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NNB GENERATION COMPANY (HPC) LTD

CONSTRUCTION WORKFORCE TRAVEL PLAN ADDENDUM

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1 INTRODUCTION AND SCOPE

1.1 Background

- 1.1.1 A Construction Workforce Travel Plan was written in August 2012 to support the Development Consent Order (DCO) application that was submitted for development of HPC to the Infrastructure Planning Commission (now the Planning Inspectorate) in October 2011.
- 1.1.2 Following the completion of the common raft concrete pour on Unit 1 of the HPC Project (known as J0) an internal project review commenced. A range of factors were considered including the underlying commitments to industry leading safety and the highest quality standards as well as maintaining the committed programme to deliver Unit 1 in 2025 (now mid 2026 due to the Covid 19 pandemic) and Unit 2 around 12 months after Unit 1. The review examined the desire to maximise the opportunities to capture and implement leading from Unit 1 when undertaking the same activities on Unit 2. In addition, following the appointment of the MEH Alliance, much more detail about that programme was available to feed into the review. Finally, the review was able to take into account over 4 years of on-site operational practice since the agreement with the Government was finalised and construction activity began in 2016.
- 1.1.3 The conclusions of the review revealed that in order to maintain safety and quality standards and to maintain the programme, the number of workers at the peak of construction will need to be increased above the number that was originally assessed within the Development Consent Order (DCO) application. The review highlighted that there would need to be a greater overlap between the MEH and Civils phases of the project and that the number of support and professional/management roles based at the HPC site would be significantly above the number anticipated in the DCO application.
- 1.1.4 It is therefore anticipated that at the peak of construction around 8,600 workers will be required compared with the 5,600 workers set out within the DCO Application.
- 1.1.5 It is important to highlight that the full implications of the ongoing Coronavirus pandemic are still to be considered and that the review in the latter part of 2019 was conducted and concluded before the pandemic began. That said, the programme for HPC has been extended

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by 6 months, with Unit 1 due to be operational by June 2026. However, this is dependent on Coronavirus restrictions not constraining activity beyond Quarter 2, 2021.

- 1.1.6 Following an initial high level discussion in early 2020, work to analyse the potential implications from the increased workforce has been undertaken by the HPC team in conjunction with the relevant stakeholders and in particular the relevant local authorities.
- 1.1.7 The conclusion of these discussions resulted in HPC proposing to provide voluntary assessments of the impacts to review the effect of the proposed workforce uplift on the conclusions drawn in the DCO Environmental Statement. Those assessments would enable HPC and the Local Authorities to consider in relation to the section 106 agreement and the relevant strategies and plans under the section 106 agreement whether in each case:
- a) No change would be required; or
 - b) Changes may be appropriate which that could be made under the processes set out within the DCO s106 agreement itself; or
 - c) Changes may be appropriate which that cannot be approved under the DCO s106 agreement itself and therefore would require a modification to the DCO s106 agreement.
- 1.1.8 HPC and the Local Authorities agreed, following a review of the DCO Application that the 6 topic areas which needed to be considered were:
- i. Accommodation;
 - ii. Transport;
 - iii. Workforce Development;
 - iv. Community Safety;
 - v. Health; and
 - vi. Environment
- 1.1.9 Initially, HPC produced a Spatial Distribution Note. to understand the likely spatial distribution of the workforce (which ultimately influences the potential impacts on the housing market and the transport strategy). Relevant factors, including the location of the existing workforce, the type of accommodation the workforce is staying in, the availability of accommodation and the likely make up of the workforce, have been considered.
- 1.1.10 In order to bring together all of the relevant issues within each of the topic areas above, HPC produced a series of Topic Papers which were subject to detailed discussed with the Joint Councils and will be used as background supporting papers to support those strategies

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(including this CWTP addendum) which will be presented to the appropriate decision making meeting (either the Transport Review Group or the Socio-Economic Advisory Group).

- 1.1.11 In addition to the above it is necessary to produce this addendum CWTP, to support the changes set out in the topic papers, especially the Transport paper and its supporting documents, including a revised Bus Strategy and Car Share Strategy.

1.2 Scope

- 1.2.1 The scope of this addendum remains the same as the main Construction Workforce Travel Plan (CWTP), that is to manage the daily movement of the construction workforce to and from the HPC site, as these movements represent the large majority of construction workforce movements associated with the construction phase of the HPC Project. The CWTP also considers the scope for encouragement of sustainable mode choice in respect of non-work related travel by the construction workforce, as well as site specific travel planning issues.
- 1.2.2 The CWTP forms part of a package of management documents to assist in the operational control of transport movements for the HPC construction works. The figure below is taken from the main CWTP and has been amended slightly to reflect changes that have occurred since the document was written. The monitoring of mode share of people movements is now managed by a infra red system that tracks passengers as they board the bus as opposed to a smart card system that was previously proposed in the main CWTP.

