

Cambridge Waste Water Treatment Plant Relocation Project
Anglian Water Services Limited

Appendix 19.9: Construction Workers Travel Plan

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1 Introduction

1.1 Anghian Water Services Limited

- 1.1.1 Anghian Water Services Limited (the 'Applicant') is the largest regulated water and water recycling company in England and Wales by geographic area, supplying water and water recycling services to almost seven million people in the East of England and Hartlepool.
- 1.1.2 The Applicant is committed to bringing environmental and social prosperity to the region they serve, through their commitment to Love Every Drop. As a purpose-led business, The Applicant seeks to contribute to the environmental and social wellbeing of the communities within which they operate. As one of the largest energy users in the East of England, they are also committed to reaching net zero carbon emissions by 2030.

1.2 Introduction to the relocation project

- 1.2.1 Anghian Water's Cambridge Waste Water Treatment Plant Relocation project (CWWTPRP) ("the Proposed Development") is funded by Homes England, the Government's housing accelerator which seeks to improve neighbourhoods and grow communities by releasing land for development.
- 1.2.2 The Proposed Development involves the relocation of the existing Cambridge Waste Water Treatment Plant (WWTP) currently operating at Cowley Road, Cambridge, to a new site between Horningsea, Fen Ditton and Stow cum Quy, adjacent to the A14 in Cambridgeshire.
- 1.2.3 The relocation would make the site of the existing WWTP available to form part of the development of a new low-carbon city district, known as North East Cambridge. The site at Cowley Road, is Cambridge's last major brownfield site, and the wider North East Cambridge district proposals envisage creating around 8,350 homes and 15,000 jobs over the next 20 years.
- 1.2.4 North East Cambridge is a highly sustainable location for housing. In addition to the Homes England funding, the area has benefitted from Transport Infrastructure Fund (TIF) funding for Park & Ride, the completion of Cambridge Guided Bus public transport infrastructure, the delivery of the Cambridge North rail station and the Chisholm Trail.
- 1.2.5 North East Cambridge is one of three key strategic sites which will form "*central building blocks of any future strategy for development*" in the proposed Greater Cambridge Local Plan being jointly prepared by Cambridge City Council and South Cambridgeshire District Council that will be subject to public consultation in Autumn 2023. The North East Cambridge Area Action Plan (AAP), currently in "Proposed Submission" form, will be the planning policy framework which ultimately guides the development of North East Cambridge city district.
- 1.2.6 The importance of the Proposed Development, both regionally and nationally, was recognised by the Secretary of State for Environment, Food and Rural Affairs (DEFRA) in January 2021, who directed that the Proposed Development is nationally

significant and is to be treated as a development for which a Development Consent Order (DCO) is required (see Appendix 1-3 of the Planning Statement, App Doc Ref 7.5).

- 1.2.7 The policy context of the Proposed Development is described in more detail in the Planning Statement (Application Document Reference 7.5).

1.3 The relocation site

- 1.3.1 The relocation site was selected following comprehensive study and public consultation. The site selection process and consideration of alternatives is described in more detail in Chapter 3: Alternatives of the Environmental Statement (App Doc Ref 5.2.3).
- 1.3.2 The current environmental conditions at the existing Cambridge WWTP site and at the relocation site are described in Chapter 2: Project Description of the Environmental Statement (App Doc Ref 5.2.2). The site is located to the north-east of Cambridge and 2km to the east of the existing Cambridge WWTP, as shown on the Works Plans (App Doc Ref 4.3.1). It is situated on arable farmland immediately north of the A14 and east of the B1047 Horningsea Road in the green belt between the villages of Horningsea to the north, Stow cum Quy to the east and Fen Ditton to the south west. Two overhead lines of pylons cross the northern and eastern edges of the main development site and come together with a third line at the north eastern corner of the site. The topography is fairly flat with an approximately 4m fall across the site south west to north east.

1.4 Purpose of the Proposed Development

- 1.4.1 The Proposed Development for which the DCO is being sought will deliver all the functions of the existing Cambridge WWTP at Cowley Road, treating all waste water from the Cambridge catchment and wet sludge from the wider region.
- 1.4.2 In addition, it will have an increased capacity, being intended to treat the waste water from the Waterbeach catchment and anticipated housing growth in the combined Cambridge and Waterbeach catchment area.
- 1.4.3 The infrastructure provided as part of the main works will have a design life to at least 2090, and the supporting infrastructure (i.e. the transfer tunnel, pipelines and outfall) will have a designed capacity sufficient to meet population growth projections plus an allowance for climate change into the 2080s. Furthermore, there is capability for expansion in space that has been provided within the earth bank and by modification, enhancement and optimisation of the design to accommodate anticipated flows into the early 2100s.

1.5 Outline description of the Proposed Development

- 1.5.1 The DCO application is seeking approval for the following main elements of the Proposed Development:

- an integrated waste water and sludge treatment plant.
- a shaft to intercept waste water at the existing Cambridge WWTP on Cowley Road and a tunnel/ pipeline to transfer it to the proposed WWTP and

terminal pumping station. Temporary intermediate shafts to launch and recover the micro-tunnel boring machine.

