

The Lighthouse Green Fuels Order

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Abbreviations

Abbreviation	In full
AIL	Abnormal Indivisible Loads
CEMP	Construction Environmental Management Plan
CTMP	Construction Traffic Management Plan
CWTP	Construction Worker Travel Plan
DCO	Development Consent Order
ES	Environmental Statement
LGV	Light Goods Vehicle
HGV	Heavy Goods Vehicle
PRoW	Public Rights of Way
RCBC	Redcar and Cleveland Borough Council
SRN	Strategic Road Network
STBC	Stockton-on-Tees Borough Council
TSRGD	Traffic Signs Regulations and General Directions
WCH	Walking, Cycling and Horse-Riding users

1 Introduction

1.1 Objective

- 1.1.1 This Appendix of the Environmental Statement (ES) sets out the Framework Construction Traffic Management Plan (fCTMP), prepared in support of the traffic and transport assessment of the Proposed Development. It identifies the management framework and delivery objectives through which the final CTMP will be delivered and monitored as part of the construction process.
- 1.1.2 This document should be read in conjunction with the traffic and transport assessment within **Chapter 18: Traffic and Transport (ES Volume I, Application Document Ref. 6.1)**.

1.2 Document purpose and limitations

- 1.2.1 The contents of this fCTMP are intended to set out a basic framework and series of vehicle management actions or principles that will help facilitate the safe operation of construction vehicles to, from, and within the limits of the Site. This fCTMP is based upon the information available at the time of writing including but not limited to, an estimation of the total construction vehicle trip generation in relation to the Proposed Development.
- 1.2.2 This fCTMP ensures that the following key objectives are considered and addressed:
- safety of the travelling public, non-motorised users and roadworkers to ensure that no person is injured either working within or travelling through the Site;
 - clarity of the likely temporary traffic management schemes;
 - minimising delays to travellers on both trunk and local roads;
 - meeting the needs of the relevant Local Highway Authorities and other road network operators, including private road owners, operators and estate managers where construction traffic utilises non-adopted highways and internal road networks;
 - addressing the needs of key local stakeholders; and
 - maintaining adequate access for the emergency services and all affected properties during the construction works.

1.3 Report structure

- 1.3.1 The remainder of this fCTMP is as follows:
- Section 2: Stakeholder Engagement;

- Section 3: Construction Traffic;
- Section 4: Mitigation of Impacts and Constraints;
- Section 5: Abnormal Indivisible Loads (AILs);
- Section 6: Monitoring and Compliance; and
- Section 7: Summary.

2 Stakeholder engagement

2.1 Introduction

2.1.1 The purpose of this section is to identify the key stakeholders who are relevant to the operation and routing of construction traffic and any potential impacts resulting from these movements.

2.1.2 The stakeholders include, but will not necessarily be limited to, the following:

- National Highways;
- Stockton-on-Tees Borough Council (STBC);
- Redcar and Cleveland Borough Council (RCBC);
- Middlesbrough Council;
- Cleveland Police;
- other emergency services;
- travelling public;
- local residents and landowners;
- local businesses; and
- private road owners and operators within the Site and surrounding industrial area, including port and estate operators (such as PD Ports and Sembcorp).

2.2 Stakeholder requirements

2.2.1 Project-specific stakeholder requirements for the CTMP are detailed in Table 2.1.

Table 2.1 Project specific stakeholder requirements for the CTMP

Stakeholder group	Who is affected by the Proposed Development?	What are their requirements and how are they impacted?	How does the CTMP take these requirements into account and propose mitigations to address those stakeholder requirements?
Public/private vehicle users	Freight drivers	- journey time reliability; - advance warning of closures and/or diversions; - appropriate diversion routes; and - maximised lane widths where possible.	- sufficient notification of closures; - closure clashes – not having closures on alternative routes that are not subject to diversions; - diversion routes avoid narrow roads and low bridges. - diversion routes that can accommodate stacking and/or Tacho breaks; and - use of variable message signing, both permanent and temporary, to support and inform of any Proposed Development related incidents and/or planned works.
	General road users	- journey time reliability; - advance warning of closures and/or diversions; and - safe passage through roadworks.	- sufficient notification of closures; - free recovery service where it is deemed necessary; and - well-designed traffic management layouts.
	Disabled car drivers	- method of recovery that is suitable for people with reduced mobility and their vehicles; and - suitable roadside facilities for disabled users (toileting and medication stops).	- recovery vehicles are wheelchair accessible; and - welfare points with disabled access.
Land owner/private road operator	Commercial business	closures/diversion that may impact on journey time	Advance warning and early engagement to understand their needs around required closures, so their needs can be balanced with the

