

# H2Teesside Project

Planning Inspectorate Reference: EN070009/APP/5.15

Land within the boroughs of Redcar and Cleveland and Stockton-on-Tees, Teesside and within the borough of Hartlepool, County Durham

Document Reference: 5.15: Framework Construction Workers Travel Plan

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



Applicant: H2 Teesside Ltd

Date: March 2024

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## TABLE OF CONTENTS

1.0	INTRODUCTION .....	4
2.0	BACKGROUND .....	5
2.1	Site Context .....	5
2.2	Proposed Development Description.....	7
2.3	Accessibility .....	7
3.0	PROPOSED DEVELOPMENT TRIP GENERATION .....	11
3.1	Indicative Construction Programme .....	11
3.2	Construction Phase Site Worker Traffic Generation .....	13
3.3	Construction Phase HGV Traffic Generation .....	15
3.4	Access Proposals .....	15
4.0	OBJECTIVES.....	16
5.0	ROLES AND RESPONSIBILITIES .....	17
5.1	The Applicants .....	17
5.2	The CWTP Co-ordinator .....	17
5.3	The EPC Contractor(s) .....	17
6.0	TRAVEL PLAN MEASURES .....	19
6.1	General .....	19
6.2	Proposed Measures to Reduce the Level of Traffic.....	19
6.3	Minimising the Impact on the Local Road Network .....	21
7.0	TARGETS.....	22
7.1	Parking.....	22
8.0	MONITORING AND REVIEW .....	23
8.1	General Measures.....	23
8.2	Parking.....	23
9.0	REFERENCES .....	24

## TABLES

Table 2-1: Bus Service Frequency .....	9
Table 2-2: Rail Services from Redcar Central .....	10
Table 3-1: Indicative Construction Programme for the Proposed Development .....	12
Table 3-2: Construction Worker Split – Main Site and Pipeline .....	13
Table 3-3: Construction Worker Split – Pipeline Workers .....	13
Table 3-4: Construction Worker Traffic data.....	14

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## PLATES

Plate 2-1: Proposed Development Site Location and Traffic Study Area ..... 6

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## 1.0 INTRODUCTION

- 1.1.1 This Framework Construction Workers Travel Plan (CWTP) has been prepared to accompany a Development Consent Order (DCO) Application for the Proposed Development.
- 1.1.2 The Framework CWTP is designed to promote and encourage the use of sustainable transport modes and reduce reliance on the private car during the construction of the Proposed Development. The CWTP sets out the aims, objectives and measures to promote sustainable travel to the Site (in this Framework CWTP 'Site' refers to the respective construction compound and associated construction site), with the key aim being to ensure an average car occupancy of two workers per car.
- 1.1.3 The Engineering, Procurement and Construction (EPC) Contractor(s) will be required to use this Framework CWTP as the starting point for their Final CWTP(s)<sup>1</sup> and demonstrate how targets defined in this Framework CWTP can be achieved. The measures will be implemented by the EPC Contractor(s).
- 1.1.4 The EPC Contractor(s) will be required to submit the Final CWTP(s) as an appendix to the Final Construction Traffic Management Plan (CTMP), for approval to Redcar and Cleveland Borough Council (RCBC) and in consultation with National Highways (NH) prior to the commencement of any construction activities.
- 1.1.5 This Framework CWTP forms part of the assessment documentation and should be read in conjunction with the following documents:
- Chapter 15: Traffic and Transport (ES Volume I, EN070009/APP/6.2);
  - Appendix 15A: Transport Assessment (ES Volume III, EN070009/APP/6.4); and
  - Framework Construction Traffic Management Plan (EN070009/APP/5.16).

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<sup>1</sup> It is possible that more than one Final CWTP could be brought forward for approval by the EPC Contractor(s) depending on the phasing / work packaging approach undertaken. For the purposes of this Chapter, references to 'the' or 'a' Final CWTP, should therefore be read as meaning any Final CTMP that is brought forward.

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## 2.0 BACKGROUND

### 2.1 Site Context

2.1.1 The Proposed Development Site is located to the north of Redcar and is accessed from the A1085 Trunk Road which runs east-west to the south of the Site linking to the A1053 / West Coatham Lane Roundabout to the west and Redcar to the east. The A1053 in turn connects to the A174 to the south and the A66 to the north.