- a gravity pipeline transferring treated waste water from the proposed WWTP to a discharge point on the River Cam and a pipeline for storm water overflows.
- a twin pipeline transferring waste water from Waterbeach to the existing Cambridge WWTP, with the option of a connection direct in to the proposed WWTP when the existing works is decommissioned.
- on-site buildings, including - a Gateway Building with incorporated Discovery Centre, substation building, workshop, vehicle parking including electrical vehicle charging points, fencing and lighting.
- environmental mitigation and enhancements including substantial biodiversity net gain, improved habitats for wildlife, extensive landscaping, a landscaped earth bank enclosing the proposed WWTP, climate resilient drainage system and improved recreational access and connectivity.
- renewable energy generation via anaerobic digestion which is part of the sludge treatment process that produces biogas designed to be able to feed directly into the local gas network to heat homes, or as an alternative potential future option burnt in combined heat and power engines.
- renewable energy generation via solar photovoltaic and associated battery energy storage system.
- other ancillary development such as internal site access, utilities, including gas, electricity and communications and connection to the site drainage system.
- a new vehicle access from Horningsea Road including for Heavy Goods Vehicles (HGV's) bringing sludge onto the site for treatment and other site traffic.
- Temporary construction works including compounds, temporary highway controls, accesses and signage, fencing and gates, security and safety measures, lighting, welfare facilities, communication control and telemetry infrastructure.
- Decommissioning works to the existing Cambridge WWTP to cease its existing operational function and to facilitate the surrender of its operational permits including removal of pumps, isolation of plant, electrical connections and pipework, filling and capping of pipework, cleaning of tanks, pipes, screens and other structures, plant and machinery, works to decommission the potable water supply and works to restrict access to walkways, plant and machinery.

1.5.2 Additional elements, together with more information on the above features are provided in Chapter 2: Project Description of the Environmental Statement (App Doc Ref 5.2.2). Principles of Good Design have been used to inform the development of

the project, which has been guided by the National Infrastructure Commission's Design Principles, advice from the Design Council and review by the Cambridgeshire Quality Panel, as described in the Design and Access Statement (App Doc Ref 7.6).

- 1.5.3 Construction activities, likely to take 3-4 years, will include the creation of a shaft to intercept waste water at the existing Cambridge WWTP and temporary intermediate shafts between the existing Cambridge WWTP and the proposed WWTP to launch and recover a micro-tunnel boring machine. The sequence and location of construction activities are also detailed in Chapter 2: Project Description of the Environmental Statement (App Doc Ref 5.2.2).
- 1.5.4 Towards the end of the construction period, commissioning of the Proposed Development will commence, lasting for between 6 months and 1 year.
- 1.5.5 The Proposed Development will also involve the decommissioning of the existing Cambridge WWTP at Cowley Road. This is secured by the Development Consent Order and the Outline Decommissioning Plan (Appendix 2.3, App Doc Ref 5.4.2.3) and involves activities necessary to take the existing plant out of operational use and to surrender its current operational permits.
- 1.5.6 Following decommissioning, the site of the existing plant will be made available in accordance with agreements already in place with Homes England and with the master developer appointed to deliver the redevelopment of North East Cambridge
- 1.5.7 Consent is not sought under the Development Consent Order for the subsequent demolition or redevelopment of the Cowley Road site, which, as described in Chapter 2: Project Description of the Environmental Statement (App Doc Ref 5.2.2) will be consented under a separate and future planning permission, by master developers, U+I and TOWN, appointed under the agreements described above.
- 1.5.8 The relationship between the Proposed Development, the scope of the draft DCO and the future demolition and redevelopment of the site at Cowley Road is set out in Figure 1.1, below.

