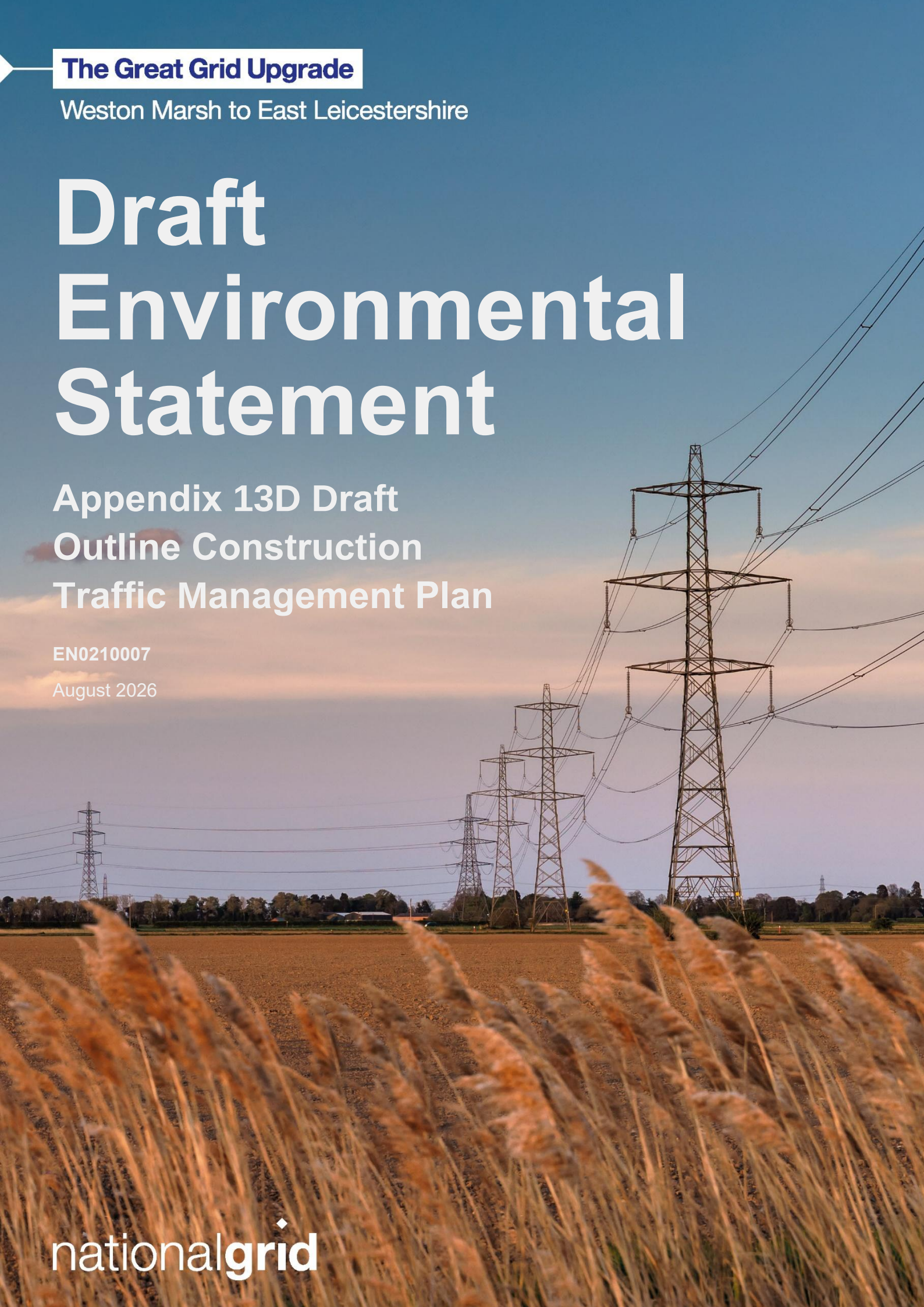




The Great Grid Upgrade

Weston Marsh to East Leicestershire

Draft Environmental Statement

Appendix 13D Draft
Outline Construction
Traffic Management Plan

EN0210007

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nationalgrid

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13D.Draft Outline Construction and Traffic Management Plan

13D. Draft Outline Construction Traffic Management Plan

13D.1 Introduction

Overview

13D.1.1 The Weston Marsh to East Leicestershire Project (the Project) is being developed by National Grid Electricity Transmission plc (National Grid) to increase the ability of the transmission system to transfer power between other proposed transmission infrastructure in the east of England and the Midlands. The objective of the Project is to reinforce the electricity transmission network, facilitating the connection of planned offshore wind generation, interconnectors with other countries and other sources of electricity, allowing clean green energy to be carried on the network.