Stakeholder group	Who is affected by the Proposed Development?	What are their requirements and how are they impacted?	How does the CTMP take these requirements into account and propose mitigations to address those stakeholder requirements?
		reliability to and from the business.; and appropriate diversion routes for delivery traffic.	needs of the Proposed Development, e.g. weekend closures instead of night time closures where possible.
Vendor/supplier	Construction material suppliers (e.g. aggregates, concrete, steel), plant and equipment suppliers, and delivery/logistics providers	- clear and reliable access routes for a range of construction vehicles; - journey time reliability to Site; and - safe and appropriate access and egress arrangements, including for abnormal or large loads where required.	- manage haul roads to facilitate site deliveries; and - access and egress points clearly marked and close to delivery site.
Partner	Emergency services	- appropriate diversion routes; - clear route for blue light journeys; - early engagement to understand impact and their needs; and - advance warning of closures and/or diversions.	- process and procedure for allowing blue-light travel through the works/haul road; - diversion routes avoid narrow roads and low bridges; - consider traffic signal timing modifications or preventing right hand turns to improve traffic flow; and - sufficient notification of closures.
Community	Local residents	- advance warning of closures and/or diversions; - sensitivity to local requirements e.g. market days, harvest; and	- notification and liaison with individuals and/or local group representatives; - optimise usability to reduce opportunities for error and therefore reduce congestion; and

Stakeholder group	Who is affected by the Proposed Development?	What are their requirements and how are they impacted?	How does the CTMP take these requirements into account and propose mitigations to address those stakeholder requirements?
		minimal disruption due to works, including environmental factors (e.g. noise, dust, lighting) and diversion routes.	diversion route signs and information to meet customer service standard for diversion routes for planned works and activities.
	Local community groups (walkers, horse riders, etc.)	- advance warning of closures and/or diversions; and - sensitivity to local requirements.	- sufficient notice of any planned change in available routes; and - advance warning and early engagement with groups to understand any sensitivity around significant events.
	Local events and temporary activities	minimum disruption to the local road network during events.	co-ordination of construction traffic and any road closures or diversions to avoid overlap with known local events, where reasonably practicable.

2.3 Stakeholder consultation

- 2.3.1 A formal process of liaison between all key stakeholders (Contractor(s), Councils and National Highways) will:
- establish a channel of communication between the Contractor(s) and the regulating authorities;
 - make all parties aware of the terms set out in the final CTMP;
 - provide a route by which any complaints can be communicated and dealt with;
 - provide a route through which transport related issues can be identified and dealt with; and
 - provide prior notice of significant events e.g. delivery of abnormal loads, in accordance with standard protocols.
- 2.3.2 The Contractor(s) will establish appropriate reporting arrangements with key stakeholders, which may include periodic (e.g. six-monthly) written updates on construction traffic management. Where appropriate, feedback will be shared and meetings held to address any issues arising.
- 2.3.3 Where required, a copy of the final CTMP, along with information on working hours and proposals for traffic management or works on the highways network (including any road closures, diversions or alternative access arrangements) that have potential to affect these parties will be provided at least one month before the relevant works are anticipated to commence.
- 2.3.4 In recognition of other committed developments identified within the Transport Assessment which may utilise similar HGV routes, the Contractor(s) will liaise with the relevant Local Authorities to co-ordinate construction traffic movements, as far as reasonably practicable.

3 Construction traffic

3.1 Construction traffic categories and trip generation

- 3.1.1 Based upon the indicative construction programme (see **Chapter 5: Construction Programme and Management (ES Volume I, Application Document Ref. 6.1)**), a trip generation model has been used to forecast the number of construction vehicles expected to be associated with the peak period of construction, or a 'worst case' scenario.
- 3.1.2 The expected construction vehicle trip generation is identified in **Appendix 18A: Transport Assessment (ES Volume III, Application Document Ref. 6.3)**.