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Figure 1 – Transport Management Plans for HPC Construction Works

| | | | |
|--------------------------------|---|--|--|
| Management Plan | Construction Workforce Travel Plan (CWTP) | Construction Traffic Management Plan (CTMP) | Traffic Incident Management Plan (TIMP) |
| Movements to be managed | People Movements | Freight Movements | Park and Ride Bus and HGV Movements |
| Monitoring System | Monitoring of Mode Share Targets through an infra red system | Traffic Management and Monitoring System (TMMS) | Traffic Management and Monitoring System (TMMS) |

1.3 Transport Objectives

1.3.1 The Transport objectives are unchanged to that set out in Section 1.3 of the CWTP.

1.4 Relationship between Transport Strategy and Travel Plan

1.4.1 This section is unchanged to that in the main CWTP, other than the number of park and ride sites increasing from 4 to 6. This includes the four original and two temporary facilities as set out in the table below.

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Table 1: Park and Ride sites

| Location | Status | Number of spaces |
|---|---|------------------------------|
| Junction 23 of the M5 | Original | 920 |
| Junction 24 of the M5 | Original | 539 (DCO allows for 575) |
| Washford Cross (originally known as Williton) | Original | 160 |
| Cannington | Original | 132 workers and 120 visitors |
| Quantock Lakes | Temporary planning permission until end of 2025 | 160 |
| Junction 25 of the M5 | Temporary planning permission until end of 2025 | 400 |

1.5 Context for the development of the DCO CTWP

1.5.1 The main CWTP refers to Section 6 of the Transport Assessment (TA) which sets out the development proposals for the site. Over time the project has evolved and some of the development proposals previously proposed have changed, this is due to the change in demand and need of services and facilities. Those changes are set out below.

Hinkley Point C development site

- Operational On-site parking – Within the TA reference is made to a car park for 505 operation staff, a second permanent car park for 508 parking spaces for

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planned “outages” and for staff and visitors to the training and simulator building and car and coaching park for visitors to Public Information Centre (PIC). However DCO Requirement MS15 limits the number of spaces for operational staff to a maximum of 430. As well a further smaller car park, comprising of 180 spaces, for the Hinkley Point Power Station Complex overflow car park (essentially replacing the Hinkley Point B outage car park).

- At present and in accordance with DCO Requirement MS14 there is on site parking for 200 cars for workers and 100 spaces for business visitors, VIP visitors, disabled parking which is located adjacent to the Northern Roundabout as set out in the Construction Plot Plan and controlled via DCO Requirement MS7.
- Following the completion of construction the on site car park will be expanded and the number of parking spaces will increase to 430 spaces. Additional parking for outages and the Public Information Centre will be detailed in accordance with DCO Requirement MS25 and will be located in accordance with the approved Operational Layout Plan approved within the DCO. DCO Requirements MS39 and MS40 oblige EDF Energy to provide Operational Travel Plans for both car parks prior to them being brought into use.
- HPC accommodation campus – The HPC campus is being expanded with the provision of additional beds bring its capacity from 510 beds to 680 beds although the number of car parking spaces (319), motorbike and cycle parking remain unchanged. Overflow parking for workers staying at the HPC campus will be provided at J23. The TA original had the accommodation campus being removed in 2020 when it was then programmed the site construction works would be completed. Due to an extension of the project programme the accommodation buildings will remain until 2027.

Off site associated development

- Accommodation campuses – The Sedgemoor Campus, previously known as Bridgwater A was built in 2018 and can currently accommodate 986 workers. The campus includes accommodation, recreational facilities, and parking for 609 vehicles. The Transport Assessment programmed HPC Construction Phase Completion in 2020, however this is now programmed for 2027. At this point the site will be made available for redevelopment in connection with the North East Bridgwater Development. Bridgwater C accommodation campus was consented at the time of the DCO but the need for the additional accommodation was not implemented and the accommodated consolidated on to the Bridgwater A site via Non-Material Change 2 to become the Sedgemoor Campus. In direct response to concerns regarding the potential for adverse impacts on the housing market,

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accommodation at the Sedgemoor Campus will be increased to provide an additional 320 bed spaces alongside an increased car park which will be subject to approval pursuant to the submission of DCO Requirement applications. The proposed development at Combrich Wharf originally included a freight laydown facility for the handling and storage of AILs, construction, equipment and materials. This has since changed and more modest proposals have been approved via the submission of applications to discharge the relevant DCO Requirements. The wharf is now operational and deliveries are scheduled to commence in March 2022.