13D.1.2 The Project is expected to include the following elements:

- approximately 60 km of new 400 kV overhead transmission line, from the proposed substation at Weston Marsh (to be delivered by the Grimsby to Walpole Project), to the west;
- a new 400 kV substation to be built in the vicinity of the existing 4VK (Cottam – Wymondley) 400 kV overhead line to the west of Corby Glen, South Kesteven (referred to as 'WMEL-A');
- a new 400 kV substation to be built in the vicinity of the existing ZA (Cottam – Sundon) 400 kV overhead line to the west of the village of Ab Kettleby and north west of Melton Mowbray, Melton (referred to as 'WMEL-B');
- reconductoring of approximately 66 km of the existing ZA 400 kV overhead line from WMEL-B to the existing Grendon Substation, east of Northampton; and
- realignment of short sections of existing 400 kV overhead line and local changes to the distribution networks to facilitate the construction of the new overhead line and substations.

13D.1.3 This document is an appendix to the non-statutory Draft Environmental Statement (DES) (referred to in this document as "DES" and non-statutory DES") for the proposed Project. The Project has been divided into five Sections, as shown in **Figure 1.1 Site Location Plan** of the DES and described in **Table 4.1 of Chapter 4 Description of the Project** of the DES. These are:

- Section 1: Infrastructure within South Holland District;
- Section 2: Infrastructure within South Kesteven District;
- Section 3: Infrastructure within Melton Borough and Charnwood Borough Council;
- Section 4: Infrastructure within Harborough District; and
- Section 5: Infrastructure within Northamptonshire (including both North Northamptonshire and West Northamptonshire unitary areas).

- 13D.1.4 This is the draft Outline Construction Traffic Management Plan (CTMP) that has been produced to support the DES. The purpose of this draft outline CTMP is to outline the approach to managing construction traffic impacts on the local road Network (LRN), major road network (MRN) and strategic road network (SRN) during the use of roads by construction traffic, works to roads and public access, for example during the construction of towers and haul roads. The information in this report will be updated and presented in the Outline CTMP in the Environment Statement (ES) as part of the application for development consent. The appointed Main Works Contractor(s) (MWC) will be responsible for preparing and implementing measures outlined in the final CTMP.
- 13D.1.5 The development of the final CTMP, substantially in accordance with the approved Outline CTMP will be secured by way of a Requirement in the Development Consent Order (DCO).
- 13D.1.6 The draft Outline CTMP (and each CTMP) is intended to be a working document that evolves during the construction phase. The draft Outline CTMP (and each CTMP) only applies to the construction phase of the Project, not including operation or maintenance.

Pre Commencement Operations

- 13D.1.7 Some pre-commencement operations may be undertaken in advance of the main construction, prior to the approval of detailed requirements. Some of this is development work necessary to inform the detailed design and therefore needs to be carried out ahead of the design being completed and approved. Other non-development activities can be carried out in advance to prevent delay in commencing development or to enable seasonally constrained activities to be completed in the correct season.
- 13D.1.8 A final CTMP, which will be in accordance with this draft Outline CTMP, must be submitted to and approved by the relevant Local Highway Authorities (LHAs) prior to the commencement of any stage of the authorised development to which the CTMP is relevant.
- 13D.1.9 Therefore, and unless otherwise agreed:
- 1) All pre-commencement operations must be carried out in accordance with this Outline CTMP. In doing so, where any measures referenced in this draft Outline CTMP, and in the Outline CTMP that will be presented in the ES, are to be agreed with the relevant LHA; National Grid and/or its MWC must seek the agreement of the relevant LHA before carrying out any pre-commencement operations to which those measures are relevant. The key aim is to maintain public safety while minimising disruption to users.
 - 2) All construction works forming part of any stage of the authorised development to which the CTMP is relevant must be carried out in accordance with the CTMP.

13D.2 Project Overview

Project Commitments

- 13D.2.1 The embedded, standard and additional mitigation measures that are proposed by National Grid that are relevant to the road network and Public Rights of Way (PRoW) network are primarily included within the draft Outline CoCP (**Appendix 4A Draft Outline Code of Construction Practice**) that will be updated to the Outline CoCP that will be presented in the ES. The PRoW mitigation and management requirements are detailed within **Appendix 13E Draft Outline Public Rights of Way Management Plan** in this DES and will be updated to the Outline PRoWMP in the ES. The mitigation and management of the construction traffic is primarily included within the draft Outline CTMP.

