all relevant parties (contractors, Local Authorities and National Highways) via a Local Liaison Committee;
- Encouraging adherence to the contractual obligations of contractors / sub-contractors related to the CWTP;
- Ensuring the CWTP notice boards are located in a prominent positions at Compounds across the Site and that the information is kept up to date;
- Being based on the Site during construction;
- Acting as the key point of contact for construction workers in relation to travel to the sites;

- Undertaking a snap-shot construction worker travel survey on a regular basis;
- Reviewing cycle parking provision regularly;
- Engaging with local stakeholders;
- Monitoring performance against the targets of the CWTP, as set out in Section 7; and
- Implementing additional measures if not delivering on targets set.

5.2.3 The TPC will work closely with the Site Manager, who has overall responsibility for the Site, and thus has the authority to introduce measures for those workers who do not follow the guidelines.

The Contractor

5.2.4 The Contractor will be responsible for managing how its workers travel to and from the Site and encouraging compliance to the CWTP. The main responsibilities of the contractor will include:

- Encouraging and promoting the use of sustainable transport measures included within the CWTP; and
- Organising crew minibuses to transport workers to and from the Site, where appropriate.

6. Travel Plan Measures

6.1 General

- 6.1.1 To encourage sustainable travel behaviour by construction staff throughout the period of construction, it is important that an appropriate package of measures is introduced. The package of measures will primarily aim to minimise the level of construction worker traffic, and wherever possible, minimise the impact and disruption of the remaining traffic on the local road network.
- 6.1.2 The measures will encourage construction workers to use A grade roads to get to Site, where feasible, to reduce impacts upon more residential areas.
- 6.1.3 Where practical, and in co-ordination with the relevant Local Authorities, proposed measures will be co-ordinated with other construction projects in the vicinity where this scheme and any neighbouring construction project overlap to reduce levels of traffic.

Car Parking

- 6.1.4 The availability of car parking has a major influence on the means of transport people may choose for their journeys.
- 6.1.5 Managing the number of parking spaces available on-site will help ensure that the number of vehicles is controlled, and that sustainable transport options are promoted. It will be the responsibility of the Travel Plan Co-ordinator, working closely with the Site Manager, to determine the number of spaces to be provided such that the use of minibuses will be encouraged over the use of personal cars.

Minibus

- 6.1.6 Contractors will provide minibuses for transporting their workers from the key points of construction worker origin to the Site (this may be either the three compounds or from agreed pick up points close to accommodation). This will have the benefit of reducing the number of vehicle trips on the local road network. For example, many of the construction workers will find local accommodation at hotels and “B&Bs”. They will be keen to minimise their daily travel costs and a minibus service will be an attractive means of transport to them. The locations of accommodation chosen by these workers could provide suitable pick-up locations for the minibus. Minibus routes will also be set up to collect workers that live locally from central pick-up points.
- 6.1.7 The Contractor will recommend local hotels and B&Bs for workers that are not from the local area, to encourage the use of shared transport modes such as minibus.

6.1.8 The following clause will be included in the main EPC contract. **“Provision of Minibus Transportation - The Contractor shall provide a dedicated minibus transportation service for the daily conveyance of workers from designated rendezvous points in nearby centres of population (as a minimum, to be Grimsby, Louth, and Mablethorpe) to the construction site and back. This service shall operate at times that align with the need for workers to arrive at site by 7am and to leave site after 7pm. Minibus provision shall be sufficient to accommodate all workers requiring transportation. The Contractor is responsible for ensuring that the minibuses are safe, reliable, and comply with all relevant transportation regulations.”**

6.1.9 Were the contractor not to provide this service it would be remedied by the Applicant.

~~6.1.7~~

Car Sharing

~~6.1.8~~6.1.10 The Contractor will set up and manage a car share scheme for their workers. In construction projects, car sharing is already popular amongst workers due to the financial and social benefits it provides. It is expected that some of the workers, if not based locally, will be away from home for a specific length of time, welcoming the companionship of other colleagues.

~~6.1.9~~6.1.11 In emergencies, the Travel Plan Co-ordinator would provide a guaranteed lift home for car sharers, such as by means of taxi. The provision would be extended for emergency situations for staff that cycle to the Site.

Cycling

~~6.1.10~~6.1.12 Although cycling to the Site may only be an option for some workers, secure parking for bicycles will be provided. Construction staff that cycle to work will also have access to shower and changing facilities and lockers to store clothing, cycle helmets and other equipment.

~~6.1.11~~6.1.13 The Travel Plan Co-ordinator will liaise with local stakeholders and provide information on the local cycle network.

Public Transport Information

~~6.1.12~~6.1.14 Information about all available forms of public passenger transport, including routes and destinations, service frequencies and locations of nearest bus stops, shall be provided in an information pack and sent to construction workers prior to them starting work at the Site. Public transport information will also be displayed on the travel information boards. It will be the responsibility of the Travel Plan Co-ordinator to ensure that this information is kept up to date.