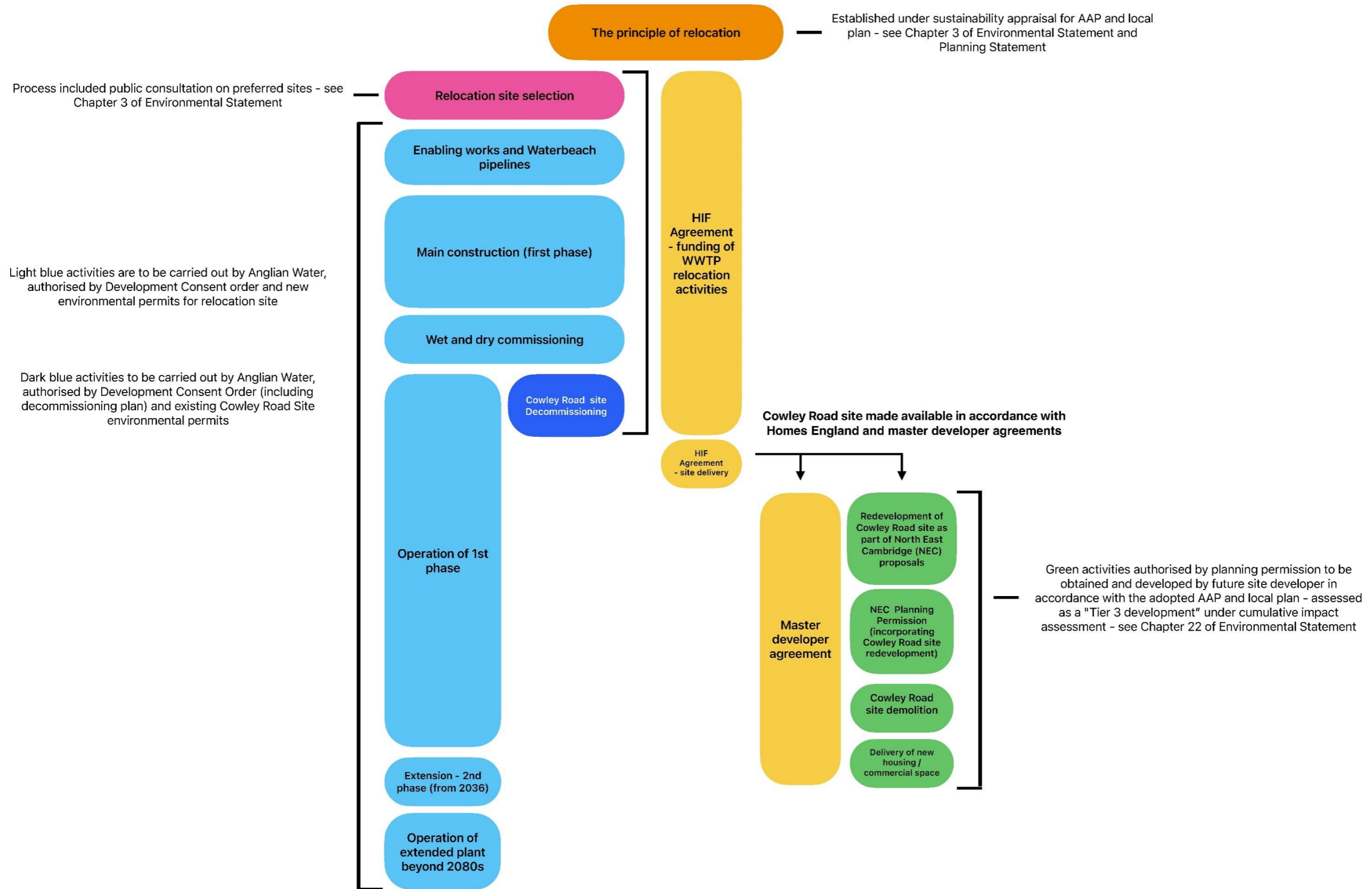


Figure 1.1: Scope of the draft DCO and the future demolition and redevelopment of the site at Cowley Road

1.6 Environmental mitigation

- 1.6.1 Through the environmental impact assessment process and community and technical stakeholder engagement the Proposed Development has incorporated comprehensive environmental mitigation, secured through the Development Consent Order.
- 1.6.2 This mitigation includes a Landscape, Ecological and Recreational Management Plan ("LERMP", Appendix 8.14, App Doc Ref 5.4.8.14) has been developed to complement regional and local initiatives, including the Wicken Fen Vision and the Cambridge Nature Network. The 22-hectare footprint of the plant is encircled by a landscaped and planted earth bank situated within the broader LERMP area of around 70-hectares.

1.7 Additional project benefits

- 1.7.1 In addition to enabling housing growth and future economic development of the Greater Cambridge area the project will also give rise to a number of additional benefits including:
- significantly reduced carbon emissions compared to the existing Cambridge WWTP, being operationally net zero and energy neutral, contributing to Anglian Water's ambition of being operationally net zero as a business by 2030.
 - greater resilience and improved storm management, meaning storm overflows and Combined Sewer Overflows (CSOs) are far less likely to occur. This means that, as Greater Cambridge continues to grow, the facility will be able to treat a greater volume of storm flows to a higher standard than would be the case at today's facility.
 - The proposed WWTP is being designed to reduce concentration in final treated effluent discharges of phosphorus, ammonia, total suspended solids and biological oxygen demand (BOD), compared to the existing Cambridge WWTP. This means that when the new facility starts to operate, water quality in the River Cam will improve.

1.8 Construction Workers Travel Plan Scope

- 1.8.1 This Outline Construction Workers Travel Plan (CWTP) is part of a suite of management plans prepared to support the DCO application.
- 1.8.2 The Outline CWTP will be developed into a final detailed Construction Workers Travel Plan by the principal contractors following the submission of the DCO application. The measures included with the final CWTP will be developed through consultation with the relevant local highway authority and the relevant local planning authority.
- 1.8.3 Outline CWTP responds to the potential impacts identified in the Environmental statement which presents mitigation measures to address these impacts. The final CWTP will set out the management measures, procedures and best practices that

will be implemented to manage the impact of construction workers on the local and strategic road networks during the construction period.

