Norwich Western Link

Construction Phase Travel Plan Framework

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Foreword

This Construction Phase Travel Plan Framework (CPTPF) has been prepared to accompany the planning application for a new link road scheme being proposed to the west of Norwich, known as the Norwich Western Link (NWL) and referred to in this CPTP as the 'Proposed Scheme'.

This document should be read in conjunction with the **Transport Assessment (TA)** (Document Reference 4.01.00) which includes a chapter on Construction Traffic Impact Assessment. Construction traffic environmental effects are also considered in **Chapter 19** of the Environmental Statement (Document Reference 3.19.00).

This CPTP focusses on the construction phase of the Proposed Scheme and specifically construction worker travel to and from the site.

Glossary of Abbreviations and Defined Terms

A

AADT - Annual Average Daily Traffic

AAWT – Annual Average Weekday Traffic

ATC - Automatic Traffic Count

ATE – Active Travel England

A47 TUD – North Tuddenham to Easton A47 dualling scheme

A&E – Accident and Emergency

B

BR – Bridleway

C

CO2e - Carbon Dioxide equivalent

CEMP – Construction Environment Management Plan

CL – Accident cluster site

CSTM – Complementary Sustainable Transport Measures

CTMP – Construction Traffic Management Plan

CPA – County Planning Authority

CPTP – Construction Phase Travel Plan

CPTPF – Construction Phase Travel Plan Framework

D

DCO – Development Consent Order

DfT - Department for Transport

E

EIA – Environmental Impact Assessment

EqIA - Equality Impact Assessment

ES – Environmental Statement

F

FP – Footpath

FEZ – Food Enterprise Zone

G

GB – Green Bridge

GIS - Geographical Information System

GNLP – Greater Norwich Local Plan

GNDP – Greater Norwich Development Partnership

H

HE – Highways England (now National Highways)

HGV – Heavy Goods Vehicle

J

JtW - Journey to Work

JR – Judicial Review

L

LGV – Light Goods Vehicle

LTN - Local Transport Note

LTP – Local Transport Plan

LDO – Local Development Order

LHA – Local Highway Authority

M

MCC - Manual Classified Count

N

NCC - Norfolk County Council

NCN - National Cycle Network

NCN1 – National Cycle Network Route 1

NDR - A1270 Broadland Northway (previously known as Norwich Northern Distributor Road)

NH - National Highways

NMU - Non-Motorised User (pedestrians, cyclists and horse riders)

NNUH - Norfolk & Norwich University Hospital

NPPF – National Planning Policy Framework

NRP - Norwich Research Park

MRN – Major Road Network

NSIDP – Norfolk Strategic Infrastructure Delivery Plan

NTS - National Travel Survey

NWL - Norwich Western Link

O

OCEMP – Outline Construction Environmental Management Plan

P

PCT - Propensity to Cycle Tool

PCU – Passenger Car Unit

PIA – Personal Injury Accidents

P&R - Park and Ride

PROW – Public Right of Way

PSV – Public Service Vehicle

S

SB – Southbound

SoCI – Statement of Community Involvement

STS - Sustainable Transport Strategy

SRN – Strategic Road Network

SRO – Side Road Order

T

TA – Transport Assessment

TM – Traffic Management

TP – Travel Plan

TPC – Travel Plan Co-ordinator

1 Executive Summary

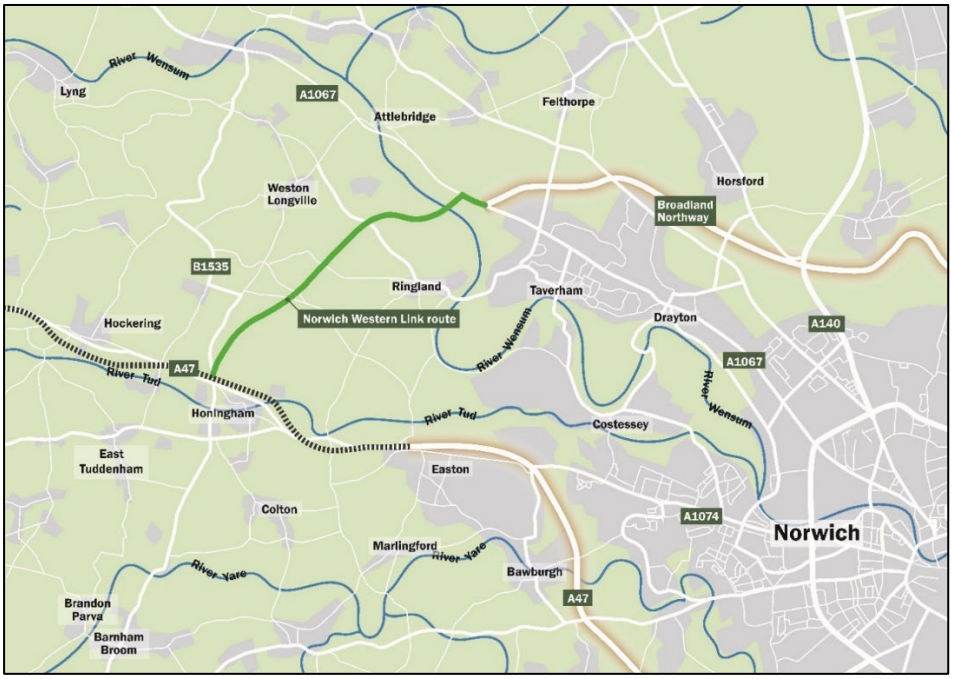
1.1 Background

1.1.1 This Construction Phase Travel Plan Framework (CPTPF) has been prepared to accompany the planning application for a new link road scheme being proposed to the west of Norwich, known as the Norwich Western Link (NWL) and referred to as the 'Proposed Scheme'.

1.1.2 The Site is located approximately 10 km to the north-west of the city of Norwich. In addition to Norwich, the nearest settlements to the Proposed Scheme include Weston Longville, Ringland, Weston Green, Honingham, Hockering, Attlebridge and Easton.

1.1.3 The Proposed Scheme consists of the construction of a new road linking the A1270 Broadland Northway from its western-most junction with the A1067 Fakenham Road to the A47 trunk road near Honingham. The 'Classified Road' would pass through predominantly farmland lined with hedgerows and trees and the edges of woodland. An overview plan is shown in Figure 1-1 below.

Figure 1-1 Proposed Scheme Location Plan



1.1.4 National Highways (NH) have a Development Consent Order approved for dualling the A47 from North Tuddenham to Easton (referred to herein as the A47 TUD scheme). This includes upgrading the existing B1535 Wood Lane junction to a new grade separated dumbbell roundabout. The Proposed (NWL) Scheme would connect to the northern roundabout of the A47 TUD Wood Lane junction via a new north eastern arm to be added by the Applicant. The proposed A47 TUD scheme layout is shown in **Appendix 15** (Document Reference 4.01.15).

1.2 Travel Plan Aims

1.2.1 This CPTPF is a document setting out a series of practical measures tailored to the specific needs of the Proposed Scheme construction site, which aims to:

- Minimise the environmental impact of travel;
- Help construction workers to make better travel choices;
- Tackle congestion by encouraging car sharing and communal travel;
- Consider the health implications associated with different travel choices.