2.1.2 The A174 provides a link to the A19 to the south which in turn links to the A1 (M). The A1053 and A174 are part of the strategic road network and are part of the National Highways (NH) core network.

2.1.3 The Proposed Development Connection Corridor is located to both the south of the River Tees alongside the Main Site, as well as to the north of the river, south of the A1185 in the west and to the east of the A178 (Seaton Carew Road).

2.1.4 At a local level for workers travelling to the Main Site and to the south of the river Tees, access to the Proposed Development is via the A1085 Trunk Road which runs between Redcar and the A1053. Its location in relation to the surrounding area and the strategic road network is shown indicatively in Plate 2-1.

2.1.5 Access for those workers on the Connection Corridors to the north of the River Tees is via either the A1185 or the B1275.

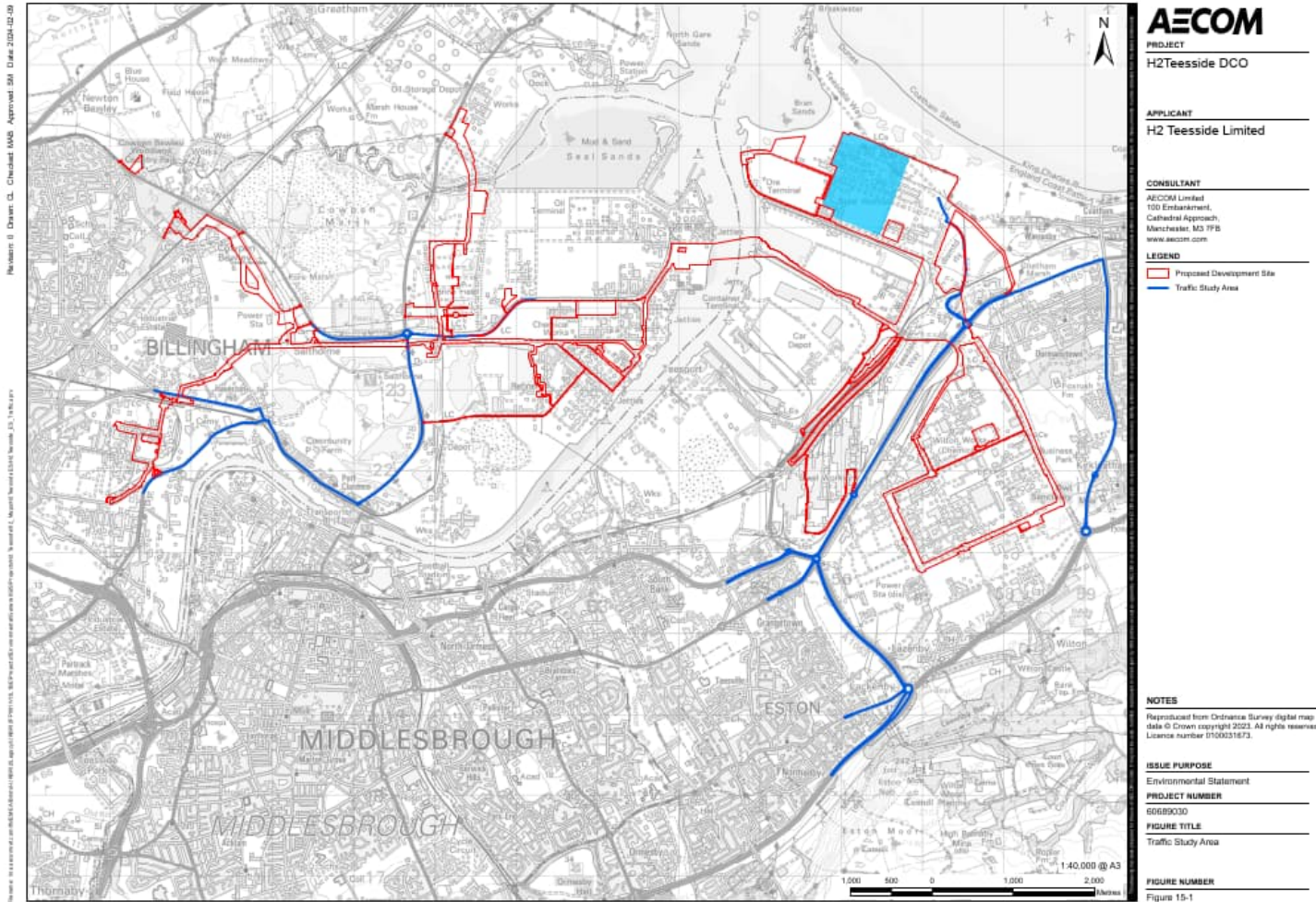


Plate 2-1: Proposed Development Site Location and Traffic Study Area

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## 2.2 Proposed Development Description

2.2.1 The Proposed Development comprises the construction, operation (including maintenance where relevant) and decommissioning of an up to 1.2-Gigawatt Thermal (GWth) Lower Heating Value (LHV) Carbon Capture and Storage (CCS) enabled Hydrogen Production Facility in Teesside and associated Connection Corridors.

2.2.2 The Applicant is H2 Teesside Limited, a bp company. H2 Teesside Limited will be the lead developer of the Proposed Development and bp will be appointed as the operator of the Proposed Development.

2.2.3 To facilitate the construction of the Proposed Development, there are seven construction compounds, with four to the north of the River Tees and three to the south, as follows:

- NORTH OF TEES:
  - Seal Sands Compound;
  - Greatham Satellite Compound;
  - Cowpen Bewley Satellite Compound; and
  - Billingham Industrial Park Satellite Compound.
- SOUTH OF TEES:
  - RBT Satellite Compound;
  - Main Site Compound, and
  - Wilton International Satellite Compound.

## 2.3 Accessibility

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

### Walking

2.3.2 The Chartered Institution of Highways and Transportation (CIHT) document 'Providing for Journeys on Foot' (CIHT, 2000) suggests a maximum walking distance of 2 km for journeys to work.

