



Thurrock Flexible Generation Plant

Outline Construction Worker Travel Plan
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<http://www.thurrockpower.co.uk>

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Checked by: David Archibald

Table of Contents

1. Introduction	1
1.1 Overview	1
1.2 Travel Plan Benefits	1
1.3 Travel Plan Scope	1
2. Existing Situation	5
2.1 Site Location	5
2.2 Highway Network	5
2.3 Sustainable Travel	6
3. Aims and Objectives	7
3.1 Introduction	7
3.2 Aim	7
3.3 Objectives	7
4. Measures	8
5. Targets	10
5.1 Introduction	10
5.2 Targets	10
6. Management, Monitoring and Action Plan	12
6.1 Management	12
6.2 Monitoring	12
6.3 Action Plan	12
7. References	13
Annex A Thurrock Cycle Routes	14
Annex B Thurrock Bus Routes	15

List of Tables

Table 5.1: Mode Share	10
Table 6.1: Action Plan	12

List of Figures

Figure 1.1: Site Location Plan	3
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List of Annexes

Annex A	Thurrock Cycle Routes
Annex B	Thurrock Bus Routes

Summary

This document considers the traffic and transport impact of the proposed Thurrock Flexible Generation Plant development.

Qualifications

This document has been prepared by Charles Montgomerie, a Consultant Transport Planner who has three years' experience in transport planning.

It has been checked by David Archibald, Director, a Member of the Chartered Institution of Highways and Transportation with 20 years' experience in transport planning and highway engineering.

1. Introduction

1.1 Overview

- 1.1.1 This Outline Construction Worker Travel Plan (CWTP) has been prepared on behalf of Thurrock Power Ltd, in respect of the application for a Development Consent Order (DCO) for the construction phase of the Thurrock Flexible Generation Plant.
- 1.1.2 The site is located within Thurrock, Essex, immediately to the north of the existing Tilbury Substation and the site of the decommissioned Tilbury coal fired power station, with the River Thames further to the south. The site location is shown on Figure 1.1.
- 1.1.3 The operational phase of the Thurrock Flexible Generation Plant will generate negligible vehicle movements as the facility will be remotely operated, other than for maintenance, and gas is transported to the site by pipeline. The primary focus of travel planning is therefore on the construction phase.
- 1.1.4 This Outline CWTP focuses on the construction phase of the Thurrock Flexible Generation Plant. The development of this Outline CWTP has been prepared based on the primary objective of minimising the number of journeys on the local highway network by single occupancy private car, and therefore limit the impact on congestion and the environment.
- 1.1.5 The development of a CWTP is a key stage in the forward planning process and will assist in identifying a coordinated strategy for improving travel opportunities to / from the Thurrock Flexible Generation Plant for construction staff.
- 1.1.6 A CWTP itself is a way of managing and promoting how people travel to a particular area or organisation. It can consist of a single initiative, or a package of measures that are co-ordinated to encourage different and more widespread ways of travelling.
- 1.1.7 This Outline CWTP has been prepared in advance of the adopted CWTP and will guide its preparation. It sets out details of the targets and responsibilities of the Travel Plan. The adopted CWTP will be agreed between Thurrock Council, Highways England and Thurrock Power Ltd, providing a commitment to deliver the travel planning measures.
- 1.1.8 The Construction Site Manager will be responsible for ensuring that all construction staff are aware of the adopted CWTP prior to their initial site briefing to ensure that its movements and sustainable modes of travel are considered from the outset.

1.2 Travel Plan Benefits

- 1.2.1 The primary objective of a CWTP is to reduce the adverse effects of transport associated with the construction of a site. Thus, the most easily identified benefits of a CWTP are those that are directly related to reductions in vehicle use, namely less congestion, noise, air pollution and fewer accidents.
- 1.2.2 There are also various other benefits associated with the implementation of CWTP initiatives, depending upon the content of such initiatives. These benefits can include:
- Increased productivity – a healthier construction workforce with greater morale can increase productivity;
 - Energy savings – through reduced fossil fuel use;
 - Improved use of public transport through travel plan initiatives;
 - An improved environment for pedestrians and cyclists;
 - Improved organisation image;
 - Cost savings to construction staff as travel becomes more efficient; and
 - Improved quality of life through time savings achieved as a result of less congestion and reduced stress.

1.3 Travel Plan Scope

- 1.3.1 This Outline CWTP sets out objectives and suggests measures to promote and provide for the use of sustainable travel modes. An approach for implementation, target setting, and monitoring is also discussed.
- 1.3.2 This Outline CWTP has been produced in line with the National Planning Policy Guidance (NPPG) 'Travel Plans, Transport Assessments and Statements' (Ministry of Housing, Communities and Local Government, 2014), and is structured as follows:
- Section 2 – Existing Situation: Review of the existing conditions at the Thurrock Flexible Generation Plant site vicinity and surrounding transport networks. This focuses on the accessibility of the site by sustainable means;
 - Section 3 – Aims and Objectives: Sets out the aims and objectives of the Outline CWTP;
 - Section 4 – Measures: Sets out the package of measures;
 - Section 5 – Targets: Description of the target setting approach;
 - Section 6 – Management, Monitoring and Action Plan: Provides the details of the management, monitoring and review of the Outline CWTP and the actions needed for the delivery and implementation of the Outline CWTP initiatives.





Figure 1.1: Site Location Plan.