1.6 Construction and Operation Characteristics

Construction Programme

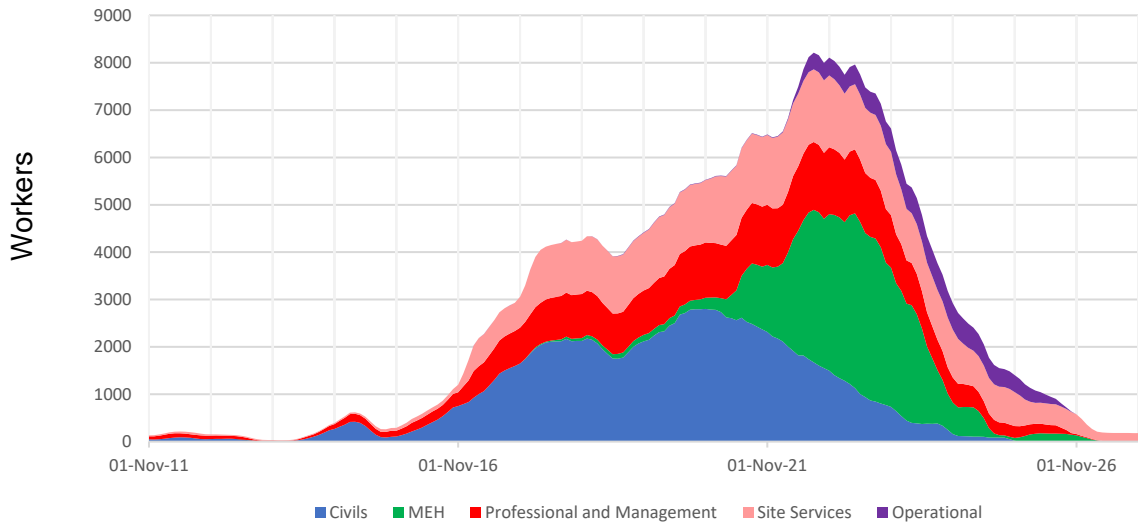
- 1.6.1 As referred in the main CTWP, the original DCO and supporting Transport Assessment expected the site to commence construction in Q1 of 2013 and to be completed by 2020. As set out in paragraph 1.1.2 of this addendum, work pursuant to the DCO did not begin until September 2016 and with the impact of Covid-19 Unit 1 is expected to be completed in 2026 with Unit 2 approximately 12 months later in 2027.

Workforce Profile

- 1.6.2 EDF Energy defined the workforce profile for the full construction and operational phase of HPC and provided the construction workforce numbers as an input to the Transport Assessment. EDF Energy have produced a revised workforce profile to reflect the refinement to the construction programme.
- 1.6.3 Figure 2 below illustrates the revised workforce profile over the construction phase of the HPC Project for each of the main type of workers. The effect of these changes is that the workforce builds up over a longer period than previously expected, and that the work on the associated development sites begins before the major build-up of the workforce, allowing mitigation measures to be in place earlier in relation to the bulk of the workforce. The estimated peak workforce has now changed since the production of the Travel Plan and an approximate total of 8,600 will now be reached at peak construction (with a home-based/non-home-based split of 38:62).

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Figure 2: Revised Workforce Profile



Years (2016 – 2027)

1.6.4 All other elements in the main Travel Plan for this section remain unchanged.

1.7 Shift Patterns

1.7.1 The original shift patterns set out in the DCO were:

Table 2: DCO Shift Patterns

| Row Number | Shift | Number of Workers |
|------------|---------------------------------|-------------------|
| 1 | Double Day Shift – First shift | 1,480 |
| 2 | Double Day Shift – Second shift | 1,440 |
| 3 | Night shift | 380 |
| 4 | Single Day shift | 1,480 |
| 5 | Office personnel | 840 |
| | Total | 5,600 |

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- 1.7.2 The updated shift patterns have been carefully developed and importantly take account of the long held commitment not to move significant bus / HGV traffic during school arrival and departure times. They also take account of the availability of canteen space during break times and patterns of movement around HPC site.
- 1.7.3 Essentially, the First Shift, Single Day Shift and Office personnel shifts have been merged into one single arrival window. In the DCO the arrival times for those shifts were expressed as 6am-7:30am, 7am to 8:30am and 7:30am to 9am respectively.
- 1.7.4 Expressed as a percentage those numbers are:

Table 3: DCO Shift Patterns expressed as a percentage

| Shift | Percentages (rounded up to nearest whole number) |
|---|---|
| Early (Rows 1, 4, 5 from the table above) | 68% |
| Late (Row 2) | 26% |
| Night (Row 3) | 7% |

- 1.7.5 The proposed shift patterns are shown in Table 4.

