

TRANSPORT AND WORKS ACT 1992

Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006

THE NETWORK RAIL (STALYBRIDGE TO DIGGLE (SADDLEWORTH) ENHANCEMENTS) ORDER

DOCUMENT: NR14 ENVIRONMENTAL REPORT – VOLUME 3 APPENDIX 10C - FRAMEWORK CONSTRUCTION WORKER TRAVEL PLAN

Rule 10(6)(d)

Document Reference	167037-NWR-2BC-MVL3-REP-W- EN-000033
Author	Network Rail
Date	November 2025
Revision Number	Rev 1

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1. INTRODUCTION

- 1.1.1 The Transpennine Route Upgrade (TRU) is a major, multi-billion pound programme of rail improvements to bring more frequent, faster, and greener trains across the Pennines between Manchester, Huddersfield, Leeds and York on a better, cleaner, more reliable railway.
- 1.1.2 Further information on the ‘Order Scheme’ is provided within Volume 1, Chapters 1-4 of this Report [NR14]. The Order Scheme’s boundary is illustrated in Figures 1.1.1 and 1.1.6 Volume 2 of this Report [NR14].
- 1.1.3 This Framework Construction Worker Travel Plan (Framework CWTP) has been prepared to accompany the proposed Order Scheme.
- 1.1.4 The Framework CWTP is designed to promote and encourage the use of sustainable transport modes by construction workers/staff and reduce reliance on the private car during the construction of the Order Scheme. The CWTP sets out the aims, objectives and measures to promote sustainable travel to the construction sites (in this Framework CWTP ‘Sites’ refers to the various construction compounds and associated relevant works locations), with the key aim being to ensure an average car occupancy of more than one worker per car / per vehicle.
- 1.1.5 All contractors with staff proposed to be on site will be required to use this Framework CWTP as the starting point for their Final Construction Worker’s Travel Plan (Final CWTP) and demonstrate how targets defined in this Framework CWTP can be achieved. The measures will be implemented by various Principal Contractor(s).
- 1.1.6 Network Rail staff and Principal 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 Tameside Metropolitan Borough Council (TMBC) and Oldham Metropolitan Borough Councils (OMBC)_in accordance with the requirements of the relevant planning condition in the ‘Request for deemed planning permission and statement of proposed conditions’ [NR11].
- 1.1.7 This Framework CWTP forms part of the traffic appraisal documentation and should be read in conjunction with the following documents:
- Chapter 10 - Traffic and Transport, Volume 1 of this Report [NR14];
 - Appendix 10A - Traffic and Transport, Volume 3 of this Report [NR14];
 - Appendix 10B Transport Statement, Volume 3 of this Report [NR14];
 - Part A Code of Construction Practice (CoCP) [NR17].