Construction phase site worker traffic generation

- 3.1.3 It is anticipated that the construction phase is likely to be up to four year's duration. During this time, it is expected that around 2,200 workers will be required during the peak of the construction phase (late 2030), with the average number of workers on Site reducing during the off-peak periods. The majority of these workers will access the Main Site via Seal Sands Road, with a small minority accessing the parts of the Wider Site to the south of the River Tees via the Wilton International North Gate located off the A1085 Steelhouse Gate Roundabout and then via the internal Sembcorp Road network to Dabholm Gut, or alternatively, via the A1053, Tees Dock Road.
- 3.1.4 Construction staff will typically arrive in private vehicles. On site temporary parking will be provided at construction compounds with the number of spaces being considered on a case-by-case basis.
- 3.1.5 There may be opportunities for staff transport to use minibuses for larger groups of site operatives (for example, groups of staff commuting from local towns such as Middlesbrough or Stockton-on-Tees). This approach will help minimise the number of staff vehicles on the public road network at any one time, particularly during the start and end of the daily work shifts.
- 3.1.6 The Framework Construction Worker Travel Plan (fCWTP), presented in **Annex C of Appendix 18A: Transport Assessment (ES Volume III, Application Document Ref. 6.3)** provides detail on construction worker traffic generation and the measures to be implemented to encourage sustainable travel modes.

Construction phase HGV traffic generation

- 3.1.7 The number of vehicles serving the Main Site will vary throughout construction of the Proposed Development depending upon the actual

delivery of the works. It is predicted that there will be a peak of up to 180 HGVs arriving at the Main Site per day (360 two-way). The movement of construction vehicles will be discouraged during the normal peak traffic periods, and a suggested arrival profile is as set out in Table 3.1.

Table 3.1 Profile of HGV arrivals

Time	No of HGVs	% of HGVs
7am	16	8.89
8am	0	0.00
9am	16	8.89
10am	16	8.89
11am	17	9.44
12pm	17	9.44
1pm	17	9.44
2pm	17	9.44
3pm	16	8.89
4pm	0	0.00
5pm	16	8.89
6pm	16	8.89
7pm	16	8.89

3.1.8 In conjunction with the general construction traffic which will travel to/from the construction compounds on Site via the public road network, a variety of on site plant will also be in use, including grading tractors, excavators, truck-mounted cranes, forklifts, bulldozers, and dumper trucks. The majority of the earthmoving equipment will be transported onto Site through the use of standard HGV low loaders. Other smaller vehicles or Light Goods Vehicles (LGV) in use will include delivery vans <7.5 tonne.

3.1.9 Where required, larger or abnormal plant may be delivered as Abnormal Indivisible Loads (AILs), with management measures set out in Section 5. In addition, where practicable, certain large components may be delivered by marine transport to minimise impacts on the road network.

3.2 Construction vehicle routing

3.2.1 Construction vehicles making deliveries to the Main Site or removing spoil or demolition material will travel by designated routes. Some HGV movements associated with the Wider Site to the south of the River Tees are anticipated, based on indicative information provided on the extent and nature of the works. These activities are expected to be smaller in scale,

more dispersed and of lower intensity compared to the Main Site construction works. As such, the associated HGV movements are anticipated to be limited and not material in the context of the overall construction traffic generation. On this basis, and adopting a reasonable worst-case approach, all construction HGV movements have been assigned to the Main Site access route (A178, Seaton Carew Road and A1185 to A19 Wolviston Interchange) for the purposes of this assessment. It is proposed that all construction HGVs associated with the Proposed Development will arrive and depart the Main Site via the former INEOS access on Seal Sands Road which connects to the trunk road network via the A1185 and the A689/A19(T).

