

Environmental Statement: Volume III

Appendix 7B: Framework Construction Workers Travel Plan

VPI Immingham OCGT Project

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The Immingham Open Cycle Gas Turbine Order

Land to the north of and in the vicinity of the VPI Immingham Power Station, Rosper Road, South Killingholme, Lincolnshire, DN40 3DZ

Environmental Statement Volume III: Appendix 7B: Framework Construction Workers Travel Plan

The Planning Act 2008

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



Applicant: VPI Immingham B Ltd

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GLOSSARY

Abbreviation	Description
AADT	Average Annual Daily Traffic
AAWT	Annual Average Weekday Traffic
AMEP	Able Marine Energy Park
ATC	Automatic Traffic Counts
CCGT	Combined Cycle Gas Turbine
CEMP	Construction Environmental Management Plan
CIHT	Chartered Institution of Highways and Transportation
CHP	Combined Heat and Power
DCO	Development Consent Order
DfT	Department for Transport
DPD	Development Plan Documents
ES	Environmental Statement
ha	Hectare
HE	Highways England
HGV	Heavy Goods Vehicle
IEMA	Institute of Environmental Management and Assessment
km	Kilometre
LDF	Local Development Framework
LPA	Local Planning Authority
m	Metres
MCC	Manual Classified Counts
MW	Megawatts
NPPF	National Planning Policy Framework
NELC	North East Lincolnshire Council
NLC	North Lincolnshire Council
NPPF	National Planning Policy Framework
NPPG	National Planning Policy Guidance
NPS	National Policy Statement
NSIP	Nationally Significant Infrastructure Project
NTEM	National Trip End Model
OCGT	Open Cycle Gas Turbine
OS	Ordnance Survey
PEI	Preliminary Environmental Information
PIA	Personal Injury Accident
PINS	Planning Inspectorate
PPE	Personal Protective Equipment
PPG	Planning Practice Guidance
RFC	Reference Flow/Capacity
SoS	Secretary of State

Abbreviation	Description
TA	Transport Assessment
TS	Transport Statement

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1.0 INTRODUCTION

- 1.1.1 This Framework Construction Worker Travel Plan ('CWTP') (Application Document Ref: 6.4.6) has been prepared on behalf of VPI Immingham B Ltd ('VPIB' or the 'Applicant'). It forms part of the application (the 'Application') for a Development Consent Order (a 'DCO') submitted to the Secretary of State (the 'SoS') for Business, Energy and Industrial Strategy under section 37 of the Planning Act 2008' (the 'PA 2008').
- 1.1.2 VPIB is seeking development consent for the construction, operation and maintenance of a new gas-fired electricity generating station with a gross output capacity of up to 299 megawatts ('MW'), including electrical and gas supply connections, and other associated development (the 'Proposed Development'). The Proposed Development is located primarily on land (the 'Site') to the north of the existing VPI Immingham Power Station, Rosper Road, South Killingholme, North Lincolnshire, DN40 3DZ.
- 1.1.3 The Framework CWTP is designed to promote and encourage the use of sustainable transport modes by construction workers and reduce reliance on the private car during the construction phase of the Proposed Development, which is expected to take 21 months between 2021 and late 2022.
- 1.1.4 This Framework CWTP seeks to address the traffic and transport impacts assessed during the environmental impact assessment ('EIA') of the Proposed Development. The appointed contractor will be required to use this as the starting point for their final CWTP (to be agreed with the relevant highways authorities and Highways England, as appropriate) and demonstrate how the limits set will be achieved. It also identifies suggested measures to be implemented by the contractor. The CWTP will be approved by the relevant planning authority, in consultation with the highway authority, pursuant to Requirement 18 'Construction workers travel plan' of the draft DCO.
- 1.1.5 The document is structured as follows:
- Section 2 provides background information including the Site location and accessibility;
 - Section 3 describes the Proposed Development;
 - Section 4 presents the final CWTP objectives;
 - Section 5 sets out the roles and responsibilities;
 - Section 6 describes the proposed travel plan measures;
 - Section 7 describes the process for setting targets; and
 - Section 8 outlines the proposed monitoring of the final CWTP.

