



Preliminary Environmental Information Report

Appendix 15A: Draft Travel Plan

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15.A Construction Worker Travel Plan

15.1 Introduction

15.1.1 This Construction Worker Travel Plan is intended to encourage car sharing and alternatives to arriving by single occupancy private car, including encouraging the adoption of minibuses for staff to consolidate trips and minimise disruption.

15.2 Construction Programme

15.2.1 The construction programme is anticipated to take four years and will be split into three phases. However, the final programme will be dependent on the detailed layout design and consideration of potential environmental constraints on the timing of construction activities.

15.2.2 Core working hours for construction will be 0700 to 1900 Monday to Friday, and 0800 to 1300 on Saturdays, apart from specific circumstances to be set out and agreed in the outline Construction Environmental Management Plan (**Appendix 2A**).

15.3 Construction Workforce

15.3.1 During peak construction a workforce of a maximum of 265 personnel per day is anticipated. This represents a worst case during the highest period of construction activity with the average number of staff anticipated on-site per day likely to be less. A temporary Site car parking area is proposed within the Site Compound area.

15.4 Aims and Approach

15.4.1 The principal aim of the Construction Workforce Travel Plan for the Proposed Development is to reduce car usage and increase the proportion of sustainable travel amongst the workforce.

15.5 Objectives

15.5.1 The objectives of the Construction Workforce Travel Plan are as follows:

- To reduce the impacts of the Project through increasing the proportion of the workforce that travel by sustainable modes including utilising public transport, car sharing and minibuses;

- To increase the proportion of car sharing amongst construction workers;
- To increase the proportion of construction workers using local bus services;
- To provide construction workers with up-to-date information on facilities/services available to them to allow them to make informed travel choices; and
- To appoint a construction phase Travel Plan Co-ordinator (TPC) for the duration of the construction programme.

15.6 Smart Targets

15.6.1 SMART (Specific, Measurable, Attainable, Realistic, and Timely) targets will be set following the completion of baseline travel surveys and monitored throughout the construction programme.

15.6.2 Prior to the completion of a baseline travel survey the mode share of the construction workforce cannot be confirmed. However, initial mode share targets have been established based upon an assumed baseline mode split which has in turn been informed by other construction projects. The indicative baseline mode share and draft mode share targets are provided below in **Table 15A-1**.

Table 15A15-1 Indicative baseline mode share and draft mode share targets

	Car Driver	Car / vehicle passenger	Minibus / Bus / Train
Indicative Initial expectation	80%	20%	0%
Aim target	40%	20%	40%

15.7 Travel Plan Measures

15.7.1 Given the rural location of the Site, it is unlikely that construction workers will be able to reach Site using existing public transport services in significant numbers. The contractor will provide a dedicated minibus service linking the Site to an urban pick-up point. The precise routes, frequencies and timings would be reviewed based on ongoing demand.

15.7.2 A car-share scheme will be implemented allowing workers to search for matches amongst their colleagues.

15.7.3 The above measures will be reviewed by the appointed contractor and added to

where appropriate to align with the contractor's corporate social responsibilities (CSR) and values.

15.7.4 During site inductions staff will be provided with travel information as part of their briefing and provided within a travel information pack. Information will include:

- Travel options provided by the measures (such as minibus pick-up points, etc.);
- Public transport options, routes and timetables;
- Local cycle and public rights of way routes; and
- Parking provisions for both car and bicycle.

15.7.5 At the compound, a staff notice board will be provided allowing an opportunity for organising shared travel, as well sharing information on travel choices.

15.7.6 Travel information is proposed to be updated on a regular basis (at least quarterly) to ensure it continues to be accurate and relevant to the needs of the construction workforce.

15.8 Monitoring and Review

Monitoring Strategy

15.8.1 Monitoring will be undertaken on a six-monthly basis to review progress against the targets. The baseline travel survey will be conducted within three months of commencement on Site. A follow up survey will then take place six months post the baseline survey to monitor progress against the targets. The monitoring will consist of:

- A survey of the mode of travel used by all staff present on site at that time; and
- Car parking utilisation.

15.8.2 The results of the survey will be summarised and displayed on the travel notice board.

15.8.3 The TPC will be responsible for undertaking the survey and producing the monitoring information.

Travel Plan Action Plan

15.8.4 **Table 15A-2** presents the implementation action plan for the Travel Plan.

Table 15A-2 Implementation Action Plan

Travel Plan Measure	Timescale	Responsibility
Appointment of TPC	Prior to construction commencement	Site Management
Provision of cycle parking at site compound	From occupation, as part of the construction of the Site compound	Site Management
Travel notice board	From occupation, and to be updated at least quarterly	TPC
Travel information pack	From occupation, and to be updated at least quarterly	TPC
Promotion of car sharing platform	From occupation, and to be updated at regular intervals	TPC
Baseline Travel Survey	Within three months of commencement on site	TPC
Monitoring Travel Surveys	Every six-months after baseline survey	TPC

