



SILVERTOWN TUNNEL

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Acronyms and Abbreviations

“**CJV**” – Construction Joint Venture

“**CoCP**” – Code of Construction Practice

“**DCO**” – Development Consent Order

“**DML**” – Deemed Marine Licence

“**HGV**” – Heavy Goods Vehicle

“**PPE**” – Personal Protective Equipment

“**PLA**” – Port of London Authority

“**CMMP**” – Materials management plan

“**SFTF**” – Sustainable Freight Transport Framework

“**SFTP**” – Sustainable Freight Transport Plans

“**TBM**” – Tunnel Boring Machine

“**TfL**” – Transport for London

“**CSRS**” – Construction Site River Strategy

“**WSCTMP**” - Worksite Specific Construction Traffic Management Plan

“**TMS**” – Traffic Management Scheme

“**RSA**” – Road Safety Audit

“**LHA**” – Local Highway Authority

1. Introduction

The Silvertown Tunnel scheme (STT) will link South and North London from the North Greenwich area to the Royal Victoria Dock area. This river tunnel will reduce congestion at the Blackwall Tunnel, supporting environmental improvement and economic growth for east London. STT involves construction of a twin-bore road tunnel c. 1.4km long, accommodating large vehicles including double-deck buses. It will include a dedicated bus, coach and goods vehicle lane, enabling TfL to provide additional cross-river bus routes. TfL will deliver STT through a private finance contract, which best meets the project objectives and constraints.

Riverlinx will be responsible for the detailed design, construction, financing and maintenance of the tunnel and supporting infrastructure for 25 years, engaging Riverlinx CJV for design and construction.

In order to facilitate the construction of the new road tunnel, a construction compound will be established on the Silvertown Peninsular in the London Borough of Newham. This construction compound will facilitate the construction of the new tunnel by means of constructing the launching and retrieval chambers for the Tunnel Boring Machine (TBM) but also the necessary road realignment works as well as the construction of the tunnel approach roads and river wall works.

These works and others detailed within the specific works programme will take place within the secure construction compound previously described and therefore will be completed safely within Riverlinx CJV occupied land and not within public domain.

Works will be achieved ensuring minimal disruption and impact to stakeholders and the public at large. This plan describes Riverlinx CJV's approach to safe and efficient management of the construction road traffic that will be utilised in supporting the construction phase within the Silvertown Site Compound in the London Borough of Newham. This includes safe management of vehicles in transit or accessing and egressing all of Riverlinx CJV worksites.

This plan is administered within the Riverlinx CJV logistics team and the Riverlinx CJV Traffic Manager is responsible for the execution of the plan.

2. Requirements

This Construction Traffic Management Plan(CTMP) details how Riverlinx CJV proposes to discharge those responsibilities associated with logistics and traffic management thereby ensuring compliance with legal and contractual requirements (general and specific) associated with highways and traffic including the relevant requirements of the Code of Construction Practice (CoCP) and the Development Consent Order (DCO).

The table below summarises the associated requirements as per the DCO and CoCP and how Riverlinx CJV achieve these:

Table 1 - DCO/CoCP Requirements

DCO Schedule/CoCP Requirement	Progress
<p>CoCP, Table1-1, Summary of subsidiary environmental management plans The CTMP will include:</p> <ul style="list-style-type: none"> • details of how logistics will be managed, e.g. lorry routes, diversions, main access/egress points; • traffic incidents plan dealing with incidents or severe congestion on agreed construction routes; and • construction workers travel plan, developed to encourage the use of sustainable modes of transport (including river transport) to and from the worksite by those working on the project 	<ul style="list-style-type: none"> • This CTMP includes proposed vehicle routes into the Silvertown and the Work sites specific to this Plan. • A Construction Workers Travel Plan (CWTP) has been developed for the Silvertown Site Compound and is included as an Appendix to this plan
<p>CoCP, 3.1.2 Construction Transportation, The management of construction logistics will be established in a CTMP to be prepared by the Contractor before construction commences. The plan will embed contractual requirements, the outcome of consultation with the relevant local authorities, and comprehensive logistics planning.</p>	<ul style="list-style-type: none"> • This CTMP has been prepared through consultation with the relevant planning authorities and TfL. • The plan is formed around the contractual requirements of Riverlinx CJV and illustrates the logistics planning carried out at the time of submission.
<p>CoCP, 3.1.3 Construction Transportation, A CTMP will be produced by the Contractor for each worksite for approval by the relevant planning authority in consultation with the relevant highway authority, prior to commencing the relevant part of the authorised development The Contractor may bring forward changes to an approved CTMP during the construction of the Scheme, but changes must be approved by the relevant planning authority in consultation with the relevant highways authority.</p>	<ul style="list-style-type: none"> • This CTMP has been produced specifically for the works in the London Borough of Newham to be approved by the relevant planning authority in consultation with the relevant highway authority. • This CTMP will be updated as necessary with the latest information developed by Riverlinx CJV. All changes will be approved by the relevant planning authority in consultation with the relevant highways authority.

<p>CoCP, 3.1.4 Construction Transportation, The CTMP for each worksite will be developed in accordance with relevant best practice including for example TfL's guidance on Construction Logistics Plans (or equivalent). The CTMPs will include information on the following aspects:</p> <ul style="list-style-type: none"> • Site information <p>This section will include details of the construction site locations and main access/egress points for vehicles and pedestrians.</p>	<ul style="list-style-type: none"> • This CTMP has been prepared in accordance with the relevant best practice including TfL's guidance on Construction Logistics Plans where applicable. • This CTMP includes plans showing construction site locations and access/egress points for vehicles and pedestrians.
<p>CoCP, 3.1.4 Construction Transportation, cont. Construction details This section will set out the works programme, with indicative dates for stages of construction, and information on the level of deliveries required. Detailed construction and delivery traffic routes will be specified and agreed by the relevant planning authority in consultation with the relevant highway authority, with local roads only to be used for immediate access to the worksites or local businesses (including wharves). Constraints and restrictions on road vehicle movements to be included in the CTMP are likely to include:</p> <ul style="list-style-type: none"> • days of the week and times of the day when road vehicle movements are not permitted; • maximum number of vehicle movements permitted at defined periods of the day, e.g. between 08:00 and 09:00, or restrictions on the use of the Blackwall Tunnel by construction lorries at peak times; and • procedures for abnormal loads. 	<ul style="list-style-type: none"> • The Construction Programme for the works relevant to this CTMP is provided as an Appendix. • Relevant Traffic Management Drawings and Site Layout drawings will be prepared by our Subcontractor, once procured. Prior to this draft sketches have been included as Appendices to this plan. • Approximate vehicle movements have been set out at high level within the CTMP, these will be developed and detailed further as the design develops. • Procedure for abnormal loads provided in Appendix C
<p>CoCP, 3.1.4 Construction Transportation, cont. Traffic management This section of the CTMP will detail how non-construction traffic will be managed at each stage of construction, including temporary and permanent road closures and diversions and pedestrian and cycle facilities (pursuant to Article 10 of the DCO). Details of any changes that are required to signage and parking arrangements in the vicinity of the worksites will be set out in this section. Information on the process that will be followed by the Contractor in dealing with traffic incidents or severe congestion on agreed construction and delivery routes will also be set out.</p>	<ul style="list-style-type: none"> • High level Temporary Traffic Management Sketches have been included within this document, these will be detailed further by our Subcontractor once procured. • Details of changes to signage in the vicinity of the work sites will be included within our Subcontractors Temporary Traffic Management Scheme, these will be provided to the relevant planning authorities in consultation with the Highways Authority once developed.
<p>CoCP, 3.1.4 Construction Transportation, cont. Policies and procedures The CTMP will incorporate the outcome of communications undertaken in accordance with the CEP. The CTMP must include a construction workers travel plan (CWTP) developed to encourage the use of sustainable modes of transport (including river transport) to and from the worksite by those working on the project.</p>	<ul style="list-style-type: none"> • The CWTP (appended to the CTMP) has been developed to inform the work force of the appropriate means of travel, including near by public transport links etc.
<p>CoCP, 3.1.4 Construction Transportation, cont. Monitoring, compliance and reporting The CTMP will also detail how, when and by whom it will be monitored, including, but not limited to, the ongoing review of the following:</p> <ul style="list-style-type: none"> • Freight Operator Recognition Scheme (membership); • collision reporting; 	<ul style="list-style-type: none"> • As part of our compliance with the CoCP we have specified to our supply chain the requirement for the highest current standards in construction vehicle safety, including but not limited to FORS Gold.

<ul style="list-style-type: none"> • driver licence checks; • vehicle safety equipment audits; • number of vehicle movements to site; • vehicle mileage; • level of vehicle fill; • CO2 emissions; • delivery accuracy; • breaches and complaints; and • construction workers' travel behaviour to inform the on going monitoring of the CWTP. 	
<p>CoCP, 3.1.5 Construction Transportation The CTMP will ensure that safety measures are implemented to minimize road-related risks. The Contractor will specify the highest current standards in construction vehicle safety, including visibility. This includes but is not limited to FORS Gold (Fleet Operator Recognition Scheme), CLOCS (Construction Logistics and Cycle Safety), SLS (Safety Lorry Scheme) and WRRR (Work Related Road Risk) scheme. Signs identifying the Silvertown Tunnel project and Contractor contact numbers will be displayed in a prominent position on all construction vehicles. All vehicles working in the construction of the Silvertown Tunnel will be compliant with the Mayor's Direct Vision Standard.</p>	<ul style="list-style-type: none"> • As part of our compliance with the CoCP we have specified to our supply chain the requirement for the highest current standards in construction vehicle safety, including but not limited to FORS Gold.
<p>CoCP, 3.1.7 Construction Transportation The CTMP will specify the routes to be used by construction heavy goods vehicles (HGVs) to and from the worksites. Construction HGVs would be routed on the TLRN and principal roads as far as possible, with local roads only used to directly access the worksites, local businesses, and wharves used for the import and/or export of material by river. The principal routes to and from the worksites will be the A12, the A13, the A2 and the A102 with access between these routes and the worksite via Lower Lea Crossing, Blackwall Lane and Millennium Way. Any deviations from this approach would need to be agreed in advance in the CTMP with the local planning authorities.</p>	<ul style="list-style-type: none"> • With limited options for HGV movements in and out of Silvertown this CTMP highlights the necessary routes utilising the TLRN and principle roads such as A1011 Silvertown Way & Lower Lea Crossing.
<p>CoCP, 2.3.3, General Site Operations A Construction Traffic Management Plan (CTMP) will be put in place and will include mechanisms to review the changes in traffic management operations and measures to minimise any impacts on the local residents of each borough.</p>	<ul style="list-style-type: none"> • This CTMP will be updated as necessary within any proposed optimisation of TTM measures. All updated information will be issued to the relevant planning authorities in consultation with the highways authority.

3. Project Area

Table 2 - Project Areas

Site	Usage
North	London Borough of Newham – Launch Chamber, Approach Structures, Highway Realignments and Tie-in
South	Royal Borough of Greenwich – Rotation Chamber, Approach Structures, Highways Realignment and Tie-in



Figure 1 - General Scheme Layout

4. Project Helpline

A project helpline is operated by Riverlinx CJV 24 hours a day, seven days a week and will act as a first point of contact for information or queries raised by the public. All calls and emails will be actioned as efficiently as possible and will be logged, including any action that was taken. Complaints will be recorded within a central complaints log.

The helpline number will be advertised on hoardings (including all Considerate Constructors Scheme notices), project information sheets, advertisements and community information bulletins.