1.9 Construction Workers Travel Plan Aims & Objectives

1.9.1 A Travel Plan is generally defined as a package of measures aimed at promoting greener, cleaner travel choices and reducing reliance on the private car. A robust, realistic and achievable travel plan is considered crucial in encouraging sustainable travel choices by those working and visiting the site. The aims of this CWTP are to:

- Ensure appropriate consideration is given to the safety and travel patterns of site workers;
- Ensure the environmental impact of construction staff is minimised; and
- Encourage construction workers to travel to the site via sustainable modes.

1.10 CWTP Objectives

1.10.1 The overall objectives of this outline CWTP are to:

- Reduce congestion and overall trips associated with the planned construction activity, especially in peak periods;
- Enhance safety for all users involved in the construction phases and for people local to the area;
- Where possible, minimise disruption to the continued safe and efficient operation of the existing Cambridge water treatment plant areas and local ecological environments; and
- Where possible, reduce inconvenience to local communities and stakeholders.

1.10.2 The outline CWTP sets out the indicative staff numbers during construction, and the primary objectives that will be followed by this plan as it is developed.

1.10.3 Indicative construction information for the proposed development is provided for context in this document.

1.10.4 The outline CWTP sets out measures to manage and reduce the number of trips made to and from the site by private cars during the construction phase.

1.10.5 All staff will be made aware of the measures included in the final travel plan so that benefits can be delivered, and the number of car-borne trips reduced by promoting alternative sustainable modes of travel.

1.10.6 The plan will aim to ensure all 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.

1.10.7 This outline CWTP has been developed in accordance with Cambridgeshire County Council's Travel Plan Guidance and consideration has also been given to:

- National Planning Policy Framework 2021;

- Cambridgeshire Local Transport Plan (2011-2031); and
- Cambridgeshire County Council Transport Assessment Requirements (2019).

1.11 Construction programme and duration

1.11.1 The earliest construction is expected to start is mid 2024. Main works construction will commence in late 2024, followed by tunnel construction ending in 2026. Following a period of progressive commissioning, commencing autumn 2026 the proposed Cambridge WWTP is planned to be fully operational in 2028.

1.12 Decommissioning activities

1.12.1 Once the proposed Cambridge WWTP is fully operational and the Waterbeach transfer pipeline works are complete, the existing Cambridge WWTP will complete its decommissioning process.

2 Policy Review

2.2 Introduction

2.2.1 The preparation of this outline CWTP has been informed by a review of relevant policy documents and Travel Plan guidance, which is summarised in this section of the document. Although most policy refers to the operational use of the development where practicably possible the guidance has been used to inform the construction phase.

2.3 National Policy

National Planning Policy Framework

2.3.1 In July 2021, the Ministry of Housing, Communities & Local Government produces its revised National Planning Policy Framework (NPPF) which has replaced the 2012 and subsequent 2018 and 2019 publications of the same title. The document identifies those applications for development proposals should ensure that:

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and sustainable access to the site can be achieved for all users; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2.3.2 Paragraph 111 of the NPPF sets out that all developments which generate significant amounts of transport movement should be required to provide a Travel Plan.

2.3.3 The NPPF defines a Travel Plan as:

‘a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is regularly reviewed’

2.4 Regional Policy

Cambridgeshire Local Transport Plan (2011-2031)

2.4.1 The Cambridgeshire Local Transport Plan (LTP) was published in January 2020 and replaced the Interim Local Travel Plans. The Plan describes how transport interventions can be used to address current and future challenges and opportunities for Cambridgeshire and Peterborough. The document requires “healthy streets” and quality public realms that puts people first and promotes active lifestyles.

2.4.2 The Cambridgeshire LTP addresses Cambridgeshire County Council’s overarching priorities. These include:

- supporting and protecting people when they need it most;
- helping people to live independent and healthy lives in their communities; and

- developing the local economy for the benefit of all.

2.4.3 To promote and raise awareness of sustainable travel options, a new development should be supported by a Travel Plan. The Travel Plan should contain safe, healthy, low carbon travel options for commuters. That includes:

- adoption and enforcement of local travel plan guidance for new planning applications;
- promote existing and new walking and cycling routes for commuters and residents;
- continue promoting cycle training; and
- improve availability, type, and quality of information on sustainable travel modes ensuring health and air quality benefits and emphasised.

Cambridgeshire County Council Transport Assessment requirements (2019)

2.4.4 Cambridgeshire County Council guidance requires developers to provide a Travel Plan for any planning application where a Transport Assessment is required.

2.4.5 Any Travel Plan(TP) should include details of the following:

- Proposed Development;
- Policy;
- Site Assessment;
- Baseline Modal Split;
- Objectives;
- TP Coordinator;
- Measures; and
- Funding.

2.4.6 Travel Welcome Packs should contain the following:

- Map of the local area and facilities like shops, doctors, schools, library;
- Details of walking routes and related websites;
- Details of cycle routes, cycle training, and related websites;
- Details of nearest bus stops, routes, timetables, and related websites;
- Details of how to get to the nearest train station, timetables, and related websites;
- Details of journey times to key destinations for each mode of travel;
- Details of car sharing, car clubs, car hire, local taxi companies, local community;
- transport, and related websites; and
- Incentives such as bus taster tickets or cycle discount vouchers.