1.3 Structure of Report

1.3.1 The report is structured as follows:

- Section 2 – outlines the Proposed Scheme components which are relevant to this CPTP;
- Section 3 – provides a summary of national, and local guidance relevant to the Proposed Scheme;
- Section 4 – outlines the sustainable access opportunities available currently at the site;
- Section 5 – summarises the aims and objectives of this CPTP;

- Section 6 – sets out the roles and responsibilities of the applicant;
- Section 7 – sets out the Construction Phase Travel Plan Framework measures to reduce construction worker traffic;
- Section 8 – outlines targets for the construction workforce using a target-setting approach;
- Section 9 – outlines how progress will be monitored, managed and reviewed.

2 Scheme Proposals

2.1.1 The Proposed Scheme is a new dual carriageway standard 'Classified Road' which will connect an upgraded and dualled A47 trunk road near Wood Lane, Honingham, to the A1067 Fakenham Road, circa 340m west of the western end of A1270 Broadland Northway. The 340m long section of the A1067 between the Classified Road and the A1270 Broadland Northway will also be upgraded to dual carriageway standard.

2.1.2 In addition to the Classified Road, a Sustainable Transport Strategy has been produced to present a package of local transport improvements to support sustainable travel patterns within the study area to the west of Norwich, once the Proposed Scheme is in place. This includes the Non-Motorised User (NMU) Provision for the scheme and a series of Complementary Sustainable Transport Measures (CSTM) within the Sustainable Transport Strategy. However, the NMU Provision will not be in place until the Proposed Scheme construction phase is completed.

2.2 Construction Workforce

2.2.1 The total workforce is expected to comprise approximately 200 workers and 50 managers. However, it is unlikely that all staff will be present on Site simultaneously. On a typical day during the busy construction period, it is anticipated that up to 200 staff would be travelling to the site, taking into account holidays, sickness and other absences plus shift patterns. Where possible, managers would also be able to work remotely for carrying out administrative office-based tasks.

2.3 Construction Access and Phasing

2.3.1 Early enabling works such as utilities diversions, ecology mitigation, archaeology excavation, surveys and establishment of site compounds are planned to commence in November 2025. The main construction of the Proposed Scheme is programmed to commence in early 2026 and the scheme is expected to be completed and open to traffic in 2029.

2.3.2 An Indicative Construction Programme is outlined in Table 2-1 below:

Table 2-1 Indicative Construction Programme

Construction Stage	Date
Start of Advanced Enabling Works on Site	November 2025
Start of Main Works	August 2026
Scheme Open to Public (dependant on Contractors finalised programme)	2029

2.3.3 There are two main site compounds proposed for the construction phase of the Proposed Scheme – the main compound would be located west of the Classified Road between The Broadway and Breck Lane (Breck Road), accessed via B1535 and Paddy's Lane from A47. A satellite compound would be located in the northern section accessed via A1067. For construction access to the northern section of the route and for construction of the viaduct, access would be taken via the A1067, Marl Hill Road and Ringland Lane. Access through the villages of Ringland and Weston Longville would be limited to enabling works access and ecological mitigation access. There would be no construction HGV access through the village of Weston Longville. Early stage enabling works will take place at various locations, including access via Back Lane, Ringland. A haul road will be constructed south of Ringland Lane (west of the proposed alignment) to minimise congestion and conflicts for HGV movements.

2.3.4 The main alignment of the Classified Road south of Ringland Lane will be used as an internal haul route through the site to minimise the requirement for construction vehicles to use the surrounding highway network once internal connectivity through the site is achieved. This will help to contain noise, vibration and dust within the scheme boundary as far as reasonably practicable.

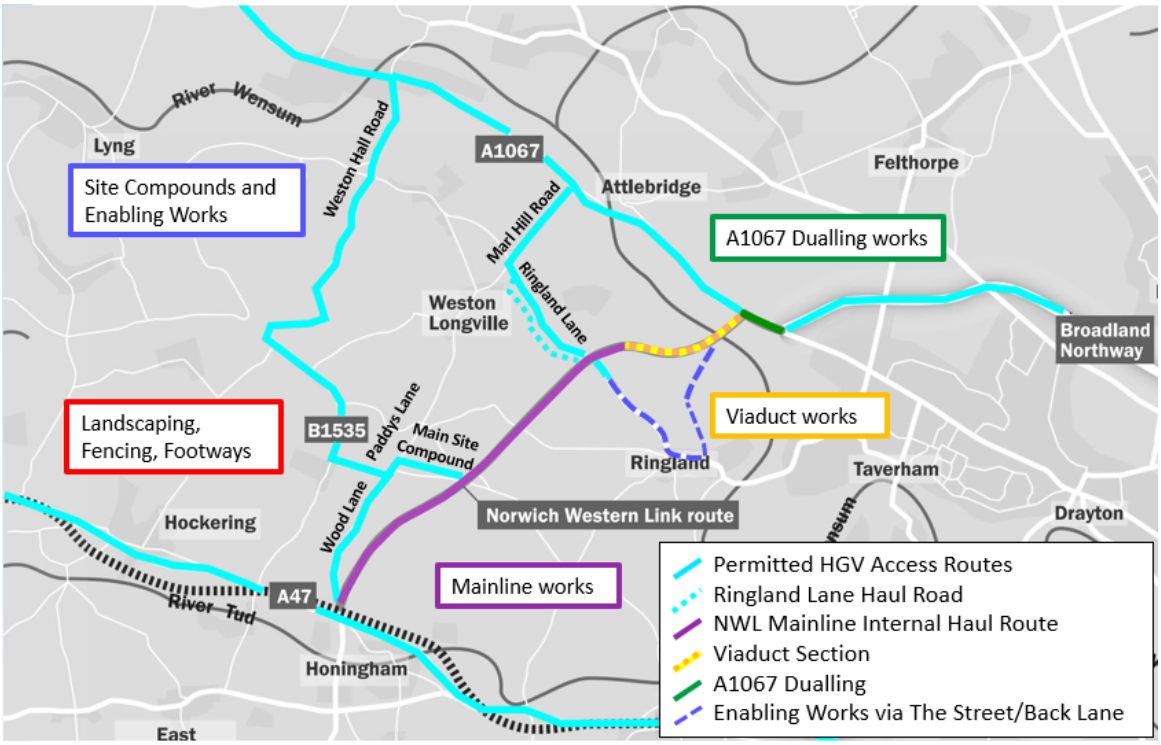
2.3.5 A summary of the construction proposals is provided in **Chapter 3 of the ES** (Document Reference 3.03.00).

2.4 Permitted Access Routes During Construction

2.4.1 The main internal haul road will occupy the footprint of the Proposed Scheme main carriageway south of Ringland Lane. This will connect from the A47 Wood Lane junction to Ringland Lane, allowing materials to be delivered and moved, with minimal impact on the minor roads within the surrounding highway network. A temporary haul road will also be installed parallel with Ringland Lane to the south of the existing road. Additionally, haul roads will connect the accesses listed in Section 2.4.3 with the main haul road.

2.4.2 The permitted construction traffic access routes are shown turquoise in Figure 2-1. The route shown are A47, A1067, A1270, B1535, Wood Lane, Paddy's Lane, Marl Hill Road and Ringland Lane.

