



NORTH LONDON REINFORCEMENT PROJECT

Notice

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Contents

1.	Introduction.....	5
1.1	Purpose of the Construction Transport Management Plan.....	5
1.2	Review Process	5
1.3	Overview of the Wider Project	5
1.4	The Development Consent Order	6
1.5	Site Overview	6
1.6	Project Description	8
1.7	Consultation	8
2.	General Principles	9
2.1	Implementation.....	9
2.1.1	Supply Chain Engagement	9
2.1.2	Near Miss Reporting	9
2.2	Key Personnel, Roles and Responsibilities	9
2.2.1	Works Supervisor/Foreman	10
3.	Construction Traffic	12
3.1	Introduction	12
3.2	Construction Access Routes Overview.....	12
3.3	Routing Strategy	13
3.4	Abnormal and Indivisible Loads	14
3.5	Construction Traffic Flows & Timings of works	14
3.6	Control of Construction Traffic	15
3.6.1	Construction Hours and Delivery Times	15
3.6.2	Parking & Loading Arrangements	15
3.6.3	Road Safety	16
3.6.4	Vehicle Identification	17
3.6.5	Vehicle Types.....	17
	HGVs	17
	LGVs	17
3.7	Site Layout	17
4.	Site Access	19
4.1	Introduction	19
4.2	Site Ingress and Egress	19
4.3	Site Access Control.....	19
4.4	Personnel Access	19
4.5	Post Completion	20
5.	Condition Survey	21
6.	Monitoring and Enforcement	22

6.1	Introduction	22
6.2	Monitoring	22
6.2.1	Construction Trips/HGV Numbers	22
6.2.2	HGV Routing	22
6.2.3	Road Safety	22
6.3	Enforcement.....	23

Tables

Table 1 - Construction Vehicle Generation.....	15
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Figures

Figure 1-1 - Site location plan.....	7
Figure 1-2 Demolition site layout plan with builders merchant building	7
Figure 3-1 Proposed Demolition Traffic Access Routes.....	13



1. Introduction

AtkinsRéalis has been commissioned by National Grid (NG) to produce a Construction Traffic Management Plan (CTMP) for the discharge of Requirement 9 associated with Stage 3A of the North London Reinforcement Project Development Consent Order (DCO). This is in accordance with Requirements 3 of the DCO, a written scheme setting out all stages of development, approved in 2023 under application reference HGY/2023/0953. Stage 3A includes the preparatory / temporary works alongside the demolition of the Builder's merchants, located on non-operational National Grid-owned land. It does not apply to the substation main works, which are covered under Stage 3B.

1.1 Purpose of the Construction Transport Management Plan

This CTMP serves as a framework setting out the systems and procedures that will be followed to warn, inform and guide road users and members of the public, through or around all works related to the construction phase of the authorised development at Tottenham Substation as part of the North London Reinforcement Project. All employees, contractors, management staff and third parties with any involvement in the construction of the proposed development, regardless of employer must adhere to this CTMP.

This CTMP has been prepared in advance of the appointment of any Contractors tasked with the construction of the development and thus the management of any construction traffic. The appointed Contractors will be required to implement all elements of this CTMP, risk assess all work activities and, where necessary, apply measures to eliminate and control risks to staff or visitors. This CTMP provides practical guidance on control measures that will be implemented and highlights the points for consideration and necessary actions.

1.2 Review Process

This document is a live document that should be reviewed annually and updated accordingly when further information is available and/or a Demolition Contractor has been appointed. However, should there be any significant changes to the Approved Codes of Practice, relevant legislation or industry guidance, then there will be a need to review the contents of this document at an earlier time.

This CTMP should also be reviewed immediately after any transport related accidents/ near misses associated with the project or the Contractor's area of responsibility. Such reviews should be undertaken by the Project Manager.

1.3 Overview of the Wider Project

A DCO was authorised for the wider North London Reinforcement project by the Secretary of State for Energy and Climate Change on 16 April 2014 and came into force on 7 May 2014. The DCO provide powers to the Client (National Grid) to carry out the North London Reinforcement project, which comprises the replacement of existing



275kV overhead lines with an uprated 400 kV overhead line. The DCO also contains powers to carry out associated works to the substations along the route of the uprating, including the Tottenham Substation.

The wider Project falls within the administrative boundaries of Epping Forest District Council, Enfield Council, the London Borough of Waltham Forest and the London Borough of Haringey. The Local Planning Authority for this stage of the works at Tottenham, Stage 3A, is the London Borough of Haringey.