2.5 Local Policy

South Cambridgeshire Local Plan (2018)

- 2.5.1 The Local Plan for South Cambridgeshire replaces the South Cambridgeshire Local Development Framework. The Local Plan policies and proposals cover the period 2011 to 2031.
- 2.5.2 The Local Plan states that larger developments require a Transport Assessment and a Travel Plan. These are required to produce a site based on Low Emission Strategy Statement. The Local Plan defines larger developments as “proposals of over 20 dwellings of 0.5 hectares for residential development and over 1,000m² or 1 hectare for other development”.
- 2.5.3 A Transport Assessment and travel plan should also be provided for proposals that “are likely to have significant transport implications¹”.
- 2.5.4 In relation to Transport Assessment and Travel Plan requirements, the Local Plan (2018) states:

‘Travel plans must have measurable outputs, be related to the aims and objectives of the Local Transport Plan, and provide monitoring and enforcement arrangements’

Cambridge Local Plan (2018)

- 2.5.5 The Cambridge Local Plan replaced the Cambridge Local Plan 2006 and sets out policies and proposals for future development and spatial planning requirements to 2031.
- 2.5.6 A Travel Plan should provide opportunities taken to mitigate negative transport impact of a development. It includes:
- Financial contributions towards schemes approved by the City and County Councils for any necessary improvements required as a result of development; and
 - The existing conditions on the wider transport network and any increase in demand over and above the existing use levels need to be taken into account.
- 2.5.7 Mitigation measures to be secured through planning obligations where essential site-specific measures are required. The infrastructure resulting from these contributions should be provided in a timely manner, to meet the first occupation of the site in order to influence travel behaviour from the earlier opportunity.

¹ The South Cambridgeshire Adopted Local Plan 2018 defines developments with ‘significant transport implications’ as those:

In particularly congested locations and/or generating larger numbers of trips;

Where there are particular local travel problems;

That will have an adverse impact on an existing, or will result in the declaration of new, Air Quality Management Area or an unacceptable adverse impact on local air quality.

- 2.5.8 Any development should include a comprehensive transport strategy for the site, incorporating a sustainable transport plan to minimise reliance on private cars.
- 2.5.9 Existing footpaths that cross the site should be retained where possible. To offer more sustainable travel choices, cycling and walking infrastructure improvements should be adopted.
- 2.5.10 The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private parking.

2.6 Other guidance

Smart Journeys

- 2.6.1 Smart Journeys² is a not-for-profit commercial enterprise which provides advice on how to implement and promote sustainable and active travel. Smart Journeys was previously known as Travel for Cambridgeshire (TfC) and “has helped businesses prepare and implement effective travel initiatives on behalf of Cambridgeshire County Council”.
- 2.6.2 Cambridgeshire County Council’s Transport Assessment Requirements (2019) “advise the Applicant to contact Smart Journeys through info@smartjourneys.co.uk to obtain further advice and guidelines on what to include within a Travel Plan and to assist with developing a suitable measure package”.

Connecting Cambridgeshire

- 2.6.3 Connecting Cambridgeshire is a digital delivery initiative led by Cambridgeshire & Peterborough Combined Authority to improve digital infrastructure “to drive economic growth, help businesses and communities to thrive and make it easier to access public services”.
- 2.6.4 Connecting Cambridgeshire’s Smart Programme focuses on improving public transport infrastructure by exploring various uses of data and how these data can be better embedded in transport.
- 2.6.5 In 2018, Connecting Cambridgeshire launched a mobile travel app and installed smart wayfinding screens to help residents, commuters and visitors plan their journeys. The app and screens use real-time travel data and other information to help plan the most convenient journey for users.
- 2.6.6 The app predicts travel time and suggests the best routes around Cambridge using a mix of buses, trains, walking and cycling. The interactive screens show latest travel updates and useful visitor information including city map, local places, and suggested walking and cycling routes.

² Smart Journeys’ website available at: <https://smartjourneys.co.uk/>

3 Proposed WWTP Site Access

3.1 Introduction

3.1.1 This section provides an overview of existing access conditions in the area surrounding the development. It identifies how the site for the proposed WWTP can currently be accessed by public transport and by non motorised users (NMU's). Consideration is given to the wider public transport network and the pedestrian and cycling infrastructure that would enable people to arrive at site through the wider network.

3.2 Pedestrian Routes

3.2.1 Although there are numerous public footpaths in the vicinity of the site, most of these would be of limited value to construction workers as they provide primarily recreational routes rather than direct routes to the public transport network. The majority of workers arriving at the site by cycle or on foot would most likely use Horningsea Road as this is the primary connection to the public transport network.

3.3 Cycle Routes

3.3.1 There are 2 cycle routes in relative proximity to site route 2 along Horningsea Road and route 11 which runs alongside the River Cam and links into Milton and the park & ride facilities. There is no cycle route linking Route 11 to Horningsea Road.

3.4 Bus Routes

3.4.1 There are bus stops in both Horningsea and Fen Ditton villages. Horningsea is approximately 1km to the north and Fen Ditton is around 700m to the south along Horningsea Road.