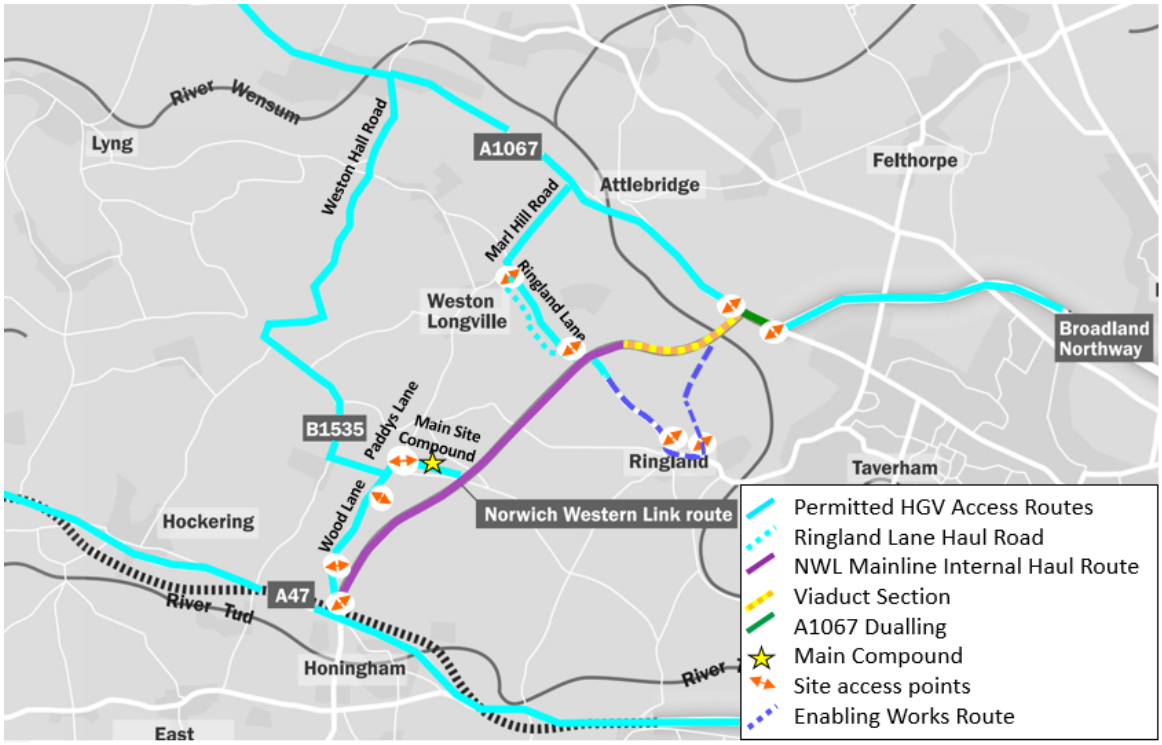
Figure 2-1 Proposed Construction Access Routes



2.4.3 There are several site access points proposed for access to the main compound, satellite welfare facilities, and Ringland Lane haul road, these are listed below and shown in Figure 2-2.

- A number of direct accesses from A1067;
- Ringland Lane west of the Proposed Scheme (avoiding Ringland Village);
- Paddy's Lane between Breck Lane and The Broadway (main site compound);
- Two accesses directly from B1535 Wood Lane;
- Direct access from the new A47 TUD northern roundabout with B1535 Wood Lane.

Figure 2-2 Proposed Site Access Points



2.4.4 In the interests of highway safety, site access junctions may be controlled by traffic management measures such as temporary signals on approach to the site compounds. A Construction Traffic Management Plan will be developed containing further details of traffic management measures prior to construction.

2.4.5 Public rights of way and roads crossing the scheme will be subject to closures during construction in the interests of highway and public safety. Traffic management measures will be installed on the A1067 and locations close to the construction site accesses for the Proposed Scheme, as well as for road closures such as Ringland Lane and the Broadway.

2.4.6 However, access will be retained where possible for those with land in the immediate vicinity of the site.

3 Policy Review

3.1 Introduction

3.1.1 This CPTPF is a document setting out a series of practical measures tailored to the specific needs of the Norwich western Link construction site, which aims to:

- Minimise the environmental impact of travel and encourage sustainable travel;
- Help construction workers to make better travel choices;
- Tackle congestion by encouraging car sharing and communal travel;
- Consider the health implications associated with different travel choices.

3.1.2 This section considers the relevant transport policy at a national and local level, to identify key themes and priorities that provide context and need to be considered in relation to construction worker travel the Proposed Scheme.

3.2 National Policy

National Planning Policy Framework (NPPF, 2023)

3.2.1 The National Planning Policy Framework (NPPF) was last updated in December 2023 and sets out the Government's planning policies for England and how these are expected to be applied. This revised document replaces the previous NPPF document that was published in June 2019.

3.2.2 When considering the development proposals, the NPPF (Paragraph 114) advises that the development should ensure:

- "Appropriate opportunities to promote sustainable transport modes can be, or have been taken up, given the type of development and location;
- Safe and suitable access to the site has been achieved for all users;

- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; 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."

3.2.3 The NPPF notes (Paragraph 116) that applications for developments should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second to facilitate access to high quality public transport;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive, which minimise the scope of conflicts between pedestrians, cyclists and vehicles; and
- Allow for the efficient delivery of goods, and access by service and emergency vehicles.

3.2.4 The Proposed Scheme is in accordance with these NPPF objectives. Written alongside this TP is a **Sustainable Transport Strategy** (Document Reference 4.02.00), which includes Non-Motorised User Provision and a package of Complementary Sustainable Transport Measures (CSTM) for pedestrians, cyclists, horse riders and persons of reduced mobility.

National Planning Practice Guidance (NPPG, 2014)

3.2.5 Guidance on Travel Plans, Transport Assessments and Statements, published by MHCLG in March 2014, is provided within the National Planning Practice Guidance (NPPG). The guidance states:

"Travel Plans are critical to ensure that the transport network is used effectively and the need for disproportionate highway infrastructure improvements is avoided where possible. The Travel Plan is not purely a 'planning tool' and therefore should remain a live working document while the development remains in operation to guide how travel to / from the site will be managed. Travel Plans provide an important role in delivering active travel, ensuring healthy lifestyles and delivering physical and mental health and well-being. Travel Plans can include a wide range of strategies, initiatives with incentivised measures which seek to:

- Achieve a reduction in car use;
- Promote use of more sustainable forms of transport;
- Promote the use of active modes such as walking and cycling;
- Reduces employee ill health;
- Support and enhance sustainable public transport including local bus and rail services;
- Reduce the need to travel at all encouraging smart and flexible working practices;
- Help to create and shape a sense of 'place 'with the promotion of alternative modes of travel;
- Reduce the environmental impact of travel. "

3.3 Local Policy

Norfolk County Council Guidance on Travel Plans, 2023

3.3.1 Paragraph 3.1 states that 'Travel Plans are an essential tool for delivering sustainable access to new developments, whatever the use. They have been defined as "a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.'

3.3.2 Paragraph 3.2 also notes 'NCC requires a Travel Plan to be submitted alongside a Transport Assessment for a planning application which is likely to have significant impact on the highway network, including (but not necessarily limited to): All major residential and employment developments comprising jobs, shopping, leisure and services or any other development, which would generate significant amounts of travel.

- New and expanded school facilities or those changing to a free school or an academy;
- Where a Travel Plan would help address a specific local traffic problem;
- New or expanding Commercial locations that will attract 50+ employees'.

3.3.3 The guidance also states 'Travel Plans are critical to ensure that the transport network is used effectively and the need for disproportionate highway infrastructure improvements is avoided where possible. Travel Plans provide an important role in delivering active travel, ensuring healthy lifestyles and delivering physical and mental health and well-being.'