Early enabling works have already been successfully completed at Tottenham Substation under Stage 1 of the DCO, involving the construction of a set of foundations located to the south east of Tottenham Substation approximately 140 m south of the Stage 3A area. A CTMP was prepared for these early enabling works by the Client as approved under application reference [HGY/2019/0023](#).

1.4 The Development Consent Order

A CTMP is required by Schedule 2 Requirement 9 of The National Grid North London Reinforcement Project DCO.

Requirement 9 of the DCO states as follows:

- (1) *No stage of the authorised development shall commence until a construction traffic management plan for that stage has been submitted to and approved by the relevant highway authority. The construction traffic management plan for that stage shall include:*
 - (a) *construction vehicle routing plans;*
 - (b) *site access plans;*
 - (c) *means of managing shared use routes, including pedestrian and cycling safety measures where applicable;*
 - (d) *proposals for the scheduling and timing of movements of delivery vehicles;*
 - (e) *proposals for assessing the existing condition of affected highways;*
 - (f) *proposals for the making good of any incidental damage to highways by construction traffic associated with that stage of the authorised development including street furniture, structures, drainage features, highway verge and carriageway surfaces; and*
 - (g) *construction laydown area details affecting highways.*
- (2) *Each construction traffic management plan shall be implemented as approved unless otherwise agreed with the relevant highway authority.*

This document was submitted for approval to the relevant authority, in this case the London Borough of Haringey (The Highway and Planning Authority).

1.5 Site Overview

The Stage 3A site for proposed demolition is located to the north of the National Grid Electricity Transmission Tottenham 400 kV Substation, on National Grid owned, third-party leased, non-operational land. The site is located immediately north of the main extent of Tottenham Substation and is bound to the north and west by further Industrial Units, to the east by a section of the Tottenham Substation operational land.

The location of the proposed demolition site relative to the existing Tottenham Substation is shown in the Site Location Plan and Site Layout Plan in Figure 1-2 and Figure 1-2 respectively. Copies of these plans are also available in Appendix A and B.

Figure 1-1 - Site location plan

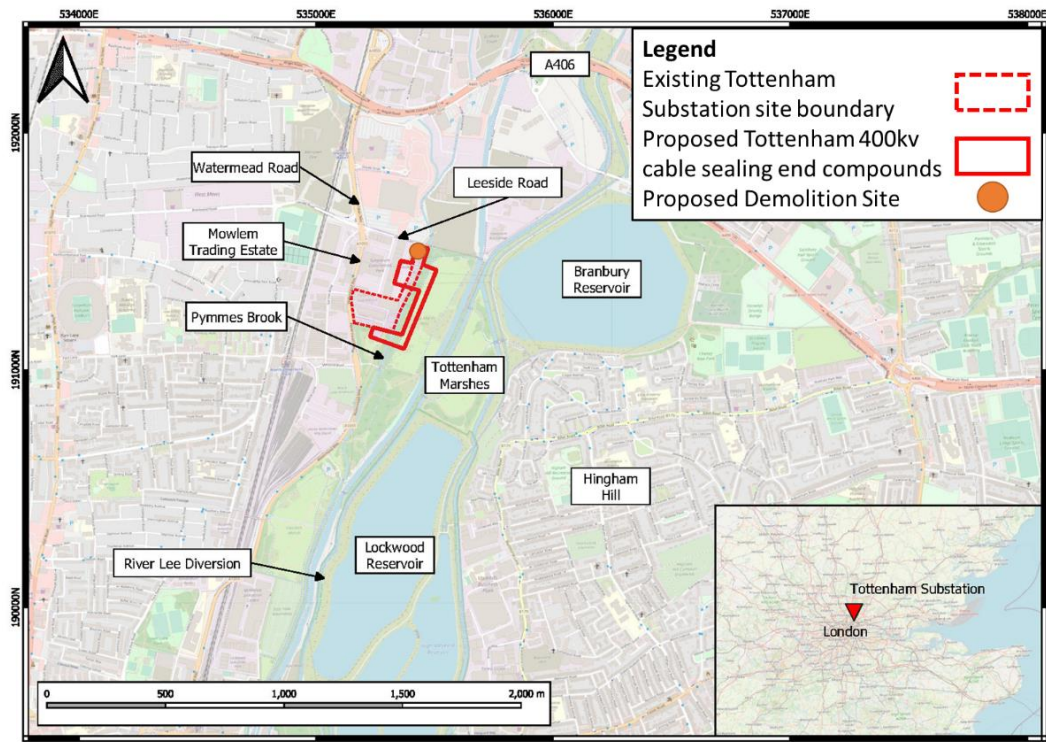
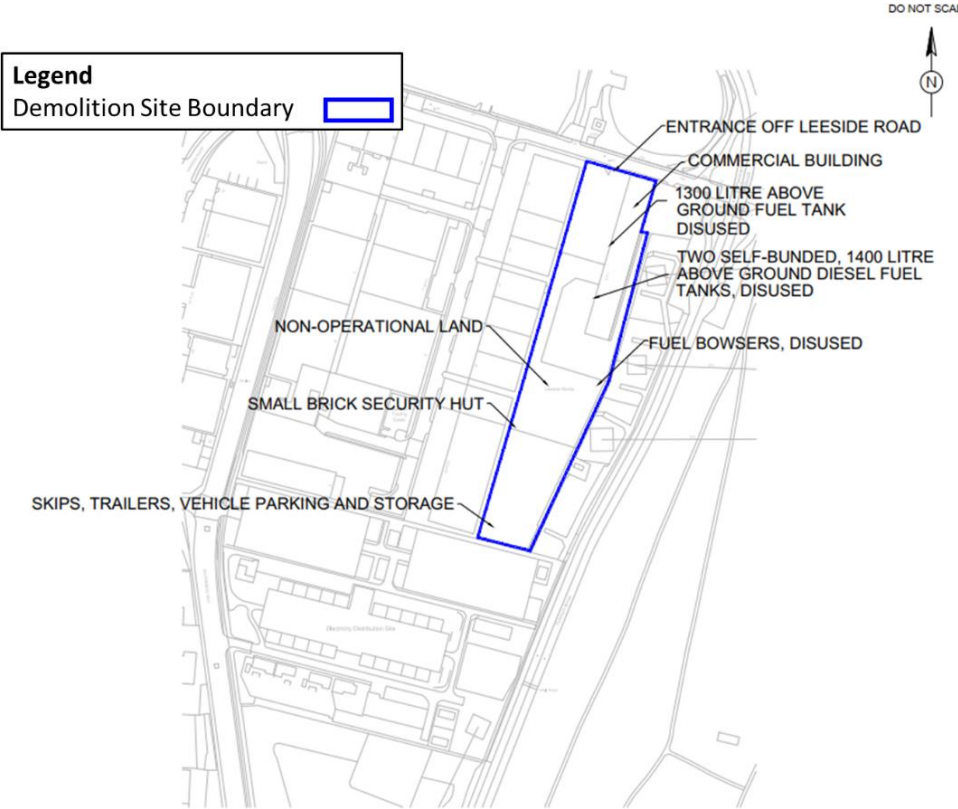