- 3.2.2 In the Wider Site to the south of the River Tees, construction access for utility connections will be from Wilton International North Gate off the A1085 Steelhouse Gate Roundabout and then via the internal Sembcorp Road network to Dabholm Gut, or alternatively, via the A1053, Tees Dock Road.
- 3.2.3 The construction vehicle routing will be based upon a hierarchy of rules or principles, as set out below:
- Wherever practicably possible, all construction vehicles will be required to use the internal haul road(s) rather than the public road network;
 - Construction vehicles shall remain on the trunk road network, specifically the A19(T), for as long as practically possible; and
 - Upon leaving the trunk road, all construction vehicles should use the A1185, travelling via Seal Sands Roundabout to the Main Site.
- 3.2.4 Vehicle routing will be designed to minimise the use of residential or urban areas, insofar as reasonably practicable, with construction traffic directed to the strategic and main distributor road network identified in **Chapter 18: Traffic and Transport (ES Volume I, Application Document Ref. 6.1) and Figure 18.1: Traffic Network (ES Volume II, Application Document Ref. 6.2)** (including the A178, A1185 and A19).
- 3.2.5 In particular, construction traffic will seek to avoid local residential routes and minor roads not suitable for HGV movements, as identified within the Transport Assessment. Detailed routing proposals are shown in **Chapter 18: Traffic and Transport (ES Volume I, Application Document Ref. 6.1) and shown in Figure 18.2: Construction HGV Route (ES Volume II, Application Document Ref. 6.2)**, figures and will be further refined within the final CTMP.

3.2.6 The lead Contractor will ensure that all sub-contractors and suppliers are aware of the designated routes set out in this fCTMP (which will be included in the final CTMP) and comply with it. Any sub-contractors or suppliers who fail to use the designated routes will be at risk of having their contract terminated.

3.2.7 Where reasonable and practicable, non-AIL construction vehicles will avoid travelling in convoys on public roads.

3.3 Preliminary review of potential route constraints

3.3.1 Potential constraints may include, but will not necessarily be limited to, the following:

- sub-standard roads or junctions that, based on their current configuration, will not be able to accommodate the swept paths of the forecast construction vehicles;
- insufficient visibility, particularly at construction access points/junctions;
- road weight limits/restrictions or prohibitions;
- where third party land may be required to provide temporary junction upgrades; or
- the presence of culverts or other structures which are unable to accommodate the weight of the anticipated construction vehicles.

3.3.2 As part of a more detailed route constraint review during the preparation of the final CTMP the following will be considered:

- consideration of verge protection and tree canopies which may foul loads;
- condition surveying to ascertain the extents of existing road defects prior to construction commencing thereby protecting the developer from spurious damage claims from highway owners/operators;
- a detailed review of recorded accidents and injury data along the proposed vehicle routes. It is expected that this will help inform the development of temporary mitigation measures;
- swept path assessments at the access points to demonstrate the extents of any temporary over-run areas that may be required, including widened junction bell-mouths; and
- identification of the limits of the adopted public road.

3.4 Construction site hours

- 3.4.1 Core construction working hours will be between 07:00 and 19:00 Monday to Friday (except bank holidays), Saturday 07:00 to 16:00 and Sunday 08:00 to 17:00. However, it is likely that some construction activities may need to be undertaken outside of these core working hours. Where on-site works are to be conducted outside the core hours, they would comply with restrictions agreed with the local planning authority, in particular regarding control of noise and traffic.
- 3.4.2 It is expected that most deliveries will be made during core construction working hours. However, the delivery of AILs may be scheduled outside of these hours, where appropriate, to minimise impacts on the local and strategic road network (SRN).
- 3.4.3 The timing and routing of AIL deliveries will be managed in accordance with the relevant statutory notification and approval processes, including liaison with the highway authorities and, where required, the police, as well as the provisions set out in this fCTMP and the relevant Requirement in the draft DCO.

4 Mitigation of impacts and constraints

4.1 Introduction

4.1.1 The mitigation of any negative impacts resulting from the movement of construction vehicles will be managed through the adoption of a 'considerate contractor' approach. This will involve focused communication and engagement between all contractors, sub-consultants and suppliers throughout the Proposed Development supply chain.

4.1.2 Further details on examples of these mitigation measures are identified below.

4.2 General traffic management controls

4.2.1 There are a wide range of potential mitigation measures which, when implemented, will contribute to the safe and efficient operation of the construction compounds and their transport requirements. These measures apply to construction traffic on both the public highway network and private roads used to access the Site (including Seal Sands Road), subject to agreement with the relevant highway authorities and private road owners/operators.