3.3.4 In paragraph 3.4 it mentions that 'Travel Plans can include a wide range of strategies, initiatives with incentivised measures which seek to:

- Achieve a reduction in car use;
- Promote use of more sustainable forms of transport;
- Promote the use of active modes such as walking and cycling;
- Reduces employee ill health;
- Support and enhance sustainable public transport including local bus and rail services;
- Reduce the need to travel at all encouraging smart and flexible working practices;

- Help to create and shape a sense of ‘place’ with the promotion of alternative modes of travel;
- Reduce the environmental impact of travel’.

3.3.5 Regarding Workplace Travel Plans section 5.1 notes that these ‘should contain measures such as trip rate reductions and mode shift targets aimed at promoting sustainable travel and minimizing the impacts of the development on the highway network. A full Travel Plan should be submitted and agreed prior to first occupancy of the workplace in accordance with the relevant planning condition.’

3.3.6 Paragraph 5.10 also identifies “Active Workplaces” as Active Norfolk’s workplace physical activity and active travel programme, which supports and provides advice to obtain training, resources and an Active Workplaces Event Calendar. The applicant will consider signing up to Active Workplaces, with use of travel time map calculator showing time to location by public transport.

4 Existing Site Accessibility Review

4.1 Site Location and Surrounding area

4.1.1 The Proposed Scheme is located to the west of Norwich, within the administrative boundary of Broadland District, in the area between the A1067 and A47. At its northern extent, the new Classified Road will connect to the A1067 and at its southern boundary would link with the A47, as shown in Figure 4-1 below.

Figure 4-1 Site Location and Context

4.1.2 The route passes through predominantly agricultural land, with some sections of woodland. It crosses the River Wensum about 250m south of the A1067. The Proposed Scheme interfaces with several existing roads and Public Rights of Way that cross the scheme.

4.1.3 Norwich city centre is approximately 13km to the east of the Proposed Scheme, which provides a wide range of employment opportunities, leisure facilities, retail services and healthcare facilities. On the western edge of the Norwich urban fringe, key employment sites are located including the University of East Anglia and the Norfolk & Norwich University Hospital and Norwich Research Park. Norwich International Airport is located to the east of the Proposed Scheme and the A140 to the northeast connects Norwich to the North Norfolk coast.

4.2 Active Travel

Walking

4.2.1 Walking is particularly suitable as an alternative to car trips in shorter distance bands and capable of integration with other modes for journeys further afield. In 2021 about 25% of all trips were less than 1 mile according to National Travel Survey (NTS) and 82% of trips under 1 mile were made on foot.

4.2.2 The Proposed Scheme is situated in the rural area to the west of Norwich, and therefore has a limited existing pedestrian network and formal pedestrian facilities do not exist across the majority of the study area. Isochrones have been produced to show the walking accessibility from different origins (key settlements) within the study area. The analysis has been used to assess accessibility, both with and without the Proposed Scheme (including the Non-Motorised User Provision), to see how accessibility will change as a result of the proposed development and benefits that can be brought by new access routes through the site. For walking, a 30-minute catchment, based on an average walking speed of 4.6km/h has been assumed, with isochrones shown in 5-minute bands.

4.2.3 The isochrone outputs are included in TA **Appendix 3** (Document Reference 4.01.03).

4.2.4 Walking can cover a wide area and the delivery of the Proposed Scheme can enhance the level of pedestrian use and open up new routes for local residents and enthusiasts to enjoy for predominantly recreational purposes. However, distances between settlements around the Proposed Scheme are often beyond a 30-minute walking time, so pedestrian usage of the rural network beyond settlement boundaries is expected to remain relatively low for day to day commuting and other specific journey purposes with walking relatively slow and uncompetitive in comparison with other modes.

Cycling

4.2.5 Cycling also has the potential to be a substitute for short car trips, further facilitating sustainable travel. National Travel Survey 2018-19 data indicates in NTS Table Q01006 that in the East of England the average cycling trip distance was about 3 miles which is approximately 15 minutes at a typical speed of 19.2km/h. However, for rural villages across the UK the average cycle trip distance increased to 4.6 miles which indicates a typical travel time of about 23 minutes.

4.2.6 The study area encompasses a number of cycling routes and facilities, including those of the Norfolk Trails, discussed further below. Furthermore, there are a number of local cycling groups active in the study area.

4.2.7 National Cycle Network Route 1 is located to the north and east of the Proposed Scheme, known as the Marriott's Way.

4.2.8 Cycling isochrones have been produced to show the existing cycling accessibility from different origins, key settlements, within the study area. For cycling, a 25-minute catchment has been assumed, based on average cycle speeds of 19.2km/h.

4.2.9 The isochrone outputs are included in TA **Appendix 4** (Document Reference 4.01.04) and a summary of destinations accessible from various locations based on the existing network is included below.

4.2.10 Key settlements within the study area are within a feasible cycling distance of each other so there are opportunities for mode shift to active travel, with enhancements to cycle routes and reduced traffic on the surrounding road network.

4.3 Public Transport

Bus

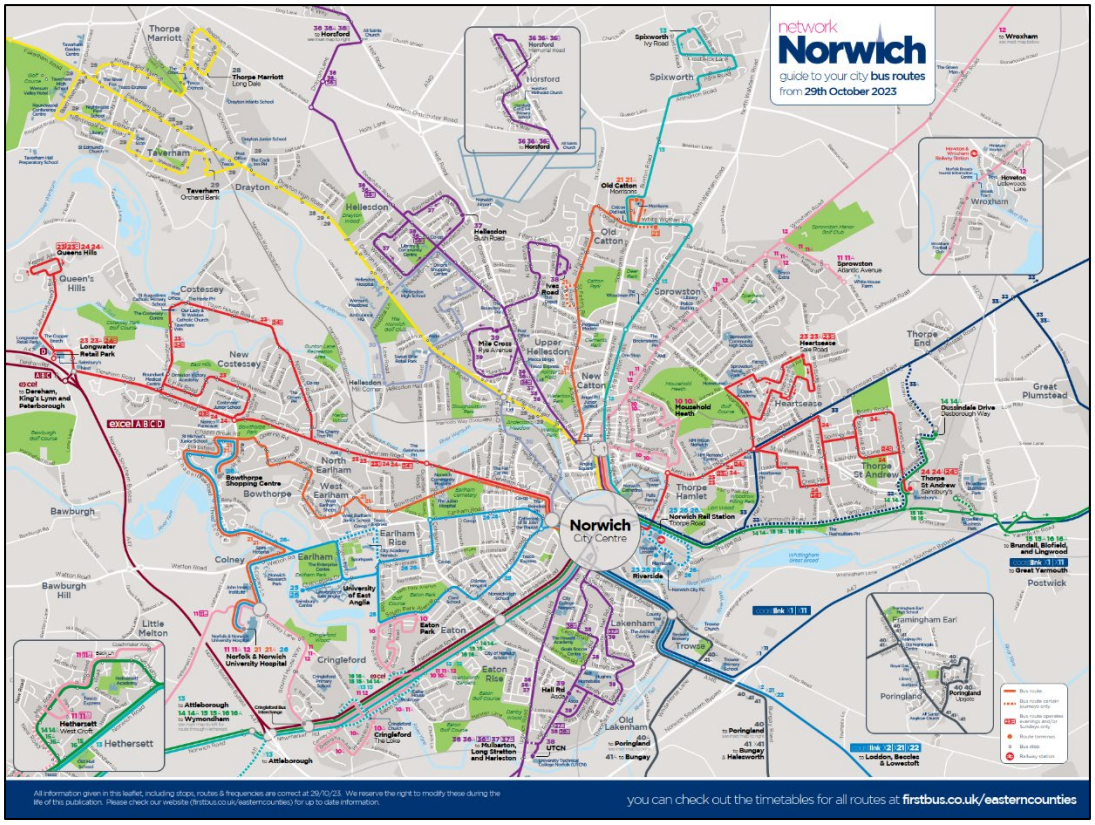
4.3.1 A review has been undertaken of the existing bus services and facilities that operate and exist in the local area, particularly at each end of the Proposed Scheme. There are bus services available throughout the study area, with the greatest concentrations located within the key residential areas, which reduce in the more isolated, rural zones.