Figure 1-2 Demolition site layout plan with builders merchant building



The site is situated approximately 1.4 km east of the centre of Tottenham, to the east of the Mowlem Industrial Site. The site is located in a predominantly industrial setting and is centred on the National Grid Reference 535369, 191405 with the postcode of the site shown to be N17 0SG.

The site is accessed from Leaside Road, east of the Mowlem Trading Estate. The site covers an area of 1.21 hectares (ha) within a rectangular parcel of land. The boundary of the site is secure and comprises an approximately 2.5 m high steel palisade fence with access via a double steel palisade gate from Leaside Road. There are a variety of internal palisade fences throughout the site to segregate current operations.

The site includes several active commercial units housed within a two-storey, rectangular, brick building, with steel cladding exterior and an adjacent concrete/tarmac storage yard. Historically the site had been used as a bus depot.

The site is currently leased from National Grid Property Holdings Ltd (NGPH) to J O'Doherty Group that uses the southern third of the site for the storage/parking of empty waste skips, vehicles, trailers and storage of tonne-bags of aggregates. J O'Doherty Group sub-let the northern two thirds of the site to three businesses, a Builder's Merchants, Steel Fabricators and a Roofing Contractor. These businesses use the builders merchant which is to be demolished as part of the Stage 3A works to which this document refers.

The Pymmes Brook surface water course is present approximately 30 m east of the site beyond the National Grid operational land. This is an engineered surface water course with several concrete sections noted. The Tottenham Marshes are present approximately 40 m east of the site which are a designated Site of Importance for Nature Conservation (SINC) with Borough Importance Grade 1.

1.6 Project Description

The wider Stage 3 of the project encompasses the efforts to facilitate the bypass of Tottenham substation. It is set to initiate in early 2024 and conclude in 2028. The stage is further subdivided into two components: 3A and 3B, with 3A comprising demolition and remediation works, while 3B involves the establishment of a material holding facility and laydown area.

This CTMP has been prepared for Stage 3A, and primarily involves preparatory and temporary works, including the demolition of the builders merchant building on Leaside Road and remediation activities.