3.4.2 The nearest bus stop to the site is located opposite Musgrove Way on Horningsea Road on the northern boundary of Fen Ditton however this has very limited bus services with only 2 services daily to Cambridge.

3.5 Rail

3.5.1 The closest rail stations are Cambridge North and Waterbeach. Waterbeach is around 4km to the north of the main Cambridge WWTP site and Cambridge North is around 3km to the south west.

3.5.2 Cambridge North railway station is a railway station located in the Cambridge suburb of Chesterton, close to Cambridge Science Park. The station is on the Fen Line, which runs from Cambridge to King's Lynn. It connects to the Cambridgeshire Guided Busway, and provides an interchange with Park & Ride and local bus services.

3.5.3 Although Cambridge North is well connected to the wider rail network and has frequent services to Cambridge, London, Norwich and Kings Lynn, due to the limited crossing points on the River Cam the station is around a 40 min walk from site.

4 Construction Proposals

4.1 Introduction

4.1.1 This section explains the current Construction Programme and site operation during the works.

4.2 Construction Programme

4.2.1 The construction work programme is shown below in figure 4-1.

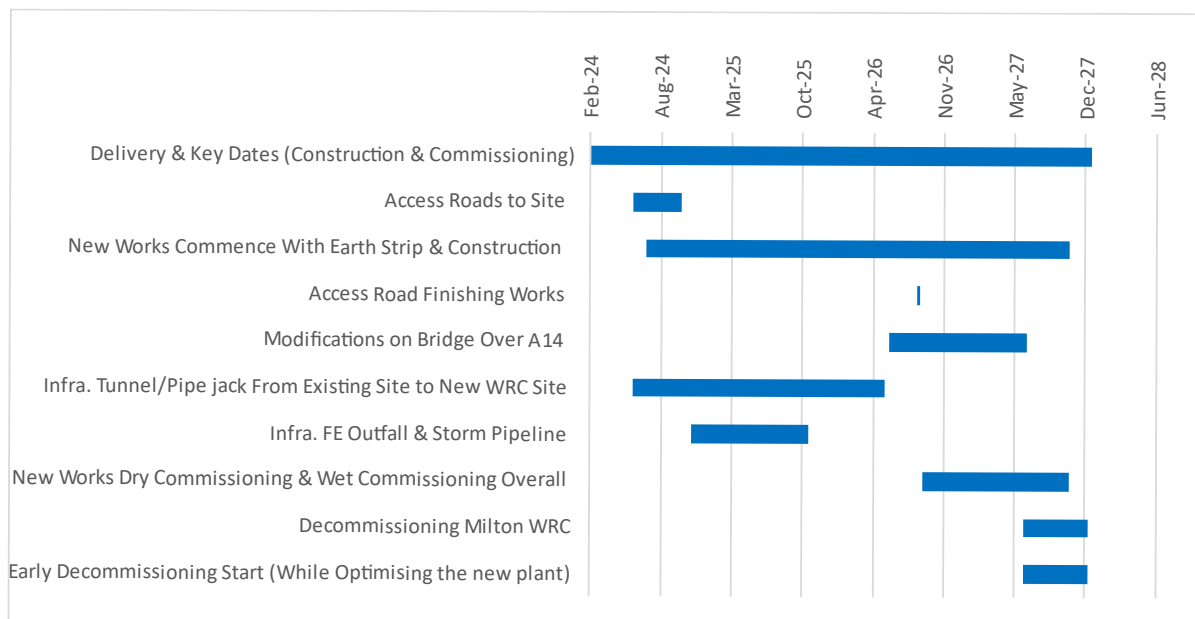


Figure 4.1: Construction work programme.

4.3 Staff Parking

4.3.1 Staff Parking at the construction compound for the Cambridge WWTP will be limited and all spaces will be allocated. All staff requiring a parking space will have to demonstrate that arriving by private vehicle is the most practical option.

4.3.2 All sub-contract staff will be contractually obligated to car share or arrive by public transport.

4.3.3 Sub-contract staff will have to demonstrate the need for parking spaces, and these will be allocated for the duration of their works on site.

4.4 Visitors

4.4.1 Peak visitor numbers during construction, for training, are estimated to reach 80/day for Q2 & Q3 2027.

4.4.2 Dedicated Visitor parking spaces will be provided in the main site car park.

4.4.3 All visitors will be provided with information on public transport access to the site when arranging their visit.

4.4.4 When two or more visitors from the same company are due to attend visitors will be requested to car share where practicable.

- 4.4.5 All of the Applicant's staff will be encouraged to car share when visiting site.
- 4.4.6 When staff training at the facilities is being undertaken groups of visitors will be brought to site by mini-bus or similar.

5 Travel Plan Strategy and Measures

5.1 Introduction

- 5.1.1 The development of a successful CWTP will require the workforce to be aware of sustainable travel options prior to their first visit to the site and throughout the construction period.
- 5.1.2 In addition to making the workforce aware of sustainable travel options, restrictions on parking for private vehicles and contractual obligations to car share will also be imposed.
- 5.1.3 This section outlines a number of measures being considered that will be promoted by the final CWTP to reduce workers arriving to site in single occupancy private vehicle.