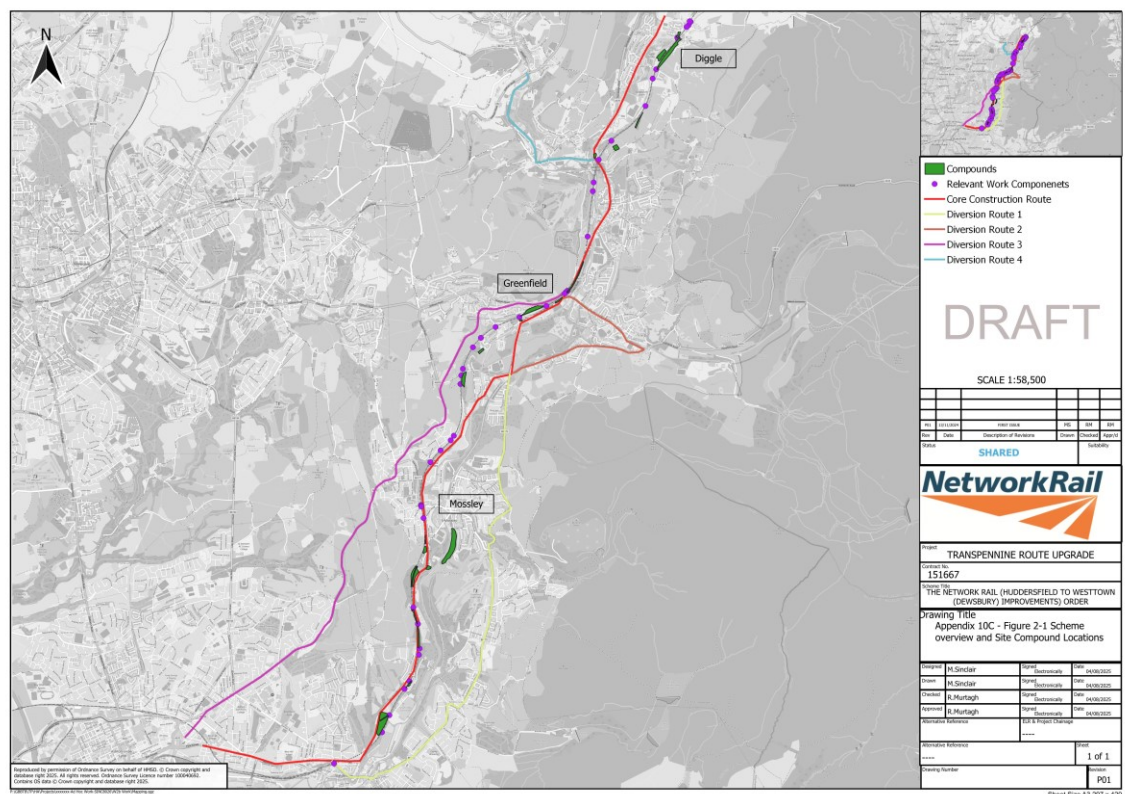
2. PROPOSED SCHEME

2.1 Scheme Context and Location

- 2.1.1 The Order Scheme is forecast to deliver modernisation and efficiencies to this section of the railway and therefore the level of passenger rail movements between various origins and destinations through the Order Scheme are expected to increase.
- 2.1.2 Although passenger usage may increase in the future, increased usage of the railway is considered permitted intensification. Should passenger usage increase and result in an increase of highway movements to/from stations on the route, it would also result in forecast decreases in highway movements on the wider network as users transferred from car to the improved rail service.
- 2.1.3 Figure 2-1 illustrates the extent of the Order Scheme upgrade works along with proposed sites (compounds and worksite locations).

Figure 2-1 – Scheme overview and Site Compound Locations

2.1.4



- 2.1.5 All sites (construction compounds and works locations) and the Order Scheme boundary are shown in Figures 1.1.1 and 1.1.6 Volume 2 of this Report [NR14].

2.2 Construction Operation

Construction Strategy

- 2.2.1 The CoCP Part B requires the Principal Contractor to develop and implement a series of reports and delivery plans (collectively referred to as ‘the CoCP Environment Plans’) comprising:
- An external communications programme;
 - A pollution prevention and incident control plan (PPICP);
 - A waste management and materials plan;
 - A nuisance management plan (NMP) concerning dust, wheel wash measures, air pollution and temporary lighting;
 - A noise and vibration management plan (NVMP) including a construction methodology assessment; and
- 2.2.2 Those reports and plans will include a series of targets including:
- to meet the requirements of all relevant legislation, codes of practice and latest standards. The contractor must also comply with all legislative provisions, including those specifically contained in the CoCP Part A [NR17] and whenever legislation or codes of practice are referred to, is the contractor’s responsibility to comply with the current version;
 - to challenge the existing standards where best practice or innovation offers the potential for the Order Scheme to be built with less impacts or more sustainably;
 - having regard to latest standards to limit adverse impacts on the local community and the environment so far as reasonably practicable;
 - to minimise (as far as reasonably practicable) impacts on local businesses;
 - to minimise (as far as reasonably practical) impacts on the local resident population and maintain the area as a viable place to live and work throughout the construction period;
 - to minimise (as far as reasonably practicable) impacts on the natural environment such as wildlife, watercourses or landscape.
 - ensure project updates and information will continue to be provided via the Network Rail or Scheme website as appropriate;
 - to provide a dedicated Principal Contractor Communications team and include the Network Rail Helpline facility to record and act on inquiries and complaints;

- to minimise (as far as reasonably practical) the disruption to the highway network;
- to minimise (as far as reasonably practical) the impacts on the existing rail network, rail passengers and the passenger Train Operating Companies (TOCs) and Freight Operating Companies (FOCs); and,
- to coordinate with outside relevant projects as far as is reasonably practicable to reduce the cumulative effects

Working Hours

- 2.2.3 Standard working hours are defined as 08:00 to 18:00 Monday to Friday; 08:00 to 13:00 on Saturdays with 30 minutes either side for setting up and organising / cleaning the site. Standard working hours refer to all activities where construction does not interfere with or require a closure of the operating railway.
- 2.2.4 Network Rail reserves the right to conduct non-rail works outside the standard working hours should an extension of work hours be required to meet an “entry into service” deadline. This is most normally required when works must be completed in advance of other planned works under extended “possession” of the railway (possessions are normally closure of the railway such as - at night-time, weekends or bank holidays). In these circumstances, Network Rail would inform the relevant local authority(s) and residents as applicable, a minimum of 14 days in advance of the start of the extension of working hours.
- 2.2.5 Non-standard working hours will also be utilised in connection with any construction works that would interfere with the operation of the railway. This means when the operating railway is closed so that construction works can progress (this is known as “possessions”).
- 2.2.6 In addition, Network Rail and contractors will need to access the track in brief possessions known as Rules of the Route (RotR) that occur at night during midweek, normally between 10pm and 4am whenever required.

Construction Compound Operation

- 2.2.7 Table 2-1 provides an overview of the various work packages during the construction phase of the Order Scheme, which compounds are within those work packages and the relevant works which are served by the various compounds.