4.2.2 The Principal Contractor(s) will take appropriate actions, including the design and installation of traffic management schemes, that will:

- accommodate the safe passage of traffic through any road works;
- reduce the likelihood of traffic diverting onto alternative routes, which may have negative impacts upon the local community; and
- mitigate potential impacts on the local community and keep delays and disruptions to traffic to a reasonably practicable minimum.

4.2.3 This may include temporary traffic signal control on local roads as may be necessary as part of the traffic management schemes. The Contractor(s) will avoid leaving traffic management measures in place unnecessarily.

4.2.4 Additional measures to be implemented during the construction of the Proposed Development include:

- all HGVs which are transporting dry and dusty materials will be covered to minimise dust and prevent spills on public and private access roads;
- construction traffic (i.e. HGVs, LGVs, and cars belonging to site operatives) will follow designated routes to minimise disruption in sensitive areas such as villages or schools;

- regular communications to sub-contractors throughout the Proposed Development;
 - signs indicating pre-defined construction traffic routes will be installed prior to the start of any works. All drivers will be informed to use these routes. Warning signs will also be placed near site entrances to alert other road users in advance;
 - effective and up to date public communication during construction;
 - comprehensive processes will be implemented to ensure that construction vehicles maintain the highest standards, preventing the spread of mud and debris onto the public roads;
 - construction access points will be tarred to adoptable standards for an agreed distance (approximately 10m) from the give-way line to reduce debris from being brought onto the carriageway; and
 - temporary parking restrictions will be enforced as necessary, with alternative parking options provided where reasonably practicable.
- 4.2.5 Existing road conditions will be inspected prior to the start of any works to establish a baseline for roads used by construction traffic. Upon completion of the construction works, appropriate reinstatement or repair measures will be undertaken, where necessary, having regard to the condition of the affected routes.
- 4.2.6 For roads forming part of the public highway network, these arrangements will be agreed with the relevant Local Highway Authorities (including STBC, Middlesbrough Council and RCBC). Where construction traffic utilises private roads (including Seal Sands Road and internal networks), appropriate arrangements will be agreed with the relevant road owners and operators (such as PD Ports and other estate operators), where required.
- 4.2.7 The extent and scope of any surveys or remedial works will be proportionate to the anticipated use of the road network by construction traffic and will be managed in accordance with the final CTMP.
- 4.3 Managing site deliveries**
- 4.3.1 All Main Site deliveries will be managed by the Contractor(s).
- 4.3.2 No vehicles should be left unattended. Deliveries and collections during peak periods should be kept to a minimum. As part of the construction management, all operators of vehicles that will visit the Main Site will be advised of the agreed routeing arrangements.

- 4.3.3 The Contractor(s) will set out the delivery procedures ahead of the commencement of construction.

Wheel cleaning facility

- 4.3.4 In the interests of highway safety, wheel cleaning facilities will be installed at appropriate construction access points from the start of the construction phase. This is expected to include the Main Site access points, as well as compound or laydown area exits across the Wider Site where vehicles may track mud or debris onto the road network.
- 4.3.5 All HGVs leaving unmade or non-bitumen surfaced areas within the Site will be required to utilise wheel washing facilities prior to accessing the public or private road network, where such facilities are provided. The requirement for, and location of, wheel cleaning facilities will be kept under review throughout the construction period, taking account of site conditions, traffic levels and the nature of activities in each area.

4.4 Pedestrian, cycle and horse-rider access management

- 4.4.1 Wherever there are likely to be any potential interactions between construction traffic and Walking, Cycling or Horse-rider users (WCH), the following actions will need to be adopted (to be incorporated into the detailed CEMP):
- enforcement of construction vehicle speed limits, particularly where construction activities are in close proximity to core paths and other Public Rights of Way (PRoW); and
 - signage at all Main Site access points, to remind drivers of the potential presence of pedestrians or cyclists.

4.5 Construction environmental management plan

- 4.5.1 A final Construction Environmental Management Plan (CEMP) will be developed in parallel to the final CTMP. The CEMP will set out a series of site-specific measures to control environmental effects such as noise and dust during construction. Measures relating to the management of construction traffic, including vehicle speeds and traffic control, are addressed within this CTMP. However, there is an interface between the two documents, for example where traffic management measures contribute to the control of environmental effects (e.g. reducing noise or dust generation). A **Framework CEMP** (fCEMP) is provided in **Appendix 5A (ES Volume III, Application Document Ref. 6.3)**.