On-Site Storage

~~6.1.13~~6.1.15 On-site storage facilities will be provided by the contractors. This facility will encourage construction workers to store their tools and PPE onsite. This will reduce the number of tools they would need to carry each day and assist those workers who are considering cycling, car sharing or public transport as a potential travel mode.

6.2 Minimising the Impact on the Local Road Network

Working Hours

- 6.2.1 Working hours on major construction sites tend to be long, due to pressures of timescales and often take place outside of winter months to benefit from long hours of daylight. Therefore, the arrival and departure of workers' vehicles tend to be outside of network peak periods, thereby minimising the impact on the highway network.

Travel Plan Communication

- 6.2.2 Details of the sustainable transport options available for accessing the Site will be provided in an information pack and sent to construction workers, prior to them starting work on the scheme. This will raise awareness of the initiatives being implemented and allow staff to register an interest in minibus and car sharing schemes. The Travel Plan Co-ordinator will be responsible for ensuring all construction workers receive the information pack prior to starting work on Site.
- 6.2.3 All construction workers will receive an introductory meeting on the CWTP when they commence work as part of overall Site safety induction training. It will include the provision of the following information:
- Designated access and exit routes to the Project Site;
 - Details of sustainable transport measures available for accessing the Site;
 - Parking arrangements across the Site; and
 - Details on the importance of travelling sustainably and the environmental, social and financial benefits it can bring.
- 6.2.4 This will ensure that each construction worker is fully aware of the CWTP and the measures contained within it.

7. Targets

7.1 Single Occupancy Car Use

- 7.1.1 An objective of the CWTP is to set clear and realistic targets. The main target during construction is therefore:
- To achieve a car occupancy of 1.5 workers per vehicle over the duration of the construction phase of the project.

7.1.2 The Travel Plan Co-ordinator will monitor the measures to ensure an average car occupancy of 1.5 workers per car is achieved, and this will be monitored throughout the construction phases. This would result in a decrease from a maximum of 858 daily vehicles, to 572 vehicles travelling across the road network (based on an assessment that no workers will use alternative means of transportation to the Site) during the peak construction months of August and September 2026.

7.2 Parking

7.2.1 The Travel Plan Co-ordinator will monitor parking utilisation at the compounds, reviewing the split of vehicles between cars, vans, and minibuses, ensuring that the contractor encourages its workers to travel to and from the Site by sustainable means. If the monitoring (see Section 8) finds that the target is not being met, this will result in the implementation of additional measures to help the CWTP get back on course to meet its overall target objectives. Furthermore, if a particular sustainable mode is exceeding expectations, focus will be spent on further facilitating this means of travel.

7.2.2 Car parking facilities at the Pipeline construction areas will be limited to ad hoc/temporary use and will not be for use by worker to park up on a daily basis.

8. Monitoring and Review

8.1 General Measures

8.1.1 Monitoring the CWTP will be central to ensuring its aims are delivered in practice. Monitoring guarantees that failures or changing conditions are identified at the earliest point and that remedial action (such as identifying additional measures, providing incentives, or undertaking a marketing campaign to promote the CWTP) can be taken, to ensure that it stays on course to meet its overall objectives.

8.1.2 The TPC will be responsible for monitoring the implementation of the CWTP, to ensure an efficient and effective execution of the measures, and to refine the measures, where necessary, to cope with the changes in demand over the phases of construction.

8.1.3 An important part of the monitoring strategy will be the liaison meetings as well as obtaining feedback from construction workers, local residents and businesses regarding any issues with construction worker traffic. The appointment of a Travel Plan Co-ordinator will ensure that an appropriate point of contact is available and can react to such feedback.

8.1.4 Furthermore, construction workers will be given the chance to offer their suggestions and ideas via a suggestion box / and informal discussion with the TPC, while the liaison meetings set out in Section 8.2, should ensure any issues are dealt with effectively.

- 8.1.5 The TPC will regularly monitor the total number of construction workers on-site and the number of parking spaces provided to ensure car occupancy targets are being met.

8.2 Planned Liaison

- 8.2.1 A formal process of liaison between all relevant parties (contractors, Local Authorities and National Highways) via a Local Liaison Committee, will:
- Formalise the contact between local relevant parties, the Site manager and the Travel Plan Co-ordinator;
 - Establish a channel of communication between the contractor and the regulating Authorities;
 - Make all parties aware of the results of monitoring of the final CWTP;
 - Provide a channel by which any complaints can be communicated and dealt with;
 - Provide a mechanism through which transport related issues can be identified and dealt with; and
 - Provide prior notice of significant events, such as major changes in the numbers of workers on-site.
- 8.2.2 In order to keep the CWTP 'live', it is proposed that a short written report is prepared by the TPC on a monthly basis (or other frequency to be agreed by all parties during the construction period) and circulated to all key stakeholders. Any comments generated by the report will be circulated to all key stakeholders and a meeting may be held if required.
- 8.2.3 Following the report and any meeting, the CWTP could then be reviewed and updated if required to reflect current operating conditions and measures.