Construction Schedule

- 13D.2.2 In common with other Nationally Significant Infrastructure Projects, the detailed construction programme will be subject to change from factors such as procurement, system access requirements (outages), resource and material availability, weather and ground conditions.
- 13D.2.3 Should development consent be granted in 2029, it is anticipated that access and construction of the Project would commence in 2030, starting with enabling works. It is expected the main construction works would continue through to 2035.
- 13D.2.4 The phasing of the programme is yet to be confirmed. Further information will be contained in the Outline CoCP in the ES.
- 13D.2.5 Certain pre-commencement operations would take place in advance of the main construction phase of the Project such as:
- engineering investigations and surveys;
 - environmental (including archaeological) investigations and monitoring;
 - surveys and monitoring investigations associated with assessing ground conditions;
 - diversion and layering of third party services, protection works including utilities protection works or fencing and protection slabs;
 - site clearance;
 - environmental mitigation measures;
 - remediation associated with contamination or other adverse ground conditions;
 - set up works associated with contamination or other adverse ground conditions;
 - set up works associated with contamination or other adverse ground conditions;
 - set up works associated with the establishment of construction compounds and temporary laydown areas, receipt and erection of construction plan and equipment;
 - temporary accesses; and

- erection of temporary means of enclosure or temporary demarcation fencing marking out site boundaries and the temporary display of site notices or advertisements.

13D.2.6 Due to the nature of works, and as some aspects need to take place during agreed outage windows, some haul roads and temporary fencing may need to remain on site until after testing has been completed to allow for any remedial works before reinstatement takes place. Once confirmed, the schedule of works will be communicated with local communities (via newsletters/emails), and they will be updated on amendments to the schedule during construction.

Working Hours

13D.2.7 As set out in **Chapter 4 Description of the Project**, the proposed core working hours are:

- Monday to Friday 07:00 – 19:00; and
- Saturdays, Sundays, Bank Holidays and other Public Holidays 07:00 – 17:00.

13D.2.8 Some construction activities may take place outside of the proposed core working hours referred to above, to minimise disruption to the public. Examples of these works are outlined in **Chapter 4 Description of the Project**.

Heavy Goods Vehicle Timings

13D.2.9 It is proposed that Heavy Goods Vehicles (HGVs) associated with activities which occur outside of core working hours, would not be permitted to arrive at site before 07:00 or depart after 19:00 (Monday to Friday) or before 07:00 or after 17:00 (Saturday, Sunday and Bank Holidays). Any HGVs which are projected to arrive on site prior to 07:00 would be required to park at an appropriate lorry park, services or other designated overnight parking locations until they can complete their journey with the appropriate restrictions. These locations would be agreed with the relevant highway authorities (LHA) prior to the commencement of construction and would be communicated to drivers with their delivery instructions.

Consents, Licences and Permits

Permit Schemes

13D.2.10 Part 3 of the Traffic Management Act 2004 (Ref 13D.1) introduced Permit Schemes as an alternative framework to the notification system under the New Roads and Street Works Act 1991 (Ref 13D.2) for highways maintenance and improvement works.

Traffic Regulation Orders

13D.2.11 Traffic Regulation Orders (TROs) and Temporary Traffic Regulation Orders (TTROs) will be required for regulating traffic on roads in proximity to the Project, including if a street needs to be closed or diverted temporarily during construction. These could include:

- temporary speed limits;
- on-street parking restrictions;

- temporary road closure;
- temporary traffic lights; and
- other works on the public highway. This could include:
 - cut back/clearance of vegetation;
 - utility diversion works in the locations of bellmouth accesses;
 - use of stop/go boards instead of temporary traffic lights; and
 - construction of the highway mitigation measures, or site accesses points, or haul road crossing points.

13D.2.12 Other licences and permits may be required, where necessary.

13D.3 Project Team Roles and Responsibilities

Project Responsibilities

- 13D.3.1 The MWC will undertake work in accordance with the DCO and its associated documents including the Outline CTMP that will be produced with the ES, the detailed CTMP will be in effect during construction. The relevant aspects of the CTMP will be notified to the workforce at commencement of works to highlight the relevant commitments and responsibilities to those undertaking the work.
- 13D.3.2 Overall roles and responsibilities relevant to the CTMP are presented in **Table 13D.1**. The appointed MWC are responsible for developing and adopting the CTMP. The CTMP will be managed and enforced by the rules set out in **Table 13D.1**.