2.0 BACKGROUND

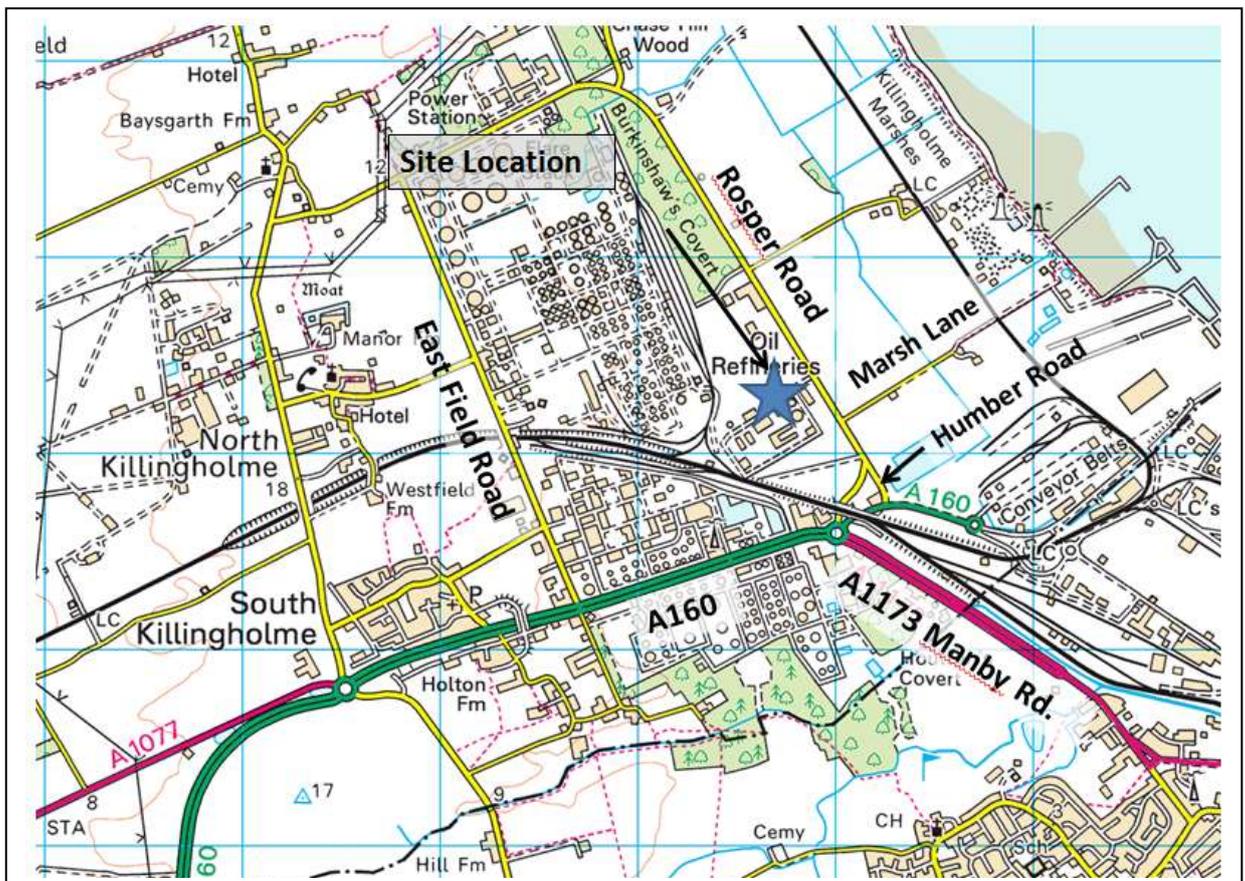
2.1 Site Description

2.1.1 Figure 1 shows the location of the Proposed Development and the surrounding highway network which formed the Study Area for the Traffic Assessment (TA) and the EIA detailed in Chapter 7: Traffic and Transport (ES Volume I). Rosper Road is a single carriageway road running in a northerly direction from its junction with the A160. It serves the South Humber Bank development area which is bounded by East Field Road, Chase Hill Road and Rosper Road.