4.6 Signage

- 4.6.1 Signage will be used to warn drivers on the approaches to the affected sections of the local road network, especially in the case of diversions or to advise drivers that construction traffic may be in operation along specific routes. Traffic management signage will be provided in accordance with the Traffic Signs Regulations and General Directions (TSRGD) 2016 [Ref 1] and Traffic Signs Manual Chapter 8 [Ref 2].
- 4.6.2 Signage will be used to inform public/staff of construction compound or delivery areas and speed reductions (i.e. a speed limit of 10mph on the approach to construction site access points).
- 4.6.3 Advance warning signs will be provided in advance of all construction access points. Where crossings are proposed, 'Heavy Plant Crossing' signs will be provided on the public road. Main Site access junctions will also feature 'Caution Site Entrance' signs.

4.7 Contact details

- 4.7.1 Site contact details will be provided on the Applicant's website so that residents can get in touch to find out further information. This will be established by the Contractor(s) once appointed. It is anticipated that the Community Liaison Manager, appointed by the Contractor(s), will act as the initial point of contact for members of the community to find out further information.

4.8 Internal roads management

- 4.8.1 The management of construction vehicles applies to movements throughout the wider road network (including public highways and private access roads such as Seal Sands Road), but also within the construction areas of the Site. Internal vehicle movements will be managed through a series of site-specific rules, including:
- the maximum speed limit for all traffic travelling along haul roads will be 10mph;
 - as far as practical, site rules will be established to ensure that no vehicles reverse out of the Main Site onto the public or private road network. Given the layout of the Main Site access onto Seal Sands Road (a private road operated by PD Ports), sufficient space is anticipated to be available to enable vehicles to enter and exit in a forward gear, and reversing onto the road network is therefore expected to be avoided in normal operation. In the unlikely event that reversing cannot be avoided, appropriate controls (such as the use of banks-

persons) will be implemented to ensure the safety of other road users.
This does not apply to vehicle parking at construction site car parks; and

- all construction vehicles operating within the defined works areas will have headlights and warning lights operating at all times. This will not apply to cars used for personnel transport within the Site office parking area(s).

5 Abnormal Indivisible Loads (AILs)

5.1 Introduction

- 5.1.1 This section sets out the key management procedures that will be implemented for any AILs that may be transported by road.

5.2 Key issues

- 5.2.1 While large loads are expected to arrive to the Site via ship as far as practicable, a potential conflict may arise between construction traffic and other road users through the transport of AILs, should this be required by road. This is expected to be due to the dimensions of the loads or the potential necessity to hold back traffic in constrained areas. Areas of conflict may include:

- in rural areas where wide loads might straddle the centre white line, potentially encountering fast-moving oncoming traffic;
- at road junctions where turning AILs require other traffic to yield on other approach arms;
- road-side signage, lighting columns or other structures that may restrict the passing of over-sized loads;
- weight limits on existing culverts and/or bridges that may limit the number of route options available to Contractors; and
- the transport of over-sized loads through residential areas or past other sensitive receptors (i.e. schools, etc.).

- 5.2.2 Urban areas along the route present distinct challenges for AILs. While vehicle speeds may be lower if compared to rural roads or where national speed limits above 30mph apply, urban areas typically include potential conflicts with other road users, including pedestrians, cyclists, local vehicular traffic, parked vehicles, side junctions, and street furniture.

- 5.2.3 All AIL routing will seek to avoid populated areas, peak periods, and routes with infrastructure constraints such as bridge weight limits.

- 5.2.4 Where AILs are required to be transported by road, it is expected that this will be using multi-axle low loaders via a surveyed route.

5.3 AIL impact mitigation

- 5.3.1 This section outlines the likely mitigation initiatives that will be applied to those AILs that are transported by road.