2. Existing Situation

2.1 Site Location

- 2.1.1 The site is located immediately to the north of the existing Tilbury Substation and the site of the decommissioned Tilbury coal fired power station, with the River Thames further to the south. The eastern edge of Tilbury is approximately 800 m north west of the main development site, the village of West Tilbury is approximately 1.25 km to the north and East Tilbury village is approximately 2.1 km to the east.
- 2.1.2 Existing access to the site is via a farm track to Station Road, which then connects to West Tilbury via Church Road and East Tilbury via Princess Margaret Road. To the north, the A13 dual carriageway provides a strategic highway route to the M25 and London.

2.2 Highway Network

Local Highway Network

- 2.2.1 The local transport network providing access to the site is shown on Figure 1.1: Site Location Plan.
- 2.2.2 Station Road is a 4.5 m – 6.2 m wide single carriageway road routing broadly west to east between Church Road and Princess Margaret Road respectively with a national speed limit of 60 mph. It has no footways, no street lighting and no parking restrictions. At the narrow sections of Station Road there is clear forward visibility either side, meaning that oncoming drivers can see one-another, and self- manage themselves, passing accordingly.
- 2.2.3 At its eastern end, Station Road forms the minor arm of a bifurcated simple priority junction with Princess Margaret Road. To the west, Station Road passes over an at-grade level crossing and becomes Church Road at its junction with Low Street Lane.
- 2.2.4 To the north east of the existing site access Love Lane forms the minor arm of a simple priority junction with Station Road and routes to Princess Margaret Road with a 7.5 tonne weight restriction. Love Lane is a one-way road in the south west bound direction.

- 2.2.5 Church Road is a single carriageway road with a national speed limit of 60 mph and is approximately 4.7 m – 6 m wide. It has no footways, no street lighting and no parking restrictions. Church Road continues west from Station Road into West Tilbury. Approximately halfway between Station Road and West Tilbury, Church Road becomes Coopers Shaw Road and continues as the major priority arm to the south west. At this point, Church Road forms the minor arm of a simple priority junction to provide access to West Tilbury with a 7.5 tonne weight restriction along it.
- 2.2.6 Coopers Shaw Road is a single carriageway road with a national speed limit of 60 mph and an approximate carriageway width of 6 m. There are no footways, no street lighting and no parking restrictions. It continues to the south west to Gun Hill where it becomes Fort Road and continues south west into Tilbury.
- 2.2.7 Fort Road is a single carriageway road routing west from Coopers Shaw Road then south and to the west. It is subject to the national speed limit of 60mph prior to entering Tilbury where the speed limit reduces to 30mph. The carriageway is of varying width along its length, generally being 5.5 m to 6 m wide. There is no street lighting and limited footways. Fort Road has a number of dedicated accesses to Tilbury Railport and Tilbury Ferry Port. Fort Road becomes the Ferry Road and then the A1089 St Andrews Road as it continues west.

Strategic Highway Network

- 2.2.8 To the north west of the Gate 1 entrance to Tilbury Port, the A1089 St Andrews Road becomes a dual carriageway road with two lanes in each direction at which point it becomes part of the Strategic Road Network. Along this section of road, it is subject to a 40mph speed limit.
- 2.2.9 Continuing north, the A1089 St Andrews Road forms the southern arm of a five-arm roundabout, known locally as the 'ASDA Roundabout'. At the ASDA roundabout, the A1089 Dock Road Approach continues north; Dock Road provides the main vehicular link to Tilbury town centre to the south east; Thurrock Park Way provides a link to Thurrock Park Industrial Estate to the west; and there is an access to the consented London Distribution Park to the east. The ASDA roundabout has recently been improved as part of the consented London Distribution Park.
- 2.2.10 The A13 is currently undergoing improvement works to widen it between the Orsett Cock roundabout and the A1014 from two to three lanes in both directions. As part of the work, the Orsett Cock roundabout will be widened, and new traffic lights will be installed. Works are planned to be complete by ~~Autumn 2020~~ Autumn/Winter 2021.

2.3 Sustainable Travel

Pedestrian Routes

- 2.3.1 There are a number of public rights of way (PRoWs) within the vicinity (to the north of the railway and the coastal path on the Thames bank), but none within the main development site. These link the nearby residential areas and provide connections to the River Thames to the south.
- 2.3.2 There are no footways along Station Road which connect to the site, however there are well lit footways along Princess Margaret Road in Linford, which connects the East Tilbury Rail Station to the bus stops and services within Linford.

Cycle Routes

- 2.3.3 Cycle linkage in the vicinity of the site is good with Station Road designated as a local cycle link which connects to Linford and East Tilbury in the east and Tilbury via Fort Road in the west. A Thurrock Cycle map is shown at Annex A.

Bus Services

- 2.3.4 The closest bus stops are just off Princess Margaret Road on Gloucester Avenue, approximately 1 km to the east, and are served by bus service number 374 which provides a direct link to Tilbury East Station and runs via Chadwell St Mary, East Tilbury and Stanford Le Hope in one direction and from West Horndon to Grays via Bulphan, Stanford Le Hope, East Tilbury and Chadwell St Mary in the other. This service runs 8 times a day Monday to Friday and 4 times a day on Saturdays. There is no Sunday Service.
- 2.3.5 A bus service map for the routes in the Thurrock area are shown at Annex B.

Train Services

- 2.3.6 East Tilbury Train Station is located approximately 1.5 km to the north east. The station is served by the C2C service which provides frequent linkage to destinations including Shoeburyness, Southend Central, Upminster, Barking and London Fenchurch Street.

Car Sharing

- 2.3.1 As set out in Section 4, a measure of this CWTP is to provide a collection / drop off service from key public transport hubs, local hotels (that specialised non-local construction workers are staying in) and off-site car parking locations. All construction workers will be expected to use this service.