Riverlinx CJV will also set up and maintain a website which will inform the public of the construction programme, main construction activities, and any relevant project updates. There will also be a project email address, which will enable stakeholders to contact the construction team directly with any queries or concerns.

5. Key Personnel

Should there be an issue with the project helpline, the following contact details can be used for the same purpose as helpline details described above in Project Helpline section.

Table 3 - Key Personnel

Contact Title	Contact Number	Contact Email
Community Construction Liaison Manager	██████████	████████████████████

The Community Construction Liaison manager will liaise between the Project Helpline and the key site staff where appropriate, with respect to items such as noise or environmental issues. Contact details of key personnel and stakeholders and highway/planning authorities will be reviewed and updated as necessary.

6. Construction details

The number of vehicle movements shown in the tables below are approximate figures providing a ‘worst-case scenario’ of the main activities undertaken in the London Borough of Newham as part of the tunnelling works and the wider scheme within the Silvertown site compound. Deliveries will be scheduled where possible, outside of Blackwall Tunnel Peak Traffic times e.g. between 08:00 and 09:00.

As per the CoCP 2.3.3, some minor activities. Such as changes in traffic management operations, may be required out of core working hours on a more frequent basis, but this would not be expected to have a significant impact in the context of the existing movements of traffic.

The table below is extracted from the Construction Works Programme identifying the key construction activities occurring in the London Borough of Newham as a result of the Silvertown Site compound.

Table 4 - Construction dates

Activity	Start Date	Finish Date
River Wall Works	Nov 2020	Oct 2023
Waterfront Temporary Car Park	Mar 2020	Jul 2021
Waterfront Permanent Car Park	Dec 2022	Dec 2023
Peanut TBM Launch Chamber	May 2021	Jan 2024
Retrieval Chamber	Oct 2022	Jan 2024
Cut and Cover Tunnel	Oct 2022	Dec 2023
Retaining Walls	Jun 2021	Nov 2023
Highway Works	May 2021	Apr 2024
Buildings & infrastructure support operations	Jan 2023	Jan 2024
Site Reinstatement	Sep 2023	Jun 2025

7. Approximate vehicle movements associated with the works

The table below provides approximate vehicle numbers based on key material delivery type, the forecast shown will be increased as the relevant construction information is developed.

Table 5 - Approximate construction vehicle numbers

Material to be delivered	Construction Vehicles per week								
	4Q-2020	1Q-2021	2Q-2021	3Q-2021	4Q-2021	1Q-2022	2Q-2022	3Q-2022	4Q-2022
Concrete	15	30	30	40	40	40	40	30	30
Steel	15	20	20	30	30	30	30	20	20
Others	15	35	35	60	60	60	60	35	35

The table below provides additional vehicle numbers based specifically on the River Wall works. These vehicles will be entering and exiting the Newham compound as a single point for all deliveries. The River Wall works have been developed and forecasted in more detail at this stage than the remaining works in Newham due to the scale and duration of the works, therefore the table below has been separated from that shown above.

Table 6 - River Wall works specific Vehicle Numbers

Phase of Works	Indicative Truck Loads	Indicative Peak (2 way) HGV movements per day	Works associated
Building Demolition	182	20	Building Demolition
Concrete Slab Removal	183	5	Concrete Slab Removal
River Wall Construction	420	8	Permanent works deliveries, muck away.
Ecological Enhancement	131	5	Marine furniture, rock rolls, coir pallets, timber marker posts.

The construction of the river wall is a consistent activity with regards to HGV deliveries and muck away. There is not expected to be a consistently high daily number of HGVs attending site. The length and sequence of construction means there will be a steady supply of goods arriving or muck away being sent away on a just in time basis without any high peaks anticipated.

The largest daily use of HGVs is during the demolition of the existing buildings to make space for the River Wall can be constructed. The key contributing activity being the demolition of The Old Basket Factory (Building B2_N). It has been calculated that this will be hauled off site in 20t capacity muck away vehicles with 10m³ per wagon with 182 vehicle loads required. The short nature of this process means there will be a peak of 20 trucks in a day.

Another key contributor to the increased traffic volumes on the surrounding road networks is the associated arising removal and the forming of the terraces as part of the River Wall works, providing an inter tidal area and increasing flood storage. The excavation works to form the bench is approximately 5m wide, 1.9m deep and 346m long (the full length of Riverwall within the STT Scheme limits). This material may be subject to re-use on site, which would reduce the vehicle numbers associated with the works, however this is subject to future optimisation. The formation of the terrace will be a continuous sporadic requirement for muck away. The materials will be stockpiled on site until a full truck load is required to remove the materials.

Thirdly a large proportion of the construction vehicle movements in relation to the Riverwall Works are due to the demolition and subsequent removal of 1275m³ of concrete hard standing which equates to approx. 150No. HGV's

(20t per truck). As with the above this is an activity which will run continuously as required to open a new Workfront throughout the duration of the project. This material will be stockpiled to until a full truck load is accumulated then it will be hauled away.

The concrete deliveries for the pouring of the River Wall, secondary wall and the blinding equate to a significant number; the aim is to reduce this number during the detailed design phase where possible.

8. River Logistics

As per the CoCP requirement to utilise river logistics for the transportation of construction materials in and out of the Scheme, as well as the removal of waste material from construction activities. The table below summarises the volume of tunnelling arising that will be removed from the Scheme via river, mitigating the use of the surrounding road network in the London Borough of Newham as a result.

Table 7 - River logistics

	Southbound Drive (Silvertown - Greenwich)	Northbound Drive (Greenwich – Silvertown)
Spoil total to move (t)	259,716.92	251,569.42
Spoil total to move (m ³)	127,625.02	123,621.34
Approximate No. of Barges	193	187
Mitigated No. Muck away Lorries*	12,986	12,579

*Assuming 20T capacity Muck Away lorry

The commitment set out in the CoCP is to achieve the transportation of 100% of all ‘suitable’ material by River. This commitment is subject to Derogations where delivery by river is not possible. In accordance to clause 3.2.3 of the CoCP, the expectation is that after implementation of approved Derogations ‘the Contractor shall transport: at least 55% by weight of all materials associated with the Scheme by River.’

9. Construction Traffic Routes

See Appendix A for temporary Traffic Management Scheme.

All of the STT surface worksites will be enclosed and secured at the boundary by a hoarding as defined in the CoCP. Highways works will be secured using appropriate levels of removable hoarding following guidance from TfL’s “Temporary Traffic Management handbook”. Access and egress to the sites will be by means of vehicle gates and pedestrian gates.. The site boundaries in all cases separate the project works from the public domain by either:

- Directly bordering pedestrian footpaths of the highway or
- Directly bordering cycle ways, bus lanes and carriageways of the highway.

Principally HSG 144 Safe use of Vehicles on Construction Sites will be adhered to with special consideration to:

- Site Speed Limits;
- Physical Segregation of pedestrian, from plant and vehicles;
- Dedicated crossing points on general use site roads (zebra crossings);

- Road width to cater for two-way traffic;
- Emergency Services;
- Complying with vehicle management and control requirements including:
 - Specifying FORS membership;
 - Monitoring and auditing vehicle protection measures;
 - Driver training; and
 - Driving license checks.

All reasonable measures will be put in place to limit site runoff of water or mud onto the highway.

Construction worksites and proposed lorry routes (as below) have been developed in consultation with local authorities to minimise the impacts of construction traffic on the road network and local communities. Appendix A provides the site compound TMS for the works in Newham. Note the access point onto Dock Road is a temporary initial measure whilst the works required to construct the construction access at Scarab Close. Once complete the Scarab Close access point will become the main access for the works as of April 2021.

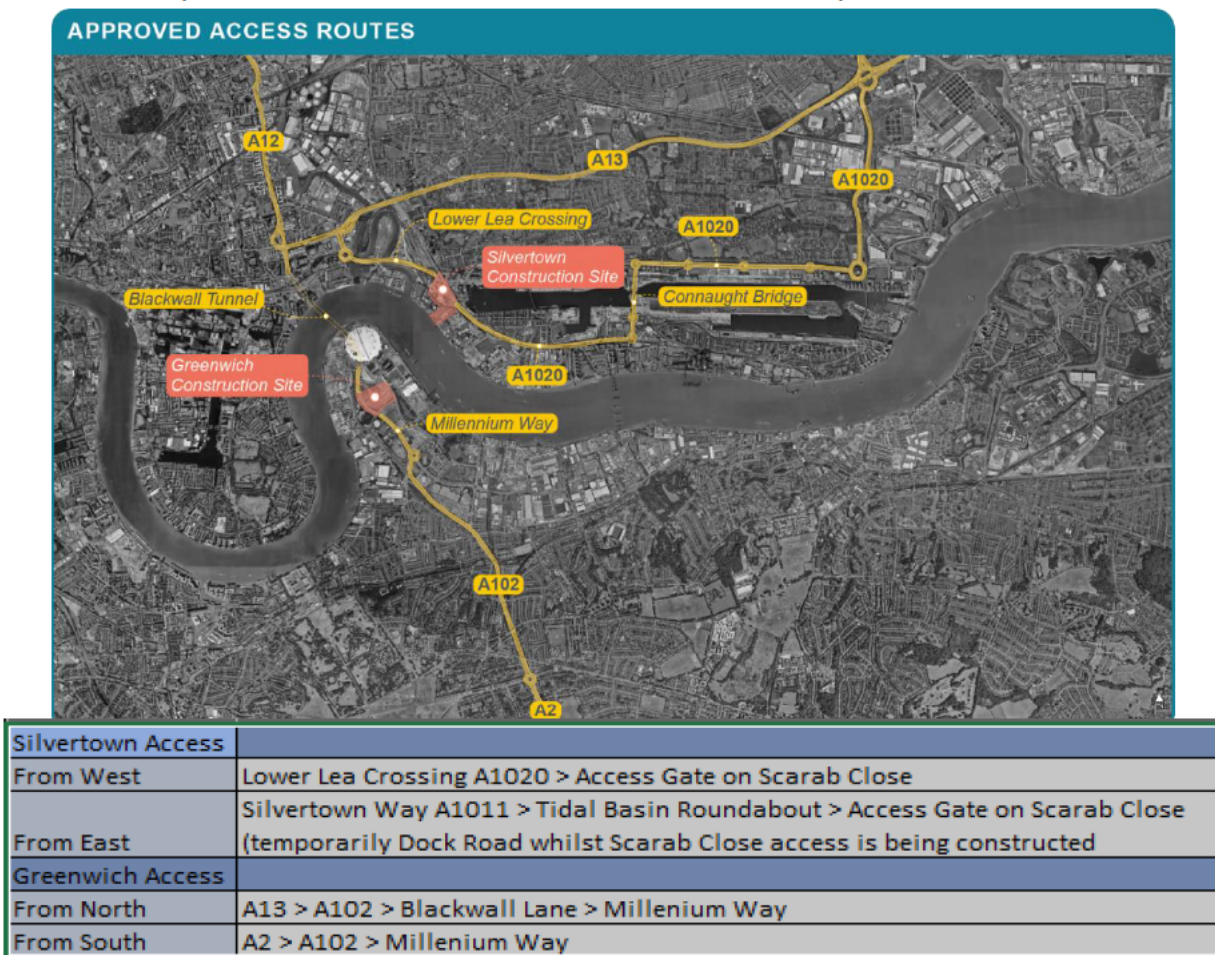


Figure 2 - Approved Access Routes

10. Specific Key Stakeholders

Riverlinx CJV will engage the stakeholders listed below where relevant to ensure traffic and highways issues are dealt with as effectively as possible:

- Transport for London (TfL)

- The London Borough of Newham (including the Local Highways Authority (LHA));
- Silvertown Homes Ltd;
- GLA Land & Properties Ltd;
- Emirates Air Line (EAL);
- Dockland Light Railway (DLR);
- Waterfront Studios
- ASD Metal
- Utility Statutory Bodies (Electricity, Water, Gas, Telecom, Communications) and
- Police

Key stakeholders will be kept informed on the progress primarily through scheduled meetings, including:

- Community Liaison Group (CLG);
- Consents management/progress meetings with LHAs, TfL and the PLA and
- Technical logistics meetings/workshops with individual stakeholders or groups of stakeholders as required.