Table 4: Updated Shift Patterns (travel windows) applicable to worker uplift scenario

| Shift | Arrival window | Departure window | % | No. |
|-------|----------------|------------------|------|-------|
| Early | 06:00 - 08:00 | 16:00 - 19:00 | 60% | 4,902 |
| Late | 09:00 - 11:00 | 22:00 - 00:00 | 20% | 1,634 |
| Night | 15:00 - 20:00 | 03:00 - 06:00 | 20% | 1,634 |
| TOTAL | | | 100% | 8,170 |

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- 1.7.6 The primary shift pattern at the peak of construction will be based on the Civils and MEH workforce working three shifts. These shifts have been built into the spreadsheet model and reflect a 60:20:20 split of the peak workforce.
- 1.7.7 The site services and professional / management shifts have been built around these main shift patterns to ensure that the Civils and MEH workforce at peak are able to work as productively as possible.
- 1.7.8 An hour by hour assessment of worker movements based on the shift patterns which will be introduced when coronavirus measures are no longer required has been presented within the spreadsheet model discussed on 24 November 2020 and shared for discussion as agreed.
- 1.7.9 All other elements in the main Travel Plan for this section remain unchanged.

1.8 Transport Strategy

- 1.8.1 EDF Energy's transport strategy for the movement of workers during the construction phase involves a significant focus on transport by bus. Aside from 200 on-site parking spaces, the up to 680 residents at the HPC accommodation campus who will walk to work and a small number of workers who may walk or cycle direct to the construction site. All construction workers are still expected to travel to and from the construction site by one of the following bus based means:
 - o Bus to/from one of the four original park and ride developments (M5 Junctions 23 and 24, Cannington and Washford Cross (formerly Williton)) all of which are operational,
 - o Bus to/from one of the two temporary park and ride developments (M5 Junctions 25 and Quantock Lakes) both of which are operational until December 2025 when it is considered that these two facilities will no longer be required.
 - o Bus to/from the Sedgemoor accommodation campus; and
 - o Direct bus to/from a number of specified locations where there are likely to be sufficient concentrations of workers. Appendix A sets out the updated Bus Strategy which includes details of all current services.
- 1.8.2 The revised Bus Strategy is attached in Appendix A in this addendum.

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- 1.8.3 Overall, at peak construction, it is estimated that more than 85% of the construction workforce will travel to the site by bus for at least part of their journey.
- 1.8.4 At peak construction (8,600) it is assumed that 5% of the workforce are not at site each day due to planned and unplanned absences such as illness, planned leave or who work part time, so the total number at site will be approx. 8,170.
- 1.8.5 All other elements in the main CWTP remain unchanged.

1.9 Management Structure

- 1.9.1 There are no changes to that set out in the main CWTP.

2 TARGETS

2.1.1 Targets are used to assess whether the CWTP has been successful in achieving the objectives. The targets in the main CWTP are based on the previous peak of workforce numbers. This has since increased from 5,600 to 8,600. As part of the agreed monitoring strategy for the DCO, the Transport Review Group which is made up of the Joint Councils, National Highways and EDF colleagues, meets quarterly and discusses, amongst other things, the mode share at site for that last quarter and how it compares to the DCO targets. Over the last 6 years those meetings have shown that the mode split also includes cyclists and motorcyclists, who previously were not considered in the mode share targets for the DCO. In addition the demand between park and ride sites and direct buses has changed with more workers travelling by direct bus and less by the park and ride. The expected and current mode share targets, based on evidence collected every quarter through the TRG are set out in Table 5 below.

Table 5: Mode Share Target

| Final Mode of Travel to HPC site | Number of Workers At Peak of Construction | Current Mode Share 2022 | Mode Share DCO |
|----------------------------------|---|-------------------------|----------------|
| Walk | 654 | 8% | 9% |
| Cycle | 82 | 1% | 0% |
| Public Bus | 0 | 0% | 0% |
| Rail | 0 | 0% | 0% |

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|---------------------------------------|-------|------|------|
| Motorcycle | 50 | 1% | 0% |
| Car | 245* | 3% | 4% |
| Direct Bus | 3330 | 40% | 21% |
| Park and Ride Bus | 2696 | 33% | 49% |
| Bridgwater (now Sedgemoor) campus bus | 1144 | 14% | 17% |
| Total by Bus | 7,108 | 87% | 87% |
| Total | 8,170 | 100% | 100% |