Table 2-1 – Construction Compound Overview

Work Package	Compounds	Interventions/ Relevant Works at Structures
Alpha	Printworks Road Office	All
	Wakefield Road	MVL3/7, MVL3/8, MVL3/9, MVL3/10
	Bridge 10A/ Tunnel Laydown Area	MVL3/10a
Scout	Scout Spoil Point	MVL3/11
	Scout East Laydown	MVL3/11
Mossley	Manchester Road / Mossley New Compound	MVL3/12, MVL3/12a, MVL3/13, MVL3/14, MVL3/15
Bravo	Heron Lane	MVL3/16, MVL3/17, MVL3/18, MVL3/19, MVL3/20
	Armit Road	MVL3/22
	Oaklands Road/ Satellite	MVL3/23, MVL3/24, MVL3/25, MVL3/26, MVL3/27a, MVL3/27b,
	Shaw Hall Bank Road	MVL3/28
Charlie	Oaklands Road/ Satellite	MVL3/29, MVL3/31, MVL3/31a, MVL3/32
Diggle	Grandpa Green/ Grandpa Green 2	MVL3/35
	Diggle Rail Hub/ Welfare Office	MVL3/36
	Sam Road	MVL3/39, MVL3/39a, MVL3/39b

2.2.8 It is expected that the majority of construction workers will utilise the main compounds of Whitelands Road, Wakefield Road, Plevins, Oaklands Road and Diggle. In order to help reduce traffic movements on the local road network, it is also anticipated that shuttle buses will be provided to shuttle construction staff from these main construction compounds to other relevant work locations.

2.3 Potential Trip Generations

2.3.1 Table 2-2 provides an overview of the key activities and facilities at each of the sites / compounds and the likely number of staff expected daily and potential vehicle movements.

Table 2-2 – Construction Compound Trip Generation & Potential Operation

Compound/ Storage Area	Overview	Access and Routing	Personnel	Trip Generations
Whitelands Road	The compound will be constructed on an existing brownfield site. The compound will be used as site offices with welfare facilities and parking.	Access: Existing access via Whitelands Road Key Activity Routes: Whitelands Road, Stamford Road Activity Routes: Printworks Road, Wakefield Road/ Manchester Road	Typical Activity: 50 personnel Peak Activity: 75 personnel	Typical Activity Daily Cars/ LGVs: 30 Daily HGVs: 2 Peak Activity Daily Cars/ LGVs: 43 Daily HGVs: 7
Printworks Compound	There will be an office/ welfare complex, staff parking and storage areas. There will be safe walking routes, all vehicles will be able to turn on-site, and access will be via a new access onto Printworks Road.	Access: New priority Controlled Junction via Printworks Road. Key Activity Routes: Printworks Road, Wakefield Road/ Manchester Road	Typical Activity: 23 personnel Peak Activity: 75 personnel	Typical Activity Daily Cars/ LGVs: 46 Daily HGVs: 7 Peak Activity Daily Cars/ LGVs: 46 Daily HGVs: 7

Compound/ Storage Area	Overview	Access and Routing	Personnel	Trip Generations
Wakefield Road Plant Access and Compound	To be utilised for storage of plant and materials. On-site welfare and parking to be provided and it is expected that there will be sufficient space on-site for vehicles to turn. Access will be via a new/ modified access onto Wakefield Road.	Access: New/improved access via Wakefield Road Key Activity Routes: Wakefield Road/ Manchester Road, Springbank Lane.	Typical Activity: 46 personnel Peak Activity: 75 personnel	Typical Activity Daily Cars/ LGVs: 28 Daily HGVs: 3 Peak Activity Daily Cars/ LGVs: 43 Daily HGVs: 3
Scout Tunnel (includes Scout Spoil Point, Scout Laydown, and Manchester Road Compound)	Currently used as car parking and will be repurposed to allow for spoil to be removed from the tunnel and for stockpiling. Improvements to site access to be considered to limit impact on local highway network. Staff to be brought to site by minibus due to limited on-site parking. No welfare at this site.	Access: Improved access via Manchester Road Key Activity Routes: Manchester Road.	Typical Activity: 47 personnel Peak Activity: 47 personnel	Typical Activity Daily Cars/ LGVs: 24 Daily HGVs: 2 Peak Activity Daily Cars/ LGVs: 24 Daily HGVs: 2
Scout Tunnel Eastern Portal (includes Scout East Laydown, Ramp and Access)	Existing car parking area to be replaced by compound which will facilitate workable area for tunnel works. Welfare to be provided and staff to be brought to site by minibus due to limited on-site parking.	Access: Improved access via Manchester Road Key Activity Routes: Manchester Road. Stamford Road.	Typical Activity: 36 personnel Peak Activity: 36 personnel	Typical Activity Daily Cars/ LGVs: 18 Daily HGVs: 0 Peak Activity Daily Cars/ LGVs: 18 Daily HGVs: 0