2.1.2 Adjacent to the Site Rosper Road has the following characteristics:-

- Single carriageway, generally flat and straight;
- Footway along the eastern side, between Marsh Road and Humber Road;
- No street lighting;
- National Speed Limit (60mph); and
- No cycle facilities.

Figure 1: Study Area



2.2 Accessibility

- 2.2.1 The accessibility of the Proposed Development Site has been reviewed with respect to opportunities for walking, cycling and the availability of public transport.
- 2.2.2 The Site is located in a remote location at South Killingholme, Immingham. Given its location and the construction working hours, opportunities to access the Site by sustainable modes are limited.
- 2.2.3 Notwithstanding, this section considers the opportunities to walk, cycle or use public transport to access the construction site as well as other measures to minimise single occupancy car journeys.

Pedestrians

- 2.2.4 The average length of a walking journey in Great Britain is 0.6miles (1km) according to the National Travel Survey done by Department for Transport. The distance that people will be prepared to walk will however vary between different age groups etc.
- 2.2.5 PPG13 stated that, at the local level, walking is the most important mode of transport and offers the greatest potential to replace short car trips, particularly under 2km.
- 2.2.6 The Chartered Institution of Highways and Transportation (CIHT) document “Providing for Journeys on Foot (2000)” suggests that walking is a “desirable” mode for journeys up to 400m and “acceptable” for journeys up to 800m with a preferred maximum of 1200m. For commuting and educational purposes these distances are increased, so that 1000m is “acceptable” and 2000m is the “preferred maximum”. These distances are illustrated in Table 7A.6 below.

Table 7B.1: CIHT Advice on Walking Distance

Description	Town Centres (m)	Commuting Education (m)	/	Elsewhere (m)
Desirable	200	500		400
Acceptable	400	1000		800
Preferred Maximum	800	2000		1200

- 2.2.7 There are a limited opportunities for travelling to the Proposed Development on foot as it is located further than 2km from any significant residential areas. However a new footway has recently been constructed along the eastern side of Rosper Road between Humber Road and Marsh Lane. There is no street lighting however along Rosper Road.Cycle Facilities
- 2.2.8 Department for Communities and Local Government publication (2011) Planning Policy Guidance (PPG) 13: Transport stated that the bicycle is the ideal mode of transport for journeys under 8km. PPG13 also stated that cycling “has a clear potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport.”. Whilst PPG 13 has now been superseded by the National Planning Policy Framework (NPPF) it is still recognised as providing good guidance.

- 2.2.9 The Statistical release by the Department of Transportation: Walking and Cycling Statistics, England: 2016, dated January 2018; states that the average length of a cycle journey is 3.5 miles (5.6km).
- 2.2.10 The roads surrounding the Site are generally flat and there are no significant obstacles for cyclist. Within the 5km and 8km recommended cycle distances from the site centre are the following key origins / destinations :
- South Killingholme;
 - North Killingholme;
 - East Halton;
 - Immingham;
 - Habrough;
 - Habrough Rail Station; and
 - Ulceby Rail Station.
- 2.2.11 In summary the Site is located in a reasonably accessible location for cyclists.

Bus Facilities

- 2.2.12 There are limited opportunities for travelling to the Site via bus. Rosper Road is not a bus route and the nearest bus stops are 2.7km away in South Killingholme (Town Street) and 2.6km away in Immingham (Manby Road).

Rail Facilities

- 2.2.13 Rail Stations are located at Habrough (6.1km away) and Ulceby (6km away). Both stations operate regular services to:
- Grimsby Town eastbound;
 - Barton-on-Humber (Northern) westbound;
 - Newark North Gate (East Midlands Trains); and
 - Doncaster and Manchester Airport (First TransPennine Express).