4.3.2 Along the Proposed Scheme alignment, there are no bus stops, with the nearest facilities located on Norwich Road and A1067 Fakenham Road. Figure 4-2 below shows the bus network for the Greater Norwich area, the map highlights the lack of connections to the study area. The nearest services are to the north-east of the study area on the Yellow Line, by the bus operator First Bus Norfolk, or the Excel services to Fakenham and Dereham, King's Lynn and Peterborough.

4.3.3 Norwich Bus Station is located in Norwich City Centre, off Surrey Street and Queens Road, which is managed and operated by Konectbus. A summary of the services is provided in Table 2-1.

4.3.4 Konectbus provide the 3 and 4 services to the west of Norwich, connecting Barnham Broom, Barford, Mattishall, East Tuddenham, Honingham, Easton and Hockering.

Figure 4-2 Greater Norwich Bus Network Map



Source: First Bus (2023)

Table 4-1 Local Bus Services

Route and service number	Nearest bus stop	Weekday frequency (per hour)	Saturday frequency (per hour)	Weekday hours of operation	Operator
EXCEL Peterborough, Wisbech, Kings Lynn, Swaffham, Dereham and Norwich	The Street, Hockering	1	1	06:53 - 22:17	First Bus

Route and service number	Nearest bus stop	Weekday frequency (per hour)	Saturday frequency (per hour)	Weekday hours of operation	Operator
EXCEL Norwich, Dereham, Swaffham, Kings Lynn, Wisbech and Peterborough	The Street, Hockering	1	1	07:58 - 23:18	First Bus
X29 Fakenham, Lenwade, Taverham, Norwich	St Faith's Close, Lenwade	2	2	06:57 – 21:12	First Bus
X29 Norwich, Taverham, Lenwade and Fakenham	St Faith's Close, Lenwade	2	2	08:12 – 23:23	First Bus
3 Watton and Norwich	Cock Inn, B1108, Barford	0.5	0.5	07:03 - 17:18	Konectbus
3 Norwich and Watton	Cock Inn, B1108, Barford	0.5	0.5	10:13 – 21:10	Konectbus
4 Norwich, Dereham and Swanton Morley	Pump, East Tuddenham	1	1	07:48 – 21:45	Konectbus

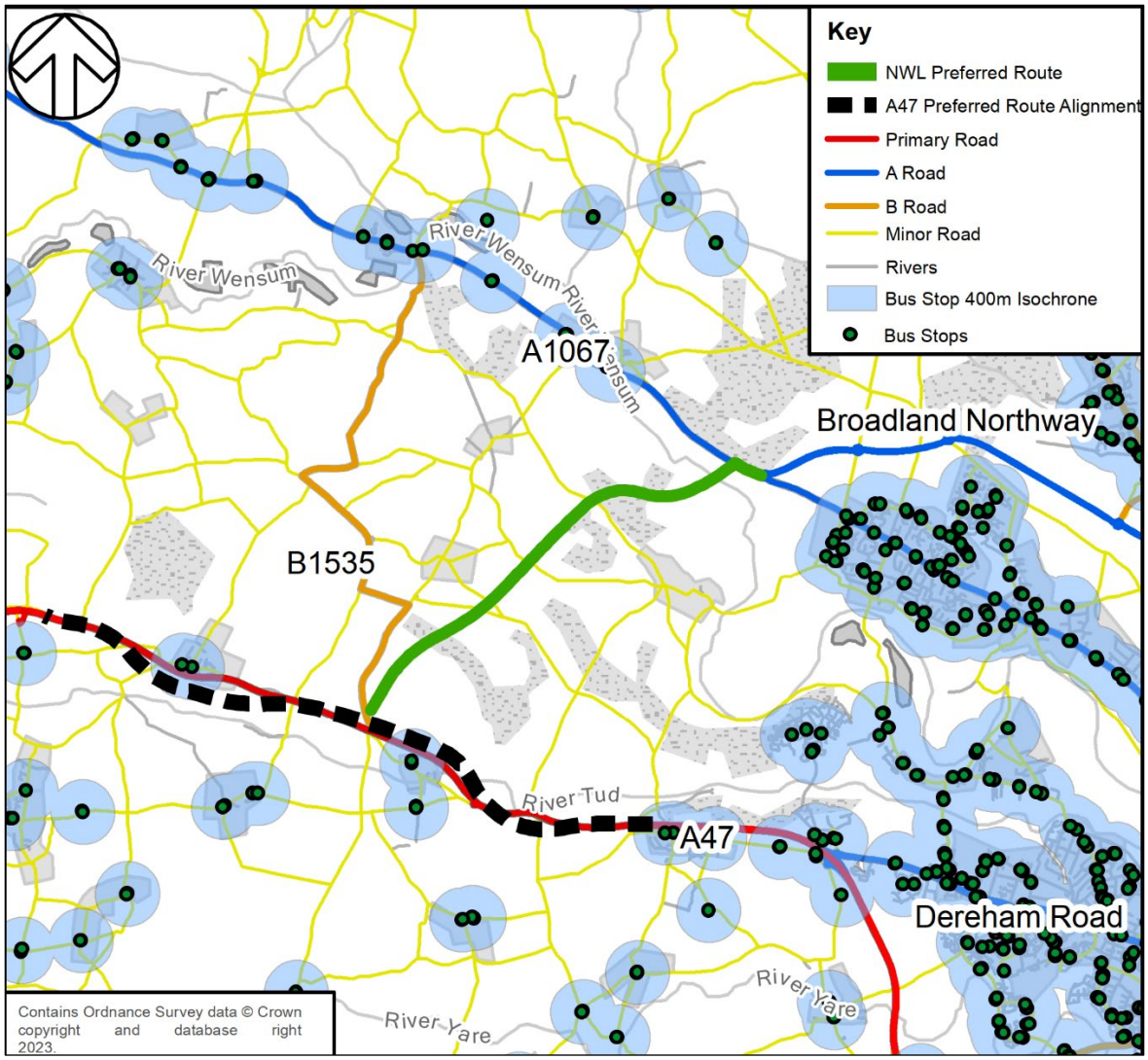
Route and service number	Nearest bus stop	Weekday frequency (per hour)	Saturday frequency (per hour)	Weekday hours of operation	Operator
4 Swanton Morley, Dereham and Norwich	Pump, East Tuddenham	1	1	06:21 – 20:24	Konectbus

Source: First Bus and Konectbus (2024)

4.3.5 Figure 4-3 shows the location of bus stops around the Proposed Scheme with a 400m typical walking distance buffer around their locations. It is clear that there is a lack of bus facilities to the west of Norwich, with bus stops only located along key radial routes into central Norwich (i.e. the A47 and A1067).