Compound/ Storage Area	Overview	Access and Routing	Personnel	Trip Generations
Plevins Logistic Hub	This will be the main logistics hub supporting scheme wide interventions. Access via Manchester Road	Access: Cheshire Street/ Egmont Street. Improvements to Manchester Road/ Egmont Street Junction Key Activity Routes: Manchester Road. Egmont Street. Cheshire Street. Stamford Road.	Typical Activity: 235 personnel Peak Activity: 300 personnel	Typical Activity Daily Cars/ LGVs: 126 Daily HGVs: 8 Peak Activity Daily Cars/ LGVs: 158 Daily HGVs: 8
Mossley Station Compound	Required to support works at Mossley Station. To be utilised for storage of plant and materials. On-site welfare and parking to be provided and it is expected that there will be sufficient space on-site for vehicles to turn. Access will be via a new/ modified access onto Manchester Road.	Access: Existing access to be modified/ improved. Key Activity Routes: Manchester Road, Stamford Road.	Typical Activity: 36 personnel Peak Activity: 107 personnel	Typical Activity Daily Cars/ LGVs: 21 Daily HGVs: 4 Peak Activity Daily Cars/ LGVs: 57 Daily HGVs: 4
Heron Lane Compound	Greenfield site which will be constructed to contain site welfare, stores, material storage, security hub and parking.	Access: Existing access to be modified/ improved. Traffic management	Typical Activity: 20 personnel Peak Activity: 20 personnel	Typical Activity Daily Cars/ LGVs: 10 Daily HGVs: 2 Peak Activity

Compound/ Storage Area	Overview	Access and Routing	Personnel	Trip Generations
	Provides direct access to track.	maybe required. Key Activity Routes: Manchester Road, Heron Lane		Daily Cars/ LGVs: 10 Daily HGVs: 2
Armit Road Compound	Greenfield site that will be used for the surrounding interventions with access via Armit Road.	Access: Existing access to be modified/ improved. Key Activity Routes: Manchester Road, Church Road, Armit Road	Typical Activity: 15 personnel Peak Activity: 15 personnel	Typical Activity Daily Cars/ LGVs: 8 Daily HGVs: 2 Peak Activity Daily Cars/ LGVs: 8 Daily HGVs: 2
Oaklands Road Compound	To be utilised for storage of plant and materials. On-site offices, welfare and parking to be provided and it is expected that there will be sufficient space on-site for vehicles to turn. Access will be via a new/ modified access onto Oaklands Road.	Access: Modified access via Oaklands Road. Key Activity Routes: Manchester Road, Oaklands Road, Well-I-Hole Road/ Shaw Hall Bank Road, Church Road, Armit Road, High Grove Lane, Oldham Road.	Typical Activity: 30 personnel Peak Activity: 75 personnel	Typical Activity Daily Cars/ LGVs: 20 Daily HGVs: 10 Peak Activity Daily Cars/ LGVs: 43 Daily HGVs: 10
Greenfield Compound (Shaw Hall Bank Road)	This compound is to support construction at the Greenfield Station. Provide car parking for staff.	Access: existing access via Shaw Hall Bank Road.	Typical Activity: 10 personnel	Typical Activity Daily Cars/ LGVs: 5 Daily HGVs: 0

Compound/ Storage Area	Overview	Access and Routing	Personnel	Trip Generations
		Key Activity Routes: Manchester Road, Oaklands Road, Well-I- Hole Road/ Shaw Hall Bank Road	Peak Activity: 10 personnel	Peak Activity Daily Cars/ LGVs: 5 Daily HGVs: 0
Grandpa Greens / Grandpa Greens 2 (as part of Ward Land Compound Works)	The site is currently informal car parking and a greenfield site. Small welfare area and parking provision to be provided.	Access: improved access via Ward Lane. Key Activity Routes: Ward Lane, Huddersfield Road, Dobcross New Road	Typical Activity: 20 personnel Peak Activity: 20 personnel	Typical Activity Daily Cars/ LGVs: 10 Daily HGVs: 0 Peak Activity Daily Cars/ LGVs: 10 Daily HGVs: 0
Diggle Rail Hub / Welfare Office Compound	Access via Lee Side. New access already installed which is appropriate for HGVs. To be utilised for storage of plant and materials. Welfare and full office set up to be provided.	Access: Lee Side (new access already installed by W3). Key Activity Routes: Lee Side, Diggle Road, Sam Road, Ward Lane, Huddersfield Road.	Typical Activity: 50 personnel Peak Activity: 75 personnel	Typical Activity Daily Cars/ LGVs: 30 Daily HGVs: 7 Peak Activity Daily Cars/ LGVs: 43 Daily HGVs: 7
Sam Road Car Park (as part of Diggle Compound Works)	The site is currently use as an off-street carpark. The site will be used for car parking and access to the track	Access: Use existing access Key Activity Routes: Sam Road, Ward Lane,	Typical Activity: 10 personnel Peak Activity: 10 personnel	Typical Activity Daily Cars/ LGVs: 5 Daily HGVs: 0 Peak Activity Daily Cars/ LGVs: 5

Compound/ Storage Area	Overview	Access and Routing	Personnel	Trip Generations
		Huddersfield Road.		Daily HGVs: 0

2.3.2 The typical daily car/ LGVs movements at the sites / compounds are based on achieving a car occupancy of 2 persons per vehicle.

2.3.3 It is acknowledged that there will be occasions of increased activity over short time periods relating to possessions/ blockades, although the typical construction operation is expected to be in line with the numbers presented in Table 2-2.