5.2 Travel Plan Co-ordinator

- 5.2.1 Management of the Travel Plan will be achieved through the identification of a suitable person to take on the role of Travel Plan Co-ordinator (TPC). The TPC will provide a key role in delivering the travel plan. The TPC role could be undertaken either by the site logistics manager or a similarly appointed senior post working on site.
- 5.2.2 The TPC role will be established prior to the commencement of any site works. Once appointed, the TPC will act as the main contact for this Travel Plan and will be responsible for implementing measures and monitoring the effects of implementation.
- 5.2.3 The responsibilities of the site worker TPC will primarily include:
 - Oversee the implementation of the travel plan measures;
 - Preparing and sharing travel packs provide;
 - Ensure public transport Information disseminated to contractors is kept up-to date;
 - Monitoring the travel plan and update on a regular basis; and
 - Although responsibility for ensuring workers have access to the site will remain with the Project Director, the TPC will assist in advising senior Site Management to ensure compliance with the travel plan.

5.3 Sustainable Travel Awareness

- 5.3.1 In order to achieve a successful Travel Plan, good accurate up to date information on the range of public transport services and travel initiatives available to workers at the site will be critical.
- 5.3.2 The TPC will make sub-contractors aware of the existence of the Travel Plan by providing them with an information pack. The travel pack will be issued on appointment of their contract.

- 5.3.3 Parking management policies including the enforcement procedure will be explained to members of staff during the induction process.
- 5.3.4 The welcome pack will include, though not exclusively, the following:
- A map showing the location of the development in relation to the local area, highlighting the nearby bus stops;
 - Bus and Train journey planners / apps;
 - A map showing local cycle routes; and
 - Information relating to traffic-related environmental concerns, congestion problems and car sharing to raise awareness.
- 5.3.5 All staff will be actively encouraged to use public transport to access the site and will be informed of the limited parking available on site. They will be made aware of the local public transport provision through their welcome packs. Personal travel planning will also be offered.
- 5.3.6 Prior to construction, the TPC will work with the wider Cambridgeshire County Council (CCC) travel planning team to identify whether site worker discounted bus and travel tickets can be applied for to encourage more staff to travel by public transport.

5.4 Walking

- 5.4.1 The CWTP through the TPC will encourage walking as a mode of travel to work by implementing the following initiatives:
- Raise awareness of the health benefits of walking through site inductions;
 - Provide details of local food outlets for lunch breaks, at induction;
 - Ensure that walking routes on site are well maintained and lit with any defects reported to the site manager;
 - Provide safe tool storage on site; and
 - Provide adequate welfare facilities on site, including showers and lockers.

5.5 Cycling

- 5.5.1 The TPC will encourage cycling as an alternative mode of travel to work by implementing the following initiatives:
- Provide a minimum of 40 safe secure cycle parking stands on site;
 - Ensure adequate welfare facilities on site, including showers and lockers, are available for use by staff arriving by non-motorised means;
 - Investigate the potential to set up a Bicycle User Group (BUG) or cooperate with an existing local group to encourage staff to cycle to work;
 - Promote the availability of cycling information, including route maps and useful tips and guidance through site inductions; and
 - Establish contact with local cycle shops to attract discounts on equipment.

5.6 Personalised Travel Plans

5.6.1 Targeting individual journeys can be the most effective way of reducing car travel and encouraging use of sustainable modes. This initiative is most effective for those who commonly travel by car, have no constraints to travel by sustainable modes and who reside within close proximity of the site, or who live close to a rail line providing direct access to local stations. The TPC would be responsible for providing construction staff with personal travel planning information.

5.6.2 Such information could include:

- Links to maps showing the location of the correct bus stops / rail stations to use at either end of their journey, accompanied by the fastest walking route to their origin and destination;
- Details of how and where to buy tickets, including the current cost for travel;
- Timetable information for public transport services used on their journey; and
- Using Google point to point technology to aid staff in choosing sustainable travel modes at the site.

5.7 Car Sharing

5.7.1 Car sharing is often a popular mode of travel amongst construction employees, due to the financial and social benefits it provides. The TPC will act as mediator for anyone interested in car sharing.

5.7.2 At site inductions, interested parties will be asked to approach the TPC, who will request their residential post code, and identify any clusters.

5.7.3 Site workers will also be notified of the car club locations closest to the site.

5.7.4 Where a driver providing a car share service has to leave work early during the course of the day, the TPC will look into providing an alternative travel option for those who are unable to get home.

5.7.5 When two or more visitors from the same company are due to attend visitors will be requested to car share where practicable.

6 Targets, Monitoring and Review

6.1 Introduction

- 6.1.1 This CWTP is primarily focussed on construction staff and therefore the majority of measures proposed within the Travel Plan are intended to encourage staff to vary or change from any initial reliance on private car travel.
- 6.1.2 The setting of targets is essential to ensure that the objectives are met. Therefore, targets should be linked to the objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time-related).