11. Vehicle Safety Standards

Riverlinx CJV will:

- ensure all vehicles and drivers transporting Equipment, Plant and Materials and people comply with the relevant vehicle safety standards;
- refuse entry to the Worksite, Working Area or holding area to any non-compliant vehicle or driver unless dispensation has been sought;
- ensure that the:
 - vehicle and cycle safety requirements are communicated effectively to all Subcontractors, Suppliers and the supply chain;
 - safe driving and the safe delivery of Equipment, Plant and Materials and people are the overriding priorities for all vehicle movements;
 - freight operators directors or, if applicable, owner drivers will declare any traffic enforcement notice received in the last five years;
- carry out the assessment and selection of all haulage firms and freight operators engaged on the contract, including owner drivers to ensure that they:
 - adopt the Employer's environmental, health and safety, sustainability and community relations policies, principles and values;
- display signs in the vehicle window of all vehicles on public roads which are dedicated to the Project. These signs will:
 - uniquely identify the vehicle to the Project;
 - be removed as soon as the vehicle is no longer used for the Project;
- Riverlinx CJV will:

- provide evidence on request that the freight operators, hauliers and other goods vehicle operators are in possession of an up to date operating licence and
- inform the Project Manager of any changes to the operating licences, or the driving licences of any drivers, including Subcontractor's and Supplier's drivers, that impact on their ability to safety and legally operate and drive vehicles as part of the works.

12. Specifying FORS membership

In accordance with the CoCP, Riverlinx CJV will 'specify the highest current standards in construction vehicle safety, including visibility. This includes but is not limited to FORS Gold (Fleet Operator Recognition Scheme), CLOCS (Construction Logistics and Cycle Safety), SLS (Safety Lorry Scheme) and WRRR (Work Related Road Risk) scheme.'

13. Driver Training

Riverlinx CJV will ensure that all drivers engaged on the contract, including Subcontractors, Suppliers and the supply chain:

- undertake, or have undertaken within the last five years, the Safe Urban Driving Course (details of which are provided at www.fors-online.com) or VanSmart for under 3.5T vehicles prior to delivering freight to and from any Worksite or Working Area;
- complete the FORS e-learning 'Work Related Road Safety' module (or an approved equivalent safety module) at least every 12 months; and
- undertake additional training to raise awareness of all road users, including pedestrians and cyclists.

Riverlinx CJV will:

- validate drivers licences through the onboarding process;
- use competency management software to record training records for approved drivers;
- ensure that all drivers have undertaken occupational health assessments;
- ensure drivers operating across the Project who make more than three round trips in any 12-month period to any of the Worksites have completed all the required training relevant to the work being undertaken;
- ensure that all drivers:
 - make their drivers licence available at all times for inspection by the Project Manager;
- audit their own drivers, Subcontractors, Suppliers and the supply chain to ensure compliance with these training requirements;
- note that the driver training course does not replace any other induction training required by the contract;
- note that there will be no vehicle driver training concessions for the drivers listed above regarding the training requirements and vehicles driven by drivers without the required training will not be allowed to enter the Worksite, Working Areas or any lorry holding area until the driver has completed the required driver training;
- submit to TfL for acceptance any proposed alternative arrangements for driver training courses or certifications, including:
 - demonstration that the alternative course covers the content of the Safe Urban Driving Course;
 - course accreditation and

- competence of tutors

14. Driver Training Concessions

Riverlinx CJV will specify the highest current standards in construction vehicle safety, including but not limited to FORS Gold (Fleet Operator Recognition Scheme) some minor concessions may be required for infrequent deliveries and suppliers. Concessions will ensure that these minor but programme-critical works are not delayed, whilst not compromising safety.

Concessions will be approved by Riverlinx CJV Project Management. Where concessions are granted, Riverlinx CJV will provide safety information packs in advance of the driver arriving at the site. As well as worksite specific delivery requirements and procedures. Concessions will only be granted for those drivers of vehicles supplying or removing Equipment, Plant and Materials, or people from the project. who make less than three round trips in any 12-month period to any Worksite(s)

Where Riverlinx CJV agreed a concession from the vehicle driver training, Riverlinx CJV will ensure that the drivers are issued and acknowledge receipt in advance of a:

- driver safety information pack and
- Worksite specific delivery requirements and risks.

15. Driving Licence Checks

Riverlinx CJV will:

- Ensure that all vehicle operators and drivers who work on the Contract, have a driving license check with the Driver and Vehicle Licensing Agency (DVLA) before commencing work on the Contract and
- Undertake driving license checks in line with an appropriate risk scale. Such a risk scale could be based on points incurred on a driving license within 12 months of any check:
 - 0 – 5 points – six monthly checks
 - 6 – 8 points – quarterly checks
 - 9 or more points – monthly checks

16. General Objectives and Principles of Logistics Management & Monitoring

Riverlinx CJV are responsible for the logistics and traffic management of all activities relating to delivery of the STT contract including those of subcontractors and suppliers, including:

- All logistics activities to deliver the works
- All logistics activities within the site
- The movement of all equipment, plant and materials and people to and from the working areas
- The removal and where required testing and treatment of all waste and excavated material
- The coordination of all logistics activities with others.
- Developing, planning and implementing logistics solutions to deliver the works

The Logistics Manager as well as the construction site teams will ensure that the safe delivery of all Equipment, Plant, Materials and people (including ensuring the safety of other vulnerable road users, river users and pedestrians) is the overriding priority in all vehicle movements.

Riverlinx CJV's aims to:

- Minimise the social and environmental effects of the works by all forms of transport e.g.
- Optimise the loads carried on all types of transport;
- Minimise the impact on the public road network approaching and adjacent to the project by road-based construction traffic. This will be achieved by identifying clear controls on routes, vehicle types, vehicle frequency, vehicle quality and hours of site operation;
- Establish main principals for vehicle and pedestrian movement within the site boundary maintaining positive segregation between personnel and plant and vehicles.
 - The co-ordination of all logistics activities with "others", including key stakeholders, will be correctly managed, monitored and audited.

17. Monitoring and Compliance

The following data will be gathered by the logistics team as part of the supplier set up regular reporting procedures:

- Freight Operator Recognition Scheme (membership details);
- Operator Licence details;
- Driver licence checks;
- Summary vehicle movements
- CO2 emissions
- Non-compliant deliveries
- Actual vs planned deliveries
- Any breaches and complaints
- Accident/collision reporting
- Vehicle mileage
- Level of vehicle fill
- Construction workers' travel behaviour to inform the ongoing monitoring of the CWTP

Further information specific to each delivery will be captured by Traffic Marshalls/Gate staff and/or Site Security and held within our Vehicle Booking Management System (VBMS).

- Vehicle safety compliance checks;
- Project identifier check
- Driver check
- Check on vehicles working in the construction of the Silvertown Tunnel are compliant with the Mayor's Direct Vision Standard
- Contact details of key personnel are reviewed and updated as necessary

- Signs identifying the Silvertown Tunnel project and Riverlinx CJV contact numbers will be displayed in a prominent position on all construction vehicles

The monitoring and auditing of vehicle protection measures will be carried out both prior to arrival and upon arrival of vehicles coming onto sites.

Prior to arrival, through the procurement phase all sub-contractors and suppliers will be given information on acceptance criteria of vehicles associated with the project. Upon arrival to site Riverlinx CJV personnel will perform vehicle safety checks, capturing these on the VBMS, to ensure that the procedures/requirements have been adhered to. Records will be kept of all non-conformances. Vehicle compliance training will be given to gate staff and will be supported by site supervisors and engineers. Vehicles found not to comply with vehicle standards will be refused entry to the site. Traditional hand-annotated check sheets will be used to record vehicle checks upon arrival during the early works and site establishment phase whilst an integrated IT solution is developed within the chosen VBMS system.

18. Managing Worksite Highways and Traffic Issues

Riverlinx CJV will implement the traffic management and control as set out in the CoCP and the Transport Assessments, with acknowledgement of the items listed in Schedule 11 of the DCO (Traffic Regulation Measures, etc.).

All Worksite highways and traffic management issues will be managed by our Traffic Manager. The Traffic Manager will be responsible for developing, implementing, managing and reviewing Worksite Specific Construction Traffic Management Plan (WSCTMP) where required. As well as managing the preparation and implementation of Traffic Management Schemes (TMSs). Riverlinx CJV will submit for approval each WSCTMP, if deemed necessary based on an assessment of the scale and duration of the works and the impact the works will have on the road network, to the relevant planning authority in consultation with the relevant highway authority, prior to commencing the relevant part of the works. Revisions may be made to the WSCTMPs throughout the course of the project. Likewise, all future revisions will be submitted for approval prior to commencement of the works.

On handover of the worksites it will be necessary to immediately occupy the areas of land and highway as Riverlinx CJV take on the responsibilities of the Principal Contractor for the respective areas at this time. Riverlinx CJV will establish temporary boundaries in advance of the permanent site hoardings, prior to implementation of final approved Road Schemes.

Highways works are carried out within traffic management. The temporary traffic management designed and installed for the works described in this CTMP are in accordance with the Roads and Streets Act by persons competent to do so. Guidance is also sought from the ACoP Safety at Street Works and Road Works. As well as Chapter 8 (parts 1 & 2) of the Traffic Signs Manual and only by persons competent to do so.

The senior manager present at the time of the incident acts as the incident co-ordinator. They are responsible for control and co-ordination of Riverlinx's response to the incident. Their duties are to:

- Assume full charge of the response to the situation
- Confirm that the emergency services have been called and that an appropriate site rendezvous point has been specified to them
- Without further endangering life, arrange for injured personnel to be rescued as soon as possible
- Obtain a full briefing on the situation (from persons at the scene etc.)
- Inform their senior manager, the PR department and the area health and safety advisor of the incident as soon as practicable
- Arrange for a full written incident log to be maintained throughout the incident period
- Ensure that staff involved in the emergency response are kept aware of developments
- Ensure that evidence is preserved and/or recorded
- Prepare a full report when the incident has been resolved

19. Strategic Principles

Riverlinx CJV will use best endeavours to:

- Ensure that the work will be carried out in such a way as to maintain, as far as is reasonably practicable, existing public access and rights of way and to limit the inconvenience to the public;
- Consider the access and servicing requirements of affected residential and commercial properties;
- Regularly communicate with parties affected by the works;
- Obtain the necessary consents required for the transport work, including, as appropriate:
 - Highway permits;
 - Highways approvals under the DCOP;
- Assess overall traffic impact from the project and ensure that where required, traffic management is coordinated between the worksites and contractors;
- Ensure effective lorry management and control;
- Limit the need for diversions of public rights of way, cycle routes or National Trails (including the Thames Path);
- Limit the length of any necessary diversions of the above;
- Limit the length of time diversions are in place;
- Place controls to ensure the safety of pedestrians and cyclists if they need to cross a haul route;
- Provide clear signage for any diversions, and advance notice of any closures/diversions;
- Ensure any diversions are fully accessible and in line with Disability Discrimination Act requirements, as far as practicable and in the context of the route that is being closed temporarily;
- Provide signs relating to traffic management in accordance with:
 - Safety at Street Works and Road Works (Red Book) Code of Practice;
 - Chapter 8 Traffic Signs Manual Part 1;
 - Chapter 8 Traffic Signs Manual Part 2 and
 - Project Helpline to be displayed.