2.3.4 Furthermore, compounds Whitelands Road, Wakefield Road, Plevins, Oaklands Road and Diggle Welfare & Office are proposed to include operation of shuttle buses to move construction staff from the compounds to the relevant works locations associated. This will help minimise vehicle movements, particularly sole occupant car movements.

2.4 Proposed Site Accessibility

2.4.1 The majority of the Order Scheme's compounds/ relevant works are located within or close to areas with existing facilities including footways, street lighting and public transport.

2.4.2 Table 2-2 highlights the facilities (welfare, parking) to be provided at the various compounds. Given that the majority of workers will be carrying Personal Protective Equipment (PPE) and work tools/ equipment, travel by car/ van is likely to be the preferred and most appropriate method of travel to compounds by construction workers. It is anticipated that travel to compounds by walking or cycling will be limited although travel to the key compounds (Whitelands Road, Wakefield Road, Plevins, Oaklands Road and Diggle Welfare & Office) by public transport may have some appeal to a small proportion of the workforce.

2.4.3 Figure 2-2 provides an overview of all bus stops in relation to the main compounds and those stops within a 400m walking distance of key compounds (Whitelands Road, Wakefield Road, Plevins, Oaklands Road and Diggle). Public transport information on bus routes/ stops within acceptable walking distances to all compounds can be provide in induction packs to workers. There are no bus stops within 400m of Whitelands Road and therefore it is excluded from Figure 2-2.

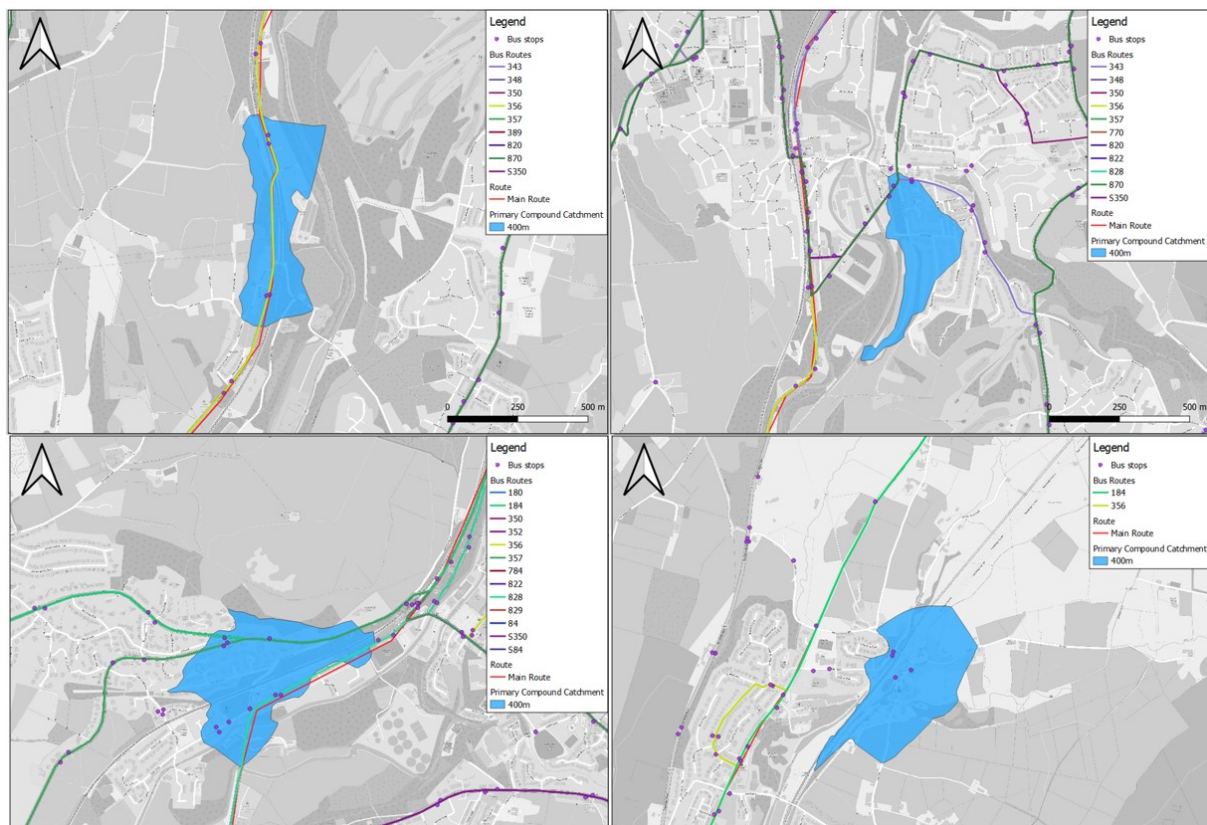


Figure 2-2: Key Compounds and Bus Stops within 400m Walking Distance

2.4.4 Table 2-3 provides an overview of the key compounds (Wakefield Road, Plevins, Oaklands Road and Diggle Welfare & Office), the bus stops within a 400m walking distance and services operating from these stops which construction staff could utilise as part of their commute.