3.0 THE PROPOSED DEVELOPMENT

3.1 The Proposed Development

3.1.1 The main components of the Proposed Development are summarised below, as set out in the draft DCO (Application Document Ref: 2.1):

- Work No. 1 – an OCGT power station (the ‘OCGT Power Station’) with a gross capacity of up to 299MW;
- Work No. 2 – access works (the ‘Access’), comprising access to the OCGT Power Station Site and access to Work Nos. 3, 4, 5 and 6;
- Work No. 3 – temporary construction and laydown area (‘Temporary Construction and Laydown’) comprising hard standing, laydown and open storage areas, contractor compounds and staff welfare facilities, vehicle parking, roadways and haul routes, security fencing and gates, gatehouses, external lighting and lighting columns;
- Work No. 4 – gas supply connection works (the ‘Gas Connection’) comprising an underground and/or overground gas pipeline of up to 600 millimetres (nominal internal diameter) and approximately 800 m in length for the transport of natural gas from the Existing Gas Pipeline to Work No. 1;
- Work No. 5 – an electrical connection (the ‘Electrical Connection’) of up to 400 kilovolts and associated controls systems; and
- Work No 6 – utilities and services connections (the ‘Utilities and Services Connections’).

3.2 Construction Programme

3.2.1 The entire Site preparation and construction programme is anticipated to take approximately 21 months from commencement to the start of commissioning. Table 7B.2 gives an indicative construction programme.

Table 7B.2: Indicative Construction Programme

	2021				2022			
	1	2	3	4	1	2	3	4
OCGT Site Preparation								
Main civil works								
Plant installation								
Gas and electrical connections								
Commissioning								

Construction Phase Site Worker Traffic Generation

- 3.2.2 During construction, the Site would require 150 workers per day at the peak of construction, (Q4 2021). Construction staff numbers required for an OCGT are much lower than a CCGT, as significantly less civil works are required. The numbers used in the TA (Appendix 7A, ES Volume III) have been provided by the OEMs and are similar to those used for two other similar, recently consented DCO OCGT schemes.
- 3.2.3 The standard construction working hours for the Site will be Monday – Friday 07:00 – 19:00 and Saturday 08:00 – 13:00. Exceptions to these working hours could include activities that must continue beyond these hours and non-noisy activities and would be agreed by the relevant authority.
- 3.2.4 In relation to traffic generation associated with construction workers, an average occupancy of 1.5 workers per vehicle has been applied. Higher occupancy rates of 2.0 have been accepted by transport stakeholders on other recent power station construction projects including Eggborough CCGT and Knottingley CCGT. It is therefore considered that 1.5 is a robust figure and can be improved upon with the measures proposed in this CWTP.
- 3.2.5 Figure 2 summarises the construction phase monthly traffic levels and Table 7B.3 shows the forecast hourly profile during the peak month of construction. It should be noted that the majority of construction workers would arrive between 0600-0700 hours and depart between 1800-1900 hours for the shift start/end times.
- 3.2.6 Private car and contractor minibuses are likely to be the main means of transport to the Site for construction staff and the following trips (see Table 7B.3) have been calculated for the peak of construction. During the peak construction months there will be a greater opportunity to transport construction workers from local areas by minibus as staff numbers are at their highest.
- 3.2.7 Although the Site is within reasonable cycling distance of Immingham and South Killingholme, the need to carry equipment and Personal Protective Equipment, and the physical nature of the work, is likely to deter construction staff from cycling.