2.3.3 Considering a 2 km walking catchment, the potential for walking is limited with only the western edge of the built-up area of Redcar accessed via West Coatham Lane and Broadway West within a 2 km walking distance.

### Cycling

2.3.4 In respect of acceptable cycle distances, 'Local Transport Note 2/08: Cycling Infrastructure Design', published by the Department for Transport states that many utility cycle trips are less than 3 miles (approximately 5 km), but for commuter journeys a distance of 5 miles (approximately 8 km) is not uncommon.

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2.3.5 In addition, the DfT Cycle Infrastructure Design Local Transport Note 1/20 (HM Government, 2020) states that:

*“Recent growth of cycling recorded in central London and other towns and cities following programmes of investment have illustrated that there is significant potential for change in travel behaviour and that more people cycle for everyday journeys where acceptable conditions are provided. Two out of every three personal trips are less than five miles in length an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For schoolchildren the opportunities are even greater”*

2.3.6 Therefore, in respect of acceptable cycle distances, an 8 km (5 mile) catchment area includes Redcar, Marske-by-the-Sea and the suburbs of Middlesbrough including Eston, Normanby and South Bank.

2.3.7 Within the vicinity of the Main Site there is a shared cycle / footway along the length of the A1085 Trunk Road between Redcar and Middlesbrough. Given the cycling infrastructure already in place on the local road network, it is considered that the Proposed Development is reasonably accessible for those living within the 8 km catchment wishing to cycle.

#### Public Transport

2.3.8 The CIHT document, ‘Guidelines for Public Transport in Development’ (CIHT, 1999) recommends a maximum walking distance of 400 m to a bus stop.

2.3.9 The nearest bus stops to the Main Site are located on West Coatham Lane approximately 250 m south-east of the site entrance. Both the eastbound and westbound bus stops comprise a bus shelter and flag with timetable information displayed.