Table 13D.1 CTMP Roles and Responsibilities

Roles	Organisation	Responsibilities
Environmental Managers	Main Works Contractor(s)	The Environmental Manager will be responsible for the maintenance of all environmental measures and mitigation implemented on site and as recorded within the CTMP. They will be the main point of contact for all environmental matters on the Project. They will also develop good working relationships with external stakeholders such as the Environment Agency and the relevant planning authorities.
Transport Coordinators	Main Works Contractor(s)	The Transport Coordinators will be responsible for the monitoring and management of measures recorded within the CTMP. The transport coordinator would liaise with the LHAs to provide monitoring reports for the CTMP.
Environmental Clerk of Work (EnvCoW)	National Grid/Main Works Contractor(s)	The EnvCoW will monitor that the works proceed in accordance with relevant environmental DCO requirements and adhere to the required mitigation measures. The EnvCoW will be supported by

Roles	Organisation	Responsibilities
		appropriate technical specialist advisors depending on the location and potential impacts.
Permits and Consent Managers	National Grid/Main Works Contractor(s)	The Permits and Consents Manager will work with the Environmental Manager to draft and submit permits and consents and discharge of any relevant Requirements on behalf of the project, track the progress, provide updates and communicate approvals.
Works Supervisors	Main Works Contractor(s)	The Works Supervisor will be responsible for delivering the site works in accordance with the CTMP and implementing good environmental practices required by the Environment Manager. They will be responsible for managing operatives, plant and their areas of work in accordance with the principles of good environmental practice.
Technical specialist advisors	Main Works Contractor(s)/National Grid	These will have the relevant experience to supervise the relevant aspects of the works e.g. a land contamination specialist.
Community Liaison Officer	Main Works Contractor(s)/National Grid	The community liaison officer would be responsible for engagement with the public regarding potential concerns during the construction period.

Information Training and Awareness

- 13D.3.3 In accordance with measure GG05 in **Appendix 4A Draft Outline Code of Construction Practice**, all staff and operatives working on the Project will undergo a site-specific induction (additional information on implementation is included in Section 13D.6), which will include the following topics relevant to the CTMP:
- general traffic management requirements on the Project;
 - car parking arrangements;
 - good practice measures for commuting, such as car sharing and sustainable transport options;
 - how to find out about approved construction routes for HGV;
 - driver information pack; and
 - expected behaviour on site (e.g. switching off machinery when not in use).
- 13D.3.4 Regular toolbox talks¹ will be provided by the MWC. These will give targeted information about site-specific issues or activities taking place at that time.

¹ Short informal safety briefings held on-site before each shift.

Community Engagement and Public Information

- 13D.3.5 The MWC will provide information to local residents and stakeholders about the works. A community relations team will be appointed to provide dedicated community relations and external communication support during construction. The information to be provided to local residents will be specific to the works to be carried out, describing the nature of the works, the location and extent of the works, the duration of works and the hours to be worked.
- 13D.3.6 Local residents will be informed of the commencement and likely duration of the construction activities through a letter drop/email notifications. The letter(s)/email(s) will reflect the works to be carried out and the duration of works. The letter/email will include the contact telephone number for public information. These letters/emails will be shared with the LHA in advance of them being issued to residents, alongside the applicable Parish Council and will be issued up to two weeks in advance of the construction activities being undertaken on site.
- 13D.3.7 A Project website will be maintained by the National Grid community relations team. The Project website will be visible on boards placed in appropriate locations where they will be visible to the public. The Project website details will be provided to the relevant local authorities and other relevant parties.
- 13D.3.8 The community relations team will record the details of any complaints and how these are to be investigated and appropriately managed. Further details about the complaints procedure will be provided in the Outline CoCP in the ES.

13D.4 Engagement

- 13D.4.1 Discussions on the Outline CTMP and its contents will be held between National Grid, National Highways and LHAs through Technical Working Groups to seek feedback on the contents and structure before producing the Outline CTMP.
- 13D.4.2 A summary of engagement and key considerations will be presented in the Outline CTMP in the ES.