1.7 Consultation

Prior to the formal submission of this document for the discharge of Requirement 9, a pre-application consultation was completed with London Borough of Haringey on 06 December 2023 to discuss the requirement and the content of the submission. Further comments from the pre-application advice letter received on 21st December 2023 in relation to Requirement 9, and response to the comments are provided in Appendix C.

2. General Principles

2.1 Implementation

The implementation of this CTMP will be mandatory and applies to all traffic associated with the construction phase of the development taking place as part of Stage 3a. To implement this plan effectively, the Demolition Contractor will be required to:

- Communicate the details of this plan to all construction personnel on site during a mandatory site induction, which will be recorded with details provided to the Health and Safety Team;
- Reiterate aspects of the CTMP as required during regular pre-start meetings, and other necessary occasions;
- Develop a Vehicle Movement Plan, where required, for specific areas of the construction site;
- Ensure that all plant operatives are provided with a copy of the Vehicle Movement Plan related to their role in the Work Area; and
- Ensure CTMP's are reviewed regularly and updated if required.

2.1.1 Supply Chain Engagement

This CTMP will be distributed to organisations/personnel in the supply chain where relevant, to ensure that Construction Access Routes and traffic management schemes are adhered to.

2.1.2 Near Miss Reporting

The Demolition Contractor will operate a 'Near Miss' reporting system for all incidents. The Contractor will ensure that all accidents and near misses are recorded within this system and that staff are instructed to report all issues through daily briefings. Any accidents or near misses involving vehicles travelling to/from the site will be recorded and investigated, referring specific incidents to the Highway Authority, as deemed necessary.

2.2 Key Personnel, Roles and Responsibilities

Key personnel hold a duty of care for the planning and delivery of site activities. These positions include:

Management Team

- Senior Project Manager;
- Project Engineer;
- Health and Safety Specialists;
- Project Planner; and
- Project Manager.

Site Team

- Site Engineers;
- Site Supervisor/Foreman;
- PVM (Plant Vehicle Movement Marshal); and
- Compound Security.

2.2.1 Works Supervisor/Foreman

The Works Supervisor/Foremen have responsibilities for general construction traffic management, the general works area, and the construction personnel under their control. They are responsible for ensuring that the following minimum standards and requirements are delivered.

General Construction Traffic Management

- A documented daily risk assessment is completed by the Works Foreman and the procedures and control measures are implemented on site;
- All highways-related works do not commence until all signage is in place. Even in an emergency, it is essential that safety is observed for construction personnel and all other road users; and
- Permissions will be obtained from the Highway Authority prior to any works commencing on the highway.

General Works Area

- All road users and construction personnel can proceed with their respective undertakings safely and with minimum inconvenience to the general public;
- All site related works are correctly fenced and sign-posted using the relevant approved signs;
- All signs and devices used are in good condition;
- All signs are removed at the completion of the work;
- Where necessary, timed reduced output lights should be switched off during daylight hours and checked to confirm they are working as well as correctly aligned (if required); and
- If any person is injured, the incident is reported to the Site Supervisor and the relevant authorities.

Personnel

- All workers are skilled, knowledgeable, experienced, and trained appropriately to work on or near highways;
- All workers have a high awareness of traffic safety issues;
- All workers are informed of the public relations aspect of their work and instructed to not allow themselves to be provoked by members of the public;
- As a minimum, all workers accessing the construction site will have access to and use the necessary safety equipment and Personal Protective Equipment (PPE) as per legal requirements;
- All construction personnel carrying out work activities, on or immediately adjacent to the site, shall:
 - Always take reasonable care for their own safety and that of others;
 - Follow the applicable requirements of this CTMP;



- Prior to proceeding with any work, contact their supervisor or another team member, for clarification of any requirement applicable under this CTMP, if they are uncertain of what is required or how it is implemented;
- Always obey the applicable highway rules for pedestrians and drivers, on and off site;
- Always follow safe driving practices, including using the correct thoroughfare in accordance with any posted speed limits and safety requirements, in a manner that does not put at risk their or any other person's (e.g. passengers, fellow construction personnel or members of the public) safety at risk.
- Conduct daily vehicle checks and ensure their vehicles are fit for purpose; and
- Refer to the site supervisors daily risk assessment and attend the daily briefing.

3. Construction Traffic

3.1 Introduction

This section outlines the key parameters in relation to controlling the vehicular traffic associated with the construction phase of the project. These key parameters focus on routing, timing, and traffic generation.

The proposed construction access routes within this CTMP are derived from the National Grid DCO. Access for Stage 3A will be via existing access points, without the need for new access construction.