*This figures includes workers driving and car sharing to the HPC Car Park and using the 200 spaces available

- 2.1.2 In addition, it is also noted that some of the workforce are away from site on any given day due to leave, sickness or part time working. As a result the true number of staff on site following the work force uplift is likely to be 8,170, 5% less than 8,600. Table 5 also sets out the number of colleagues for each mode based on the 8,170 total.
- 2.1.3 As set out in table 5 the total to site via bus is 7,108 of which 2,696 (38%) are forecast to use the park and ride sites (a proportion of which will be car sharers). In addition, as much as 200 (2.8%) can drive to site and park. As part of the DCO commitments it was set out that the site would aim to meet car share targets as set out in table 5a below. The targets are for the number of workers arriving at the Park and Ride sites as car passengers.

Table 5a: Car Share Target

| Location | CWTP |
|---------------------------|------|
| J23 park and ride | 38% |
| J24 park and ride | 36% |
| J25 park and ride | 25% |
| Cannington P&R | 24% |
| Quantock Lakes | 25% |
| Williton (Washford Cross) | 23% |
| HPC site parking | 0% |

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|-----------------------------------|--------------------------------------|
| HPC campus – non work trips | 27% |
| Induction Centre | 3% |
| Sedgemoor Campus - non work trips | 27% |
| Public Information Centre | 2.5 people per car in visitor spaces |

2.2 Induction Centre and Public Information Centre

2.2.1 The Induction Centre and Public Information Centre targets are unchanged from the main Travel Plan.

2.3 Action Plan

2.3.1 Going forward a revised Action Plan will be developed to support the Travel Plan and its amended status. An Action Plan will be prepared and presented to the TRG in July 2022 and will be updated annually thereafter (as required).

3 MEASURES FOR TRAVEL TO HPC SITE

3.1 Walking and Cycling Measures

3.1.1 The range of measures and procedures are in place to deliver the CWTP mode share targets for the construction workforce journey to work at the HPC site are as set out in the main CWTP. For completeness these have been summarised below.

- Storage and Shower facilities
- Bicycle User Group
- Cycle Repair Equipment
- Walk and Cycle Information

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3.1.2 Changes that have occurred as the project has evolved have been set out below.

3.2 Cycle Parking

3.2.1 EDF Energy provide secure, sheltered cycle parking at the HPC site and the park and ride facilities in order to encourage cycling to work for at least some of the journey. The proposed cycle parking provision at the HPC site and the park and ride sites and the campus sites are summarised in the Table 6 below.

Table 6: Cycle parking

| P&R | CWTP | Cycle Spaces |
|---------------------|------|--------------|
| M5 J23 | 65 | 52 |
| M5 J24 | 36 | 40 |
| M5 J25 | - | 20 |
| Quantock Lakes | - | 4 |
| Cannington | 12 | 30 |
| Washford | 8 | 16 |
| Campus / HPC Site | CWTP | Cycle Spaces |
| HPC site car park | 14 | 50 |
| HPC campus bus stop | - | 28 |
| Sedgemoor | 52 | 52 |

3.3 Bus Measures

3.3.1 There have been changes to the Bus measures provided to and from site, from that set out in the main CWTP. Those changes have been set out below.

3.3.2 The geographic scope of proposed bus services supporting the development is comprehensive. In addition to services from the six strategically sited park and ride sites and

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dedicated bus services from the Sedgemoor accommodation campuses, a range of direct bus services are provided from key locations where there are concentrations of workers.

- 3.3.3 As set out in section 1.4 of this addendum there are a total 6 park and rides, 4 original and 2 temporary (until December 2025) and then the 4 original sites will remain until the end of construction.
- 3.3.4 In addition, there are various other direct buses to site, including Walk and Rides. These are services that re-focus direct bus services to provide core services between areas of high demand from a centralised location and reduce the frequency of the bus stopping at public bus stops, which then improves journey time and the passenger experience. For villages closest to HPC (Stogursey, Cannington, Combwich etc) the project has reintroduced the direct bus services now that Covid-19 restrictions are largely removed. Additionally, direct bus services have been reintroduced in Bridgwater in addition to the Walk and Ride services given the number of workers and geographic dispersal of those workers expected to be staying within the town, additional information on all bus services is set out in the revised Bus Strategy (Appendix A).
- 3.3.5 For information, the latest bus timetable for the site is contained in Appendix B.
- 3.3.6 Changes have also been made to the size of vehicles serving the different routes, in particular Stogursey. In the main CWTP reference is made to buses no larger than 15 seaters to ensure successful navigation of the roads, however this is no longer the case and larger, single decker buses are successfully used to serve that route. This is recorded within the HPC Change Log agreed by TRG which sets out changes experienced in the project and the reason.
- 3.3.7 In the main CWTP reference is made to the process that is followed to allocate workers to the various bus series to site. One of those principles is “All workers living within approximately 800m of a direct bus stop will be allocated to the appropriate direct bus. This will ensure that users of direct bus services are within easy reach of that service and can reach their pick up point via a relatively short walk (approximately 10 minutes)”.
- 3.3.8 As set out in the supporting Bus Strategy the catchment areas for the pick-up/drop off points along each route, have been assumed to have 800m catchment areas although in urban settings such as Bridgwater it is recognised that some workers are walking 800m+ to access bus stops/services and it is proposed that all workers within the urban area of Bridgwater will be allocated a bus stop, even if they live more than 800m from a bus