20. Traffic Management Schemes (TMSs)

Traffic Management Schemes (TMSs) for the Silvertown Site compound in the London borough of Newham can be found in Appendix A. It has been produced to allow the works to be completed in accordance with the Accepted Programme and include the planning and timely execution of:

- Notices under the LoPS requirements for Traffic Regulation Orders (TROs) and Temporary Traffic Regulation Order (TTROs);
- Traffic signals works and applications;
- Additional traffic assessments and/or modelling where required and
- Other works which require consideration by London Highways Authority (LHA) and/or TFL;

The TMS will take account of the Transport Assessments and any subsequent Transport Assessment updates and will be fully designed and submitted for stakeholder assessment and subsequent approval before implementation. Each scheme will be prepared recognising;

- Traffic flow;
- Pedestrian Movement;
- Cycle Frequency;
- Advance Signing and Lighting;
- Removal of existing street furniture;
- Alteration to road markings;
- Work Related Road Risk and
- Any maintenance/ cleaning plans.

Riverlinx CJV and the appointed Traffic Safety Control Officer (TSCO) team shall consult with the LHA and/or TfL to identify, prepare and submit any traffic management notifications required for the works and will submit TMS for technical approval to the LHA or TFL in accordance with the DCO as required.

Riverlinx CJV will liaise with the relevant stakeholders as necessary to ensure that all nearby works that may affect the TMS are accounted for within the design of the TMS and that any measures required to minimise impacts are implemented.

Riverlinx CJV shall:

- Undertake regular inspections of the TMS;
- Keep a log of all inspections;
- Identify:
 - faults;
 - damaged Equipment;
 - deficiencies;
 - timescales to rectify findings.
- Record and monitor all required actions resulting from the inspections;
- Routinely monitor the condition of the route to and from the Worksite, the TLRN and SRN;

- Undertake arrangements and repair any damage that has been caused by the traffic management works, as soon as is practicable.

21. Highway Works Notifications and Permits

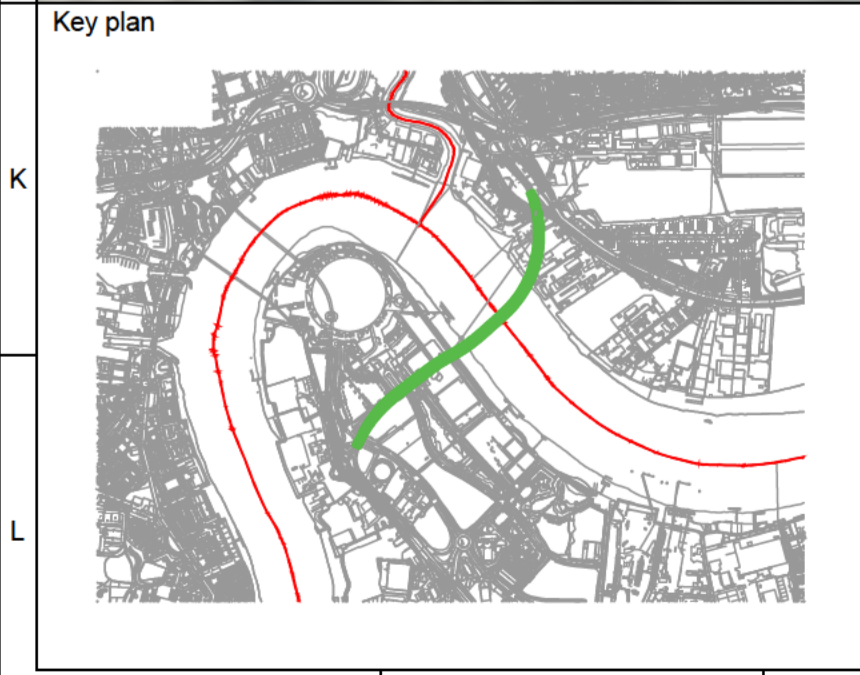
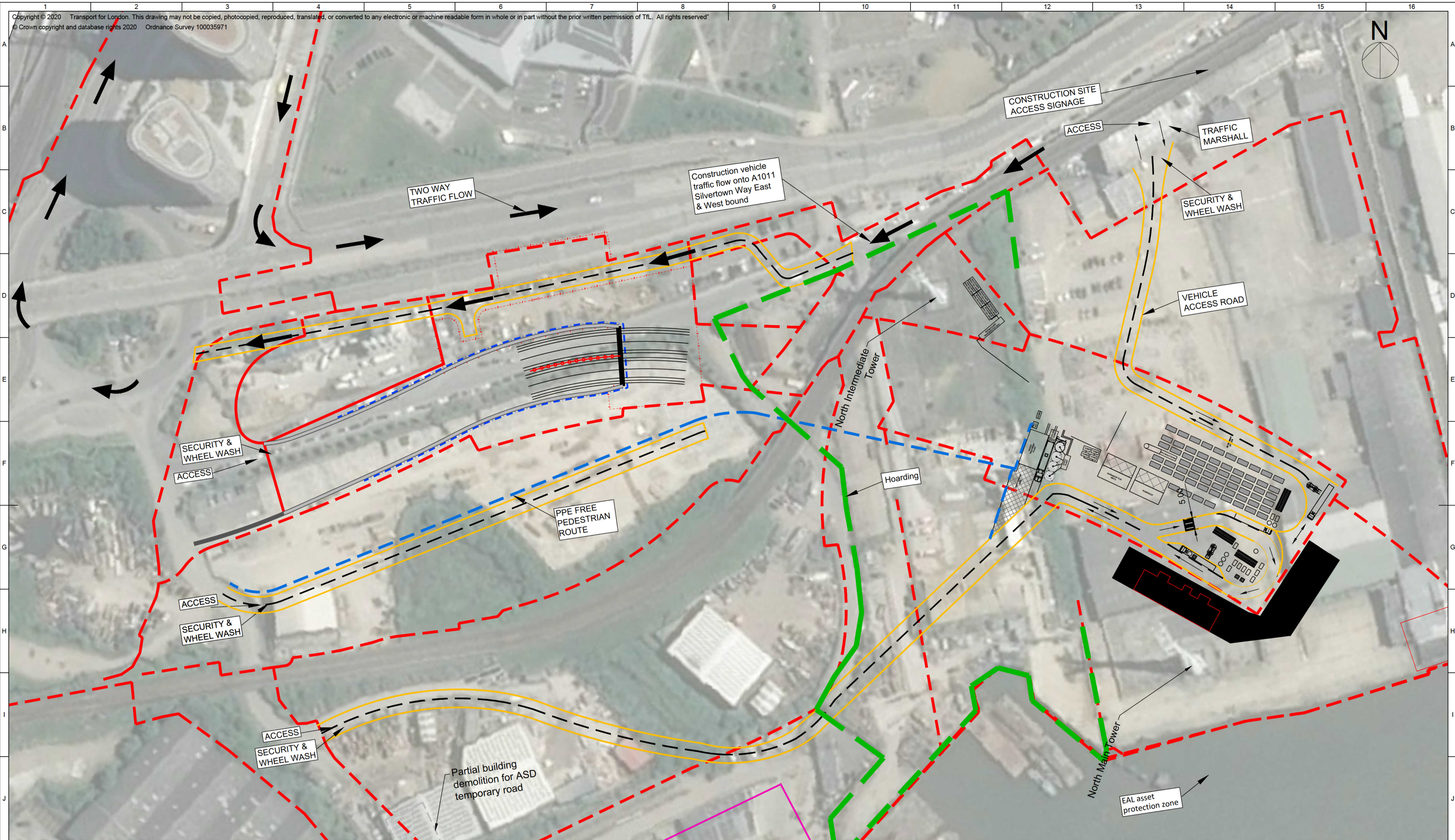
All appropriate highways permits will be sought for works within the highway, including via the Highways Authorities' own permit system, and those bespoke highways approvals required under the DCO.

Approval to carry out highway works on the TLRN or SRN will be sought through the Traffic Management Act Notification (TMAN) process.

22. Signage

Road traffic signage will be provided between all worksites and the TLRN/SRN along the prescribed routes. The prominent location and design of the signage will be agreed with TFL and the LHA. The signs will include the project name and worksite name and contact numbers and will be designed in accordance with the Traffic Signs Regulations and General Directions and will be submitted to the Department for Transport for approval.

Appendix A Silvertown Works compound Traffic Management Scheme



- Notes:
- Cable Car Airspace
 - Cable Car Safety Zone
 - Cable Car Protection Zone
 - Cable Car Property

Rev	Date	Purpose / Description	T. Checked	T. Approved	P. Approved	Authorised
REV9	DATE9	PURPOSE9	T.CHECKED9	T.APPRVD9	P.APPRVD9	ATHRSED9
REV8	DATE8	PURPOSE8	T.CHECKED8	T.APPRVD8	P.APPRVD8	ATHRSED8
REV7	DATE7	PURPOSE7	T.CHECKED7	T.APPRVD7	P.APPRVD7	ATHRSED7
REV6	DATE6	PURPOSE6	T.CHECKED6	T.APPRVD6	P.APPRVD6	ATHRSED6
REV5	DATE5	PURPOSE5	T.CHECKED5	T.APPRVD5	P.APPRVD5	ATHRSED5
REV4	DATE4	PURPOSE4	T.CHECKED4	T.APPRVD4	P.APPRVD4	ATHRSED4
REV3	DATE3	PURPOSE3	T.CHECKED3	T.APPRVD3	P.APPRVD3	ATHRSED3
REV2	DATE2	PURPOSE2	T.CHECKED2	T.APPRVD2	P.APPRVD2	ATHRSED2
REV1	DATE1	PURPOSE1	T.CHECKED1	T.APPRVD1	P.APPRVD1	ATHRSED1

Project	PROJECT_NAME
Originator	ORIGINATOR
Location	LOCATION
Asset Classification	ASSET_CLASS
Lifecycle	LIFECYCLE
Suitability	SCODE# SUITABILITY

Title	TITLE_1
Title	TITLE_2
Title	TITLE_3
Title	TITLE_4
Drawing Number	DRAWING_NUMBER
Rev.	REV

DRAFT

Appendix B Construction Workers Travel Plan



SILVERTOWN TUNNEL

DOCUMENT TITLE:

Construction Workers Travel Plan

DOCUMENT NUMBER:

ST150030-RLC-MAC-XX-ZX-PLN-CL-0002

Asite Task ID: STT-DCO-0ZZ.12.1.34

PURPOSE OF ISSUE	For Acceptance	DOCUMENT SUITABILITY	S3 - For Review & Comment	TOTAL PAGES (Including this page)	22
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Prepared by	Checked by	Approved by	Date	Revision
 CJV Sub Agent	 CJV Highways Project Manager	 CJV Project Director	04/02/2020	P01

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ST150030-RLC-MAC-XX-ZX-PLN-CL-0002

Revision P01

04/02/2020

Issue and Revision Control

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Revision History			
Rev No	Date	Summary of Changes	Section & Number
P01	04/02/2020	First Issue	

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1. Contact Details

Silvertown Tunnel scheme (STT),

Full address of the site:

[To be confirmed once site offices are established]

2. Acronyms and Abbreviations

“**CJV**” – Construction Joint Venture

“**CoCP**” – Code of Construction Practice

“**DCO**” – development consent order

“**TPA**” – Travel Plan Coordinator

“**TfL**” – Transport for London

3. Introduction

3.1. Purpose

This document sets out the worksite specific Construction Workers Travel Plan (CWTP) for The Scheme based on Appendix J of the DCO (Framework Construction Site Travel Plan). The contractor delivering the contract on behalf of TfL is a joint venture of Ferrovial, Bam Nuttall, and SK known as Riverlinx CJV.