- 2.3.2 There is significant potential for construction workers to car share to the collection / drop off locations, especially given the fact that some sub-contractors are likely to be travelling from the same origin (their contractor's workplace) to the same destination.
- 2.3.3 Car sharing is a relatively convenient form of travel, offering a significant potential to reduce overall private mileage of construction workers and visitors. It is this mode of transport which often forms one of the most convenient methods of sustainable travel for construction workers.
- 2.3.4 The Construction Site Manager will promote a car-sharing scheme throughout the construction program. The Construction Site Manager will also make construction workers aware of existing car sharing schemes such as Liftshare (n.d.).

3. Aims and Objectives

3.1 Introduction

- 3.1.1 A CWTP is a management tool that brings together a co-ordinated strategy and a package of initiatives to support sustainable forms of travel and reduce the overall need to travel by single occupancy vehicle for construction staff.
- 3.1.2 The central aim and objectives of the Outline CWTP are set out below. The Construction Site Manager will be responsible for ensuring the aims and objectives are communicated to all construction staff as part of their induction / training process. An up to date copy of the adopted CWTP will always be available for consultation.

3.2 Aim

- 3.2.1 The aim of this Outline CWTP is to:
- Ensure that construction staff are aware of the sustainable travel modes available for accessing Thurrock Flexible Generation Plant and the surrounding area, including public transport, the minibus, coach and car sharing schemes, to minimise reliance on the private car and minimise single occupancy vehicle trips.

3.3 Objectives

- 3.3.1 The aim of this Outline CWTP will be achieved through the delivery of a series of key objectives, which the adopted CWTP will build upon:
- Objective 1: Raise awareness of the alternative sustainable travel options available for travel to / from Thurrock Flexible Generation Plant;
 - Objective 2: Provide each construction staff member with access to travel information;
 - Objective 3: Promote the CWTP and associated measures;
 - Objective 4: Maintaining a line of communication with construction staff to ensure they have access to relevant travel information;
 - Objective 5: Reduce the traffic impact of the construction in terms of the movement of construction staff;
 - Objective 6: Promote the use of public transport, car sharing, cycling and walking to work;
 - Objective 7: Promote the use of low and zero emission vehicles;
 - Objective 8: Discourage the use of single occupancy car travel;

- Objective 9: Provide a collection / drop off service to / from key transport hubs, local hotels (that specialised non-local construction workers are staying in) and off-site car parking locations.

4. Measures

Introduction

4.1.1 This section sets out the package of measures that will be introduced in order to influence the way construction staff travel to and from the Thurrock Flexible Generation Plant.

4.1.2 The Construction Site Manager will be responsible for overseeing the adopted CWTP and ensuring the measures are progressed throughout the construction period.

Sustainable Travel Information

4.1.3 All construction staff upon their induction / commencement of training will be made aware of sustainable travel information to travel to and from Thurrock Flexible Generation Plant. This will include the following information:

- An introduction to the CWTP, its purpose and highlighting a copy of the CWTP is available to construction staff;
- Information on the health benefits of using active modes of transport;
- A brief of the sustainable travel modes available together with access to information;
- Any Contractor policy related to travel;
- Details of the collection / drop off service; and
- Details of the car share scheme and alternative modes of transport.

Travel Information

4.1.1 Construction staff will be made aware of all travel choices and will be directed to accurate and up-to-date information as soon as they commence their employment to encourage a culture of sustainable travel, which will be made available in the construction staff welfare area. Accordingly, travel information will include:

- Details of the CWTP measures and its objectives and targets;
- Plans of walking and cycle routes in the area;
- Passenger transport timetable information for services in the vicinity of Thurrock Flexible Generation Plant and onward connections, including railway timetables and maps showing nearest stops and routes;
- Contact details for bus / railway / taxi operators and ticket ordering;
- Details of the collection / drop off service;
- Contact details for the Construction Site Manager;
- Car share information;

- Information on the health benefits of sustainable travel; and
- Details of the websites and telephone advice services to enable staff to obtain details on their individual journey requirements, including the journey planner Traseline (n.d.).

4.1.2 The development of travel information is a crucial stage in the CWTP process. It is essential that it contains the necessary travel information to suitably inform recipients. The Construction Site Manager will be responsible for displaying travel information and keeping it up to date.

Walking and Cycling

4.1.3 The promotion of walking and cycling as a sustainable mode will be made to all construction staff, for all or part of their journey.

4.1.4 Walking and cycling are cheap, offers reliable journey times and is environmentally friendly. CWTPs can offer substantial health benefits to individuals who are motivated to complete more journeys by walking and cycling.

4.1.5 The following measures are proposed in order to promote walking and cycling:

- All construction staff will be made aware of sustainable travel information which will include maps of walking and cycling routes that link to local public transport, through briefings and information provided in the staff welfare areas;
- The Construction Site Manager will be responsible for promoting the health benefits of active modes to staff;
- The Construction Site Manager will be responsible for identifying suitable changing facilities for staff;
- A communal toolbox, to include puncture repair kit, cycle tools, oil, etc; and
- Cycle storage to be provided and welfare facilities.

4.1.6 The provision of bicycles for construction staff will be considered to support linked journeys from the local railway station.

Public Transport

4.1.7 The following measures will be implemented to encourage construction staff to travel by bus as a sustainable alternative to the car:

- Details of local bus services will be made available to construction staff, including timetables and maps, through briefings and the staff welfare areas;
- The objectives of this Outline CWTP are to promote more sustainable transport choices for construction staff to access Thurrock Flexible Generation Plant, and

this can effectively be achieved by the provision and promotion of high-quality public transport sustainable alternatives; and

- The Construction Site Manager will also be responsible for maintaining up to date information on fares for public transport operating within the vicinity of the Thurrock Flexible Generation Plant and the local area, together with details of multi-journey ticketing options, provided in the staff welfare areas.