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stop/service. Evidence from the workforce surveys carried out since the commencement of the project consistently identifies that more than 20% of workers travel more than 10 minutes by walking or cycling as part of their journey to work and therefore are likely to walk further than the previous 10 mins assumed previously so this change to the strategy in Bridgwater will not be difficult to implement.

- 3.3.1 As originally envisaged and agreed, the Bus Strategy will continue to be developed further and evolve as required and considers measures to avoid the hub-related issues raised by the Joint Councils including use of Bus Marshalls if necessary at peak times to manage crowd flows etc. Bus Marshalls currently in place at the Park and Ride's are working effectively and have been used at popular bus stops as part of the fly parking monitoring.
- 3.3.2 In addition, the recently introduced bus passenger system to track bus occupancy and boarding location allows accurate monitoring of occupancy levels and which is summarised and reported to the Transport Review Group. This includes a comparison against the assumptions set out in the spreadsheet model reported more regularly in the lead up to the peak workforce to ensure that early consideration is given to any measures / mitigation that may need to be taken in the event that the 'target(s)' are unlikely to be achieved.
- 3.3.3 The movement of buses when bus passengers are not travelling on them to facilitate vehicle re-positioning, are often referred to as 'empty running' bus movements. The shift patterns result in two peak movements to and from HPC and there is currently limited capacity for storing buses at HPC, which results in 'empty' buses running to and from J24 where the bus operating company are based. Some additional capacity to hold buses (around 40) at HPC is now available following completion of works to the Northern Plaza and (subject to Planning Permission) additional hold capacity in the PM peak will be provided at Pixie's Field. The Northern Plaza and Pixie's Field will allow buses to be re-positioned to HPC before the start of the shift changeover time in a phased approach, to remove a significant number of buses moving into position within a short time period or within network peak periods. This is HPC's preferred option as there is minimal risk in buses being delayed in potential traffic prior to collecting bus passengers from HPC for their return journey. It is in HPC's interest to

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reduce the number of ‘empty’ bus movements and carefully manage these to avoid ‘empty’ running where possible.

3.4 Rail

- 3.4.1 The Travel Plan sets out that there would be a bus pick up point at Bridgwater Railway Station, to enable workers to complete their journey to and from HPC. It was also envisaged that the bus serving the rail station would also be used by workers living within the walking or cycling catchment of Bridgwater station and will form one of the direct bus services from the Bridgwater area. Demand for this service has not materialised, however the Walk and Ride services from Bridgwater Bus Station which is a 9 minute walk from the Rail Station is available to those living within the walking and cycling catchment area.
- 3.4.2 Those travelling to their induction via rail are picked up by a bespoke minibus service and transported to the induction centre.

3.5 Motorcycles

- 3.5.1 Since the production of the main CWTP where it was agreed that “Motorcyclists and Mopeds will not be allowed for travel by construction workers to and from the HPC site during the construction phase”, parking for a total of 50 motorcycle vehicles is now permitted at site. Previously it was perceived that there would be a risk of noise disturbance for local residents associated with significant motorcycle usage arising from early morning and late evening shift handover periods. However, this has not been the case and TRG has agreed for up to 50 spaces on site.
- 3.5.2 Motorcycle parking is still provided at the park and ride sites as well as both campus sites as set out in the table below.

Table 7: Motorcycle Parking

| P&R | Motor cycle Spaces |
|--------|--------------------|
| M5 J23 | 57 |
| M5 J24 | 24 |
| M5 J25 | 10 |

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| | |
|----------------|--------------------|
| Quantock Lakes | 10 |
| Cannington | 18 |
| Washford | 10 |
| Campus | Motor cycle Spaces |
| HPC campus | 12 |
| Sedgemoor | 24 |

3.6 Car Share

3.6.1 Car Share Scheme

3.6.2 The fundamental component of any car sharing scheme is the ability to match potential sharers. EDF Energy proposes to procure an external provider to enable workers to use an established tool in order to facilitate car sharing to the HPC site for those who have a parking permit for the site and to the park and ride sites. The selected car share scheme will need to enable EDF Energy to have its own restricted groups for its staff allowing workers to search for matches amongst their colleagues. The details of the car sharing scheme to be put in place are set out in the Car Sharing Strategy which is appended to this addendum.