Table 2-3: Key Compounds – Public Bus Services

Compound	Bus Stop Reference	Services	Bus Routes	Frequency
Wakefield Road	MANAWTDJ, MANAWTDG, MANAWTDA, MANAWTAW, MANAWTAT, MANAWTAP, MANAWTAM	356	Ashton-under-Lyne Interchange - Oldham Bus Station	hourly 07:00-20:00
Plevins	MANAWJWA, MANAWJWD, MANAWJWG, MANAWJWM, MANAWJWP, MANAWJWT, MANTPGJW,	343 822 350 356 820	Oldham - Lees - Mossley - Stalybridge - Dukinfield - Hyde Dobcross - Uppermill - Greenfield -	Hourly 06:00-17:00 N/A hourly hourly 07:00-20:00 N/A

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Compound	Bus Stop Reference	Services	Bus Routes	Frequency
	MANAWMAG, MANAWMAD, MANAWMJA, MANAWJDA, MANAWMAJ, MANDGWJG, MANDGWJD, MANAWAGP MANAWPWG, MANAWPWD	870 S350B	Mossley - Oldham Mumps Oldham - Delph - Greenfield - Mossley - Ashton- under-Lyne Oldham - Diggle - Mossley - Stalybridge - Ashton-under-Lyne Oldham - Greenacres - Watersheddings - Moorside - Sholver Ashton Under Lyne - Stalybridge Dobcross - Oldham	Every 2 hours 2 per day
Oaklands Road	MANAMWPM, Chew Valley Road (Stop C), Chew Valley Road, MANAMADJ, MANAMWPT, MANAMPGP, MANAPAWG, MANAPAWD, MANTPTWD, MANTPTWG	828 180 350 352 356 357 S350B 822 84 184 784 829 s84	Rookbottom - Grasscroft - Greenfield - Uppermill - Diggle Greenfield - Grasscroft - Lees - Clarksfield - Oldham Oldham - Delph - Greenfield - Mossley - Ashton- under-Lyne Uppermill - Greenfield - Meltham - Upperthong - Holmfirth Ashton Under Lyne - Oldham olmfirth - Greenfield - Top Mossley - Ashton-under-Lyne Saddleworth School - Ashton- under-Lyne Interchange Dobcross - Uppermill - Greenfield - Mossley - Oldham Mumps Piccadilly Gardens	N/A Every 20 mins Every 30 mins 3 per day Every hour 3 per day 2 per day N/A Every 20 mins Every 10 mins N/A 3 per day N/A

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Compound	Bus Stop Reference	Services	Bus Routes	Frequency
			- Hollinwood - Oldham - Lees - Uppermill Oldham - Greenacres - Diggle - Huddersfield Town Centre Diggle - Uppermill - Grasscroft - Clarksfield - Oldham Werneth - Chadderton - Clarksfield - Uppermill - Diggle Greenfield, Oldham Road / o/s Greenfield Station	
Diggle Welfare & Office	MANTJAPD MANAPAMG MANAPAMD	184 356	Oldham - Greenacres - Diggle - Huddersfield Town Centre Ashton Under Lyne - Oldham	Every 10 mins 1 per day

3. AIMS, OBJECTIVES AND TARGET

3.1 Overview

- 3.1.1 This Framework CWTP is a management tool designed to coordinate strategies and initiatives that support sustainable travel and reduce the need for single occupancy vehicle use among construction staff.
- 3.1.2 It is important to note that the Framework CWTP sets a headline target so that overall performance of the Final CWTP can be monitored and, if necessary, further measures can be introduced to the Final CWTP to encourage mode shift towards more sustainable modes.
- 3.1.3 The Aims, Objectives and Targets to which future Final CWTPs should build upon are set out within this section.

3.2 Aims and objectives

- 3.2.1 The aim of this Framework CWTP is to:
- Ensure that construction staff are informed about the sustainable travel options available for accessing the Order Scheme sites / compounds relevant work locations and the surrounding area. This includes access by public transport, minibus, coach, and car sharing schemes, with the goal of minimising reliance on private cars and reducing single occupancy vehicle trips.
- 3.2.2 The aim of this Framework CWTP will be achieved through the delivery of several key objectives, which the Final CWTP will build upon:
- **Raise Awareness:** Increase awareness of alternative sustainable travel options available for construction workers travelling to/ from locations associated with the Order Scheme.
 - **Provide Information:** Ensure each construction staff member has access to travel information.
 - **Promote the CWTP:** Actively promote the CWTP and its associated measures.
 - **Maintain Communication:** Keep an open line of communication with construction staff to ensure they have access to relevant travel information.
 - **Reduce Traffic Impact:** Minimise the traffic impact of construction staff movements.
 - **Promote Sustainable Travel:** Encourage the use of public transport, car sharing, cycling, and walking to work.
 - **Encourage Low Emission Vehicles:** Promote the use of low and zero-emission vehicles.

- **Discourage Single Occupancy Travel:** Deter the use of single occupancy car travel.
- **Provide Transport Services:** Offer collection and drop-off services to and from key transport hubs and off-site car parking locations.