Collection / Drop off Service

4.1.8 The Construction Site Manager will be responsible for providing a collection / drop off service using minibuses and coaches, as required. The service will transfer construction staff to / from key transport hubs, to / from local hotels (that specialised non-local construction workers are staying in) and to / from all off-site car parking locations. All construction staff will be instructed to utilise this service instead of arriving on site via car.

4.1.84.1.9 A proportion of the construction workforce will be specialised, will not be local to the area and would stay in local hotels or bed and breakfast over the course of their time on the construction site. Minibuses will be used to shuttle all specialised workers between their hotel / bed and breakfast and Thurrock Flexible Generation Plant such that they would not be required to utilise any off-site car parking provided for construction workers. The Construction Site Manager will be responsible for organising the minibus collection and drop offs of all specialised workers.

4.1.94.1.10 The adopted CWTP will detail the location of all collection and drop off points, including the location of off-site car parking locations, and the detailed measures of operation to ensure its success.

Car Sharing

4.1.104.1.11 The Construction Site Manager will be responsible for promoting a web-based car share database for construction staff to / from the collection / drop off locations and encourage car sharing during briefings and promoting other web based databases such as Liftshare (n.d.).

4.1.114.1.12 Systems will also be put in place to ensure that in cases of emergency, when a car sharing driver is unavailable their car sharer will have a guaranteed means of getting home. This measure will be in place for all construction staff.

4.1.124.1.13 To encourage car sharing, the following will be implemented:

- Provide details of the local and national car share websites such as Liftshare (n.d.);

- Encourage Construction staff to car share to / from the collection / drop off locations where possible; and
- Provide preferential parking or other incentives for staff that car share.
- Manage, where possible, the number of contractors on site at any one time to reduce trips generated and promote car sharing.

4.1.134.1.14 The use of car sharing is expected to be a realistic sustainable alternative for construction staff and the Construction Site Manager will be responsible for promoting this. It is likely that car sharing will be the most popular form of sustainable travel for construction staff and thus will be encouraged to car share through the utilisation of the travel information.

4.1.144.1.15 The use of an electric shuttle minibus will be considered.

Car Parking

4.1.154.1.16 A temporary car parking area will be provided at Thurrock Flexible Generation Plant, to accommodate parking on-site. Construction worker parking at the site will be monitored, controlled and recorded to ensure that single occupancy car use is minimised.

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

Welfare Facilities

4.1.174.1.18 Welfare facilities will be provided on site. Canteen facilities will also be considered to enable staff arriving early to be catered for and accommodated and to provide an attractive option for lunch.

5. Targets

5.1 Introduction

- 5.1.1 To achieve its objectives, a CWTP needs to set out a clear headline. Targets are the measurable goals by which progress can be assessed. Indicators are the elements that will be measured to assess progress towards meeting the final and interim targets.

Construction Staff

- 5.1.1 During construction, it is estimated there will be an average of 250 staff on site with a peak of up to 350 staff on site. Construction staff are expected to arrive between 06:00 and 08:00, and depart between 18:00 and 20:00 on a weekday. On a Saturday, construction staff would typically arrive between 06:00 and 08:00 and depart between 13:00 and 15:00.
- 5.1.2 Construction workers will travel to the site either by minibus or coach. Minibuses will be used to shuttle all specialised workers between their hotel / bed and breakfast and Thurrock Flexible Generation Plant, workers to / from key transport hubs and coaches will be used to shuttle all other construction workers between the off-site car park and Thurrock Flexible Generation Plant For assessment purposes, a small number have been assumed to drive a car or be a car passenger, for example management who have other daily duties and require their car on site.
- 5.1.3 To estimate the likely modes of transport that construction workers would use to travel to and from the site a mode share has been derived from first principles in order to take into account car drivers, car passengers, minibuses and coaches and thus provide a robust assessment for the maximum estimated number of vehicles travelling to the site. The mode share is shown in Table 5.1.

Table 5.1: Mode Share

Mode	% Mode Share for Specialised Construction Workers	% Mode Share for All Other (Non-Specialised) Construction Workers
Car Driver	=	75% (at off-site car park)
Car Passenger / Sustainable Travel	=	25% (at off-site car park)
Minibus	100% (transfer between hotels / bed & breakfasts and Thurrock Flexible Generation Plant)	=

Mode	% Mode Share for Specialised Construction Workers	% Mode Share for All Other (Non-Specialised) Construction Workers
Coach	=	100% (transfer between off-site car park and Thurrock Flexible Generation Plant)
Total	100%	100%

Mode	% Mode Share	Average Construction Staff	Peak Construction Staff
Car Driver	10%	25	35
Car Passenger	1%	3	4
Minibus	56%	140	196
Coach	33%	82	115
Total	100%	250	350

- 5.1.4 It is estimated there would be an average of 25 and a peak of 35 construction staff arriving and departing via car per day, plus passengers. It is also estimated that there would be an average of 140 construction staff arriving by minibus and 82 arriving by coach. During the peak construction period it is estimated there would be 196 construction staff arriving by minibus and 115 arriving by coach.
- 5.1.5 There will be a requirement that the appointed contractor provide sufficient parking such that it accommodates demand and does not impact upon the construction activities, or off-site congestion.