The purpose of this CWTP is proactively to manage and influence staff travel to and from the worksite to limit traffic movement and reduce disruption in the vicinity of the site. It has been prepared in accordance with the requirements and guidance set out in the Code of Construction Practice (CoCP), a stand-alone document, which accompanies the Development Consent Order (DCO) for the Project.

A review of the regional, local and project policies has been undertaken to inform the development of the CWTP. This is contained at Appendix A.

3.2. Contractor’s Policy

The Sustainability Policy base for The Scheme provides a foundation from which to promote environmentally conscious travel for the worksite: encouraging staff to consider the impact of travel on the environment; and guiding the Contractor to facilitate opportunities to travel by environmentally sensitive modes by designing appropriate working patterns and providing facilities to allow safe and sustainable travel.

3.3. Approach

This CWTP is to respond and adapt to changing conditions over the duration of the construction phase at the worksite, including:

- Variation in the levels of construction activity over the duration of the construction programme.
- New or amended transport services in the vicinity of each site.
- Transport network operations as a result of changing background travel demand over time.
- Initiatives employed through the travel plan drawing on experience of its implementation.

This CWTP complies with established policy and guidance including that from the Department for Transport (DfT) and Transport for London (TfL) and guidance from the London Borough of Newham.

The following are other relevant travel and transport related documents for the worksite:

- Construction Traffic Management Plan – ST150030-RLC-MAC-XX-ZX-PLN-CL-0001

4. Construction Site Detail

Location plans of both sites are provided in Figures 2 & 3.

4.1. Construction Programme

Possession of the site by Riverlinx CJV will take place on the 19/11/2020 and will be handed back by PTU + 60 working days.

The construction is programmed following these main activities:

Activity	Approximate Dates
Contaminated Land Surveys (Silvertown)	02/20 – 11/20
Surveys incl. UXO in River	02/20 - 11/20
Utilities Diversions Silvertown Area	02/20 – 11/21
Coach Car Park	10/20 – 02/21
Decked Car Park	02/21 – 06/21
Car Park 1	06/21 – 11/21
Car Park 4	11/21 – 05/22
SGN Access works	07/20 – 02/21
Birch Site Access	02/21 – 04/21
Remediation	11/20 – 02/21
Site Set Up	11/20 – 11/21
Launch Chamber, Cut & Cover Tunnel, Ret. Walls	02/21 – 10/23
Highway Works	03/21 – 09/24
Building Works	11/22 – 03/24
Tunnelling Support Works	05/21 – 08/23
M&E, Testing and Commissioning	05/23 - 11/24
PTU	01/25

Figure 1 - Silvertown Programme Summary

4.2. Site Access Arrangements

The worksite access and egress arrangements will be developed throughout this pre-construction phase. Revisions to this document will be completed as necessary to capture the latest information at that time.

Access for pedestrians and cyclists will be adjacent to but segregated from the vehicular access.

Figure 2 & 3 shows the site access layout of The Scheme.

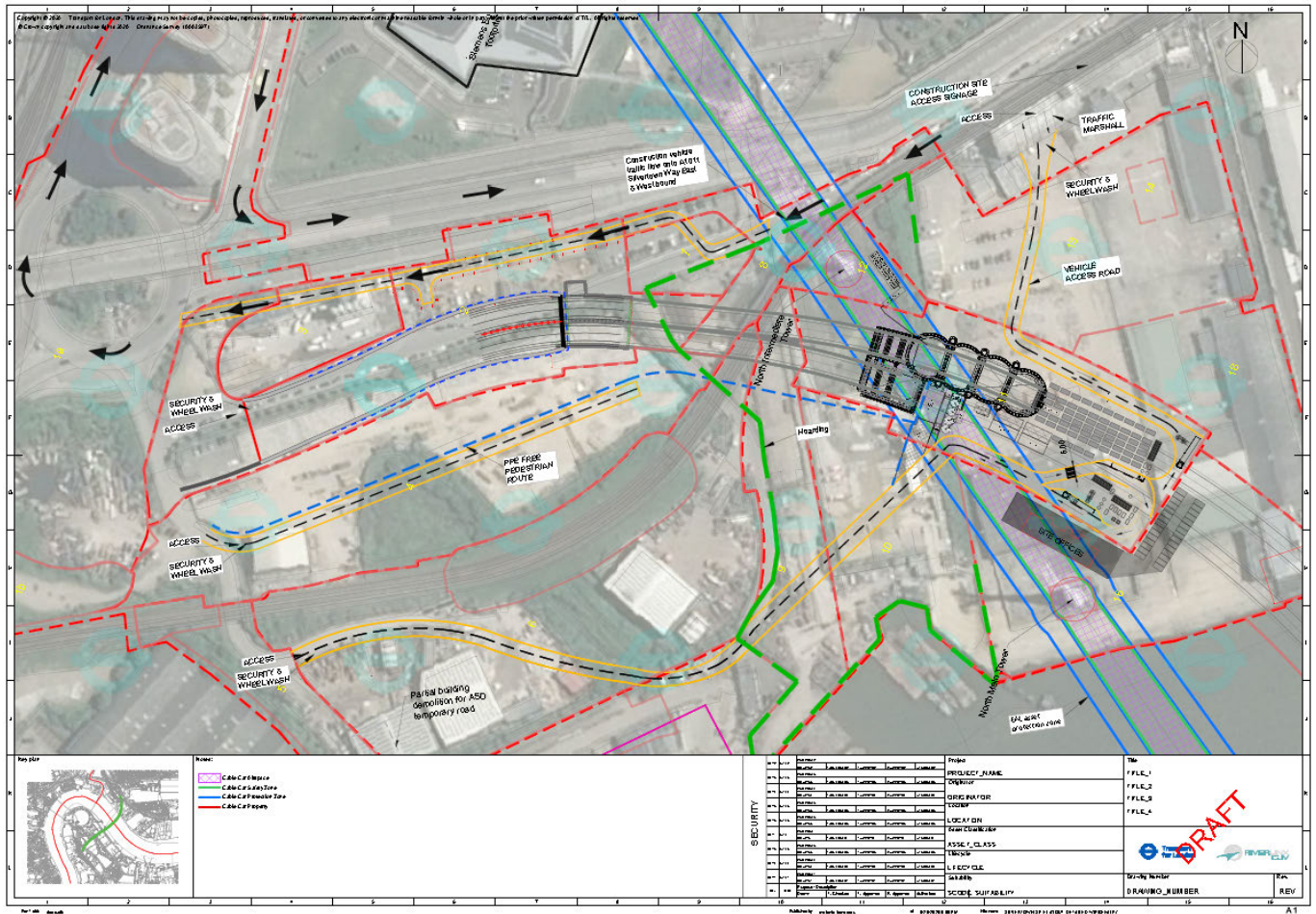


Figure 2 – Silvertown Site layout

4.3. Workforce numbers

Construction workers would be made up of staff and labour, employed by the Riverlinx CJV, their subcontractors and designers. During the construction period, the number of employees on the worksites will fluctuate according to programme and workload.

4.4. Working Hours

This site will adhere to the working hours presented in Figure 4, as described in the Code of Construction Practice (CoCP), Section 2.3.

Classification	Description
<p>Standard working hours</p>	<p>8:00 to 18:00 Weekdays 08:00 to 13:00 Saturday</p> <p>Plus, up to one hour before and after for mobilisation, i.e.:</p> <p>07:00 to 19:00 Weekdays, 07:00 to 14:00 Saturdays</p>
<p>Non-Standard working hours (subject to s61 Applications)</p>	<p>Subject to agreement with the relevant local Environmental Health Officers</p>
<p>Continuous working hours</p>	<p>Tunnelling and associated supporting activities both above and below ground</p> <p>24 hrs per day 7 days per week</p>

Figure 4. Working Hours

5. Worker Travel to Site

5.1. Private Cars

There is no provision for private cars on site including any long-term parking. It is not anticipated that any of the project team will drive to the site on a daily basis, and driving to site will be actively discouraged. It is expected that travel to work by personnel on STT will primarily be using the following means shown in Section 4.2 Public Transport.

5.2. Public Transport

PTAL is a measure of connectivity by public transport, which has been used in various planning processes in London for many years. For any selected place, PTAL suggests how well the place is connected to public transport services. It does not cover trips by car.

PTAL values are simple. They range from zero to six, where the highest value represents the best connectivity. TfL's online PTAL calculation tool (WebCAT) has been used to calculate the PTAL of the worksite, which is rated as 2 in the base year of 2011.



Figure 5. PTAL Calculation for Silvertown Worksite

5.2.1 Rail

Rail will provide a key mode of transport to and from site for project personnel. LUL and DLR stations are close by with the addition of the Emirates Airline to North Greenwich. Of these services only Canning Town Station is currently part of the night train service.

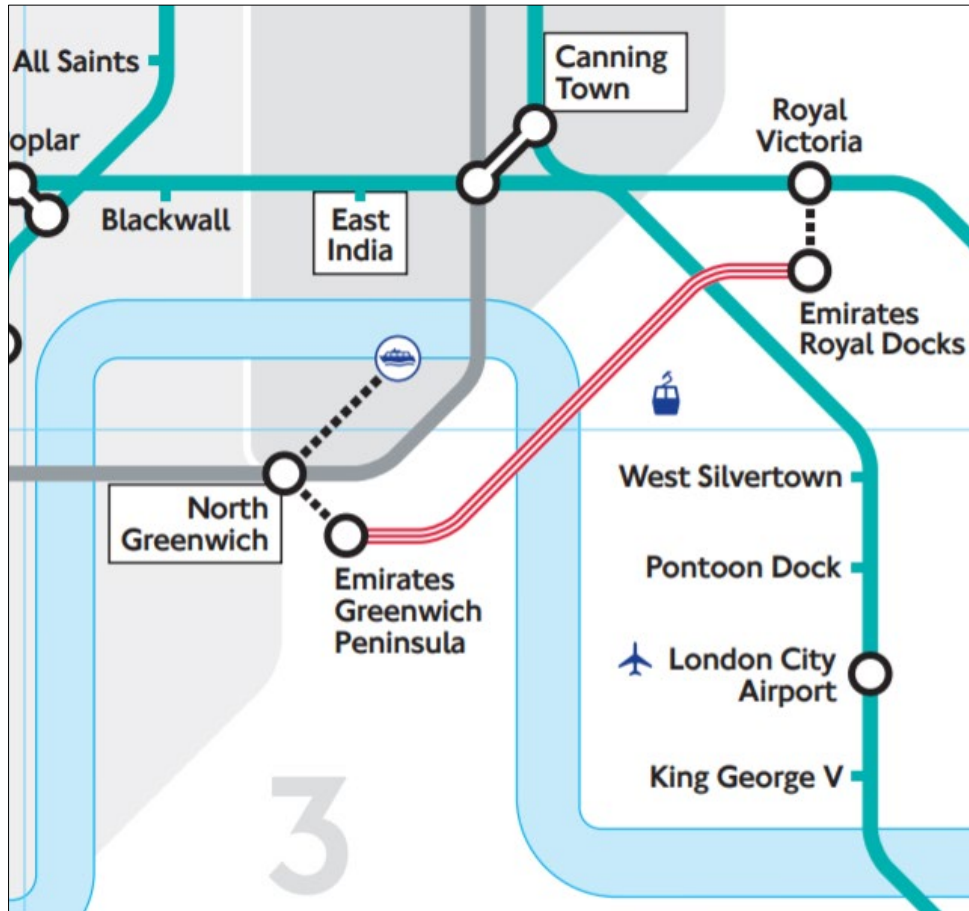


Figure 6. Extract from 'London's Rail & Tube Services' Map

5.2.2 Buses

The Silvertown worksite is served by TfL's bus route 474 which connects to the adjacent Canning Park Bus Station and West Silvertown Station (for interchange to DLR). Between the hours of 7am to 9pm this runs with an interval of 10-13mins in either direction. Outside those hours there are between 2 and 5 services in each direction per hour. The Greenwich worksite sits adjacent to the North Greenwich Bus Terminal providing multiple service routes North and South of the River Thames.