4.3.6 Due to the sparsely distributed settlement pattern in the rural area west of Norwich, the area is not able to be efficiently served by bus other than for those travelling directly into central Norwich. As set out in Chapter 4 above, the existing road network is geometrically constrained with narrow alignments and tight bends. This makes it difficult to operate large vehicles such as buses and with higher number of trips in the longer distance bands, bus options would also not be able to intercept sufficient numbers of trips to make a noticeable difference to travel patterns on the surrounding road network.

Figure 4-3 Bus Accessibility to the West of Norwich



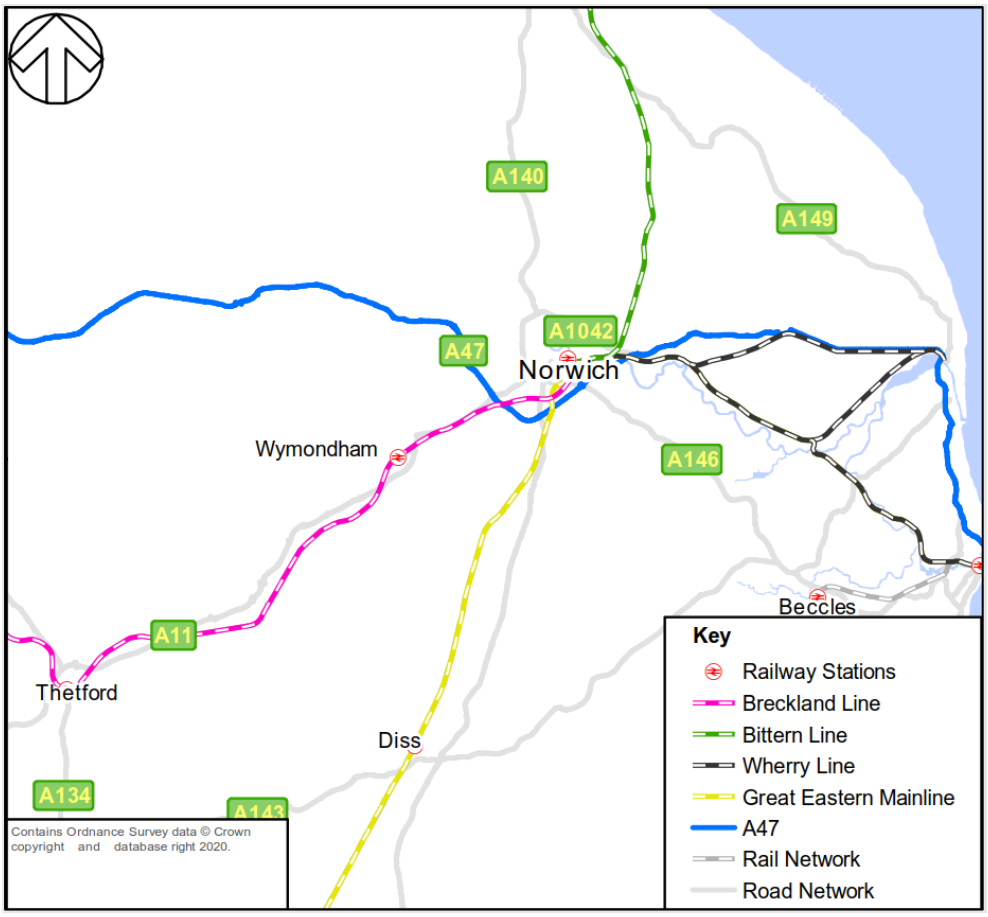
Rail

4.3.7 A review has been undertaken of the existing rail services and facilities in the local area surrounding the proposed scheme.

4.3.8 Approximately 11km south of the A47, the nearest station at Wymondham is located on the Breckland Line. About 15km to the southeast is Norwich Railway Station, on the Wherry Line. Further services on the Bittern Line (Norwich to Cromer) and Great Eastern Mainline (Norwich to London Liverpool Street) provide Norwich city with good connectivity to key destinations illustrated in Figure 4-4. However, rail services are more remote and less accessible from the rural area to the west of Norwich. Both of the nearest stations are beyond an easy walking and cycling distance. A vehicle trip is therefore required to access the nearest stations in the surrounding area.

4.3.9 Norwich and Wymondham Railway Stations are operated by Greater Anglia and received 4.04 million and 196,000 passengers in 2019/2020 respectively (Office for Rail and Road, 2021). Statistics for 2020/2021 have not been used as there was reduced public transport patronage due to the COVID-19 pandemic.

Figure 4-4 Local Rail Network Map



4.3.10 The majority of services from Wymondham are to Cambridge and Norwich, with stops to Attleborough, Thetford, Brandon, Ely and Cambridge North creating an average journey time of 1 hour 7 minutes. Greater Anglia have now included an hourly service to Stansted Airport from Norwich, following the Norwich to Cambridge route.

4.3.11 From Norwich Station, a number of key destinations can be accessed, namely to London Liverpool Street, Lowestoft, Great Yarmouth, Liverpool Lime Street and Sheringham. Table 4-2 below summarises the weekday services available from Norwich Rail Station, operated by Greater Anglia.

Table 4-2 Weekday Direct Rail Services from Norwich Station

Destination	Calling points	Weekday Frequency	First service	Last service	Average journey time
Ipswich	Diss and Stowmarket	Half hourly	05:05	23:05	40 minutes
London Liverpool Street	Diss, Stowmarket, Ipswich, Manningtree, Colchester and Stratford	Half hourly	05:00	23:05	1 hour 45 minutes
Great Yarmouth	Brundall	Hourly	05:08	23:00	30 minutes
Lowestoft	Brundall, Cantley, Reedham, Hadiscoe, Somerleyton and Oulton Broad North	Hourly	05:36	22:40	45 minutes
Cromer & Sheringham	Salhouse, Hoveton & Wroxham, Worstead, North Walsham, Gunton, Roughton Road, Cromer and West Runton	Hourly	05:12	22:45	1 hour

Destination	Calling points	Weekday Frequency	First service	Last service	Average journey time
Ely & Cambridge	Wymondham, Attleborough, Thetford, Brandon, Ely and Cambridge North	Hourly	05:33	22:40	1 hour 20 minutes

Source: Timetable 4, Timetable 8, Timetable 9, Greater Anglia (2023)

5 Aims and Objectives

5.1 Introduction

5.1.1 A CPTP is a management tool that unites a coordinated strategy with a set of initiatives aimed at promoting sustainable travel methods and decreasing the reliance on single-occupancy vehicles among construction staff.

5.1.2 The main aim and objectives of the CPTPF are detailed below. The Construction Site Manager will ensure these aims and objectives are communicated to all construction staff during their induction and training process.

5.2 Aim

5.2.1 The aim of this CPTPF is to ensure that construction staff are well-informed about the sustainable travel options available for accessing Norwich Western Link construction site and its surrounding areas. This includes active travel, public transport, car sharing schemes, and collection / drop off service. The aim is to reduce dependence on private cars and minimise single-occupancy vehicle trips.