5.2 Targets

- 5.2.1 The adopted CWTP and measures within it would be in place from the start date of the construction phase, and as such construction staff will be fully aware of its existence upon arrival. They would be provided with this information upon induction / commencement of training. Sustainable forms of travel will be promoted, and construction staff would benefit from the measures and initiatives of the CWTP.
- 5.2.2 It is important that the CWTP contains a headline target so that its overall performance can be monitored and, if necessary, further measures can be introduced to encourage mode shift towards more sustainable modes of travel.

5.2.3 The initial headline target proposed is:

- No more than ~~10~~75% of construction staff trips arriving ~~on-site~~at the off-site car park to be a single occupancy car driver ~~(with or without a passenger)~~.

6. Management, Monitoring and Action Plan

6.1 Management

6.1.1 A CWTP strategy that sets out the measures and their implementation is very important. Elements of an adopted CWTP strategy usually relate to:

- Securing the resources (including time) that are necessary to develop and implement the CWTP;
- Consulting and educating construction staff; and
- Identifying and engaging with partners.

6.1.2 In the context of the Thurrock Flexible Generation Plant construction phase, the adopted CWTP will be orientated towards influencing the travel behaviour of construction staff. It will seek to advise on the benefits of using sustainable transport modes and promoting their use.

6.1.3 The Construction Site Manager will be responsible for the overall implementation of the adopted CWTP.

6.2 Monitoring

6.2.1 The Construction Site Manager will act as the central point regarding the implementation of the CWTP initiatives and will be responsible for the ongoing monitoring of the CWTP targets.

6.2.2 CWTPs need partnerships for success. Organisations need to work with a number of partners and internal stakeholders during the implementation process. It is expected that all partners will make an active contribution to the process. The Construction Site Manager will be a central figure in establishing partnerships and maintaining links and communication.

6.2.3 To enable the success of the CWTP to be established, the Construction Site Manager will monitor the implementation of the measures and review where necessary.

6.2.4 The Construction Site Manager will be responsible for a regular check on car parking, in consideration of the mode share and headline target, and keep a record of its usage.

6.3 Action Plan

6.3.1 The adopted CWTP would be developed and implemented prior to the start of construction at Thurrock Flexible Generation Plant. The adopted CWTP would fully detail the actions set out below, for consideration and approval by Thurrock Council. The adopted CWTP would also allocate resources to carry out the necessary steps to deliver those actions. An outline CWTP timetable is set out in Table 6.1 below.

Table 6.1: Action Plan.

CWMP Timetable		
Approximate Time Period	Administrative	Activity
One to three months prior to construction	Appoint a Construction Site Manager Ensure CWTP 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 CWTP 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 Provide minibus / coaches
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 CWTP	Consistently raise awareness of the CWTP and its importance to construction staff Record construction staff car parking on site Record demand for car sharers

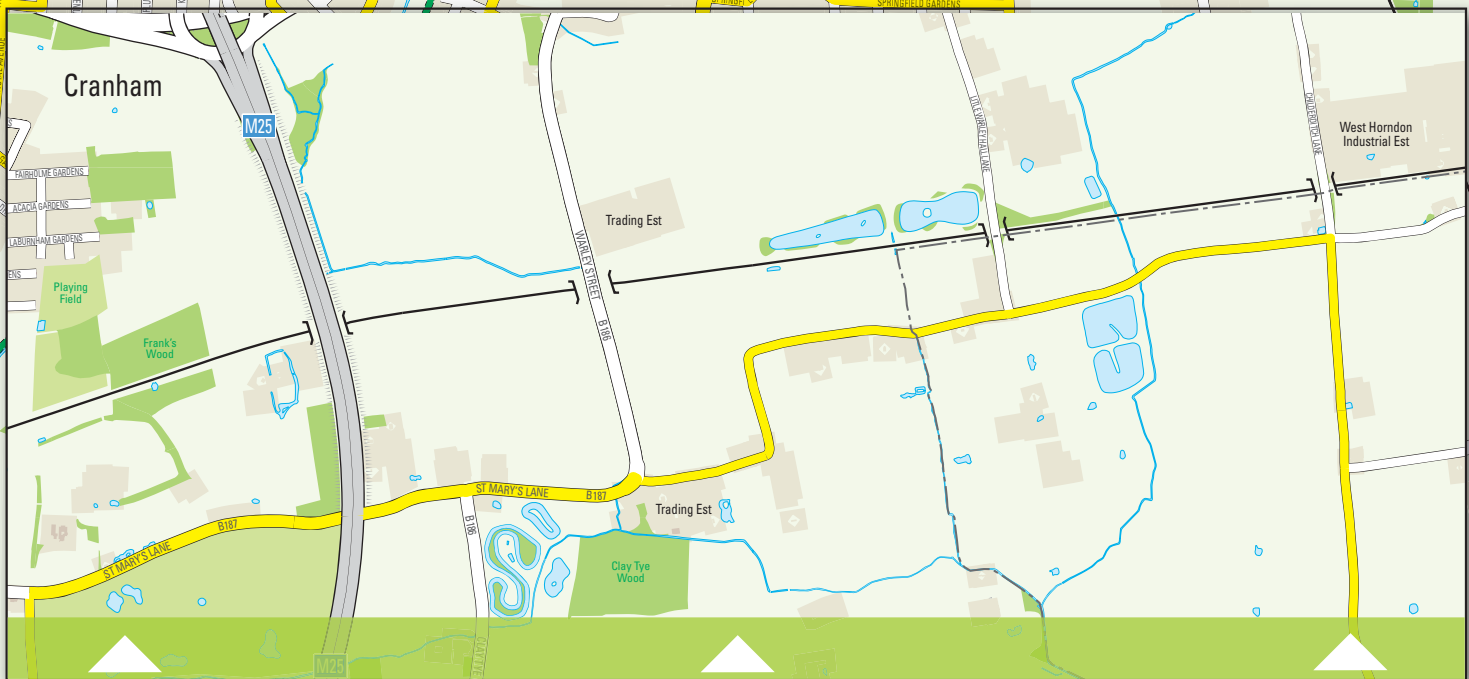
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Traveline Southeast & Anglia (n.d.) Traveline Southeast & Anglia for public transport journey planning within Great Britain. [Online] Available at: http://www.travelinesoutheast.org.uk/se/XSLT_TRIP_REQUEST2?language=en&timeOffset=15 [Accessed 03 December 2019]