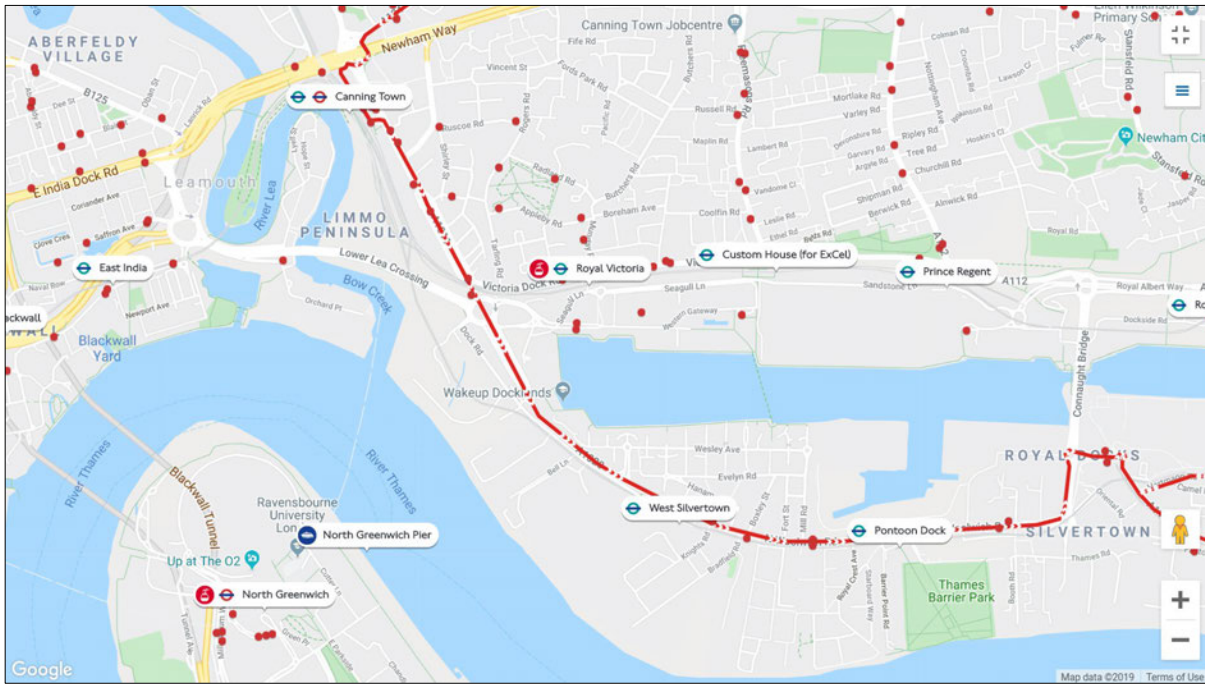


Figure 7. Bus Route 474 local to Silvertown Worksite

5.2.3 River Services

The nearest river services to the worksite are available at Royal Wharf (north of the river) and North Greenwich (south of the river).

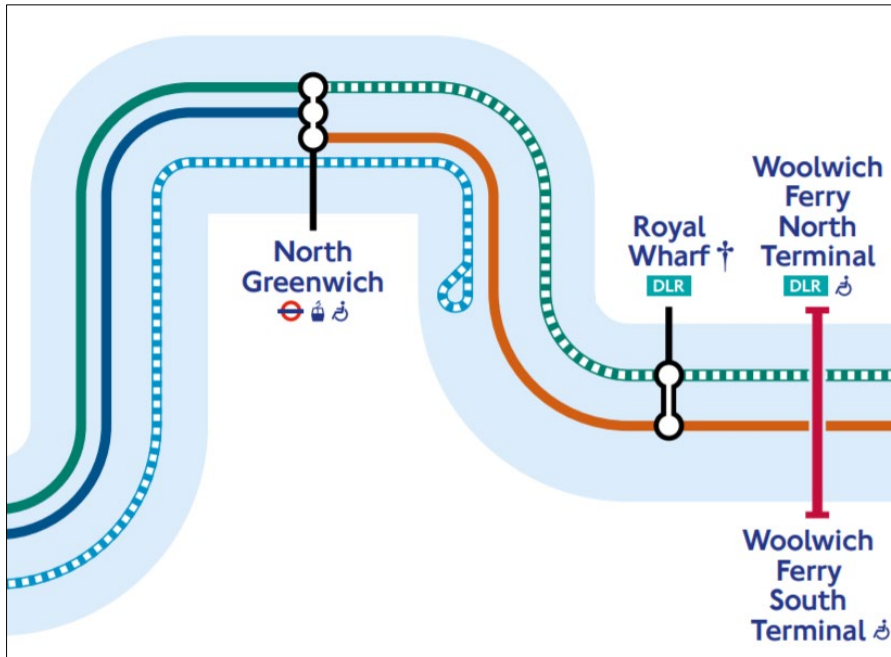


Figure 8. River Services local to Silvertown Worksite

<p>River Bus:</p> <p>RBI Westminster to North Greenwich Daily</p> <p>North Greenwich to Woolwich Royal Arsenal Limited service: mornings and evenings only</p> <p>Westminster to Battersea Power Station Limited service: morning peak only</p> <p>RBIX Westminster to North Greenwich Weekends only. Canary Wharf: westbound only Bankside: eastbound only</p> <p>† Royal Wharf expected to open summer 2019 River Bus services are operated by MBNA Thames Clippers</p>	<p>Ferry service:</p> <p>Woolwich Ferry Daily Operated by Briggs Marine</p>								
<p>River Tours summer-only:</p> <p>Thames Barrier loop Some boats cruise through the Thames Barrier Operated by Thames River Services</p>									
<p>Key to symbols:</p> <table border="0"> <tr> <td>○ Interchange piers</td> <td>Ⓜ London Underground</td> </tr> <tr> <td>DLR Docklands Light Railway</td> <td>Ⓜ National Rail</td> </tr> <tr> <td>✈ Emirates Air Line</td> <td>♿ Step-free access from street level to pier</td> </tr> <tr> <td>🚇 London Overground</td> <td></td> </tr> </table>		○ Interchange piers	Ⓜ London Underground	DLR Docklands Light Railway	Ⓜ National Rail	✈ Emirates Air Line	♿ Step-free access from street level to pier	🚇 London Overground	
○ Interchange piers	Ⓜ London Underground								
DLR Docklands Light Railway	Ⓜ National Rail								
✈ Emirates Air Line	♿ Step-free access from street level to pier								
🚇 London Overground									

Figure 9. Key - River Services local to Silvertown Worksite

5.3. Motorcycles

Where possible, Riverlinx CJV will endeavour to make space available for motorcycle parking. Site offices will have welfare facilities incorporating drying and changing rooms plus lockers for the secure storage of motorcycle clothing and helmets.

5.4. Cycling

The site accommodation will include welfare showers, drying rooms and secure lockers. Provision will be made for parking of bicycles. Cycling to work will be actively encouraged through a number of initiatives, (e.g. cycle to work days). These will cover cycling safety, cycle road worthiness and the cyclist from the driver point of view.

There are no Cycle Superhighways immediately adjacent to either the Greenwich or Silvertown site locations. The east-west running CS3 sits 1km to the north on Newham Way.

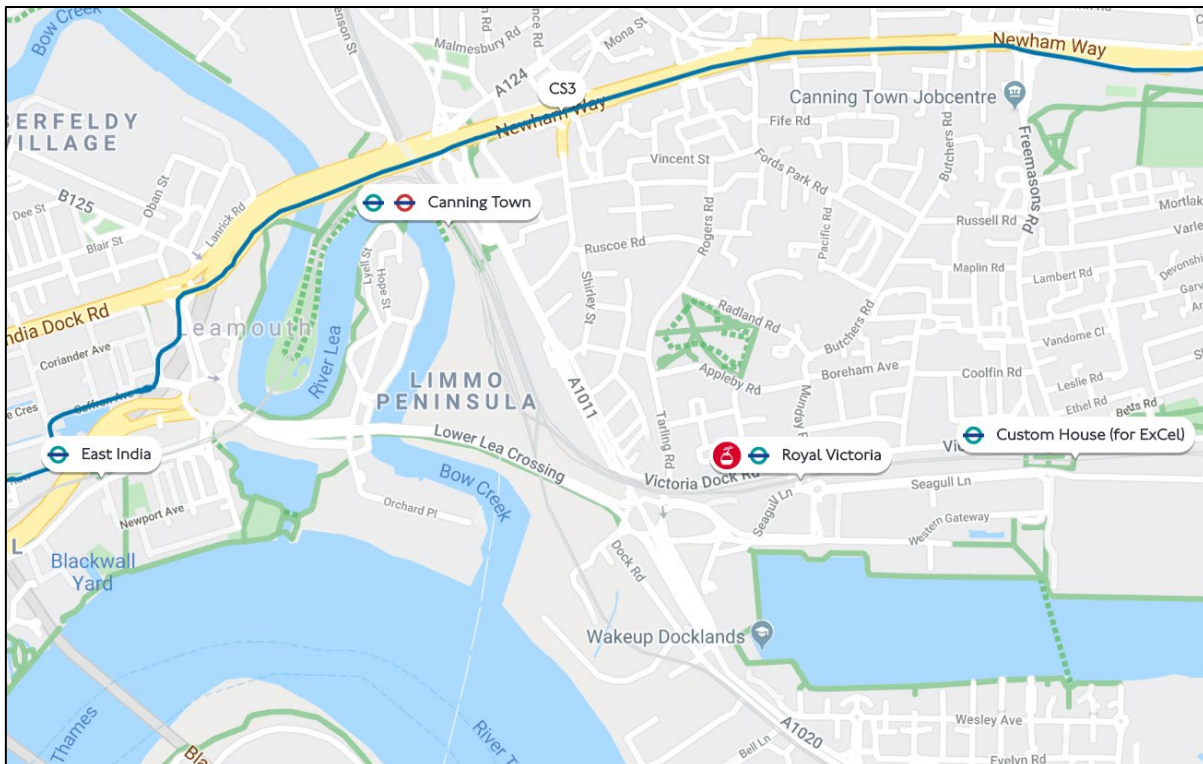


Figure 10. Cycle Superhighways local to Silvertown Worksite

5.5. Walking

Walking to the Silvertown site from adjacent DLR and Emirates Airline stations will often prove quickest with Royal Victoria Station 8mins walk to the east, Emirates Airline 5mins walk to the east and West Silvertown Station 8mins to the south-east. The North Greenwich Station is adjacent to the Greenwich site in the South with established walking routes available.