13D.5 Road Network

- 13D.5.1 This section sets out the pre-construction surveys and embedded, standard and additional mitigation measures that are anticipated to be implemented in relation to the road network. It considers potential impacts caused by proposed works to the road network, for example creating site access points for access to the working area and works where the proposed transmission line is anticipated to cross the highway. It also includes impacts that may be caused by the additional traffic that will be generated during the construction phase of the Project.
- 13D.5.2 The following terminology is used to describe the construction routes:
- **Strategic road network (SRN):** Comprises the motorway and trunk road network, managed by National Highways, as defined by the Department for Transport.
 - **Major road network (MRN):** Routes in the middle tier of the road network (between the SRN and LRN), as defined by the Department for Transport. MRNs are managed by the LHAs. For the Project, the LHAs are Leicestershire County

Council, Lincolnshire County Council, North Northamptonshire Council and West Northamptonshire Council.

- **Local road network (LRN):** Comprising the local roads also managed by Leicestershire County Council, Lincolnshire County Council, North Northamptonshire Council and West Northamptonshire Council.
- **Primary Access Routes (PAR):** Access routes on the public highway identified for use by construction vehicles (typically for HGVs) to travel from the SRN/MRN to the site access point. PAR form part of the wider access route strategy, discussed in the Construction Traffic Section.
- **Haul road:** Temporary roads provided outside of the existing public highway. These routes will be managed by National Grid and link the site access points to the working areas.
- **Site access point:** The location on a Primary Access Route where construction vehicles will transition between the public highway and haul roads/working areas including bellmouths and Operation and Maintenance accesses.
- **Access tracks:** Temporary access to a smaller scale, isolated works area, typically provided for erection of scaffold and netting at locations the overhead line crosses features such as roads and railways.
- **Crossover points:** Locations where haul roads cross the public highway but are not proposed for construction HGVs to transition to or from the public highway (except in emergency situations).
- **Site compounds:** The proposed locations provided for the overhead line and substations temporary construction compounds.

Pre- and Post-Construction Surveys

- 13D.5.3 Pre-construction assessment of highway structures will be undertaken on the routes which are anticipated to be used by Abnormal Indivisible Loads (AILs). The results of these structural assessments will be provided in the AIL Access Strategy that will be included in the ES.
- 13D.5.4 Pre- and post-construction condition surveys of the existing highway network are proposed to be undertaken on AIL and HGV routes. The scope of these surveys (in terms of the routes covered and the methodology of these surveys) is to be agreed with each LHA, prior to the start of the pre-commencement works. The results of these pre-condition surveys will be shared with the LHA prior to works commencing, including pre-commencement works relating to the highway.
- 13D.5.5 The MWC will use the Electronic Service Delivery for Abnormal Loads (ESDAL) process for planning AIL movements. This will include a review of the suitability of structures along AIL routes prior to AIL movements.
- 13D.5.6 In accordance with mitigation measure GG06 in **Appendix 4A Draft Outline CoCP**, a record of condition will be carried out (photographic and descriptive) of the working areas that may be affected by construction activities. This record will be available for comparison following reinstatement after the works have been completed to enable the standard of reinstatement to meet the condition in the pre-condition survey. The specific locations of this record of conditions will be captured on a plan.

Vehicle Classification

Abnormal Indivisible Load Vehicle Deliveries

- 13D.5.7 Special Types General Orders are a set of regulations which allow unusual vehicles to be driven on UK highways. Under normal circumstances, a vehicle and its load must not exceed the weight (44 tonnes) and dimensions (a width of more than 2.9 m and a rigid length of more than 18.65 m) contained within the Road Vehicles (Construction and Use) Regulations 1986 (Ref 13D.3) and the Road Vehicles (Authorised Weight) Regulations 1988. These regulations are set by the Driver and Vehicle Standards Agency (Ref 13D.4).
- 13D.5.8 A detailed AIL Access Strategy will be prepared in collaboration with LHAs and presented in the Outline CTMP with the ES.
- 13D.5.9 Where PARs and site access points are anticipated to be used by AILs, specific considerations would be made to determine suitable routeing and facilities to accommodate these movements. Infrastructure deliveries anticipated to require AILs include:
- Shunt reactors and super grid transformers to substations at WMEL-A and WMEL-B. It is assumed that the use of both private escort vehicles and a police escort will be required.
 - Cable drums to site access points. Traffic management and escort requirements for cable drum deliveries are anticipated to vary. Discussions will be held with National Highways, the relevant highway authorities, and the police forces to confirm requirements once the number and date of AIL deliveries is clarified.
 - Mobile cranes and piling rigs for construction of towers, temporary bridges, and substations. While both the crane and the piling low-loader are anticipated to fall within the criteria of the Special Types General Orders regulations (Ref 13D.5) these vehicles are not anticipated to require a police escort.
- 13D.5.10 While the number of AILs is small compared to the number of HGVs, they would be of a size which may require temporary works to accommodate the loads. All temporary works, such as removal of street furniture, will be subject to engagement with the LHAs, National Highways and the police and form part of a delivery plan for each AIL, which will also consider:
- locations of laybys or other such holding areas; and
 - potential diversion routes.
- 13D.5.11 Each delivery will be planned in advance, escorted and managed such that any impacts are minimised. Such arrangements will be procured through a standard process at the appropriate time.
- 13D.5.12 The police, fire and ambulance services (referred to as 'blue light services') and other key stakeholders will be given written notification of AIL deliveries and kept fully informed throughout the delivery period.
- 13D.5.13 If appropriate the Network Rail Abnormal Loads team will be notified of the routes and specific bridges to be used prior to the agreed use for construction traffic.