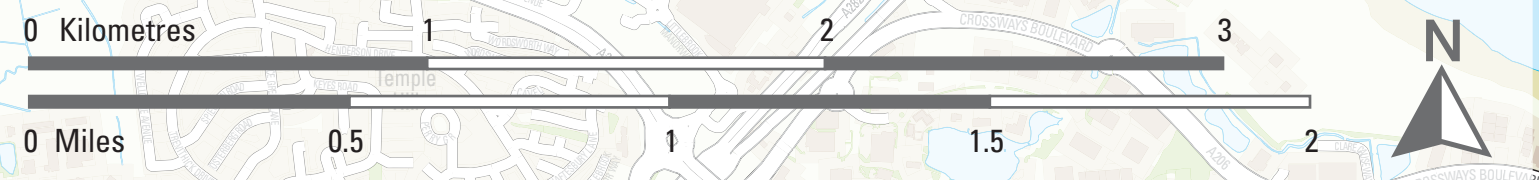
Annex A Thurrock Cycle Routes

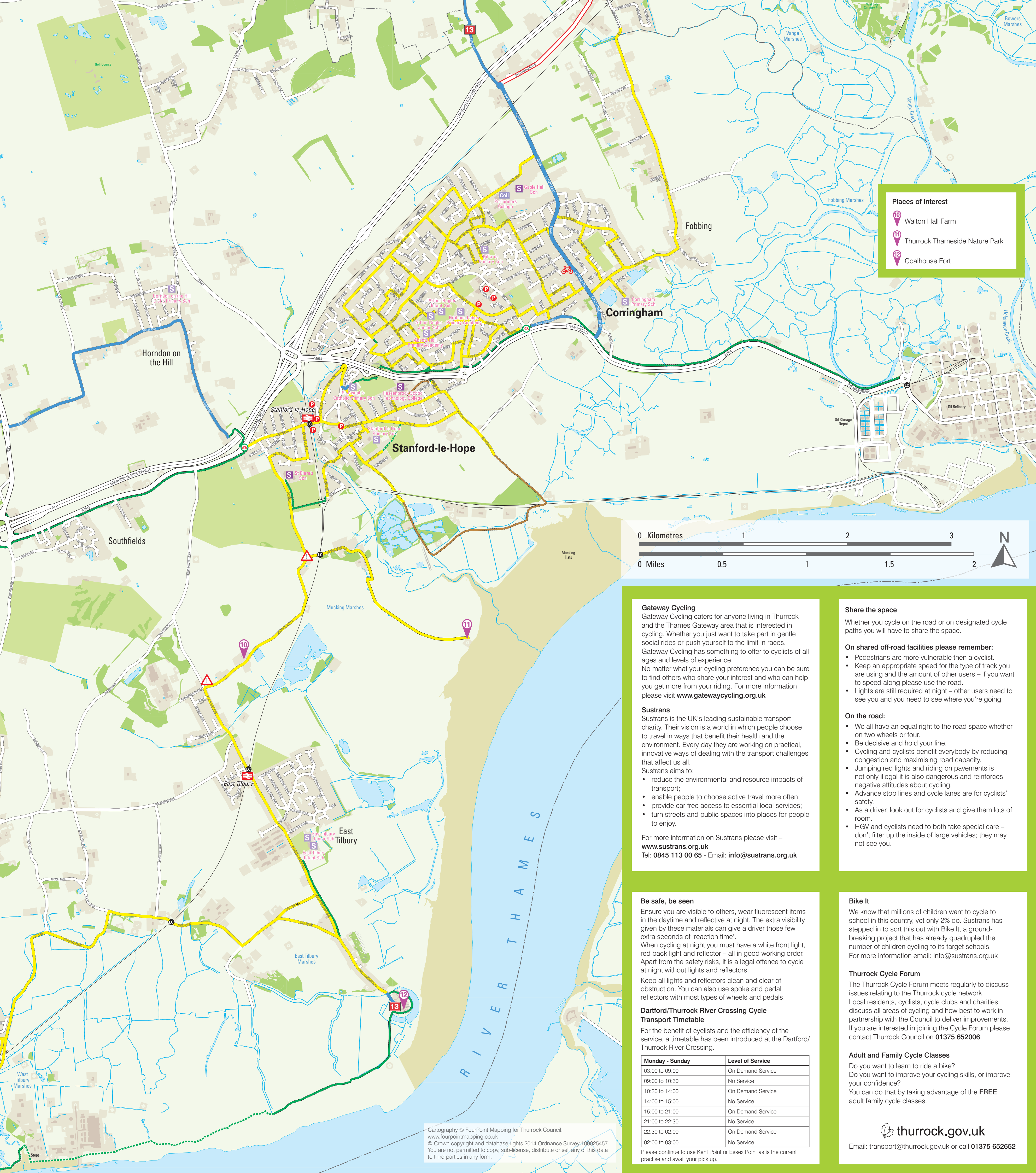


- Local links and links to villages
- Signed cycle route
- On-road cycle lane
- Traffic-free route
- Bridleway
- Walk your bike section
- National Cycle Network
- Route numbers
- Railway with station
- Pedestrian crossing
- Toucan crossing
- Bike shop
- Primary school
- Secondary school
- Special school
- College
- Take care
- Cycle parking
- Place of interest
- Level crossing
- Borough boundary
- Ferry
- One way