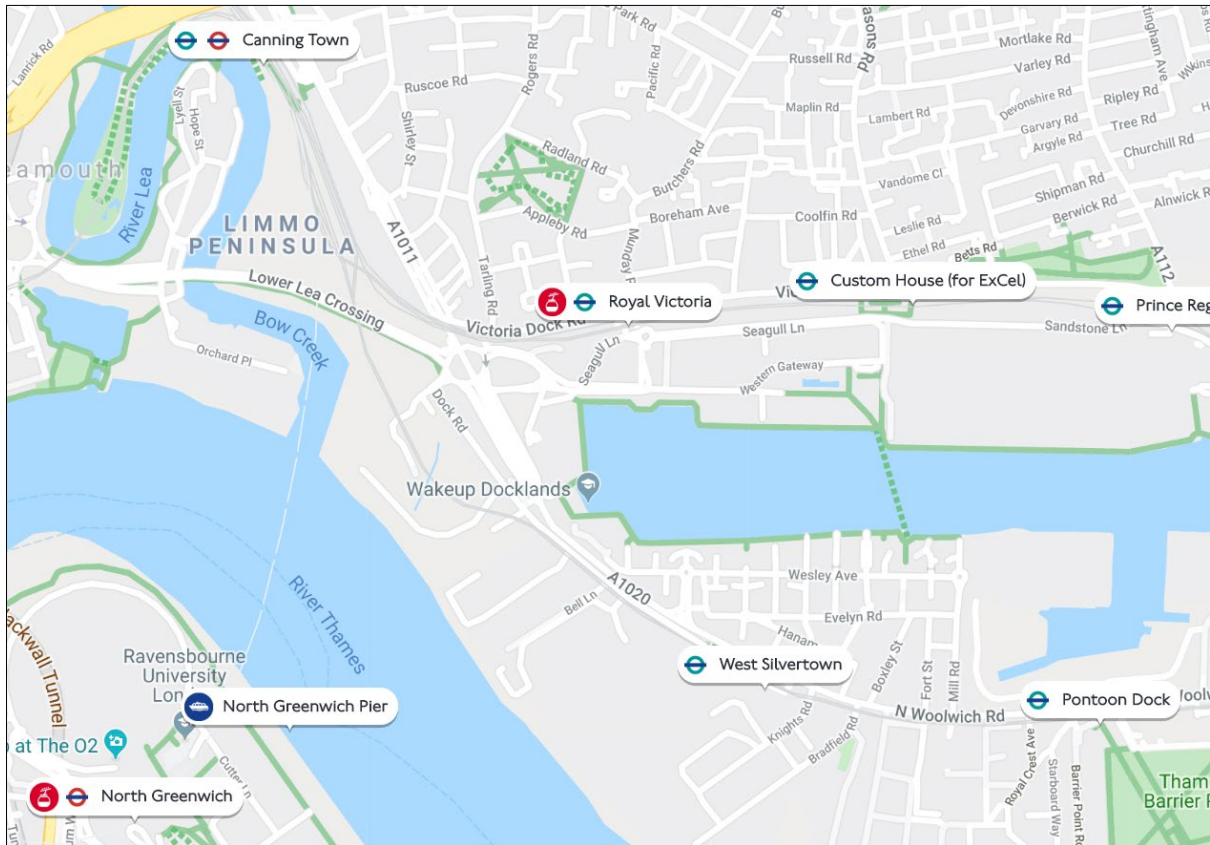


Figure 11. DLR/LUL Stations local to Silvertown Worksite

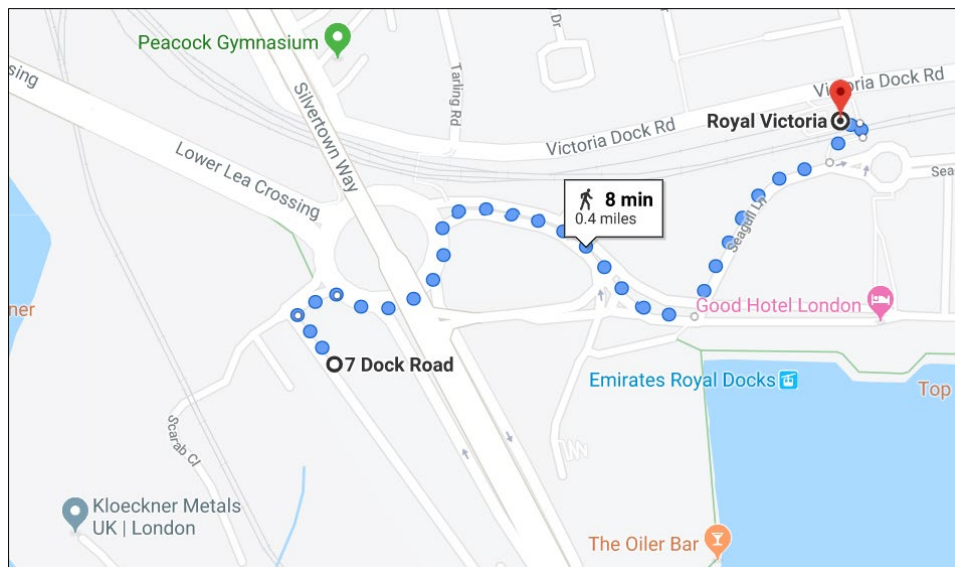


Figure 12. Pedestrian Route Royal Victoria Station to Silvertown Worksite

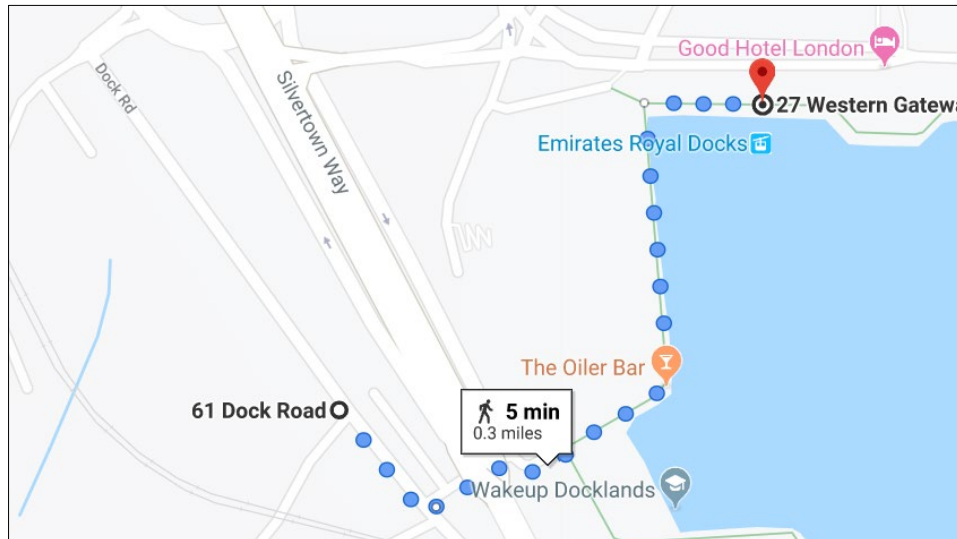


Figure 13. Pedestrian Route Emirates Airline to Silvertown Worksite

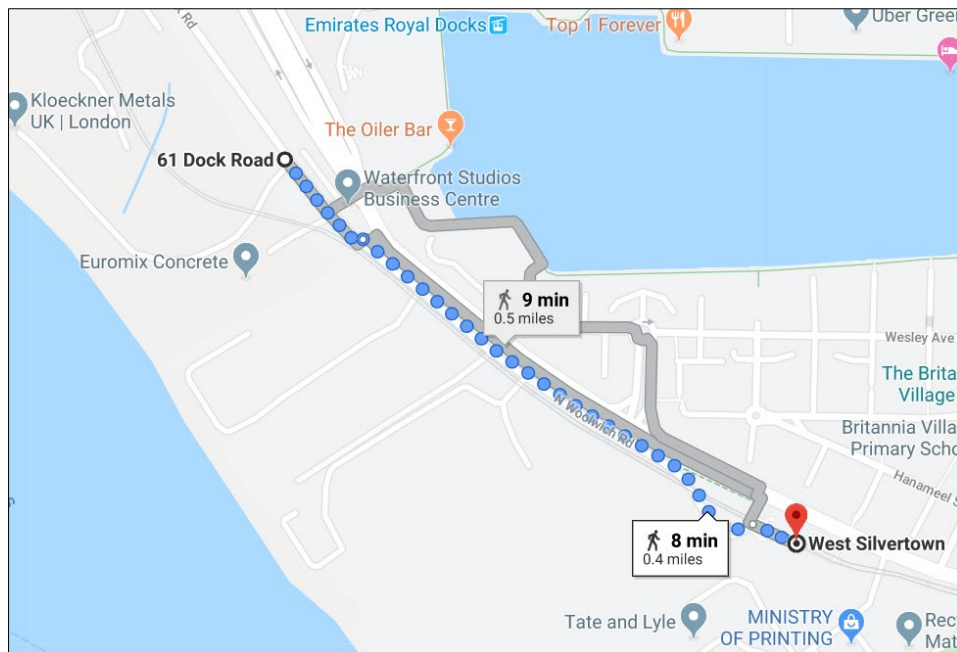


Figure 14. Pedestrian Route West Silvertown Station to Silvertown Worksite

5.6. Communication

Toolbox Talks will be used to disseminate information to staff making them aware of the public transport routes and the benefits of walking and cycling to work. Leaflets and maps will be made available to all staff detailing walking routes. Information will also be delivered at the Site Induction.

6. Objectives and Targets

6.1. Objectives

Riverlinx CJV realise its social duty both to the environment and the communities in which we operate. Through the use of the CWTP we will encourage staff and visitors to the site to:

- reduce their reliance on car travel;
- increase the use of walking cycling and public transport; and
- encourage work practices that reduce the need to travel, where practicable.

This CWTP will complement a broader aspiration by Riverlinx CJV to reduce the environmental impact of the contract by encouraging such things as active travel and the use of public transport for travel to and from the worksite.

Staff living within 1km of their worksite will be encouraged to walk to work; those living within 5km of their worksite will be encouraged to cycle.

The CWTP will be in place by the start of works on site and be maintained until the completion of the construction works.

This section outlines the objectives of the Travel Plan for the worksite. The objectives have been set by taking account of the aims and objectives outlined in the CoCP and the following:

- Mayoral policy and strategic guidance;
- Riverlinx CJV policy; and
- The challenges and opportunities specific to the worksite.

The principles, themes and best practice contained in these guidance documents form a framework for the Construction Workers Travel Plan. We have endeavoured to integrate as much of this guidance into this plan as is relevant and appropriate to The Scheme and the anticipated level and type of activities to be undertaken.

The travel plan objectives describe the key 'goals' that it seeks to achieve. These are as follows:

- To reduce carbon emissions associated with private car travel by encouraging staff to utilise sustainable modes of travel modes of travel, including walking and cycling as well as public transport use;
- To encourage efficiency in travelling to the worksite in order to minimise the impact and frequency of travel by the chosen mode;
- To ensure staff members of the worksite are aware of the Travel Plan and its constituent measures;
- To reduce any transport impacts of the worksite on the local community; and
- Improve the health and well-being of staff by promoting the health benefits of active travel.

The above objectives will be achieved by introducing a package of measures that focus on promoting access to the worksite by sustainable modes of transport as an alternative to the private car. This will encourage staff at the Silvertown and Greenwich worksites to consider healthier and lower carbon travel alternatives for trips to and from the worksites as opposed to single occupancy car travel.

