

# High Speed Rail (Crewe – Manchester) Environmental Statement

Volume 5: Appendix CM-002-00000

## Community

Route-wide construction worker impacts

## **High Speed Rail (Crewe – Manchester) Environmental Statement**

**Volume 5: Appendix CM-002-00000**

### **Community**

Route-wide construction worker impacts



## 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.

High Speed Two (HS2) Limited,  
Two Snowhill  
Snow Hill Queensway  
Birmingham B4 6GA

Telephone: 08081 434 434

General email enquiries: [HS2enquiries@hs2.org.uk](mailto:HS2enquiries@hs2.org.uk)

Website: [www.hs2.org.uk](http://www.hs2.org.uk)

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

**ARUP+** ERM | FOSTER + PARTNERS | JACOBS  
RAMBOLL | TYPSPA | COSTAIN

**MWJV**

Mott MacDonald | WSP

High Speed Two (HS2) Limited has actively considered the needs of blind and partially sighted people in accessing this document. The text will be made available in full on the HS2 website. The text may be freely downloaded and translated by individuals or organisations for conversion into other accessible formats. If you have other needs in this regard please contact High Speed Two (HS2) Limited.

© High Speed Two (HS2) Limited, 2022, except where otherwise stated.

Copyright in the typographical arrangement rests with High Speed Two (HS2) Limited.

This information is licensed under the Open Government Licence v3.0. To view this licence, visit [www.nationalarchives.gov.uk/doc/open-government-licence/version/3](http://www.nationalarchives.gov.uk/doc/open-government-licence/version/3) **OGL** or write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or e-mail: [psi@nationalarchives.gsi.gov.uk](mailto:psi@nationalarchives.gsi.gov.uk). Where we have identified any third-party copyright information you will need to obtain permission from the copyright holders concerned.



Printed in Great Britain on paper containing at least 75% recycled fibre.

# Contents

|          |                                    |          |
|----------|------------------------------------|----------|
| <b>1</b> | <b>Introduction</b>                | <b>2</b> |
| <b>2</b> | <b>Construction worker impacts</b> | <b>3</b> |
| <b>3</b> | <b>Conclusion</b>                  | <b>5</b> |

# 1 Introduction

- 1.1.1 This report is an appendix to the community assessment for the Proposed Scheme.
- 1.1.2 This Appendix should be read in conjunction with:
- Volume 2, Community Area reports;
  - Volume 3, Route-wide effects;
  - Volume 4, Off-route effects; and
  - Other Volume 5, Appendices.
- 1.1.3 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 Volume 2, Community Area reports. An exception to this is construction worker impacts, which are considered at route-wide level in Volume 3, Route-wide effects and discussed in this report.

## 2 Construction worker impacts

- 2.1.1 This assessment considers the likely impacts of the presence of the civil engineering construction workforce on the demand for local community facilities and services.
- 2.1.2 Route-wide, during construction, it is estimated that there will be an average civil engineering construction workforce of approximately 6,110. In addition, there will be a total office/management staff of approximately 5,250. This workforce will operate from construction compounds located alongside or adjacent to the relevant proposed works.
- 2.1.3 All office/management staff and the overwhelming majority of construction workers will commute locally to work at these compounds from the surrounding towns and cities (including, Crewe, Northwich, Greater Manchester). These workers will therefore continue to use local community facilities and services in their place of permanent residence. The Transport Assessment (Volume 5: Appendices TR-001 to TR-005) has assessed the traffic implications of commuting from the workers' place of residence to the construction sites.
- 2.1.4 Of the minority of construction workers whose main residence is beyond a reasonable distance to commute, a substantial proportion are expected to choose to stay in off-site temporary accommodation. Outside the main urban centres, construction workers are most likely to reside in medium to large towns (e.g. in lodgings or bed and breakfasts) where accommodation and a wider range of services are available, rather than in smaller rural communities with limited availability of local accommodation, community facilities and services.
- 2.1.5 Temporary construction workers' accommodation will be provided at some of the construction compounds to provide for the minority of workers who are unable to secure local temporary accommodation off-site. This on-site accommodation will not make additional provision for families, and it is anticipated that those construction workers that do reside in this on-site accommodation provision (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 hometown.
- 2.1.6 Typically, this on-site accommodation will be provided at larger compounds and those in rural areas, with long commuting distances or poor transport links to urban areas from which workers could commute from their own home or temporary lodgings/rental accommodation. Cost and availability of rental accommodation outside larger urban centres will also be a factor in the provision of on-site accommodation facilities.
- 2.1.7 The nature of work undertaken at individual compounds is also a consideration in the location of on-site worker accommodation. For example, workers at tunnel compounds are likely to be on shift patterns which may mitigate against long distance commuting on a daily basis. Also, driving HGV to transport excavation material is seasonal work, and those drivers who do not reside locally may be more likely to require on-site accommodation to avoid additional hours driving outside working hours.

**Environmental Statement**  
Volume 5: Appendix CM-002-00000  
Community  
Route-wide construction worker impacts

2.1.8 Although the exact provision of workers accommodation cannot be determined until construction commences and is largely determined by the contracted construction organisation, it is currently estimated there will be six construction compounds that will incorporate on-site temporary workers' accommodation, at the following locations:

- Crewe Tunnel North;
- Crewe Rolling Stock Depot;
- A54 Middlewich Road;
- Gad Brook Viaduct;
- A50 Warrington Road; and
- Manchester Ship Canal Viaduct North.

2.1.9 The following additional information was considered when determining whether there are any route-wide impacts:

- through the Code of Construction Practice<sup>1</sup> 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;
- all construction compounds will include site-based welfare facilities for all workers, such as a drying room, washing room, canteen, toilets and a first aid office to address occupational health concerns;
- all construction workers will be subject to regular health screening on-site by appropriate healthcare professionals. Demand for local health facilities will therefore be limited to out of hour's requirements for acute or emergency services;
- core working hours will be 08:00-18:00 on weekdays (excluding bank holidays) and from 08:00-13:00 on Saturdays. The nominated undertaker will require that its contractors adhere to these core working hours for each site as far as is reasonably practicable or unless otherwise permitted under Section 61 of the Control of Pollution Act 1974<sup>2</sup>. 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; and
- 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 3 at a route-wide level in the Socio-economic assessment.

---

<sup>1</sup> Volume 5: Appendix CT-002-00000, *draft Code of Construction Practice (CoCP)*.

<sup>2</sup> *Control of Pollution Act 1974*. London, Her Majesty's Stationery Office.

## **3 Conclusion**

- 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.





**High Speed Two (HS2) Limited**

Two Snowhill

Snow Hill Queensway

Birmingham B4 6GA

Freephone: 08081 434 434

Minicom: 08081 456 472

Email: [HS2enquiries@hs2.org.uk](mailto:HS2enquiries@hs2.org.uk)