- 5.3.2 A convoy operation plan will be developed by the Contractor(s) in consultation with the relevant stakeholders, including the Applicant, Local Highway Authorities (STBC, Middlesbrough Council and RCBC), and Cleveland Police. National Highways will be consulted where the SRN is utilised. The plan will be prepared in accordance with the relevant statutory notification and approval processes for AILs, and will set out the proposed routing, timing and management of deliveries. The implementation of AIL movements will be subject to those statutory processes and the provisions of this fCTMP and the relevant Requirement in the draft DCO, where applicable.
- 5.3.3 A detailed review of potential AIL routes will be required for determining junctions that may have constraints for AILs and their respective convoys. Such a review will also allow for swept path assessments for the 'worst case' scenarios.
- 5.3.4 AIL signage will be required at the beginning of all routes, as well as along routes where other roads will be connected via junctions. This is to inform road users of AILs operating in the area, with specific dates and times.
- 5.3.5 It is proposed that all AILs will be delivered under full Police and civilian escort. The escorts and convoy will remain in radio contact at all times.
- 5.3.6 The timing of deliveries significantly influences the potential impact of convoys on the road infrastructure and surrounding receptors. If a convoy strategy is deployed, it is generally advisable to schedule convoy movements outside of peak traffic periods to minimise their impact on background traffic flows.
- 5.3.7 The times at which the convoys will travel will therefore be agreed with the Police. Typical delivery times for similar projects has seen the very early morning periods used in constrained sections as traffic levels are generally lighter than those found in the afternoon, and disruption is therefore minimised.

5.4 AIL contingency and accident plans

- 5.4.1 Contingency and Incident Plans for incidents such as tyre punctures, breakdowns and accidents will be prepared that are specific for that vehicle and load. In all situations, the safety of personnel and the public is central to the transport of AILs and all reasonable steps to ensure this safety will be undertaken.

6 Monitoring and compliance

6.1 Introduction

- 6.1.1 To implement and enforce the guidelines and requirements of the CTMP, a robust monitoring strategy is required. This must clearly identify the Contractor's Construction Traffic Co-ordinator who will be the first point of contact for all issues relating to the management of construction vehicles.
- 6.1.2 The purpose of this section is to set out the processes and techniques that will be implemented to ensure that all those involved in the operation and management of construction vehicle movements do so in accordance with the CTMP.

6.2 Monitoring actions

- 6.2.1 Monitoring will be undertaken by the appointed Contractor's Construction Traffic Co-ordinator to assess the effectiveness of the measures included in the final CTMP to control the routing and impact of construction HGVs. Monitoring will also provide a firm basis upon which to answer queries and complaints regarding the HGV traffic impact during construction. A contact name and number will be established by the Contractor(s) and displayed at the Main Site.
- 6.2.2 A list of indicators to monitor Site targets are as follows:
- total numbers of vehicle movement in set time periods – i.e. day, week, month;
 - type of vehicle movement – i.e. waste, plant, material deliveries;
 - distance travelled; and
 - effectiveness of logistic management.
- 6.2.3 The Contractor(s) will monitor site accesses and public roads immediately adjacent to the access points to enable measures to keep accesses and roads clean.
- 6.2.4 The Contractor(s) will record accidents, near misses, incidents and hazards, and resolve issues as informed by sub-contractors, stakeholders and the public. This will apply equally to both on-site activities and the public road network.
- 6.2.5 The Contractor(s) will monitor, review and, where necessary, suggest revisions to the CTMP and associated mitigation measures as construction proceeds.

- 6.2.6 Appointed Contractors will be responsible for maintaining delivery schedules. Monitoring of personnel movements will involve periodic spot surveys to assess car park occupancy and gather feedback and complaints from staff and stakeholders.
- 6.2.7 The appointed Contractors will maintain gatehouse records of construction HGVs entering and leaving the Site and they will be available to the relevant Council upon request.
- 6.2.8 Should any complaints be raised by members of the public with regards to construction HGVs not using the dedicated HGV route to the Site, gatehouse records will be used to identify the relevant vehicle(s). The incident will be investigated to understand the cause of non-compliance, including any issues relating to driver behaviour, route clarity, or communication of requirements. Appropriate corrective actions will then be implemented, which may include reinforcing routeing instructions with the relevant contractor or supplier, updating traffic management measures where necessary, and additional driver briefings. Where repeated or intentional non-compliance is identified, proportionate contractual measures or sanctions may be applied.
- 6.2.9 To address any gaps or limitations in the CTMP, construction workers, contractors, and suppliers will have access to dedicated communication channels, such as a specific email address or appointed person, for providing feedback, ideas, and recommendations for improvement/change.