2.3.10 There are five services that stop at the West Coatham Lane bus stops, these are services 62, X3, X3A, X4 and X4A.

2.3.11 Bus Service 62 runs between Middlesbrough and New Marske via Dormanstown and Redcar. Service 62 operates a half hourly service Monday to Saturday and an hourly service on Sundays. The service is run by Arriva Bus. The first bus departs Middlesbrough at 06:43 and New Marske at 06:25. The last bus departs Middlesbrough at 20:05 and New Marske at 19:45.

2.3.12 Bus Service X3 runs between Middlesbrough and Lingdale via Dormanstown, Redcar and Saltburn. Service X3 operates an hourly service Monday to Saturday. The service is run by Arriva Bus. The first bus departs Middlesbrough at 08:25 and Lingdale at 06:44. The last bus departs Middlesbrough at 17:25 and Lingdale at 17:54.

2.3.13 Bus Service X3A runs between Middlesbrough and Brotton. Service X3A operates an hourly service Monday to Saturday. The service is run by Arriva Bus. The first bus



departs Middlesbrough at 08:50 and Brotton at 09:15. The last bus departs Middlesbrough at 17:55 and Brotton at 17:15.

- 2.3.14 Bus Service X4 runs between Middlesbrough and Whitby via Redcar and Saltburn. Service X4 operates a half hourly service Monday to Saturday and an hourly service on Sundays. The service is run by Arriva Bus. The first bus departs Middlesbrough at 06:02 and Whitby at 05:59. The last bus departs Middlesbrough at 18:10 and Whitby at 17:04.
- 2.3.15 Bus Service X4A runs between Middlesborough and Whitby via Redcar and Saltburn. Service X4A operates an hourly evening service Monday to Sunday. The service is run by Arriva Bus.
- 2.3.16 The bus services and service frequencies are summarised in Table 2-1 and demonstrate that there is a reasonable frequency of services running through the working week which would be suitable for use by construction workers.

Table 2-1: Bus Service Frequency

SERVICE	ROUTE	MON-FRI (DAYTIME)	MON-FRI (EVENING)	SATURDAY	SUNDAY
62	Middlesbrough – New Marske	30 Minutes	60 Minutes	30 Minutes	60 Minutes
X3	Middlesbrough – Lingdale	60 Minutes	N/A	60 Minutes	N/A
X3A	Middlesbrough – Brotton	60 Minutes	N/A	60 Minutes	N/A
X4	Middlesbrough – Whitby	30 Minutes	N/A	30 Minutes	60 Minutes
X4A	Middlesbrough - Whitby	N/A	60 Minutes	60 Minutes	60 Minutes

### Rail

- 2.3.17 The nearest railway station to the Proposed Development is British Steel Redcar which is located within the Site boundary. The station is located on the Tees Valley Line and is operated by Northern Rail. Historically there were two eastbound services per day to Saltburn via Redcar and two westbound services per day to Bishop Auckland via Middlesbrough and Darlington. Northern Rail suspended all services to and from the station in December 2019 due to the lack of passengers using the station.
- 2.3.18 However, there is potential for the station to be re-opened in the future for both construction staff and operational staff to use the train as a mode of traveling to work. This has not assumed for the purposes of the assessments in the ES. The

nearest station to the Main Site that is still open is Redcar Central, located approximately 3 km to the east.

2.3.19 A summary of the service at Redcar and their frequencies are shown in Table 2-2 below.

Table 2-2: Rail Services from Redcar Central

ROUTE	MON-FRI	SATURDAY	SUNDAY
Darlington – Middlesbrough - Redcar Central - Saltburn	Every 30 mins	Every 30 mins	Every 60 mins
Bishop Auckland – Middlesbrough - Redcar Central - Saltburn	Every 60 mins	Every 60 mins	Every 60 mins

Accessibility Summary

2.3.20 From the above, and as set out in Appendix 15A: Transport Assessment (ES Volume III, EN070009/APP/6.4) and Chapter 15: Traffic and Transport (ES Volume I, EN070009/APP/6.2), it is considered that, although the Main Site is reasonably well connected by alternative modes of travel, given the working patterns and type of construction work, it is accepted that these are unlikely to represent a significant proportion of worker trips.

