



High Speed Rail (West Midlands - Crewe)

Environmental Statement

Volume 5: Technical appendices

Community

Route-wide construction worker impacts (CM-002-000)



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Department for Transport

High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

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A report prepared for High Speed Two (HS2) Limited:

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1 Introduction

- 1.1.1 Community impacts arising from both the construction and operation of the Proposed Scheme are largely considered to be of no more than local significance and have accordingly been assessed in the community area (CA) reports. An exception to this is construction worker impacts which are considered at route-wide level and discussed further in Section 2.

2 Construction worker impacts

- 2.1.1 Construction worker impacts are considered at a route-wide level. For the purposes of this assessment workers are assumed to fall into three categories in terms of their place of residence during the construction period:
- on-site temporary worker accommodation;
 - off-site lodgings / rental properties; and
 - home based commuters.
- 2.1.2 Along the Proposed Scheme it is currently estimated there will be three construction compounds that will incorporate temporary workers accommodation. Each of these will accommodate up to 240 on-site for approximately five years the following locations:
- Trent South embankment;
 - Yarnfield North Embankment; and
 - to the south of the A500 Shavington Bypass.
- 2.1.3 Assumptions on construction worker impacts have been based on experience from other large projects such as High Speed 1 (HS1).
- 2.1.4 HS2 Phase One made provision for up to 33% of construction workers to reside in on-site accommodation; with up to 28% residing off-site in shared flats/lodgings in larger settlements. It was assumed that the remaining workforce (39%) would be home based, thereby commuting to worksites on a daily basis.
- 2.1.5 The phase 2a Proposed Scheme will run for a much shorter distance than HS2 Phase One and is close to the West Midlands conurbation and major urban areas, such as Stoke-on-Trent, Stafford and Crewe. Given the proximity of these urban areas to the Proposed Scheme it is likely that more construction workers will be able to commute to work from their permanent place of residence, compared to Phase One. Therefore a lower proportion of workers (25%), compared to Phase One, has been used to calculate the number of workers that will choose to reside in on-site accommodation. The same proportion as for HS2 Phase One (28%) has been used to calculate the number of workers that will reside off-site in shared flats/lodgings in larger settlements. The proportion of home based workers is therefore assumed to increase to 47% (compared to 39% for HS2 Phase One).
- 2.1.6 For an average sized construction compound, (68 staff at the peak of construction), it is therefore expected that up to 17 will reside in on-site accommodation and; up to 19 will reside off-site in shared flats/lodgings in larger settlements; and 32 will commute daily from their own homes. The following information was considered when determining whether there are any route-wide impacts:

- through the Code of Construction Practice¹, HS2 Ltd is committed to ensuring the necessary procedures/processes are in place during the construction period to avoid potential impacts on local communities resulting from effects associated with the presence of construction workers;
- it is anticipated that a large proportion of construction workers (at least 75%) will commute locally to work from the surrounding towns and cities. These workers will continue to use community and recreational resources in their place of permanent residence. The Transport Assessment (see Volume 5: Appendix TR-000-001) has assessed the traffic implications of commuting from the workers' place of residence to the construction sites;
- up to 25% of construction workers are expected to reside at worker accommodation sites. Camps will include site based welfare facilities, such as a drying room, washing room, canteen, toilets and a first aid office to address occupational health concerns. These camps will not make provision for family accommodation;
- up to 28% of construction workers are expected to choose to stay in off-site temporary accommodation. In rural areas they are most likely to reside in medium to large towns (e.g. lodgings or bed and breakfast), where accommodation and a wider range of services are available, rather than in smaller rural communities with limited availability of local accommodation and services;
- local expenditure associated with the presence of construction workers may have positive economic impacts on the viability of local services (e.g. shops, post offices, cafés etc.). These impacts are captured in Volume 3² at a route-wide level in the Socio-economic assessment;
- it is anticipated that those construction workers that do reside in camps or off-site local accommodation will do so during the week, returning to their primary residence at weekends. As a result they will also continue to use public services in their home town;
- all construction workers will be subject to regular health screening on-site by appropriate health professionals. Demand for local health facilities will be focused on out of hour's requirements for acute or emergency services; and
- normal working hours will be 08:00-18:00 (Monday to Friday) and 08:00-13:00 (Saturday). There will be no holiday working, with the exception of tunnelling and directly associated activities (such as removal of excavated material) which are likely to operate on a 24-hour day, 7-day week basis.

¹ *Draft Code of Construction Practice*, Volume 5: Appendix CT-003-000

² See Environmental Statement Volume 3, Route-wide effects

3 Conclusions

- 3.1.1 In conclusion, for the reasons given above, it is not considered that the impacts of construction workers on the demand for local services will be significant.

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