Car Share Information

3.6.3 Promotional material in relation to car sharing will be circulated to all workers within the HPC Travel Plan Pack. This is set out in more detail in the Communication Strategy of the main Travel Plan.

Propensity to Car Share

3.6.4 In EDF Energy's experience of major construction projects (including Sizewell B), there is a considerable propensity for construction workers to choose to car share with minimal intervention.

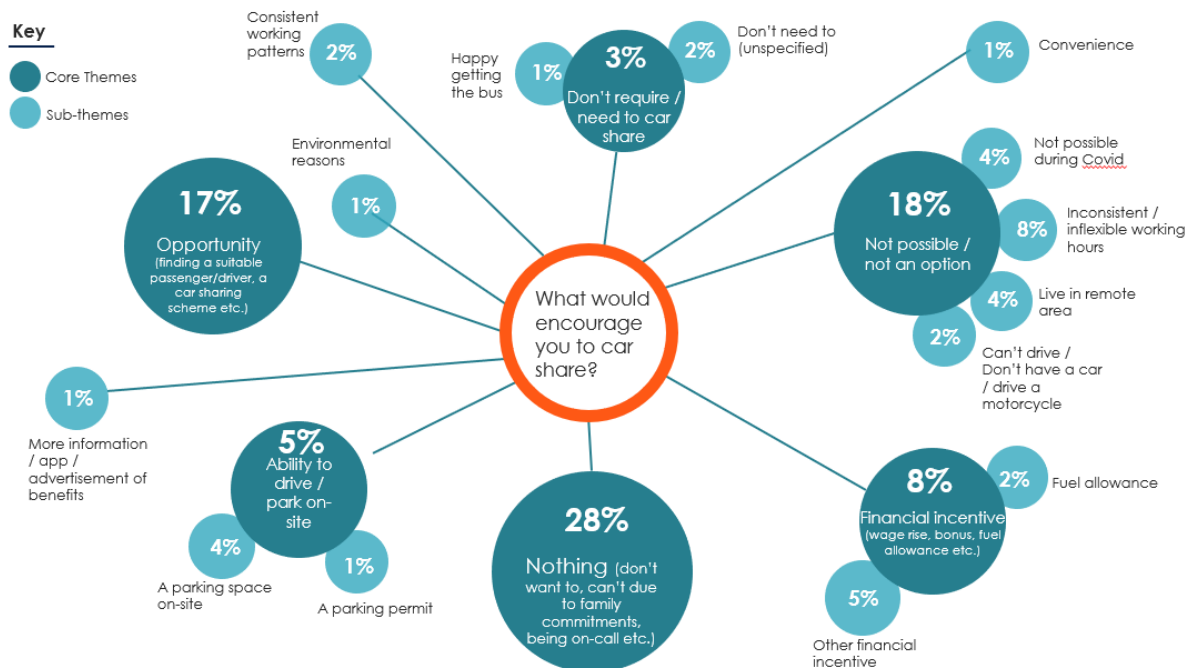
3.6.5 In order to cater for the anticipated increase in the workforce and to ensure that rates are increased to a more compliant level, the Project is keen to procure a system for enabling

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and managing car sharing arrangements from workers home locations to the park and ride sites.

3.6.6 It should be noted that the workforce is regularly changing as the Project develops and the nature of activity on site evolves. The majority (around 65% of workers) are current undertaking Civils work, however, in the next years the number of workers carrying out mechanical and electrical work will increase significantly. The changing nature of the workforce is an important characteristic which needs to be taken into account.

3.6.7 A number of workers are already car sharing organically and evidence from a bi-annual workforce survey indicates that a number would be interested in car sharing, as set out on the graphic below:



3.6.8 Given that around 45% of the current workforce have indicated that nothing would persuade them to car share and that 52% of workers either walk, cycle or catch a direct bus service to work, the overall number of workers who could be persuaded or encouraged

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to car share at the peak of construction is in the order of 2,250 workers but is more realistically limited to be between 1,500 and 2,000 workers.

3.6.9 The Car Sharing Strategy is attached in Appendix C.

3.7 Parking Measures

3.7.1 Parking measures on site are unchanged from that set out in the main CTWP.

3.8 Communications Strategy

3.8.1 The Communication Strategy set out in the main CTWP remains relevant. The changes that have occurred since the Travel Plan was produced are set out below.