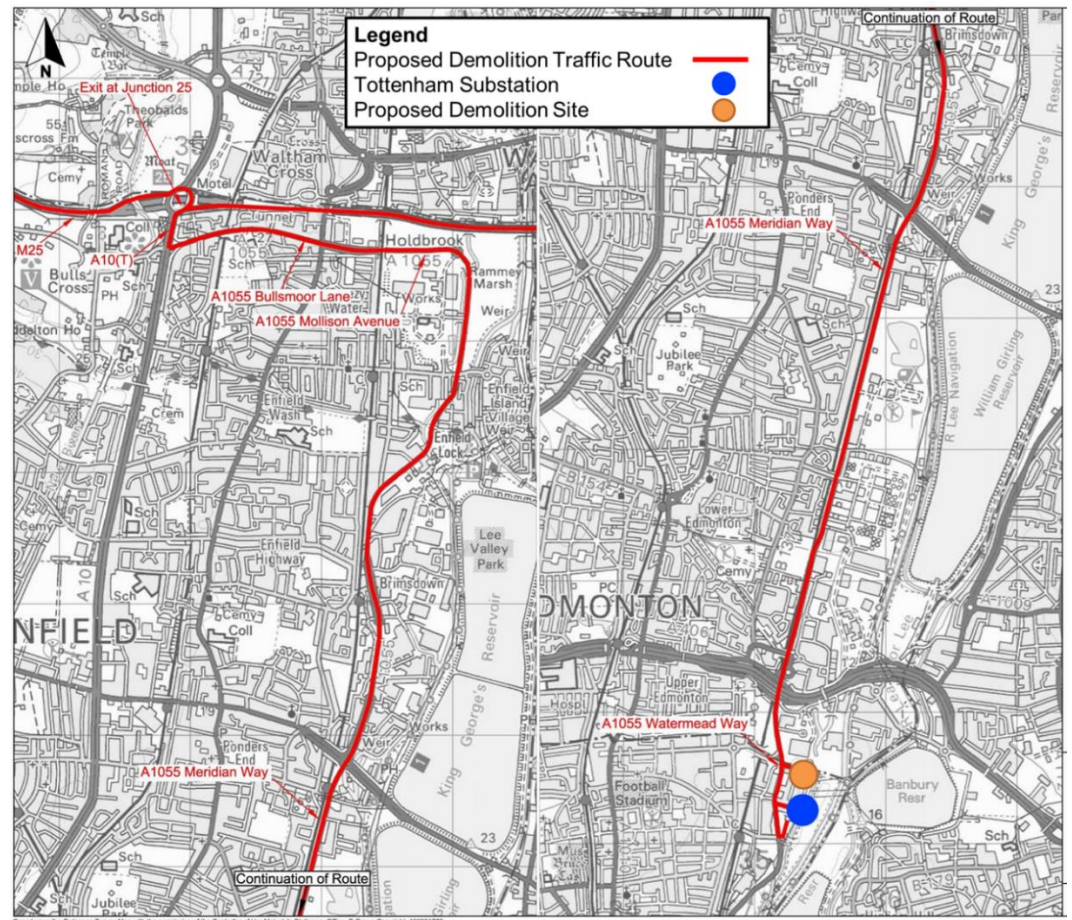
3.2 Construction Access Routes Overview

The proposed construction access route for Stage 3A will utilise the existing approved construction access routes used for the Stage 1 works. This route is via Leaside Road and includes the following movements:

- Exit M25 at Junction 25 and turn onto the A10 southbound,
- Turn left on to A1055 Bullsmore Lane,
- Continue to A1055, and
- Turn left onto Leaside Road before turning right into the Site Access (as per Chapter 4).

The proposed construction access route to the site is provided in Figure 3-1. A copy is also provided in Appendix D. This construction access route has already been approved under the DCO agreement. Access for Stage 3A will be via existing access points, without the need for new access construction.

Figure 3-1 Proposed Demolition Traffic Access Routes



Access to the Tottenham substation is taken via the A1055 Watermead Way, which links to the A406 (T) North Circular Road to the north. The A1055 is not a TfL red route. However, construction vehicles will briefly use the A10 (which is a TfL red route) between Junction 25 of the M25 and the A1055.

The A1055 Watermead Way will provide direct access to the site compound. This road serves as a crucial strategic link between Tottenham Hale and the A1400 North Circular Road. Although passing lanes are present along the A1055 Watermead Way's entire length, it mostly consists of a wide single carriageway. The route has a 40 mph speed limit at the approach, and there is street lighting.

The majority of project-related vehicle movements are anticipated to enter and exit the site from the north and then proceed to the A1400 North Circular Road.