5.3 Objectives

5.3.1 The aim of this CPTPF will be accomplished by implementing a series of key objectives, which the full CPTP will further develop:

- Minimise the traffic impact caused by construction staff;
- Discourage single-occupancy car travel;
- Increase awareness of sustainable travel options for commuting to and from the Proposed Construction Site;
- Ensure all construction staff have access to travel information;
- Encourage the use of public transport, car sharing, cycling, and walking for commuting;
- Provide a collection and drop-off service to and from key transport hubs and off-site parking locations; and
- Promote the use of low and zero-emission vehicles.

6 Roles and Responsibilities

6.1 The Applicant

6.1.1 The Applicant will ensure that the contract with the principal contractor includes a condition to develop and comply with the provisions of a CPTP, in accordance with this Framework.

6.2 The Travel Plan Coordinator (TPC)

6.2.1 The Travel Plan Coordinator (TPC) plays a crucial role in managing, monitoring, and implementing the specific measures within the plan. Given the increasing importance of the Travel Plan process, the role of the Travel Plan Coordinator (TPC) is becoming more significant. The principal contractor will appoint the Travel Plan Coordinator (TPC) to oversee and execute the Travel Plan.

6.2.2 The Travel Plan Coordinator (TPC) will collaborate closely with the Construction Site Manager, who holds overall responsibility for the Proposed Construction Site during construction and has the authority to implement measures for workers who do not adhere to the guidelines.

6.2.3 The responsibilities of the Travel Plan Co-ordinator will include:

- Encouraging the contractual obligations of contractors/sub-contractors related to the Travel Plan to be adhered to;
- Ensuring the Travel Plan notice board is located in a prominent position and that the information is kept up-to-date;
- Being based on Site;
- Acting as the key point of contact for issues related to construction traffic;
- Undertaking a snap-shot parking survey on one day per month to verify that car park occupancy targets are being met;
- Reviewing cycle parking provision on a regular basis;
- Engaging with local stakeholders;
- Monitoring performance against the targets of the CPTP; and
- Implementing additional measures if not delivering on targets set.

6.3 The Principal Contractor

6.3.1 The Principal Contractor will oversee the travel arrangements for their workers to and from the Proposed Construction Site to manage the demand for parking spaces. The principal contractor's responsibilities will primarily include:

- Providing a Travel Plan Co-ordinator to oversee the management and delivery of the CPTP;

- Encouraging and promoting the use of sustainable transport measures included within the CPTP; and
- Explore organising crew minibuses/facilitating lift sharing to transport workers to and from the Proposed Construction Site, where appropriate.

7 Travel Plan Framework Measures

7.1 Introduction

7.1.1 To encourage sustainable travel behaviour by construction staff throughout the period of construction, it is important that an appropriate package of measures is introduced. The package of measures would aim to minimise the level of construction worker traffic, and wherever possible, minimise the impact and disruption of the remaining traffic on the local road network.

7.1.2 The Travel Plan Coordinator (TPC) will be responsible for overseeing the full CPTP and ensuring the measures are progressed throughout the construction period.

7.2 Proposed Measures to Reduce the Level of Traffic

Travel Information

7.2.1 The principal contractor will be responsible for ensuring all construction workers receive the information pack prior to starting work on site. This is to foster a culture of sustainable travel, with the information readily available in the staff welfare area.

7.2.2 The travel information pack will include:

- Information about the CPTP measures, objectives, and targets;
- Maps of local walking and cycling routes;

- Timetables for passenger transport services near the construction site the including railway schedules and maps showing the nearest stops and routes;
- Contact details for bus, railway, and taxi operators, along with ticket ordering information;
- Details of the collection and drop-off service;
- Contact information for the Construction Site Manager;
- Car share information;
- Information on the health benefits of sustainable travel;
- Details of websites and telephone advice services to help staff with their individual journey needs, including the Traveline journey planner.

7.2.3 This would provide each construction worker with a full awareness of the Travel Plan and measures contained within it.

Walking and Cycling

7.2.4 Walking and cycling will be promoted to all construction staff as sustainable modes of transportation for all or part of their journey. These modes are cost-effective, provide reliable travel times, and are environmentally friendly. Additionally, Construction Phase Travel Plans (CPTPs) can offer significant health benefits to individuals motivated to make more journeys by walking and cycling.

7.2.5 Walking and cycling to the Proposed Development Site may not be very popular because of the need to carry Personal Protective Equipment (PPE) and the distance from larger cities. However, the following measures are proposed in order to promote walking and cycling:

- All construction staff will be informed about sustainable travel options, including maps of walking and cycling routes that connect to local public transport, through briefings and information available in the staff welfare areas;

- The Travel Plan Coordinator (TPC) will promote the health benefits of active transportation modes to staff;
- The Travel Plan Coordinator (TPC) will be responsible for identifying appropriate changing facilities for staff;
- A communal toolbox will be available, equipped with a puncture repair kit, cycle tools, oil, and other necessary items; and
- Secure bicycle parking and welfare facilities will be provided.

Public Transport

7.2.6 To encourage construction staff to use buses as a sustainable alternative to cars, the following measures will be implemented:

- Construction staff will receive information about local bus services, including timetables and maps, through briefings and the staff welfare areas;
- The objectives of this Framework CPTP are to promote more sustainable transport choices for construction staff accessing the construction site, which can be effectively achieved by providing and promoting high-quality public transport options;
- The Travel Plan Coordinator (TPC) will be responsible for keeping current information on public transport fares and multi-journey ticketing options for the area around the construction site, and this information will be available in the staff welfare areas.

Car Sharing

7.2.7 The principal contractor will be encouraged to establish and manage a car share scheme for construction staff traveling to and from collection and drop-off locations, encouraging car sharing during briefings and highlighting other web-based platforms like Liftshare.

7.2.8 Additionally, the Travel Plan Coordinator (TPC) will ensure that in emergencies, when a car share driver is unavailable, their car share partner

will have a guaranteed way to get home. This measure will apply to all construction staff.

7.2.9 To promote car sharing, the following measures will be implemented:

- Provide information on local and national car share websites, such as Liftshare;
- Encourage construction staff to car share to and from collection/drop-off locations whenever possible;
- Offer preferential parking or other incentives to staff who participate in car sharing; and
- Where feasible, manage the number of contractors on site at any given time to reduce the number of trips and encourage car sharing.

7.2.10 Car sharing is anticipated to be a practical sustainable option for construction staff, and the Travel Plan Coordinator (TPC) will promote this. Given its popularity, car sharing is expected to be the most favoured form of sustainable travel among construction staff, and they will be encouraged to participate through the provided travel information.

7.2.11 The use of a shuttle minibus will be considered.

Car Parking

7.2.12 The availability of car parking significantly affects the transport choices people make for their journeys. Therefore, it is an important aspect of the Travel Plan for promoting sustainable travel to and from the Proposed Construction Site.

7.2.13 The plan proposes that sections of the car park will be gradually opened as construction progresses, with a specific number of parking spaces allocated for construction workers. Controlling the number of available parking spaces on-site will help manage vehicle numbers and encourage sustainable transportation options. The Travel Plan Coordinator (TPC), in collaboration with the Construction Site Manager, will be responsible for determining the number of spaces to be provided.

7.2.14 The Travel Plan Coordinator (TPC) will monitor car parking at the Proposed Construction Site, with restricted access. The Construction Site Manager and the Travel Plan Coordinator (TPC) will establish the criteria for construction workers to receive pre-allocated parking spaces.