6.2. Targets

In order to provide a means of measuring whether the objectives, as outlined above, are being met, SMART targets need to be introduced. SMART targets are defined as follows:

- Specific – identifying precisely what is to be achieved;
- Measureable over the duration of the target period, allowing for regular evaluation of effectiveness;
- Appropriate and linked to the overall objectives;
- Realistic – in terms of the potential actually to be achieved over the duration of the target; and
- Timed – the target must define a date and series of dates by which it is expected to be achieved.

Once work on site has commenced, a staff travel survey will be used to determine the mode of travel to and from the worksite. This will then be used to set specific mode share targets.

Riverlinx CJV is committed to minimising the requests to access the worksite by vehicle unless they are delivering or collecting essential materials or equipment. Riverlinx CJV does not propose to provide staff minibuses between the worksite and adjacent public transport stations, as part of this Travel Plan for workforce commuting. No access will be available to the worksites for private cars used for workforce commuting.

Riverlinx CJV is working closely with local residents and their representative groups and are committed to encouraging their workforce not to seek to travel to the worksite by private car or to seek to park within the local streets. This point will be made clear at the time of interview and reiterated at the start of their contract and through induction and Tool Box talks.

The first staff travel survey will be undertaken within the first 3 months of commencement of works on site, and then every 6 months thereafter. The initial results will be used to determine appropriate but challenging targets moving forwards. The surveys will be used thereafter to measure progress towards the implemented travel plan's targets as well as enhancements to those targets. The surveys will also monitor any travel aspirations of staff and ensure measures are introduced to support those aspirations.

7. Measures and Action Plan

7.1. Measures

A number of measures and initiatives will be utilised to encourage sustainable travel choices amongst staff of the worksites. These will actively discourage reliance on private car use by influencing travel behaviour in favour of walking, cycling and public transport use.

The Silvertown worksite is located within an appropriate walking distance of the DLR stations at Royal Victoria and West Silvertown as well as bus stops for the 474 and the Emirates Airline. As such there is no need for Riverlinx CJV to provide dedicated staff mini-bus services to facilitate walking to the worksite and the use of Public Transport.

The following measures aim to achieve the objectives and targets of the Travel Plan. The list of measures will be updated to take account of the results of the initial staff travel survey.

- Car Parking - No parking will be available on site for staff or visitors. Through project induction staff will be made aware that Riverlinx CJV will also actively discourage parking on streets around the worksites. Riverlinx CJV will respond to concerns raised relating to parking issues reputedly related to the operation of the worksite. In order to deter parking by workers in the surrounding area the TPC will regularly reiterate to staff that work-based travel should be active forms of travel or on public transport. To complement this aspiration to promote environmentally friendly travel options, close co-operation with TfL and the LBCs will be sought to ensure the workforce travel patterns do not adversely impact on local Air Quality or occupy local parking places;
- Cycle Parking –Cycle parking spaces will be provided on site– these will be adjacent to the access to the welfare office and within the coverage of the worksite CCTV to enhance the security of the storage area. Storage for a minimum of four folding cycles will be provided adjacent to the ‘fixed frame’ cycles’ storage. The quantum of cycle parking provision will be reviewed at the time of the Staff Travel Surveys and action taken to respond to excess demand where required;
- Appoint Travel Plan Co-ordinator (TPC) role – Riverlinx CJV will appoint the prior to the commencement of the associated Works and maintain that (part-time) role throughout the duration of those Works.
- Notice Boards – A travel plan notice board will be visible within staff rooms and common areas, accessible to all staff on site. The boards will inform staff about changes to public transport services, as well as statistics of staff travel and associated TP targets. Details of local cycle route will be available through copies of TfL’s cycle maps; information on the bus services available. Updates will be provided on the Travel Plan surveys and highlighting any communications from the TPC.
- Personalised Travel Planning (PTP) Service - the TPC will provide a free PTP service to staff advising on route options as well as ways to cut journey costs/times and other general travel advice.
- Provide Comprehensive Welfare Facilities – the facilities within the worksite will include washing, changing and laundry facilities for staff members to shower / wash before and after work and change into their work PPE or appropriate clothing for travel. Lockers will be provided for clothes and other possessions to be stored securely and canteen facilities to allow staff to stay on-site for their meals. Sufficient lockers will allow for the peak quantum of workforce and an allowance for visitors.
- Travel ‘Champions’ - Identifying Sustainable Travel Behaviour Champions for key roles in delivering the sustainable travel proposals. These will not be formal roles, but finding individuals who will work through their social network of colleagues to spread the word about travel options, since market research has shown that individuals are influenced much more by personal intervention / recommendation from friends, family and colleagues (i.e. their social network) than traditional advertising and information.
- Inter-site Travel – a number of staff members will be required to travel between worksites during their working day for meetings, briefings and to transport small items of tools and equipment. To facilitate this inter-site movement Riverlinx CJV will use a small site vehicle and or the adjacent Emirates Airline. Where appropriate, members of staff will be encouraged to arrange to work from the site where the meeting is being held so as to reduce the amount of travel required.
- Welcome Pack / Induction Travel Pack and process – A Welcome Pack will be given to each staff member working on site or associated with the Project. This pack will include a range of information about the

project and will supplement the broader Induction process. Included within the Welcome Pack will be information to staff on the following:

- Contact details of the TPC;
- Maps showing the location of public transport facilities in close proximity of the worksite;
- Maps showing walking and cycling routes to and from the worksite and facilities; and
- Public transport timetables, including services operational during the night.

7.2. Action Plan

At this early stage, a simplified programme for the implementation of the travel plan is summarised below. These actions will be reviewed as part of the CWTP monitoring process.

Short-term

- Provide safe pedestrian and cycle routes into and within the worksites through the use of barriers and site signing.
- Provide secure cycle parking on-site.
- Appoint a Travel Plan Coordinator (TPC)
- Prepare Staff Welcome Packs – including the provision of basic travel to work information issued at the time of appointment (i.e. prior to starting work).
- Emphasise Health and Wellbeing benefits of sustainable travel through Induction and “Rightway” initiatives and encourage walking for those living within 1km of the worksite and cycling for those living within 5km of the worksite.
- Carry-out initial survey within 3 months of start on site.

Medium-term

- Distribute Staff Welcome Packs
- Provide travel plan and information notice boards
- Conduct update Staff Travel Survey and report to TPM each 6 month period after initial survey
- Promote Personalised Travel Planning Service to staff
- Promote national sustainable travel events (i.e. Bike Week and Walk to Work Week)

Long-term

- Conduct 6 monthly follow-up surveys and reports
- Maintain and update travel plan and information notice boards
- Continue to promote national sustainable travel events
- Review appropriateness of walking route, cycle parking and welfare facilities

8. Management and Monitoring

8.1. Responsibilities

8.1.1 Riverlinx CJV

Riverlinx CJV will appoint a TPC to develop and implement this CWTP.

The appointed TPC will:

- Develop and maintain a CWTP for the worksite in accordance with the contractual requirements and Travel Plan guidance set out in the CoCP.
- Procure, implement and actively promote Travel Plan measures in the CWTP and, in turn, support implementation.
- Ensure the requirements for workforce inductions, briefings and communications are met;
- Act as a focal point on Workforce travel-related issues at the worksite and ensure that the Contractor's staff comply with their responsibilities and that suitable contractual requirements are included in sub-contracted staff agreements.
- Manage the monitoring, audit and review of the CWTP process.
- Ensure subcontractors and suppliers comply with their role and, where appropriate, appoint Travel Plan Representatives (TPR).

8.1.2 Subcontractor and Supplier

All subcontractors and suppliers that are likely to have a significant presence on site (25 staff or more) will be required to appoint a TPR. The appointed TPR would:

- Act as a key interface between the contractors TPC and the subcontractor's workers.
- Ensure that their own staff members comply with their responsibilities.
- Provide support to the TPC in monitoring and reviewing the effectiveness of Travel Plan measures.
- Liaise with the TPC and other TPRs to share ideas and coordinate efforts.

8.1.3 Workers

Each worker on the Project will be required to uphold and comply with the Travel Plan requirements and objectives.

Their responsibilities will be to:

- Consider all transport options available to them for travel to and from the site and ensure that adequate travel time is allowed for the journey.
- Ensure they have all the necessary equipment to travel safely by their chosen mode of transport.
- Report on the effectiveness of the travel plan and raise concerns about any problems that become apparent – such as shift patterns restricting access to travel options.
- Suggest ideas to their appointed representative on how to modify the plan to suit the workforce.

8.2. Management Monitoring Strategy

A key aspect of having a Travel Plan is that it directly informs the travel behaviours of those it is intended to support and that this leads to tangible impacts such as cost and time savings as well as environmental benefits such as reduced carbon emissions, congestion and pollution.

Riverlinx CJV will collect staff postcode information as part of the Project induction process and will use this to better inform actions and initiatives. Where the data collection process does not return the information intended, the survey approach and content will be amended.

Travel Plan monitoring reports will provide data on:

- The percentage of workforce travelling by each mode – including information on those seeking to travel by car and car-sharing;
- Details on workforce postcode information – including those living within the 14 London Boroughs;
- Sub-contractors and suppliers with more than 25 staff on the worksite; and
- The challenges to be addressed to aid improvements in sustainable mode share; to tackle safety and well-being concerns; and issued around shift change overs.

8.3. Review

The TPC will be responsible for the review of the staff travel surveys and any additional feedback received from staff received on transport related matters. The information received will help to develop the CWTP. The results of the staff travel surveys will be used by Riverlinx CJV for the purpose of monitoring travel patterns and measuring progress against the defined Project metrics. Actions can be reviewed to inform the on-going implementation of the Travel Plan.

Appendix A

Regional Policy and Guidance

London Plan

The London Plan, adopted in July 2011, sets out the Spatial Development Strategy for Greater London. The London Plan has been the subject of revisions, including:

- Revised Early Minor Alterations (REMA) to the London Plan (October 2013);
- Further Alterations to the London Plan (FALP) (March 2015); and
- Minor Alterations to the London Plan (MALP) (March 2016).

A key objective of the Plan states that London should be:

“A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling”. Chapter 6 of the London Plan identifies policies to support the delivery of an efficient and effective transport system and places emphasis on encouraging sustainable travel.

Mayor’s Transport Strategy

The current Mayor’s Transport Strategy (MTS) sets out the transport vision for London and was prepared under the governance of Boris Johnson. Updates since the appointment of Sadiq Khan have not been issued. The vision contained within the MTS is that London’s transport system should excel in providing access to opportunities for all its people and enterprises. Three goals in the MTS set the context which this WSTP incorporates:

- “Enhance the quality of life for all Londoners
- Improve transport opportunities for all Londoners
- Reduce transport’s contribution to climate change and improve its resilience”.

The Walking Plan for London sets out the ‘5C’s’ that indicate walkability as follows:

- Connected;
- Convivial;
- Conspicuous;
- Comfortable; and
- Convenient.

TfL Travel Planning Guidance

[Travel Planning for New Development in London: Incorporating Deliveries and Servicing’ (January 2012)].

The guidance writes that its purpose should be to:

“Influence behaviour change and lead to use of more sustainable modes of travel and/or to reduce overall travel to/from the site. This is critical for new developments in order to facilitate the use of sustainable modes among occupiers and visitors from the outset, or to mitigate the impacts of trips generated by the site”.

The guidance document sets out the core elements of a travel plan that are deemed essential. The essential elements are:

- Objectives,
- Targets,
- Measures,
- Management,
- Action Plan,
- Securing, and
- Monitoring and Review.

Appendix C Abnormal Load Guidance