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- Places of Interest
- 1 Rainham Marshes R.S.P.B. Nature Reserve
 - 2 High House Production Park
 - 3 Grays Beach Riverside Park
 - 4 Tilbury to Gravesend Ferry
 - 5 Tilbury Fort
 - 6 Chafford Gorges Nature Park
 - 7 intu Lakeside
 - 8 Davy Down Country Park
 - 9 Belhus Woods Country Park





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Thurrock Cycle Map

Cycle Shops in Thurrock

Thurrock Cycle Centre, 55 Southend Rd, Grays	01375 379221
The Bike Shop, 10 Clarence Road, Grays	01375 372679
Corringham Cycles, 47 Lampits Hill, Corringham	01375 644067
Halfords Superstore, West Thurrock Way, West Thurrock	01708 862980
Evans Cycles Lakeside Retail Park, West Thurrock	01708 804988
Decathlon Tunnel Retail Park, Lakeside	01708 895650

Council Contacts

Highways	01375 413866
Road Safety Manager & Bike It	01375 413369
Public Rights of Way	01375 373949

Other Useful Contacts

www.thurrock.gov.uk/travel	
Thurrock Cycle Forum and Map	01375 652006
Basildon District Council - www.basildon.gov.uk	01268 533333
Gravesham Borough Council - www.gravesham.gov.uk	01474 337000
London Borough of Havering - www.havering.gov.uk	01708 432804
QE2 Bridge Crossing	01322 221603
Gateway Cycling - www.gatewaycycling.org.uk	
Thurrock Council - www.thurrock.gov.uk	01375 652652
Sustrans Rangers - sustrans.thurrock@yahoo.co.uk	
Bike Week - www.bikeweek.org.uk	
Lakeside Shopping Centre - www.intu.co.uk/lakeside	
Tilbury Ferry	07973 390124

Scan this code with your smart phone to go to www.thurrock.gov.uk/travel

Gateway Cycling

Gateway Cycling caters for anyone living in Thurrock and the Thames Gateway area that is interested in cycling. Whether you just want to take part in gentle social rides or push yourself to the limit in races. Gateway Cycling has something to offer to cyclists of all ages and levels of experience. No matter what your cycling preference you can be sure to find others who share your interest and who can help you get more from your riding. For more information please visit www.gatewaycycling.org.uk

Sustrans

Sustrans is the UK's leading sustainable transport charity. Their vision is a world in which people choose to travel in ways that benefit their health and the environment. Every day they are working on practical, innovative ways of dealing with the transport challenges that affect us all. Sustrans aims to:

- reduce the environmental and resource impacts of transport;
- enable people to choose active travel more often;
- provide car-free access to essential local services;
- turn streets and public spaces into places for people to enjoy.

For more information on Sustrans please visit – www.sustrans.org.uk
Tel: 0845 113 00 65 - Email: info@sustrans.org.uk

Share the space

Whether you cycle on the road or on designated cycle paths you will have to share the space.

On shared off-road facilities please remember:

- Pedestrians are more vulnerable than a cyclist.
- Keep an appropriate speed for the type of track you are using and the amount of other users – if you want to speed along please use the road.
- Lights are still required at night – other users need to see you and you need to see where you're going.

On the road:

- We all have an equal right to the road space whether on two wheels or four.
- Be decisive and hold your line.
- Cycling and cyclists benefit everybody by reducing congestion and maximising road capacity.
- Jumping red lights and riding on pavements is not only illegal it is also dangerous and reinforces negative attitudes about cycling.
- Advance stop lines and cycle lanes are for cyclists' safety.
- As a driver, look out for cyclists and give them lots of room.
- HGV and cyclists need to both take special care – don't filter up the inside of large vehicles; they may not see you.

Be safe, be seen

Ensure you are visible to others, wear fluorescent items in the daytime and reflective at night. The extra visibility given by these materials can give a driver those few extra seconds of 'reaction time'.

When cycling at night you must have a white front light, red back light and reflector – all in good working order. Apart from the safety risks, it is a legal offence to cycle at night without lights and reflectors.

Keep all lights and reflectors clean and clear of obstruction. You can also use spoke and pedal reflectors with most types of wheels and pedals.

Dartford/Thurrock River Crossing Cycle Transport Timetable

For the benefit of cyclists and the efficiency of the service, a timetable has been introduced at the Dartford/Thurrock River Crossing.

Monday - Sunday	Level of Service
03:00 to 09:00	On Demand Service
09:00 to 10:30	No Service
10:30 to 14:00	On Demand Service
14:00 to 15:00	No Service
15:00 to 21:00	On Demand Service
21:00 to 22:30	No Service
22:30 to 02:00	On Demand Service
02:00 to 03:00	No Service

Please continue to use Kent Point or Essex Point as is the current practise and await your pick up.

Bike It

We know that millions of children want to cycle to school in this country, yet only 2% do. Sustrans has stepped in to sort this out with Bike It, a ground-breaking project that has already quadrupled the number of children cycling to its target schools. For more information email: info@sustrans.org.uk

Thurrock Cycle Forum

The Thurrock Cycle Forum meets regularly to discuss issues relating to the Thurrock cycle network. Local residents, cyclists, cycle clubs and charities discuss all areas of cycling and how best to work in partnership with the Council to deliver improvements. If you are interested in joining the Cycle Forum please contact Thurrock Council on **01375 652006**.