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### 3.0 PROPOSED DEVELOPMENT TRIP GENERATION

#### 3.1 Indicative Construction Programme

3.1.1 As set out in Chapter 5 (ES Volume I, EN070009/APP/6.2), permitted preliminary works for Phase 1 are expected to start in the third quarter (Q3) of 2025 (subject to the granting of the DCO), with the main civils works beginning in Q4 of 2025. Construction of Phase 1 is anticipated to last approximately 32 to 36 months and is expected to be complete in Q2 2028.

3.1.2 The early enabling works for Phase 2 may overlap with commissioning for Phase 1 in Q2 2028. It is expected that the main civils works for Phase 2 will begin in Q3 of 2028 (after Phase 1 is commissioned) and be completed by the end of 2030. It is proposed that there will be no overlap between the main construction phases of Phases 1 and 2.

3.1.3 The Indicative Construction Programme for the Proposed Development can be seen in Table 3-1 below.

Table 3-1: Indicative Construction Programme for the Proposed Development

DEVELOPMENT PHASE	2025				2026				2027				2028				2029				2030			
	01	02	03	04	01	02	03	04	01	02	03	04	01	02	03	04	01	02	03	04	01	02	03	04
PPW Phase 1																								
Construction Phase 1																								
Phase 1 Operation Commences																								
Enabling Works Phase 2																								
Construction Phase 2																								
Phase 2 Operation Commences																								

### 3.2 Construction Phase Site Worker Traffic Generation

- 3.2.1 The assumed worst case is that the construction workforce would peak with a total of 1,300 workers on site per day.
- 3.2.2 The core construction working hours for the Proposed Development would be 07:00 to 19:00 Monday to Friday (except bank holidays) and 07:00 to 16:00 on Saturday. Key exceptions to these core working hours could include activities that must continue beyond these hours (e.g. during concrete pouring) which would be agreed in advance with the local authority and non-noisy activities that may be undertaken at night.
- 3.2.3 Based upon the maximum of 1,300 workers travelling to both the Main Site and Connection Corridors daily, split between the Main Site (71%) and the Pipeline Corridor (29%).
- 3.2.4 It has then been assumed that there would be an average of 2 workers per car, which would be controlled through this CWTP, giving a total of 650 worker car trips per day across all activities, and this is shown in Table 3-2 below, with any small discrepancies due to rounding.

Table 3-2: Construction Worker Split – Main Site and Pipeline

LOCATION	PERCENTAGE SPLIT	TOTAL NUMBER OF WORKER CAR TRIPS PER DAY AT THE PEAK POF CONSTRUCTION (ASSUMING 2 WORKERS PER CAR)
Main Site	71%	462
Pipeline	29%	189
Total	100%	650

- 3.2.5 There are then a total of 650 worker car trips to the wider site per day with 462 travelling to the Main Site and 189 travelling to the Connection Corridors north and south of the River Tees.
- 3.2.6 The workers on the Connection Corridors have then been split north and south of the River Tees based upon the respective lengths of pipeline on each side of the river as shown in Table 3-3 below.

Table 3-3: Construction Worker Split – Pipeline Workers

LOCATION	PERCENTAGE SPLIT	TOTAL NUMBER OF WORKER CAR TRIPS PER DAY AT THE PEAK POF CONSTRUCTION (ASSUMING 2 WORKERS PER CAR)
North of the River Tees	60%	113
South of the River Tees	40%	75

LOCATION	PERCENTAGE SPLIT	TOTAL NUMBER OF WORKER CAR TRIPS PER DAY AT THE PEAK POE OF CONSTRUCTION (ASSUMING 2 WORKERS PER CAR)
Total	100%	188

3.2.7 The daily number of car trips generated during the construction phase can then be set out as follows in Table 3-4, with the number of workers to each compound based upon the assumed length of pipeline served by each compound. Please note any minor variations in totals are due to rounding errors and do not materially affect any of the assessments.