7.2.15 Electric vehicle charging points in the temporary parking area will be considered.

Collection / Drop off Service

7.2.16 The Travel Plan Coordinator (TPC) may manage a collection and drop-off service using minibuses or larger MPV cars if needed. This service aims to transport the construction staff to and from key transport hubs and site parking locations. Construction staff will be encouraged to use this service to minimise arrivals on site in single occupancy cars.

7.2.17 The full CPTP will identify the locations of collection and drop-off points, including off-site parking locations, and describe the operational measures intended to encourage the service's success.

Facilities

7.2.18 Welfare facilities will be available on site including basic kitchen facilities such as a kettle and fridge to minimise travel off-site for breaks.

7.2.19 An on-site storage facility will be provided to encourage construction workers to store their tools and PPE on-site. This would reduce the amount of equipment they need to carry daily and support workers considering cycling or car sharing as their mode of travel.

Rendezvous Points

7.2.20 To facilitate car sharing for the final leg of trips to the site, several rendezvous points have been identified where staff group together into cars to minimise the number of cars accessing the site. Potential locations include:

- Park and Ride site at Costessey (A47/A1174);
- Park and Ride site at Thickthorn (A11/A47 junction);

- Park and Ride site at Airport (A140 adjacent to Airport).

7.2.21 Staff could also be collected from local hubs and public transport interchanges by colleagues travelling by car as follows:

- Nearest bus stops on A1067 at Attlebridge;
- Nearest bus stops at Hockering for A47 services;
- Rail station at Wymondham;
- Rail station at Norwich.

8 Targets

8.1 Introduction

8.1.1 One of the prime objectives of an active CPTP is to set clear and realistic targets. These targets serve as measurable goals that facilitate progress tracking. Indicators are the specific elements used to measure and evaluate progress toward achieving both interim and final targets.

8.2 Barriers to Sustainable Travel

8.2.1 Due to the rural isolated location of the construction site, there are limited opportunities for travelling to the site by non-car modes and public transport for the final leg of the journey. As a result of the nature of construction work it is not possible for most workers to be able to work from home realistically. Often staff need to bring equipment, and this is often easier with access to a private car or van.

8.2.2 Therefore, without the travel plan in place, the majority of trips are likely to be by car or van. The main opportunity for minimising worker vehicle trips to the site is via car sharing and communal travel and working remotely for managers where possible to carry out desk-based administrative tasks.

8.3 Construction Workforce

8.3.1 During construction, up to 200 staff are estimated to be on site. Working hours will be 7am-7pm on weekdays and 8am-1pm on Saturdays. As set out in paragraph 10.7.17 of the Transport Assessment (Document Reference 4.01.00), 50% of staff are assumed to arrive in each of the two AM peak hours and depart in each of the two PM peak hours.

8.3.2 Table 8-1 sets out journey to work mode share assessment targets for the construction workers journey to work at the construction site, on a typical working day in the busy period. It sets out the mode forecast to be used for the last leg of the journey to the main development site (the final mode) as more than one mode may be used for the overall journey to work. The mode share targets are based on the assumptions applied to the Transport Assessment (Document Reference 4.01.00) and associated traffic modelling.

8.3.3 The table below indicates the worst case scenario of all staff travelling by car as a baseline mode share versus the target potential mode shift with the travel plan in place.

Table 8-1 Mode Share Assessment Targets

Final Mode	**% Expected Construction Mode Share (Baseline)**	**Baseline Construction Staff**	**% CPTP Target Construction Mode Share**	**CPTP Target Construction Staff**
Walk/Cycle	0%	0	3%	6
Car Driver	100%	200	70%	140
Car Passenger	0%	0	20%	40
Shuttle Bus	0%	0	7%	14
Total	**100%**	**200**	**100%**	**200**

8.3.4 As shown above, it is estimated that there is potential 140 construction staff will arrive and depart by car per day, including passengers, with the CPTP in place. This would result in a reduction of 60 trips in each direction per day compared to the baseline. It is also estimated that an average of 6 construction staff will arrive by bicycle or on foot and 14 will arrive by shuttle bus.

8.3.5 The appointed principal contractor will be required to provide adequate parking to meet demand without affecting construction activities or causing off-site congestion. However, the need for on-site parking can be minimised by car sharing.

8.4 Targets

8.4.1 The full CPTP and its measures will be implemented from the beginning of the construction phase. Construction staff will be fully informed about it upon their arrival and will receive this information during their induction or training. Sustainable travel methods will be promoted, allowing construction staff to benefit from the measures and initiatives.

8.4.2 It is important to note that the CPTP includes a primary target to monitor its overall performance. If needed, additional measures can be implemented to promote a shift towards more sustainable modes of travel.

8.4.3 Given the remote location of the Proposed Construction Site, the initial headline target proposed is:

- No more than 90% of construction staff trips arriving on site to be car driver (with or without a passenger).

9 Monitoring and Review

9.1 Management

9.1.1 A well-defined CPTP strategy outlining the measures and their implementation is crucial. Key elements of a full CPTP strategy typically include:

- Securing the necessary resources, including time, to develop and implement the CPTP;
- Consulting with and educating construction staff; and
- Identifying and collaborating with partners.

9.1.2 For the Norwich Western Link construction phase, the full CPTP will focus on influencing the travel behaviour of construction staff. It aims to educate them on the benefits of sustainable transport modes and encourage their use.

9.1.3 The Travel Plan Coordinator (TPC) will be responsible for the overall implementation of the full CPTP.

9.2 Monitoring and Review Mechanisms

9.2.1 The Travel Plan Coordinator (TPC) will serve as the primary coordinator for implementing CPTP initiatives and will be responsible for continuously monitoring the CPTP targets.

9.2.2 Organisations must collaborate with various partners and internal stakeholders during the implementation process. All partners are expected to actively contribute. The Travel Plan Coordinator (TPC) will play a key role in establishing and maintaining these partnerships and communication links.

9.2.3 To ensure the success of the CPTP, the Construction Site Manager will monitor the implementation of the measures and make necessary reviews. The Construction Site Manager will regularly check car parking, considering the mode share and headline target, and maintain a record of its usage.

9.3 Action Plan

9.3.1 The full CPTP will be developed and implemented before construction begins at the Northwich Western Link. It will comprehensively detail the actions listed below for consideration and approval by Norfolk County Council (NCC). The full CPTP will also allocate the necessary resources to execute these actions. An outline action plan is provided in Table 9-1 below.

Table 9-1 Action Plan

Approximate Time Period	Action	Activity
One to three months prior to construction	Finalise full CPTP. Appoint a Travel Plan Coordinator (TPC). Ensure CPTP measures are in place from the outset where feasible and appropriate. Prepare information / briefing material, including public transport information and cycling routes and cycle parking provision on site. Place sustainable travel information in staff welfare areas. Notify all contractors via procurement activities of CPTP targets, obligations, monitoring requirements incentives and penalties.	Display public transport and cycle route information, ready for construction staff. Set up noticeboards within staff welfare areas, ready for construction staff.

Approximate Time Period	Action	Activity
Ongoing	Monitor construction staff car parking on site. Update and maintain the public transport, walking, cycling and car share information on notice boards. Brief all construction staff at their induction / briefing on the CPTP.	Consistently raise awareness of the CPTP and its importance to construction staff. Record construction staff car parking on site. Record demand for car sharers.