Due to the relatively small volume of construction traffic and the site's proximity to the strategic road network, it is not considered necessary for a formal routing agreement to be in place.

3.3 Routing Strategy

Construction Access Routes have been selected to minimise the potential for adverse impacts on the existing highway network. The primary considerations are:

- To use the shortest approved construction traffic route;
- To avoid settlements and any other sensitive receptors to reduce congestion and minimise effects in cities, towns, and villages; and

To minimise travel where possible, outside of these primary considerations, the following factors will also be considered:

- Height, width and weight restrictions;
- Road layout, where possible to avoid sensitive receptors (schools, churches, equestrian areas, and areas of high pedestrian movements);
- Visibility constraints;
- Restricted access;
- Junctions at or near capacity during peak periods;
- Road gradients;
- No-go areas (including certain villages, junctions, and other sensitive receptors);
- Where possible, all movements will be planned to avoid peak hour traffic (AM and PM); and
- All traffic controllers shall be suitably accredited and wear the mandatory PPE for this project.

3.4 Abnormal and Indivisible Loads

There are no Abnormal Indivisible Load (AIL) deliveries scheduled to this site.

3.5 Construction Traffic Flows & Timings of works

The demolition works programme is expected to commence in the period between January 2024 and May 2024 over an approximate 4 week period. May 2024 is when Phase 1 of the remediation strategy is set to commence.

Forecast construction trips have been estimated based on the average weekly construction traffic movements, which have then enabled an average daily total to be calculated. Construction trips generated by the demolition works have been split into Cars, LGVs and HGVs. It is assumed that 1 HGV trip is equal to one 16 tonne Max Articulated vehicle. However, as identified some of the assumed generated HGV trips represent larger vehicles.

The breakdown of the two-way vehicular construction trips forecast during the peak construction period is summarised in Table 1. Each vehicle equates to an arrival and departure trip in that period. A full breakdown of the number of vehicles, both daily and weekly, across the whole programme is provided in Appendix E.

To calculate these construction vehicle figures, the following assumptions have been made:

- All staff will travel to the site via cars or vans;
- 50% of workers will come in cars;
- 50% of workers come in vans (2 workers per van); and
- There are 2 Van deliveries for every 1 HGV general delivery.

Table 1 - Construction Vehicle Generation

	HGVs		Vans		Cars		Total	
	Per Day	Per Week	Per Day	Per Week	Per Day	Per Week	Per Day	Per Week
Average	7	32	8	40	8	40	23	112
Max	7	34	8	40	8	40	23	114
Total	26	127	32	160	32	160	90	447

Table 1 indicates that during the works programme, the scheme will generate a maximum daily total of 7 HGVs, 8 vans and 8 cars.

3.6 Control of Construction Traffic

3.6.1 Construction Hours and Delivery Times

Consideration will be given to the programming of HGV movements and the timing of deliveries, minimising disruption to traffic on the public highways. Typical working hours will be during daylight periods, although some deliveries may be programmed when the public roads are at their quietest.

During the summer holiday season, the road network can be busier than normal. Therefore, consideration will be given regarding the timing of peak construction vehicle movements to the site. Where possible, vehicular traffic will be scheduled to occur outside the main holiday season.

All transportation activities will be undertaken during the below standard working hours (subject to agreement with the Local Authority) of:

- 08.00 to 17.00 Monday to Fridays; and
- 08.00 to 13.30 on Saturdays.

These hours are consistent with those agreed at other National Grid sites. No works are to be undertaken outside of these standard hours or on Bank Holidays, without prior consultation with the relevant Local Authorities and stakeholders.

Out of hours working may be required at specific stages of the proposed programme. Any out of hours working that may be required is expected to generate negligible traffic demand.

3.6.2 Parking & Loading Arrangements

The designated Work Areas, Laydown Areas, Welfare and Car Parking Areas will be encompassed within the site red line boundary. At present, no detailed site masterplan is currently available.

Appropriate unloading and parking areas for construction vehicles will be designated to avoid the need for parking or waiting on the highway. Any clashed deliveries will be sent away to avoid waiting on the public highway.

Whilst on-site, the delivery operation will be controlled by a trained PVM, from the point of guiding a vehicle to its designated off-loading area to guiding the vehicle back onto the public highway. Both the PVM and drivers will follow relevant safety procedures and operate the same-signalling systems.

Adequate parking will be provided on site to ensure that the safety and efficient operation of the public highway is not reduced. At no time will construction personnel, including contractors and suppliers, be authorised to park outside of the site boundaries, including on the public highway, unless prior permission has been granted by either the relevant landowner or the Highway Authority.