Table 3-4: Construction Worker Traffic data

LOCATION	PERCENTAGE SPLIT OF TRAFFIC	ARRIVALS	DEPARTURES	TWO WAY
Main Site				
Construction worker car trips per day to Main Site	100%	462	462	924
Total	100%	462	462	924
Pipeline North of River				
Construction car trips per day to Billingham Industrial Park Satellite Compound	21%	24	24	48
Construction car trips per day to Cowpen Bewley Satellite Compound	26%	29	29	58
Construction car trips per day to Greatham Satellite Compound	28%	32	32	64
Construction car trips per day to Seal Sands Compound	25%	28	28	56
Total	100%	113	113	226
Pipeline South of River				
Construction car trips per day to RBT Satellite Compound	100%	75	75	150

LOCATION	PERCENTAGE SPLIT OF TRAFFIC	ARRIVALS	DEPARTURES	TWO WAY
Construction car trips per day to Main Site Compound	0%	0	0	0
Construction car trips per day to Wilton International Satellite Compound	0%	0	0	0
Total	100%	75	75	150

### 3.3 Construction Phase HGV Traffic Generation

3.3.1 The Framework Construction Traffic Management Plan (CTMP) (EN070009/APP/5.16) provides details on how the HGV traffic generated by the construction phase will be managed, with a total of 111 HGVs per day being required at the peak of construction.

### 3.4 Access Proposals

3.4.1 It is proposed that all construction workers associated with the construction of the Main Site, will access via the A1085 Trunk Road via the existing junction at the A1085 / West Coatham Lane Roundabout. This includes workers on the Main Site and workers associated with the Connection Corridors to the south of the Tees.

3.4.2 To the north of the River Tees construction workers would travel directly to the relevant Construction Compound, using either the A1185 or the B1275 / A1046.

3.4.3 The Proposed Development will accommodate on-site parking spaces to accommodate construction traffic, both at the Main Site and on the construction compounds. A potential enhancement measure could include the use of a Park and Ride site located on the A1085 Trunk Road approximately 500 m north of the Steel House Gate / A1085 / West Coatham Lane roundabout being brought forward by STDC. The Final CWTP(s) would confirm if this facility is able to be used for The Proposed Development.

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## 4.0 OBJECTIVES

- 4.1.1 The Final CWTP(s) would act in helping the environment by reducing the number of trips made to and from the Proposed Development Site by private car during the construction phase. All workers during construction would be made aware of the measures included in the Final CWTP(s) so that benefits can be delivered and the number of car borne trips reduced by promoting car sharing, minibus use and public transport.
- 4.1.2 The Final CWTP(s) would aim to ensure all construction staff are aware of the advantages and potential for 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.
- 4.1.3 The primary objectives which are of most relevance during the construction phase of the Proposed Development 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 sustainable transport measures serving the Proposed Development Site; and
  - minimise the impact of traffic on sensitive locations.



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## 5.0 ROLES AND RESPONSIBILITIES

### 5.1 The Applicants

5.1.1 The Applicants would be responsible for ensuring a condition of contract between them and the EPC Contractor(s) to develop and comply with the provisions of a Final CWTP(s), prepared in accordance with this Framework CWTP.

### 5.2 The CWTP Co-ordinator

5.2.1 The CWTP Co-ordinator has a key role to play in managing, monitoring and implementing the individual measures within the plan. The importance now placed on the CWTP process means that the CWTP Co-ordinator role is becoming increasingly important. The CWTP Co-ordinator would be appointed by the EPC Contractor(s) to manage and deliver the CWTP. The CWTP Co-ordinator's details would be supplied to Redcar and Cleveland Borough Council (RCBC) and NH.

5.2.2 The CWTP Co-ordinator would work closely with the EPC Site Manager(s), who has overall responsibility for the Site, and thus has the authority to introduce measures for those workers who do not follow the guidelines.

5.2.3 The responsibilities of the CWTP Co-ordinator may include:

- ensuring that an introduction to the CWTP is incorporated and covered as part of the Site Safety Briefing and provision of information packs prior to workforce starting on site;
- encouraging the contractual obligations of EPC Contractor(s) / sub-contractors related to the CWTP to be adhered to;
- ensuring the CWTP notice board is located in a prominent position and that the information is kept up to date;
- being based onsite;
- acting as the key point of contact for issues related to construction traffic;
- undertaking a snap-shot parking survey on a monthly basis to ensure car park occupancy targets are being met;
- reviewing cycle parking provision on a monthly basis;
- engaging with local stakeholders;
- monitoring performance against the targets of the Final CWTP(s); and
- implementing additional measures if not delivering on targets set.

### 5.3 The EPC Contractor(s)

5.3.1 The EPC Contractor(s) will be responsible for managing how their workers travel to and from the Site. Given the number of parking spaces to be provided, the EPC Contractor(s) responsibilities will primarily include:

- providing a CWTP Co-ordinator to oversee the management and delivery of the Final CWTP(s) – it is envisaged that this would be undertaken by an existing employee as part of their wider responsibilities;
- encouraging and promoting the use of sustainable transport measures included within the Final CWTP(s); and
- organising crew minibuses to transport workers to and from the Proposed Development Site where appropriate, including picking up at key locations within the local area. Although it should be noted that this has not been assumed within the ES (thus providing a more robust assessment, in line with the worst-case scenario approach);

5.3.2 Given the other projects within the local area, the EPC Contractor(s) would liaise with other contractors in the local area to co-ordinate works, and associated worker traffic movements, as far as practicable. As noted in the Framework CTMP (EN070009/APP/5.16), a working group could be set up as required. Although at this time the exact make up and timing of any meetings is unknown. If it is set up, the working group would also consider worker traffic movements. This will need to be reviewed and agreed as part of the Final CWTP(s) being approved prior to work commencing on site. Part of this working group's remit could include agreeing a communications plan with neighbouring businesses where construction programmes (and therefore associated worker movements) between the projects overlap.

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## 6.0 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 would 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.

### 6.2 Proposed Measures to Reduce the Level of Traffic

#### Car Parking

6.2.1 Car parking will be available on the Main Site as well as the seven Construction Compounds, with a further possibility of a Park and Ride site located on the A1085 Trunk Road located approximately 500 m north from the Steel House Gate / A1085 / West Coatham Lane roundabout.

6.2.2 The availability of car parking has a major influence on the means of transport people choose for their journeys and is therefore an important Final CWTP(s) measure in promoting sustainable travel.

6.2.3 It is proposed that the numbers of car parking spaces will gradually be opened up as construction develops. Managing the number of parking spaces available on-site would help ensure that the number of vehicles is controlled, and that sustainable transport options are promoted. It would be the responsibility of the CWTP Co-ordinator working closely with the EPC Contractor(s), to determine the number of spaces to be provided based upon the requirement to achieve an average car sharing ratio of 2 workers per car.

6.2.4 Car parking at the Main Site and Construction Compounds would be monitored by the CWTP Co-ordinator, with restricted access, to ensure that an average car sharing ratio of 2 workers per car is being achieved. The Site Manager and the CWTP Co-ordinator will set the appropriate criteria for construction workers to receive a pre-allocated parking space.

6.2.5 Should the Park and Ride site be implemented then the Site Manager and the CWTP Co-ordinator would liaise with the Park and Ride facility manager to agree the number of spaces that are allocated, having regard to the average car ratio of 2 workers per car.

#### Minibus

6.2.6 The EPC Contractor(s) would be encouraged to provide minibuses for transporting their workers from the key points of construction worker origin to the Proposed Development Site. This would have the benefit of reducing the number of vehicular

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trips on the local road network. For example, many of the construction workers would be likely to find local accommodation at hotels and bed and breakfasts.

6.2.7 Workers would be keen to minimise their daily travel costs and a minibus service would 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 could also be set up to collect workers that live locally from central pick-up points. The details of this will be developed in the Final CWTP(s) once the location of workers is known and a suitable route can be determined, if deemed applicable by the EPC Contractor(s).

6.2.8 The EPC Contractor(s) would, if applicable, encourage the use of common hotels and bed and breakfasts by workers that are not from the local area, to encourage the use of shared transport modes such as car sharing or minibus.

#### Car Sharing

6.2.9 All EPC Contractor(s) would be required to set up and manage a car share scheme for their workers, with a target to ensure an average occupancy of two workers per car.

6.2.10 In emergencies the CWTP Co-ordinator would provide a lift home for car sharers e.g. by use of taxi, and generally act as a point of contact for all workers as needed. The provision could be extended for emergency situations for staff that cycle to the Site.

#### Cycling

6.2.11 Although cycling is likely to have limited appeal due to carrying personal protective equipment (PPE) etc. Construction staff that cycle to work would also have access to shower and changing facilities and lockers to store clothing, cycle helmets etc. at the Main Site Construction Compound.

#### Public Transport Information

6.2.12 Information about all available forms of public passenger transport including routes and destinations, service frequencies and locations of nearest bus stops would be provided in an information pack (either a physical copy or electronically) and sent to construction workers prior to them starting work at the Site. Public transport information would also be displayed on the travel information boards. It will be the responsibility of the CWTP Co-ordinator to ensure that this information is kept up to date.

#### On-site Storage

6.2.13 An on-site storage facility may be provided by contractors. This facility would encourage construction workers to store their tools / PPE on-site. This would reduce the number of tools they would need to carry each day and would assist those workers who are considering cycling or car sharing as a potential travel mode.

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### 6.3 Minimising the Impact on the Local Road Network

#### CWTP Communication

- 6.3.1 Details of the sustainable transport options available for accessing the Site would be provided in an information pack (either a physical copy or electronically) and sent to construction workers, prior to them starting work at the Site. This will raise awareness of the measures being implemented, as detailed above, and also allow staff to register an interest in the schemes. The EPC Contractor(s) will be responsible for ensuring all construction workers receive the information pack (either a physical copy or electronically) prior to starting work on Site.
- 6.3.2 All construction workers will receive an introductory meeting on the CWTP when they commence work, incorporated into the Site safety briefing. It will include the provision of the following information:
- details of sustainable transport measures available for accessing the Site; and
  - parking arrangements.
- 6.3.3 This would ensure that each construction worker is fully aware of the Travel Plan and measures contained within it.

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## 7.0 TARGETS

### 7.1 Parking

7.1.1 As set out in Appendix 15A: Transport Assessment (ES Volume III, EN070009/APP/6.4) and Chapter 15: Traffic and Transport (ES Volume I, EN070009/APP/6.2), assuming an average car sharing ratio of 2 workers per car, resulting in a maximum total of 650 vehicles are anticipated to arrive and depart the Site per day at the peak of construction.

7.1.2 One of the prime objectives of an active CWTP is to set clear and realistic targets. The main target to be achieved during the construction phase of the Proposed Development is as follows:

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

7.1.3 The CWTP Co-ordinator will monitor parking utilisation at the Site reviewing the split between cars, vans and minibuses. Ensuring that this target is met is dependent on the Contractor encouraging its workers to travel to and from the Site by the sustainable options provided in the Final CWTP(s). If monitoring (see Section 8 below) finds that the target is not being met, this will result in the implementation of additional measures to ensure the Final CWTP(s) stays on course to meet its overall objectives.

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## 8.0 MONITORING AND REVIEW

### 8.1 General Measures

8.1.1 Monitoring the Final CWTP(s) 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 (i.e. identifying additional measures, providing incentives, marketing campaign to promote the Final CWTP(s)) can be taken, to ensure that the Final CWTP(s) stays on course to meet its overall objectives.

8.1.2 The CWTP Co-ordinator would be responsible for monitoring the Final CWTP(s), 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 construction phase.

8.1.3 An important part of the monitoring strategy would be obtaining feedback from construction workers, and local stakeholders regarding any issues with construction worker traffic. The appointment of a CWTP 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 / an informal discussion with the CWTP Co-ordinator; while review meetings will be held at regular intervals to ensure any issues are dealt with effectively.

### 8.2 Parking

8.2.1 The CWTP Co-ordinator will monitor the total number of construction workers on-site and the number of parking spaces provided to ensure car occupancy targets are being met. It is anticipated that regular monitoring will be undertaken on one day per month throughout construction to review the number of spaces being provided.

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## 9.0 REFERENCES

- CIHT (1999). *CIHT Planning for Public Transport in Developments*. March 1999
- CIHT (2000). *Providing for Journeys on Foot*.
- HM Government (2020). *Cycle infrastructure design (LTN 1/20)*