Figure 2: Monthly Construction Vehicle Profile

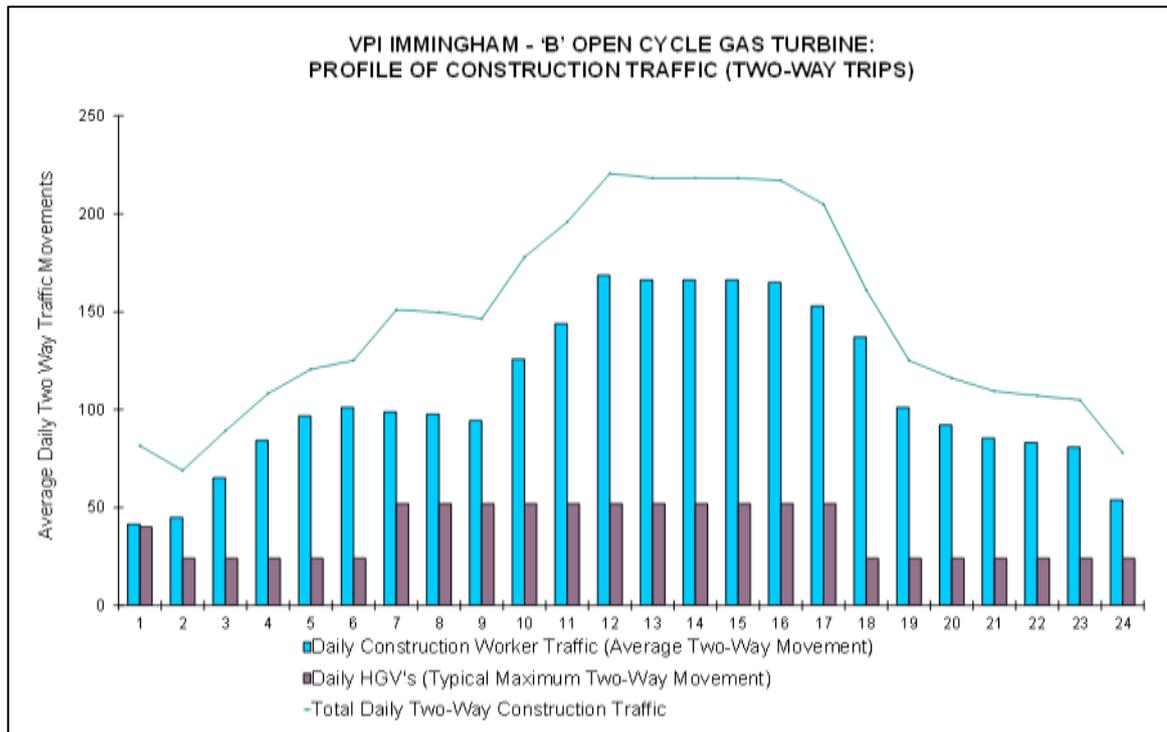


Table 7B.3: Hourly Construction Traffic Flows at Peak of Construction

Hour beginning	HGV Arrivals	HGV Departures	Staff Arrivals (Cars / LGVs)	Staff Departures (Cars / LGVs)	Tot 2-way flow (veh./hr)
500	0	0	0	0	0
600	0	0	24	1	25
700	3	1	21	1	26
800	2	2	7	2	13
900	3	2	5	2	12
1000	3	3	5	4	15
1100	2	3	4	5	14
1200	3	2	4	4	13
1300	3	3	3	3	12
1400	2	3	5	7	17
1500	2	2	1	7	12
1600	2	2	2	11	17
1700	1	2	2	12	17
1800	0	1	2	22	25

Hour beginning	HGV Arrivals	HGV Departures	Staff Arrivals (Cars / LGVs)	Staff Departures (Cars / LGVs)	Tot 2-way flow (veh./hr)
1900	0	0	0	2	2
2000	0	0	0	1	1
2100	0	0	0	1	1
2200	0	0	0	0	0
2300	0	0	0	0	0
2400	0	0	0	0	0
Total	26	26	85	85	222

Access Proposals

- 3.2.8 The Site benefits from two existing vehicular accesses along its eastern boundary, with each providing a direct entrance/exit onto Rosper Road. The points of access onto Rosper Road are shown in Figure 3.1, ES Volume I (Application Document Ref: 6.3). The northern access was originally constructed for and is used by TLOR. The southern was constructed for and is used by the Existing VPI CHP Plant. The accesses are designed to accommodate HGVs and are therefore considered fit for purpose.
- 3.2.9 The Proposed Development would share the highway accesses with TLOR and the Existing VPI CHP Plant in the following manner:
- During construction, a new internal access road would be constructed to link the different parts of the Site to the highway accesses onto Rosper Road. It is envisaged that the northern access would primarily be used to access the OCGT Power Station Site, with the remaining parts of the Site primarily accessed using the southern access; and
 - During operation, vehicles would utilise the northern access only as a means to enter/exit the Site.

Car Parking Provision

- 3.2.10 Parking demand will vary throughout the construction phase and an area of hardstanding will be set aside within the Site, the Temporary Construction Laydown Site, to accommodate parking for construction workers as required.