On-site parking will be managed to ensure safety of all personnel. Parking terms and regulations will be clearly displayed using signage displayed in the immediate vicinity of the parking provision.

No loading or unloading will take place on the public highway unless pre-agreement with the Highway Authority.

All delivery drivers will be required to wear the mandatory PPE when on site and will be provided with a summary of site rules issued/advised at sign in.

No person will climb onto a trailer without fall prevention in place. All drivers will access and egress their cabs by using three points of contact. Drivers will only leave their cabs if it is safe to do so.

3.6.3 Road Safety

The design of the site access point will ensure that no vehicle entering the site will encounter any manoeuvrability restrictions (other than abnormal loads). Suitable space within the works site will be provided for all vehicles to park, unload, and manoeuvre, therefore enabling all egressing vehicles to exit onto the access road in a forward-facing direction. Reversing onto any public highway will not be permitted.

For construction traffic:

- No delivery vehicles are to reverse without the direction of a PVM on the construction site;
- Delivery drivers to site will abide by highway laws;
- Special consideration should be taken to avoid U-turns and three-point turns in the highway;
- Flashing beacons or hazard lights to be in use where required;
- Where fitted and appropriate, audible reversing alarms to be used;
- Seat belts must always be worn on and off site; and
- The necessary PPE must be worn when alighting the vehicle.

All HGV drivers will be required to attend an induction that will establish a clear set of responsibilities that drivers will be required to follow including:

- Delivery timings and coordination;
- Identification of approved HGV routes;
- Highway safety concerns;
- Adherence to speed limits;
- Instructions on how to pull over safely to alleviate long traffic platoons;
- Details of reporting accidents and 'near misses'; and
- Site rules.

3.6.4 Vehicle Identification

All HGV and LGV vehicles associated with the construction phase of the proposed development will be clearly identifiable using a vehicle marking scheme. The purpose of this is to enable the Contractor to monitor construction vehicles on the local highway network.

It is envisaged that this will be achieved by placing suitable signs on all HGVs and LGVs entering and exiting the working areas onto the local highway network. This signage would be passed to appointed contractors prior to the start of construction. The exact form of identification is still to be determined; however, wording stating "National Grid" or "Working with National Grid" or similar will be used. Vehicles which will be used throughout the duration of the construction phase, i.e. staff cars, Site Supervisor commercial LGV's, will also have their registrations stored on record.

The attachment/placement of the signage may differ from one supplier or contractor to another.

3.6.5 Vehicle Types

HGVs

Any vehicle over 3.5 tonne is considered a HGV. HGVs will be used for the movement of bulky or large materials and are likely to be wagons but may also include other vehicles, such as lorries as low loaders delivering plant materials.

LGVs

Any vehicle up to 3.5 tonne, excluding cars, is considered an LGV. These vehicles will predominantly be used to move small plant and materials. Other LGVs will include long and short wheelbase vans and any minibuses (with no more than 9 seats including the driver) used to transport construction personnel between the construction compound and public transport hubs.

3.7 Site Layout

At present, no detailed site layout is currently available. However, all works associated with the proposed demolition and the associated remediation and enablement works required at the site will be encompassed within the site red line boundary.

Contractor site compounds and construction work boundaries, and their respective access and egress routes will all be contained within the site boundary for Stage 3A.



The site compounds for contractors shall include dedicated space for cabins, materials storage and parking for cars and mechanical plant.

The positions of compound entrances are to be agreed with National Grid and should be controlled via a gate/barrier to be kept locked outside of working hours.

No vehicles, materials, accommodation, access or works will be allowed on any land outside of contractors' works boundary.

4. Site Access

4.1 Introduction

This section details the site access arrangements for construction traffic and personnel, alongside the proposed security measures on site.

4.2 Site Ingress and Egress

The site is accessed via a single access point which is located on Leaside Road, east of the Mowlem Trading Estate, as shown in Appendix A. Access for Stage 3A will be via existing access points, without the need for new access construction.

The site covers an area of 1.21 hectares (ha) within a rectangular parcel of land. The boundary of the site is secure and comprises an approximately 2.5 m high steel palisade fence with access via a double steel palisade gate from Leaside Road. There are a variety of internal palisade fences throughout the site to segregate current operations.

Upon entering the site, further vehicle manoeuvres are to be performed within the site boundary, away from the highway network, meaning no vehicle will need to reverse back onto the public highway.

4.3 Site Access Control

A PVM will be appointed to control access to and from the site where required. It will be the responsibility of the PVM to guide incoming traffic and be aware of any egressing vehicles. Construction vehicles delivering to the site will be under continuous control of the PVM.