7 Summary

7.1 Objective

- 7.1.1 This fCTMP identifies the management principles and framework through which the final CTMP will be implemented and delivered over the course of the construction phase of the Proposed Development.
- 7.1.2 This document should be read in conjunction with **Appendix 18A: Transport Assessment (ES Volume III, Application Document Ref. 6.3)**, particularly in terms of the routing of construction vehicle trip generation.

7.2 Limitations

- 7.2.1 This fCTMP is based upon the information available at the time of writing, including but not limited to, an estimation on the number of construction vehicles (derived from a provisional construction programme).
- 7.2.2 The final CTMP will be prepared by the Contractor(s) prior to construction (in accordance with the relevant requirement in the **draft DCO (Application Document Ref. 3.1)**), when the detailed design of the Proposed Development has been completed.

7.3 Summary

- 7.3.1 The majority of construction traffic travelling to/from the construction compounds will fall under one of two categories, namely:
- general construction traffic including staff transport and LGVs, (i.e. vehicles up to 3.5 tonnes), such as service vans, together with smaller rigid goods vehicles where applicable; and
 - HGVs, including plant.
- 7.3.2 Large loads are expected to arrive to the Site via ship but consideration has been given to potential AIL deliveries by road (if applicable). Vehicle routing will prioritise 'A' roads, and avoid residential areas where possible, and will be refined through an assessment process and mitigation measures. Detailed discussions with STBC, RCBC, Middlesbrough Council, Cleveland Police, and National Highways will guide the routing of AIL loads to avoid heavily populated areas at peak times, and any infrastructure constraints which may be dependent on the type of AIL. Potential negative impacts from construction vehicle movements will be managed through a 'considerate contractor' approach.
- 7.3.3 The contents of this CTMP are based upon a 'worst case' scenario whereby the greatest volume of construction traffic has been identified and assessed.

References

- Ref 1 UK Government. (2016). The Traffic Signs Regulations and General Directions (TSRGD) 2016. Available online:
<https://www.legislation.gov.uk/uksi/2016/362/contents> [Accessed May 2026].
- Ref 2 Department for Transport. (2009). Traffic Signs Manual Chapter 8: Traffic Safety Measures and Signs for Road Works and Temporary Situations. Available online:
<https://assets.publishing.service.gov.uk/media/5a74adeaed915d7ab83b5ab2/traffic-signs-manual-chapter-08-part-01.pdf> [Accessed May 2026].

Annex A: Monthly traffic volumes

A.1.1 Traffic volumes by month are shown for cars and HVGs. The peak month for traffic movements is highlighted.

Month	people	HGV	cars
Apr-28	100	0	62
May-28	200	0	123
Jun-28	300	0	185
Jul-28	400	0	246
Aug-28	450	0	277
Sep-28	550	0	338
Oct-28	600	0	369
Nov-28	600	0	369
Dec-28	575	0	354
Jan-29	525	30	323
Feb-29	500	45	308
Mar-29	500	60	308
Apr-29	475	75	292
May-29	475	120	292
Jun-29	575	120	354
Jul-29	600	150	369
Aug-29	700	150	431
Sep-29	900	150	554
Oct-29	1050	180	646
Nov-29	1200	180	738
Dec-29	1300	180	800
Jan-30	1450	180	892
Feb-30	1500	210	923
Mar-30	1700	210	1046
Apr-30	1800	210	1107
May-30	1900	180	1169
Jun-30	1950	180	1199
Jul-30	2050	180	1261
Aug-30	2100	180	1292
Sep-30	2100	180	1292
Oct-30	2200	180	1353
Nov-30	1850	180	1138
Dec-30	1800	180	1107
Jan-31	1600	180	984
Feb-31	1450	180	892
Mar-31	1300	180	800
Apr-31	1100	180	677
May-31	950	180	584
Jun-31	525	150	323
Jul-31	475	120	292
Aug-31	400	60	246
Sep-31	375	30	231
Oct-31	300	30	185
Nov-31	300	30	185
Dec-31	275	30	169



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