4.0 OBJECTIVES

- 4.1.1 The final CWTP will act in helping the environment by reducing the number of trips made to and from the construction site by private car. All staff during construction will be made aware of the measures included in the final CWTP so that benefits can be delivered and the number of car borne trips can be reduced by promoting car sharing and minibus use.
- 4.1.2 The final CWTP will 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 period of the Proposed Development are to:
- Ensure that an appropriate package of measures is employed to encourage sustainable transport behaviour;
 - Reduce car usage (particularly single occupancy journeys);
 - Raise awareness of the sustainable transport measures serving the construction site; and
 - Minimise the impacts of traffic on sensitive locations.

5.0 ROLES AND RESPONSIBILITIES

- 5.1.1 A dedicated Travel Plan Co-ordinator will be appointed by the contractor to manage and deliver the Travel Plan. The Travel Plan Co-ordinators details will be supplied to NLC and Highways England.
- 5.1.2 The Travel Plan Co-ordinator has a key role to play in managing, monitoring and implementing the individual measures within the plan and will work closely with the site manager who has overall responsibility for the Site.
- 5.1.3 The responsibilities of VPIB will primarily include to contractually committing the contractor to finalise the CWTP and to comply with the guidelines outlined within it.
- 5.1.4 The responsibilities of the Travel Plan Co-ordinator will primarily include:
- ensuring the obligations of contractors / sub-contractors related to the CWTP are adhered to;
 - Ensuring the travel plan notice board is located in a prominent position and that the information is kept up to date;
 - Monitoring parking to ensure no parking on any public highway leading to the site;
 - Being based on the Site;
 - Acting as the key point of contact for issues related to construction traffic;
 - Reviewing cycle parking provision on a regular basis;
 - Engaging with local stakeholders;
 - Monitoring performance against the targets of the final CWTP; and
 - Implementing additional measures if not delivering on targets set.
- 5.1.5 The contractor will be responsible for managing how their workers travel to and from the Site. Given the limited number of parking spaces to be provided, the contractor's responsibilities will primarily include:
- Providing a dedicated Travel Plan Co-ordinator to oversee the management and delivery of the CWTP;
 - Encouraging and promoting the use of sustainable transport measures included within the final CWTP; and
 - Organising crew minibuses to transport workers to and from the Site where appropriate.

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.
- 6.1.2 The measures should primarily aim to minimise the level of construction worker traffic and then whenever possible minimise the impact and disruption on the remaining traffic and local road network.

6.2 Proposed Measures to Reduce the Level of Traffic

Car Parking

- 6.2.1 The availability of car parking has a major influence on the means of transport people use for their journeys and is therefore an important travel plan measure in promoting sustainable travel to and from the Site.
- 6.2.2 It is proposed that sections of the car park will be gradually opened up, to make sure that the number of vehicles is controlled, and that sustainable transport options are promoted throughout the course of construction.
- 6.2.3 It is proposed that car parking at the Site will be monitored with restricted access.
- 6.2.4 In arranging the layout of the car park, it is proposed that the spaces closest to the construction site / offices will be designated for car sharers and minibuses.

Minibus

- 6.2.5 Given the restriction on the number of car parking spaces provided, contractors will be encouraged to provide minibuses for transporting their workers from key points of construction worker origin to the Site. This will have the benefit of reducing the number of vehicular trips on the local road network. For example many construction workers will find local accommodation at hotels and B&B's. The locations of accommodation chosen by these workers are likely to provide suitable pick up locations for the minibus.
- 6.2.6 The contractor will be required to encourage the use of common hotels and B&B's by workers that are not from the local area, to encourage the use of shared transport modes such as minibus.
- 6.2.7 The contractor will be required to provide minibuses and to organise where the minibuses will pick up workers and at what times.

Car Sharing

- 6.2.8 The contractor will be encouraged to set up and manage a car share scheme for its workers. In construction projects, car sharing is often popular amongst workers due to the financial and social benefits it can provide. It is expected that some workers will be away from home and may welcome the companionship of other colleagues.

- 6.2.9 In emergencies, the Travel Plan Co-ordinator should provide a guaranteed lift home for car sharers. The provision should be extended for emergency situations for staff who cycle to the Site.