3.3 Targets

- 3.3.1 Volume 3, Appendix 10B Transport Statement of this Report [NR14] suggest that there could be 726 daily light vehicle movements (light vehicles: cars or vans). These numbers are based on the assumption that car occupancy will be a minimum of 2 persons per car/ van.
- 3.3.2 The initial headline target proposed is:
- Achieve an average car occupancy rate of two workers per vehicle throughout the construction project. Up until the completion of the Order Scheme, no more than one car or van should be parked on-site for every two people registered on-site per day.
- 3.3.3 The CWTP Coordinator will monitor parking utilisation at each site, reviewing the distribution between cars, vans, and minibuses. Meeting this target relies on the contractor encouraging workers to use the sustainable travel options provided in the Final CWTP(s).
- 3.3.4 If monitoring indicates that the target is not being met, additional measures will be implemented to ensure the Final CWTP(s) remains on track to achieve its overall objectives.

4. TRAVEL PLAN MEASURES

- 4.1.1 To encourage sustainable travel behaviour among construction staff throughout the construction period, it is essential to introduce a comprehensive package of measures. These measures aim to minimise construction worker traffic and reduce the impact and disruption of remaining traffic on the local road network.
- 4.1.2 The package of measure that will be introduced to influence travel behaviour is set out in this section. It is expected that these measures will be reviewed and built upon as part of future Final CWTPs to be developed by the various Principal Contractor(s).

4.2 Proposed Measures to Reduce Traffic Levels

Car Parking

- 4.2.1 Influence on Travel Choices: The availability of car parking significantly influences the means of transport people choose for their journeys. It is a crucial travel plan measure for promoting sustainable travel to and from site. Car parking availability will vary from compound to compound and is likely to include restrictions on the number of spaces available. Where possible, the majority of parking facilities will be located at strategic locations/ key compounds and operate shuttle buses to satellite sites from there.
- 4.2.2 Monitoring and Access: Car parking at sites / compounds will be monitored by the Travel Plan Coordinator(s). The Site Manager(s) and Travel Plan Coordinators will set criteria for construction workers to receive pre-allocated parking spaces.

Minibus

- 4.2.3 Encouragement for Contractors: Principal Contractor(s) will be encouraged to provide minibuses to transport workers from key points of origin to sites/ compound, reducing vehicular trips on the local road network. Suitable pick-up locations for minibuses will be identified based on workers' accommodation choices. Minibus routes can also be set up to collect local workers from central pick-up points.
- 4.2.4 Shared Accommodation: Principal Contractor(s) will encourage workers from outside the local area to use common hotels and B&Bs to promote shared transport modes such as minibuses.
- 4.2.5 Organisation: Principal Contractor(s) will be responsible for providing minibuses and organising pick-up locations and times.

Car Sharing

- 4.2.6 Scheme Setup: Principal Contractor(s) will be encouraged to set up and manage a car share scheme for their workers. Car sharing is popular in construction projects due to its financial and social benefits. Workers away from home for extended periods may welcome the companionship of colleagues.
- 4.2.7 Emergency Provision: In emergencies, the CWTP Coordinator will provide a guaranteed lift home for car sharers, such as by taxi. This provision can also be extended to staff who cycle to site.

Cycling

- 4.2.8 Facilities: Although cycling to site may have limited appeal due to the need to carry personal protective equipment (PPE) and the distance from larger conurbations, secure bicycle parking will be provided. Construction staff who cycle to work will have access to shower and changing facilities and lockers for storing clothing and cycle helmets.

Public Transport Information

- 4.2.9 Information Packs: Information on public transport, including routes, destinations, service frequencies, and locations of the nearest bus stops, will be provided in an information pack sent to construction workers before they start work at the site. Public transport information will also be displayed on travel information boards. The CWTP Coordinator will ensure this information is kept up-to-date.

On-site Storage

- 4.2.10 Tool Storage: Principal Contractor(s) will provide an on-site storage facility to encourage construction workers to store their tools on-site. This will reduce the amount of equipment they need to carry daily and support those considering cycling or car sharing as travel options.

4.3 Minimising Impact on the Local Road Network

Staggered Working Hours

- 4.3.1 Flexible Hours: Working hours on major construction sites tend to be longer due to timescale pressures and available light. Consequently, the arrival and departure of some workers' vehicles are spread over peak periods, minimising the impact on any particular time period.

Travel Plan Communication

- 4.3.2 Information Dissemination: Details of sustainable transport options for accessing sites will be provided in an information pack sent to construction

workers before they start work. This will raise awareness of the initiatives being implemented and allow staff to register interest in the Order Schemes. Principal Contractor(s) will ensure all construction workers receive the information pack before starting work on-site.

- 4.3.3 Introductory Meetings: All construction workers will receive an introductory meeting on the Travel Plan when they commence work, incorporated into the site safety briefing. This will include information on sustainable transport measures available for accessing the site and parking arrangements, ensuring each worker is fully aware of the Travel Plan and its measures.