- 13D.5.14 The movement of AILs will be outside of the restrictions (routes and times) contained within the CTMP and will be subject to separate agreement with the relevant highway authorities and police through the ESDAL system. This includes notifications to stakeholders (relevant highway authorities, police and Network Rail) and advising of timings, routes and any asset protection measures appropriate to the type of road.
- 13D.5.15 Where blue light services have a local embargo on AIL movements, these hours will be adhered to for AIL movements associated with the Project, unless agreed otherwise.
- 13D.5.16 Should delivery of AILs be required outside of the core working hours, prior notice for AIL movements will be given to the relevant highway authority 72 hours in advance before such traffic movements commence.
- 13D.5.17 There are a number of structures, i.e. bridges, along the allocated AIL routes which will need to undergo further assessment work to confirm their suitability for AIL vehicles following grant of development consent. A detailed list will be provided within the AIL Access Strategy that will be provided in the ES.
- 13D.5.18 The Project will keep residents fully informed of the details in relation to the timing of the delivery of AILs. Ahead of any delivery, the Community Liaison Officer (CLO) will communicate, where appropriate, information via local notice boards, email updates to stakeholders and those who have registered for updates. The communication could also include notifications issued to the local press and, where appropriate, notification letters/emails to local residents and business that may be impacted.
- 13D.5.19 If appropriate, Variable Messaging Sign (VMS) boards will be implemented at locations agreed with the LHA and National Highways to communicate upcoming AIL movements and/or other disruptions to PARs.
- 13D.5.20 Notification letters/emails will contain the following information:
- name and contact details of relevant Project personnel;
 - estimated commencement date for deliveries;
 - duration of delivery period;
 - estimated times of deliveries;
 - any details of the route (where appropriate); and
 - request to keep the highway clear of parked cars during the delivery period (where appropriate).
- 13D.5.21 Information will be made available to the wider community on what AILs are, why they are needed and how they impact the local/strategic road network along with links to find further information.
- 13D.5.22 The Project will make effort to work with local stakeholders to ensure disruption caused by AIL deliveries is minimised. Groups include, but are not limited to:
- schools;
 - local bus operators, including school bus operators;
 - local doctors, surgeries or health providers;
 - holiday accommodation developments;

- Royal Mail;
- leisure centres; and
- churches.

13D.5.23 Contact with these service providers will be made in advance of planning ALL deliveries.

Other Construction Vehicles

- 13D.5.24 A range of other construction vehicles will be required on the Project that will use the public highway network. The majority of construction materials will be transported to the construction sites by HGVs. There will also be other HGVs, such as low-loader units used to deliver larger items such as excavators, construction mats, and welfare units. There will also be Light Goods Vehicles (LGVs), including vans, to deliver smaller items and for worker travel to the site.
- 13D.5.25 In accordance with measure GG14 in **Appendix 4A Draft Outline Code of Construction Practice**, plant and construction vehicles (not including construction worker private vehicles) will conform to relevant applicable standards for the vehicle type which will be defined in the Outline CoCP in the ES.
- 13D.5.26 All plant and vehicles will switch off their engines when not in use and when it is safe to do so.

Construction Traffic

General Construction Routeing Strategy

- 13D.5.27 Construction traffic will use the SRN and MRN to access the region. From the MRN and SRN, and subject to the limited exceptions addressed in Paragraph 13D.5.28 below, construction traffic will be routed along a PAR to the site access points. From these site access points:
- