

# A428 Black Cat to Caxton Gibbet improvements

TR010044

Volume 9

9.66 Outline Travel Plan

Planning Act 2008

Rule 8(1)(k)

Infrastructure Planning (Examination Procedure) Rules  
2010

November 2021

## Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning (Examination Procedure)  
Rules 2010****A428 Black Cat to Caxton Gibbet  
improvements  
Development Consent Order 202[ ]**

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**9.66 Outline Travel Plan**

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<b>Regulation Reference:</b>	Rule 8(1)(k)
<b>Planning Inspectorate Scheme Reference</b>	TR010044
<b>Application Document Reference</b>	TR010044/EXAM/9.66
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<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
Rev 1	16 November 2021	Deadline 5

## Table of contents

<b>Executive Summary</b>	<b>1</b>
<b>1 Introduction</b>	<b>2</b>
1.2 Securing the Outline Travel Plan	2
<b>2 Background</b>	<b>3</b>
2.1 Site assessment	3
2.2 Compound locations	6
2.3 Existing company policy relating to travel to and for work:	7
<b>3 Measures and incentives</b>	<b>8</b>
3.2 Walking	8
3.3 Cycling	8
3.4 Public transport	8
3.5 Car sharing	8
3.6 Electric/Hybrid Vehicles	9
<b>4 Roles and Responsibilities</b>	<b>10</b>
4.1 Senior Management Approval	10
4.2 Appointment of a Travel Plan Champion/Coordinator	10
4.3 Staff consultation	10

## Table of Figures

Figure 2-1 Locations of the Main Site Compounds (in green).....	4
Figure 2-2 Scheme Construction Sections.....	5

## Executive Summary

This Outline Travel Plan will support the A428 project's responsibility to Environmental Sustainability and help work towards the zero carbon objectives set out in the Environmental Ambition.

The Outline Travel Plan will explore, introduce, and pave the way for implementation of new initiatives such as the usage of electric vehicles, pool bike scheme, introduction of secure cycle parking and incentivised staff travel options for business usage.

# 1 Introduction

- 1.1.1 This Outline Travel Plan has been prepared to demonstrate the measures that have been taken to identify opportunities for the promotion of sustainable transport initiatives for staff and operatives working on the construction of the A428 Black Cat to Caxton Gibbet scheme (the Scheme).
- 1.1.2 One of the Scheme's ambitions and identities, is the Environmental Ambition. This ambition sets out how the Scheme will work towards reducing its carbon impacts.
- 1.1.3 The main objectives of this Outline Travel Plan are to:
- a. Enhance the Scheme's corporate social, and environmental responsibilities.
  - b. To enhance the Scheme's journey towards a carbon negative road.
  - c. Encourage the use of more sustainable modes of transport for work related journeys relating to the scheme.
  - d. Reduce unnecessary travel.
  - e. Reduce business mileage.
  - f. Reduce our carbon footprint.
  - g. Minimise any potential effects on surrounding local communities.
  - h. Ensure that all staff are aware of the Travel Plan.

## 1.2 Securing the Outline Travel Plan

- 1.2.1 It is anticipated that the Outline Travel Plan will be incorporated into the First Iteration Environmental Management Plan **[APP-234]** in order that the commitments made can be secured through the Development Consent Order (DCO) process. The First Iteration Environmental Management Plan **[APP-234]** is a certified document as set out in Schedule 10 of the updated draft DCO **[REP4-006]**.
- 1.2.2 Requirement 3 of the updated draft DCO **[REP4-006]** sets out that relevant local planning and highway authorities are consulted on the Second Iteration Environmental Management Plan before it is submitted to the Secretary of State for Transport for discharge.
- 1.2.3 The Applicant is intending to submit an updated First Iteration Environmental Management Plan **[APP-234]** at Deadline 6 which will incorporate this Outline Travel Plan.

## 2 Background

### 2.1 Site assessment

- 2.1.1 The maximum monthly workforce to be employed across the Scheme will be 900. This includes National Highways staff, Technical Assurance staff, contractor's staff, management, plant operators, and operatives. The numbers, however, will vary throughout the duration of the construction period. This workforce will be employed at multiple locations across the project including the two main compounds proposed at Black Cat and Wintringham. It is anticipated that a third of the workforce would be mainly located at the site compounds and the remaining two thirds would be located across the construction area. **Figure 2-1** shows the location of the main site compounds and **Figure 2-2** shows the Scheme construction sections.
- 2.1.2 In terms of where staff will be recruited, it is anticipated that the Scheme will create jobs during the construction phase by attracting, recruiting, developing and retaining talented people from all demographic groups within the local region. This will be reflected in the Education, Employment and Skills Plan that will be developed by the Principal Contractor. It will include, but not be limited to, targeting employing through Women's Returner Networks, Military Career Transition partnerships, engagement with Probation services, supporting NEETS and local unemployment programmes.
- 2.1.3 The parking provisions detailed below, include space for staff members, the workforce, deliveries, and visitors. Types of vehicles include; shuttle vehicles, pickups, vans, minibuses, crew cabs etc and is suitable for LGVs, HGVs and plant.

A428 Black Cat to Caxton Gibbet improvements  
Outline Travel Plan

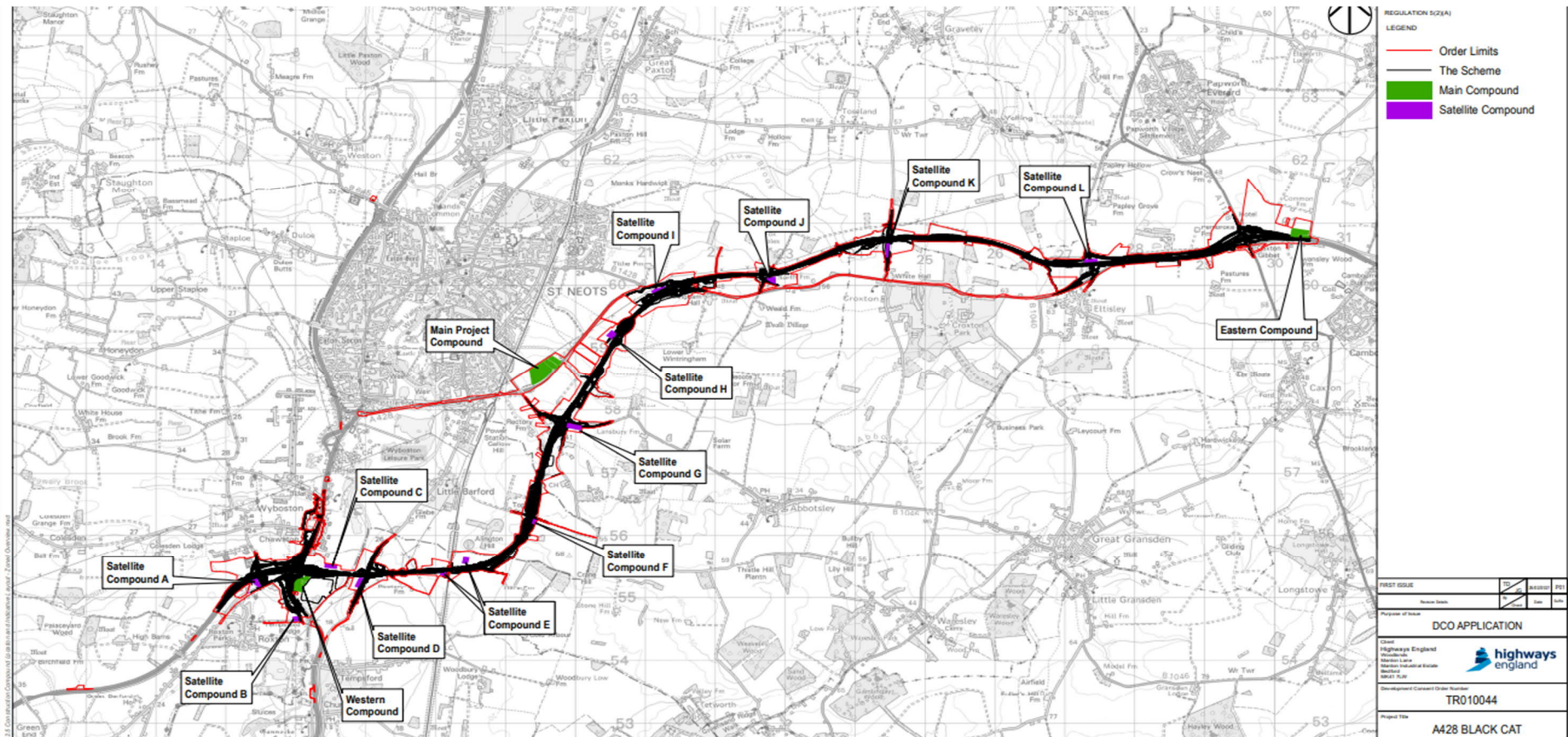


Figure 2-1 Locations of the Main Site Compounds (in green)



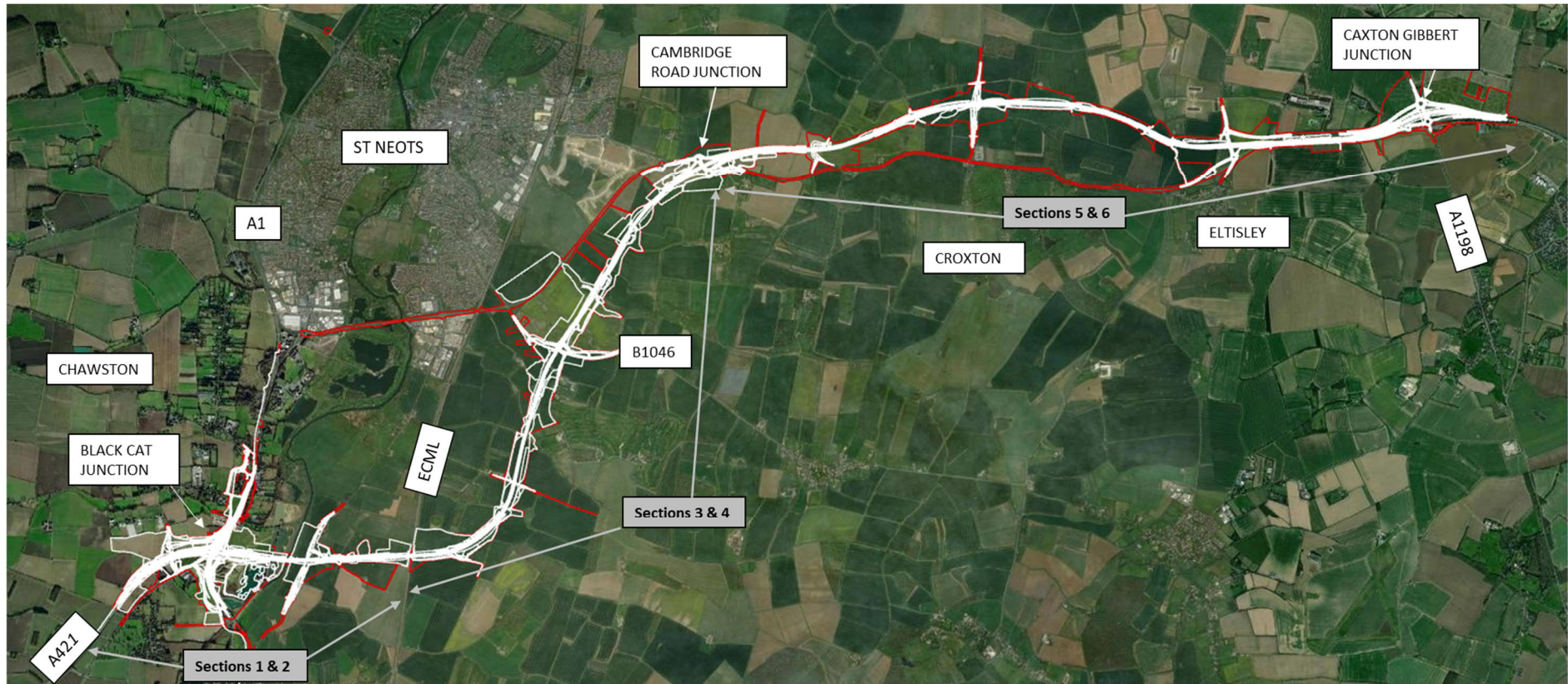


Figure 2-2 Scheme Construction Sections



## 2.2 Compound locations

### Main project compound

- 2.2.2 The main project compound located at Wintringham, shown on **Figure 2-1**, would function as the head office for the Scheme and would provide office, welfare and storage facilities for the site management and delivery teams responsible for works in Section 3 and Section 4 of the Scheme, shown on **Figure 2-2**.
- 2.2.3 The main project compound would be located centrally between the B1046 and the existing A428 Hen Brook underbridge, approximately 275 metres to the east of the East Coast Main Line railway. Access to the main project compound would be via a roundabout on the existing A428.
- 2.2.4 The dual access point off the existing A428 (one for site personnel and one for visitors and deliveries) would be set back to prevent queuing of site vehicles entering the main project compound on the existing A428.
- 2.2.5 There will be parking on site for up to 600 vehicles for staff, subcontractors, labour and visitors travelling to site each day. 220 vehicle spaces for site-based vehicles including pickups, vans, minibuses, crew cabs etc and suitable for LGVs and HGVs and plant.

### Western compound

- 2.2.6 The western compound located to the south-east of the existing Black Cat roundabout, shown on **Figure 2-1**, would provide facilities for the construction of Section 1 and Section 2 of the Scheme, shown on **Figure 2-2**, including works associated with the western borrow pits.
- 2.2.7 Access into this western compound would initially be off the existing Black Cat roundabout using an existing access that has been used for accessing the Black Cat Quarry and ultimately via the permanent access off the Black Cat junction Circulatory. The dual access point (one for site personnel and one for visitors and deliveries) would be set back from the existing Black Cat roundabout to prevent queuing of site vehicles entering the western compound.
- 2.2.8 There will be parking on site for up to 400 vehicles for staff, subcontractors, labour and visitors travelling to site each day. One hundred vehicle spaces for site-based vehicles including pickups, vans, minibuses, crew cabs etc and suitable for LGVs and HGVs and plant.

### Eastern compound

- 2.2.9 The eastern compound located to the north-east of the existing Caxton Gibbet roundabout, shown on **Figure 2-1**, would accommodate the management and delivery team responsible for works in Section 5 and Section 6 of the Scheme, shown on **Figure 2-2**, including works associated with the eastern borrow pits.
- 2.2.10 Initially the eastern compound would be accessed from the unclassified Brockley Road; however, when the Caxton Gibbet junction north roundabout has been constructed an existing farm access bell mouth and track would be widened to form an access to the eastern compound directly from the roundabout.

2.2.11 There will be parking on site for up to 200 vehicles for staff, subcontractors, labour and visitors travelling to site each day. Fifty vehicle spaces for site-based vehicles including pickups, vans, minibuses, crew cabs etc and suitable for LGVs and HGVs and plant.

### 2.3 Existing company policy relating to travel to and for work:

- a. Cycle2Work scheme. As per the standard government scheme.
- b. Where there is a company policy relating to the use of electric or hybrid vehicles for work use, it will be ensured that all employees are made aware.
- c. Company policies relating to car sharing networks will be made available for all employees.

## 3 Measures and incentives

3.1.1 Below, is a list of considered initiatives currently under consideration for the successful implementation of the objectives detailed above. As on other similar highway schemes the largely rural location of these works and the diverse locations from which staff and labour will be drawn, together with a lack of local public transport options, means that the workforce will travel to the site in cars, vans and minibuses. The site compounds make an allowance for a suitable number of parking bays to accommodate these vehicles.

### 3.2 Walking

3.2.1 The location of the main site compounds means it is not particularly accessible by foot leading to the view that the car will be the most effective mode of transport for travelling to and from these locations.

### 3.3 Cycling

3.3.1 For anyone able to cycle to work, there are some options to help encourage this:

- a. Increase cycle parking capacity and provide secure cycling parking on site. Lockers and showers will also be available on site.
- b. High visibility cycling jackets encouraged to improve cycle safety and visibility.
- c. Company policies relating to Cycle2Work Schemes, will be briefed to all employees.

### 3.4 Public transport

3.4.1 Train stations closest to the main site compounds are in St Neots, St Ives, Huntingdon and Cambridge. Although bus routes do run nearby, there is no bus stop outside any of the main site compounds. The Scheme will actively seek to recruit from the local community. It is envisaged that shorter local trips may be more attractive to undertake by public transport over longer trips assuming shift patterns are aligned to provision. For example, the Wintringham compound is in close proximity to St Neots train station and should demand become evident, a minibus could be provided for transport from the train station to site.

### 3.5 Car sharing

3.5.1 Car/vehicle sharing will be investigated once construction is closer to starting. Actions could include the following:

- a. Promote the use of the company car share websites both to existing and new employees.
- b. Offer designated car share bays in all compounds.
- c. Postcode mapping to be completed once main construction begins.

3.5.2 Alternative modes to traditional transportation will be utilised and provisions made on site where possible.

### 3.6 Electric/Hybrid Vehicles

3.6.1 Actions could include the following:

- a. Electric car charging points to be installed at each main site compound location where possible.
- b. Electric shuttle vehicles may be utilised across the Scheme, to allow staff options for travelling between main site compounds.
- c. The workforce to be shuttled from the main site compounds to their work sites where possible. Where there is a company policy relating to the use of electric or hybrid vehicles for work use, it will be ensured that all employees are made aware.

## 4 Roles and Responsibilities

### 4.1 Senior Management Approval

- 4.1.1 The Outline Travel Plan will be supported by senior management. Throughout the implementation of this Outline Travel Plan, the main stakeholders will be employees situated on the Scheme.

### 4.2 Appointment of a Travel Plan Champion/Coordinator

- 4.2.1 The Scheme will aim to appoint a Travel Plan Champion to ensure the success of the plan. The role of the Travel Plan champion will be fulfilled by one of the construction/environmental team.

### 4.3 Staff consultation

- 4.3.1 It is important for staff to be consulted before the Travel Plan is implemented to ensure ownership and involvement. All staff and operatives who will work on the Scheme will complete a site induction before they start work on the site. This induction will include an introduction to this Travel Plan and its key features.
- 4.3.2 Once construction has commenced the below initiatives will be implemented where appropriate:
- a. Focus groups/steering groups  
*The purpose of these is to allocate staff to implement actions, set clear dates for actions, ensure that the Travel Plan makes progress, once the Travel Plan has been adopted, and develop future initiatives to expand objectives and targets.*
  - b. Suggestions boxes:  
*Having boxes set up near travel information points asking for comments/suggestions etc could be a way of people offering their opinion in an informal way.*
  - c. Specified contact for feedback to be directed to (e.g., Travel Plan champion). The contact would then ensure this feedback is provided to Senior Management on the Scheme with any recommendations.