Adult and Family Cycle Classes

Do you want to learn to ride a bike? Do you want to improve your cycling skills, or improve your confidence? You can do that by taking advantage of the **FREE** adult family cycle classes.

thurrock.gov.uk
Email: transport@thurrock.gov.uk or call **01375 652652**

Common road signs and markings that you may come across when out cycling.

	No entry (for all vehicles including cycles)		Motor vehicles prohibited (cycles permitted)
	No cycling		Segregated route
	Route for use by pedal cycles only		Shared route for cyclists and pedestrian together
	With-flow cycle lane ahead		Cycle lane
	Cycle route		End of cycle route
	Cyclists dismount		Direction sign showing recommended route
	Cycle parking		Cycle route forming part of the National Cycle Network

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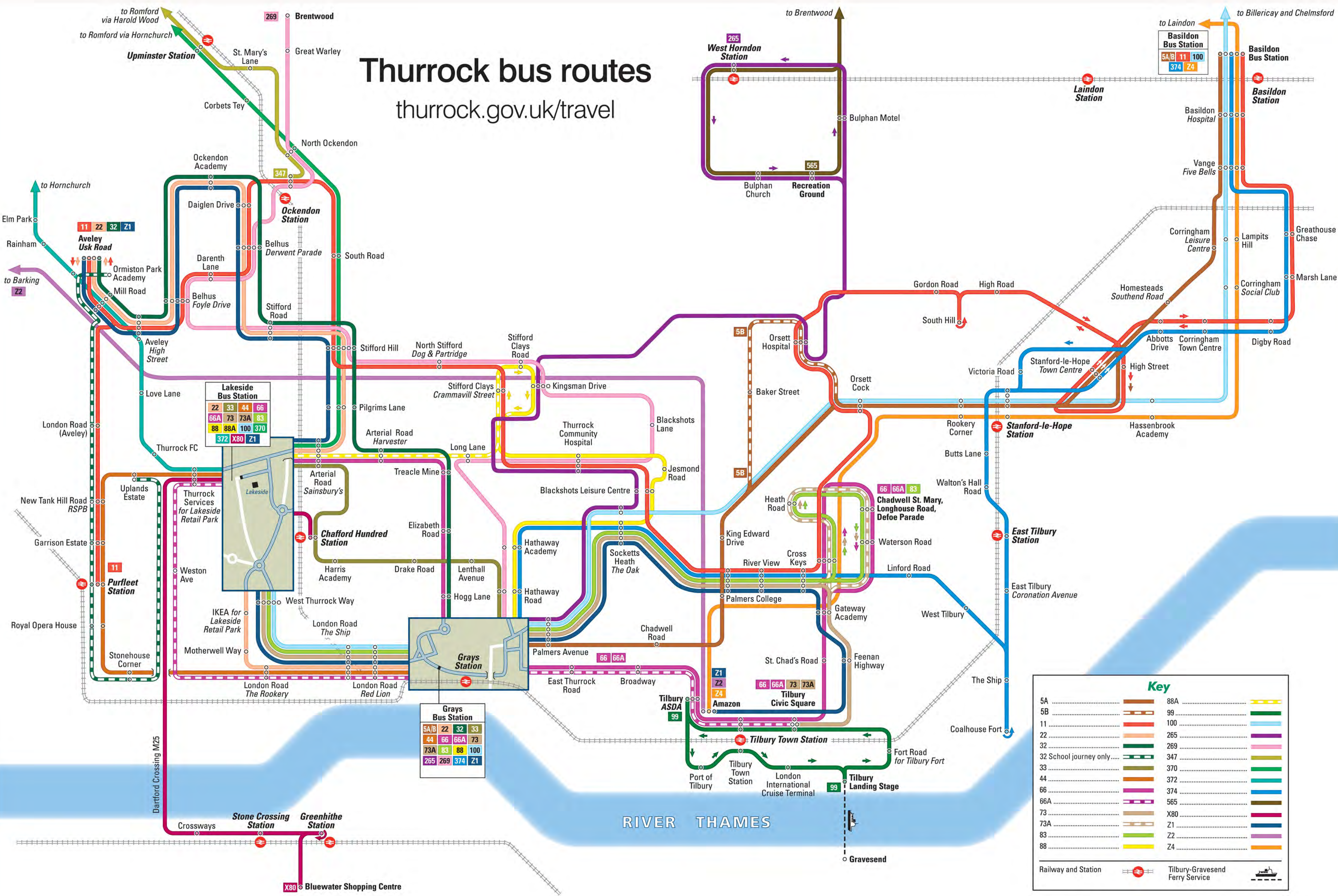
The perfect day out

With over 250 stores, a spa, Vue Cinema and 11 waterfront restaurants, we've got something for everyone.

Annex B Thurrock Bus Routes

Thurrock bus routes

thurrock.gov.uk/travel



Lakeside Bus Station

22	33	44	66
66A	73	73A	83
88	88A	100	370
372	X80	Z1	

Grays Bus Station

5A/B	22	32	33
44	66	66A	73
73A	83	88	100
265	269	374	Z1

Key

5A	88A
5B	99
11	100
22	265
32	269
32 School journey only	347
33	370
44	372
66	374
66A	565
73	X80
73A	Z1
83	Z2
88	Z4

Railway and Station Tilbury-Gravesend Ferry Service