5. ROLES AND RESPONSIBILITIES

5.1 Sponsor

- 5.1.1 The Sponsor (Network Rail) ensuring a condition of contract between them and the Principal 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 Coordinator

- 5.2.1 The CWTP Coordinator plays a crucial role in managing, monitoring, and implementing the various measures within the plan. Given the increased emphasis on the CWTP process, the role of the CWTP Coordinator is becoming increasingly significant. The Principal Contractor(s) will appoint the CWTP Coordinator to oversee and deliver the CWTP. The details of the CWTP Coordinator will be provided to Tameside and Oldham Councils.
- 5.2.2 The CWTP Coordinator will collaborate closely with the Principal Contractor(s) Site Manager, who holds overall responsibility for the site and has the authority to enforce measures for workers who do not adhere to the guidelines.
- 5.2.3 The responsibilities of the CWTP Coordinator may include:
- Ensuring that an introduction to the CWTP is included in the Site Safety Briefing and that information packs are provided to the workforce before they start on site.
 - Encouraging adherence to the contractual obligations related to the CWTP by Principal Contractor(s) and sub-contractors.
 - Ensuring the CWTP notice board is prominently located 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.
 - Conducting a monthly snapshot parking survey to ensure car park occupancy targets are met.
 - Reviewing cycle parking provision on a monthly basis.
 - Engaging with local stakeholders.
 - Monitoring performance against the targets of the Final CWTP(s).
 - Implementing additional measures if the targets are not being met.

5.3 Principal Contractor(s)

5.3.1 The Principal Contractor(s) will be responsible for managing the travel arrangements of construction workers to and from the site. Given the limited number of parking spaces available, the primary responsibilities of the Principal Contractor(s) will include:

- **Providing a CWTP Coordinator:** Appointing a CWTP Coordinator to oversee the management and delivery of the Final CWTP(s). This role is expected to be undertaken by an existing employee as part of their broader responsibilities.
- **Promoting Sustainable Transport:** Encouraging and promoting the use of sustainable transport measures outlined in the Final CWTP(s).
- **Organising Construction Staff (Crew) Minibuses:** Arranging for crew minibuses to transport workers to and from the sites / compounds, including pickups at key locations within the local area. It should be noted that this has not been assumed within the Environment Report, thus providing a more robust assessment in line with the worst-case scenario approach.

5.3.2 Given the presence of other projects in the local area, the Principal Contractor(s) will liaise with other contractors to coordinate works and associated worker traffic movements as much as possible.

6. MONITORING AND REVIEW

6.1 CWTP Strategy

6.1.1 A well-defined CWTP strategy is crucial for setting out the measures and their implementation. Key elements of an adopted CWTP strategy typically include:

- **Securing Resources:** Ensuring the necessary resources, including time, are allocated to develop and implement the CWTP.
- **Consulting and Educating Staff:** Engaging with construction staff to inform and educate them about the CWTP.
- **Identifying and Engaging Partners:** Collaborating with relevant partners and stakeholders.

6.1.2 In the context of the construction phase of the Order Scheme, the Final CWTP(s) will focus on influencing the travel behaviour of construction staff. It will highlight the benefits of using sustainable transport modes and promote their use. The Construction Site Manager(s) or CWTP Coordinator(s) will be responsible for the overall implementation of the adopted CWTP.

6.2 Monitoring

6.2.1 The Construction Site Manager(s) or CWTP Coordinator(s) will serve as the central point for implementing CWTP initiatives and will oversee the ongoing monitoring of CWTP targets.

6.2.2 Successful CWTPs rely on partnerships, requiring organisations to collaborate with various partners and internal stakeholders during the implementation process. All partners are expected to actively contribute. The Construction Site Manager(s) or CWTP Coordinator(s) will play a key role in establishing partnerships and maintaining communication.

6.2.3 To ensure the CWTP's success, the Construction Site Manager(s) or CWTP Coordinator(s) will monitor the implementation of measures and make necessary adjustments. They will also conduct regular checks on car parking, considering mode share and headline targets, and maintain records of its usage.

6.3 Action Plan

6.3.1 The Final CWTP will be developed and implemented before the start of key construction works of the Order Scheme. It will build upon the actions outlined in Table 6-1 below for consideration and approval by Tameside and Oldham Councils. The Final CWTP will also allocate the necessary resources to carry out these actions effectively.

Table 6-1: Action Plan

Measure	Responsibility	Timescale
Appoint Construction Site Manager	Network Rail and Principal Contractor(s)	Prior to occupation of Compounds
Appoint CWTP Coordinator(s)	Network Rail and Principal Contractor(s)	Prior to occupation of Compounds
Prepare Induction/ Welcome packs for construction workers	Network Rail and Principal Contractor(s)	Prior to occupation of Compounds
Provide Shuttle Buses from Key Compounds	Network Rail and Principal Contractor(s)	Prior to occupation of Compounds
Submit and agree Final CWTP with OMBC / TMBC	Network Rail and Principal Contractor(s)	Prior to occupation of Compounds
Raise awareness of CWTP, its objectives and targets to all construction staff	Network Rail and Principal Contractor(s)	For the Duration of the Construction Period
Monitor Construction Staff travel behaviour/ choices	Network Rail and Principal Contractor(s)	For the Duration of the Construction Period
Record Construction Staff car parking on at compounds	Network Rail and Principal Contractor(s)	For the Duration of the Construction Period