The PVM will be required to wear highway-compliant high-visibility clothing. If deemed necessary, more than one PVM will be allocated. All deliveries of plant, materials and structures to the compound will be booked. Vehicles will enter and exit site in a forward direction; hence avoiding the need for reversing outside of the site boundary.

4.4 Personnel Access

Security gates will be used to ensure that only authorised personnel and deliveries can enter and will remain closed at all other times. Personnel requiring access to the site for reasons other than undertaking construction work will be treated as a site visitor. All visitors will be granted access by appointment only and must in all cases be authorised by a senior manager at each site.

All visitors shall always be the responsibility of the permanent pass holder whilst on site and must sign in at security. Visitors must always use the pedestrian walkways and access gates provided for safe and easy access to site office.

The site will be segregated into non-PPE and PPE areas. Personnel will not be allowed access into PPE areas without the appropriate equipment as per construction standards.

The Contractor will provide a robust system of inductions, safety briefings, task briefing statements and work package plans for any works. Visitors will always be inducted and escorted on site.

Gates will be padlocked, and site supervisors will be on duty to control the site access and ensure no members of the public can enter the site without authorisation from the relevant personnel (where appropriate).

4.5 Post Completion

Upon completion of the demolition works, all relevant temporary construction materials including direction signing will be removed. Demobilisation of the laydown and work area and access road will be undertaken. All affected areas will then be returned to the agreed condition.

5. Condition Survey

Due to the limited works that would be undertaken during the demolition works, it is not anticipated that there would be a significant level of HGV movements generated. Given the high level background of general traffic and HGV flows on the construction access routes, it is not considered possible to identify the potential impact of the construction vehicle movements associated with the construction phase on the local road network.

However, the Contractor will undertake pre- and post-works condition surveys of all accesses, roads and paths inside and outside of the substation including but not limited to the entire access road to the public highway where the access road is owned by National Grid or private shall be undertaken. There will be ongoing liaison between the Contractor and the Highway Authority, and a joint inspection by the Highway Authority and the Contractor upon completion of works to identify where remedial and any reconstruction or maintenance work are required resulting from the works. On completion of works, the Contractor shall repair any damage resulting from the works.

6. Monitoring and Enforcement

6.1 Introduction

This section outlines how the targets and measures contained within this CTMP will be monitored to ensure compliance.

6.2 Monitoring

6.2.1 Construction Trips/HGV Numbers

To ensure compliance with the target daily HGV movements, the Contractor will record all deliveries. This will be continuously monitored to ensure the thresholds set out are adhered to.

6.2.2 HGV Routing

The Contractor will implement a system to help the public distinguish construction vehicles associated with the proposed development from other traffic on the network. Each vehicle will be required to display a unique identifier within the window of the cab (a recognisable logo) that will allow members of the public to report any concerns such as driver behaviour or the use of unapproved routes via a publicised telephone contact number.

Signs will be erected at all traffic management locations with the relevant contact number clearly displayed for public enquiries.

The Contractor will also ensure that their vehicle fleet, where appropriate, are fitted with a telematics system. This system together with delivery records will serve to augment the unique identifier to allow the Contractor to respond to any complaints and provide a complete evidence base.

6.2.3 Road Safety

The Contractor will operate a 'Near Miss' reporting system for all highways incidents. The Contractor will ensure that all accidents and near misses are recorded within this system and that drivers are instructed to report all issues recorded through the system. Any accidents or near misses involving vehicles travelling to/from the site will be recorded, investigated, and reported internally, referring specific incidents to the Highway Authority as deemed necessary.

The Contractor will retain records of all incidents (e.g. speeding and driver hours) and submit to the relevant authorities upon request. If emerging issues are identified, the Contractor and the Highway Authority will initiate discussions with relevant stakeholders.

6.3 Enforcement

This section provides a summary of the mechanisms that would ensure that the control measures are effectively implemented.

To ensure that the aims of the CTMP can be effectively enforced, it is important to define what will constitute a breach. The following actions will constitute a breach of the CTMP, whereby corrective measures will be required (this list is not exhaustive):

- Vehicles using prohibited routes;
- Construction workers not parking in designated areas or overspill parking on the public highway;
- Construction HGVs not adhering to the agreed routes/times; or
- Construction traffic being driven inappropriately, e.g. speeding.

On receipt of a report of a potential breach, the Contractor will investigate the circumstances accordingly using the monitoring tools available and compile a report outlining the breach and ramifications. These reports will be available upon request to the Highway Authority.

APPENDICES

Appendix A. Site Location Plan



Appendix B. Site Layout Plan



Appendix C. Pre-Application Comments



Appendix D. Construction Access Routes



Appendix E. Construction Traffic Flows



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