Cycling

- 6.2.10 Although cycling to the Site is likely to have limited appeal to construction site personnel (due to carrying PPE etc.) secure parking for bicycles will be provided within the temporary car park. Construction staff that cycle to work will also have access to shower and changing facilities and lockers to store clothing, cycle helmets etc.

On-Site Storage

- 6.2.11 An on-site storage facility is usually provided by contractors. Providing this facility would encourage construction workers to store their tools on-site. This would reduce the amount of tools they need to carry each day and would assist those workers who are considering cycling or car sharing as a potential travel mode.

6.3 Minimising the Impact on the Local Road Network

Signage Strategy

- 6.3.1 In order to ensure that construction vehicles unable to park on Site do not park on the public highway in the vicinity of the Site, clear and appropriate signage will be required on Rosper Road. The signage will indicate no parking is permitted on the road and the potential penalties for those who do.

Staggered Working Hours

- 6.3.2 It is understood that the start and finishing hours of contractors may vary according to discipline. This should help to ensure that the flow of construction worker traffic is either outside of, or spread across the AM and PM Peak, thereby minimising the impact on any particular time period.

Travel Plan Communication

- 6.3.3 Details of the sustainable transport options available for accessing the Site will be provided in an information pack and sent out to construction workers prior to them starting work at the Site. This will raise awareness of the initiatives being implemented and also allow staff to register an interest in the schemes. The contractor will be responsible for ensuring all construction workers receive the information pack prior to starting work on Site.
- 6.3.4 The contractor will be encouraged to ensure that all construction workers receive an introductory briefing on the travel plan when they commence work. This will be incorporated into the site safety briefing and will include the provision of the following information:
- Designated access and exit routes to the Site;
 - Details of sustainable transport measures available for accessing the Site; and
 - Parking arrangements.

- 6.3.5 The provision of such a meeting should ensure that each worker is fully aware of the CWTP and the respective sustainable transport measures contained within it.

7.0 TARGETS

- 7.1.1 Without management, construction industry standards suggest a typical vehicle occupancy of 1.35 which would result in 186 construction worker vehicles arriving and departing the site per day at the peak of construction (including minibuses).
- 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 of the Proposed Development is as follows:
- To achieve a car occupancy of greater than 1.5 workers per vehicle over the duration of the construction project.
- 7.1.3 The Travel Plan Co-ordinator will monitor parking utilisation at the Site reviewing the split between cars, vans and minibuses. Ensuring that this target is not exceeded is dependent on the contractor encouraging its workers to travel to and from the Site by sustainable options provided in the final CWTP. Not meeting the target will result in the implementation of additional measures to ensure the travel plan stays on course to meet its overall objectives.
- 7.1.4 This target represents at least a 10% reduction in vehicles arriving at the Site when compared to the industry standard.

8.0 MONITORING

- 8.1.1 Monitoring the final CWTP will be central to ensuring its aims are delivered in practice throughout the construction timeframe. Effective monitoring should guarantee 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 CWTP) can be taken, to ensure that the plan stays on course to meet its overall objectives.
- 8.1.2 The Travel Plan Co-ordinator will be responsible for monitoring the final 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 life of the construction project.
- 8.1.3 An important part of the monitoring strategy will be obtaining feedback from employees of the Contractor, North Lincolnshire Council, Highways England and local residents regarding any issues with construction worker traffic. The appointment of a Travel Plan Co-ordinator will ensure that an appropriate person is available and can react to such feedback.
- 8.1.4 Furthermore, employees will be given the chance to offer their suggestions and ideas via a suggestion box / an informal discussion with the Travel Plan Co-ordinator, while review meetings will be held at regular intervals with construction worker representatives to ensure any issues are dealt with effectively.
- 8.1.5 The Travel Plan Co-ordinator will monitor parking utilisation at the Site to review the split of vehicles between cars, LGVs and minibuses. It is anticipated that monitoring will be undertaken on a regular basis with a six monthly monitoring report prepared by the Travel Plan Co-ordinator and submitted to North Lincolnshire Council and Highways England Travel Plan Officers. In addition, monitoring of the local road network will be undertaken to ensure no parking on the public highway leading to the Site.