Induction Centre

3.8.2 Inductions take place at a dedicated centre which is located at SEIC/SDC, not M5 Junction 23 as previously set out in the main CTWP.

Travel Plan Pack

3.8.3 The elements of the Travel Plan pack as set out in the main Travel Plan remain unchanged however the details (bus timetables for example) are continually updated to reflect changes as and when needed.

3.8.4 All other elements in the main CTWP remain unchanged.

4 MONITORING OF THE TRAVEL PLAN

4.1.1 As set out in the CWTP the DCO Travel Plan required monitoring, review and revision to remain effective. All monitoring is the responsibility of EDF Energy and the review of the Travel Plan is undertaken in consultation with the TRG.

Monitoring Strategy

a) Data Collection

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- i. Mode share: a form of smart card system will be developed to monitor mode share as well as parking permit information and traffic surveys.
 - ii. Cycle and motorcycle utilisation: quarterly surveys to monitor use against supply.
 - iii. Bus service: a smart card system to monitor the bus service used for each worker. This information enables any serious or persistent issues of non-compliance with the bus strategy to be identified and addressed.
 - iv. Car share scheme enrolment: records of car share scheme.
 - v. Patronage on each bus service: an infra red system is installed on all buses
 - vi. Parking permits issued by site: records of parking permits.
 - vii. Formal bi-annually staff travel surveys are undertaken of the workforce and reported in the TRG.
 - viii. Report summarising data/information on the travel locations of workers travelling to park and rides and using direct buses along with feedback from the bus user group to demonstrate that sufficient and appropriate bus services are being provided
 - ix. Report on bus movements (including empty running buses) taken on the day which the other TRG data is collected
 - x. Reports on parking accumulation at Junction 23 and Junction 24 Park and Rides
 - xi. Report on the number of visitors to the HPC Site (the maximum number and average number)
 - xii. Report on implementation and effectiveness of the initiatives described in the Car Share Strategy
- b) Monitoring Frequency
- i. Travel plan targets are monitored quarterly to demonstrate that EDF are on target to achieve the peak construction targets
 - ii. Monitoring will continue until it has been reasonably demonstrated that the DCO Travel Plan is consistently meeting its target, after this has been demonstrated the frequency of monitoring may be reduced following the initial period.
- c) Travel Plan Report

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- i. A Travel Plan Report is produced at the end of every calendar quarter (i.e. end of March, June, September and December), from the commencement of the DCO construction works, and will continue to be unless otherwise agreed by the TRG. The Travel Plan Report will use the SCC standard monitoring report template, where appropriate.
- ii. The Travel Plan Report will be available to TRG members at least three working days in advance of the TRG meeting.
- iii. The report will detail the extent to which all of the mode share and other targets set out in this DCO Travel Plan have been achieved and/or are reasonably likely to be achieved.

Review

- a) TRG review
 - i. EDF Energy will monitor progress against the mode share targets for peak construction set out in Section 4. Mode shares will be reported to the TRG quarterly (unless otherwise agreed by the TRG) and the review by the TRG will consider whether:
 - a. EDF Energy is meeting or on track to meet the mode share targets and no amendments to the Action Plan or mode share targets are required;
 - b. EDF Energy is not on track to meet the mode share targets and the Travel Plan contingency fund is used to implement additional measures. In this case the relevant provisions of Schedule 11 of the S.106 obligation will also apply; or
 - c. EDF Energy is not on track to meet the mode share targets but it is considered that no further action should be taken either because there are remedial actions already in train or because any reasons for divergence from the mode share split in Section 4 are considered reasonable and legitimate.
 - ii. The TRG and Transport Forum will also play an important role in providing feedback on the implementation of the DCO Travel Plan and any issues associated with it.

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- iii. Where it is considered that, in the light of monitoring information or wider project developments, there is a need to amend or update the DCO Travel Plan or a supporting action plan, this will be considered by the TRG.
- b) EDF Energy Review
- i. In addition to the TRG review process, regular internal EDF Energy meetings will take place to discuss the DCO Travel Plan. Continual monitoring and review will be particularly important for a range of reasons. For example, it will be necessary to continually monitor the overall level of demand for and frequency of bus services, the demand for parking, consider any emerging issues of compliance as well as monitoring the overall level of efficiency of implementation of the DCO Travel Plan as a whole.

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APPENDIX A BUS STRATEGY

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APPENDIX B BUS TIMETABLE

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APPENDIX C CAR SHARE STRATEGY

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