6.2 Construction Phase Targets

- 6.2.1 During construction, 300 people, on average, are likely to be on site per day. During the peak stage of construction in Q4 2026 to Q1 2027 this will rise to 422 people on site/day.
- 6.2.2 There will be a maximum of 80 visitors on site. This peak will be due to staff training and these will be brought to site by mini-bus or coach as required.
- 6.2.3 The transport assessment contained in the Environmental Statement and submitted as part of this DCO has assessed a total of 211 private vehicles accessing the site on the peak day.
- 6.2.4 Car parking will be managed and spaces allocated on a needs basis with contractual obligations contained in sub-contracts to require car sharing.
- 6.2.5 Current assessments suggest without any measures or controls 70% of workers would arrive by single occupancy private vehicle a target reduction of 72% is proposed.
- 6.2.6 The construction worker mode split targets are set out in Table 6.1.

Table 6-1: Construction Worker target mode split

Travel Plan Scenario	Arriving by single occupancy private vehicle (inc car, van, motorcycle)	Arriving by non-single occupancy private vehicle or public transport	Walking or cycling
No Measures Implemented	70%	28%	2%
Implemented measures & Controls	20%	70%	10%

6.3 Monitoring and Review

- 6.3.1 Mode share information will be collected on a daily basis at site check in. This information will be monitored on a monthly basis, allowing any issues to be identified and dealt with. The TPC will monitor travel throughout the construction period and will report to management monthly. The monitoring of the plan is important for the following reasons:

- It will demonstrate to CCC where the aims and objectives of the Travel Plan are being achieved;
 - It justifies the commitment of the TPC and of other resources;
 - It maintains support for the Travel Plan by reporting successes; and
 - It identifies any measures that are not working or problems with the Travel Plan.
- 6.3.2 The daily mode split and parking accumulation information will be used to monitor travel to and from the site. Information showing the modal split of staff will be published in monthly cascades and on site notice boards.
- 6.3.3 The TPC will maintain record of progress to key Travel Plan targets based on the results of the mode split surveys. This information can be sent to CCC monthly in the form of a monitoring review report, with the data relayed back to the site workers.
- 6.3.4 This monthly monitoring review will be important in assessing the effectiveness of the measures implemented and to identify areas where modification may be necessary. In particular the following will be assessed:
- The level of staff arriving by car / non-car modes;
 - Car share take up;
 - Any on-street parking problems identified;
 - Travel related comments received from staff;
 - Whether there are areas of improvement required; and
 - Whether the initiatives are being implemented; and how successful is each initiative.
- 6.3.5 The Community Liaison Plan (App Doc Ref 7.8) includes the process for enquiries/complaints for members of the community. The TPC will liaise with the Community Liaison Officer if there are any complaints made about the mode of travel of construction workers where those complaints are showing that the mode of transport is causing disruption to the community.
- 6.3.6 If a larger number of staff are identified as being required on site during the construction phase, then the car driver modal split targets will need to be reduced further to prevent the parking provision on site from being exceeded. Such instances will be identified by the Site Manager in advance of them occurring. The TPC will then inform CCC of the measures adopted to further reduce the car mode share and update the Travel Plan accordingly.

6.4 Action Plan Implementation

- 6.4.1 This section sets out an action plan for the TPC to implement throughout construction. Prior to commencement of construction the Principal contractor(s) will:
- Exchange contact details between the Project Director nominated site TPC and key CCC travel plan officers;

- Create a travel pack to provide to staff at site induction. This will include the information identified in Section 5.3 of this Travel Plan; and
- Identify a suitable, safe location for staff cycle and tool storage.

6.4.2 On the first day of construction commencement, the TPC will:

- Start travel plan monitoring, by requesting the mode of travel used by staff at check in;
- Explain the role of the TPC and explain the benefits of sustainable travel;
- Explain that any car parking on site is only for those workers that cannot practically arrive by other modes;
- undertake a eligibility review of staff need for a parking space
- Provide site workers with the travel pack information;
- Set-up a car sharing register;
- Explain the location and access procedure to the tools safe store on site to mitigate the need of van arrivals and departures; and
- Explain the need to collect and monitor travel data.

6.4.3 Ongoing monthly commitments throughout the construction programme:

- TPC to provide CCC with a monitoring report showing site worker mode split information and a review of progress against targets;
- Review the adequacy of cycle and NMU's welfare provision on site;
- Check the Travel Plan is up to date and revise where necessary;
- Update the workforce on any changes made to local public transport services; and
- If the travel plan measures are failing to meet targets propose further mitigation measures to bring mode split back in line with targets.

Get in touch

You can contact us by:



Emailing at info@cwwtpr.com




Calling our Freephone information line on **0808 196 1661**



Writing to us at **Freepost: CWWTPR**



Visiting our website at 

You can view all our DCO application documents and updates on the application on The Planning Inspectorate website:

<https://infrastructure.planninginspectorate.gov.uk/projects/eastern/cambridge-waste-water-treatment-plant-relocation/>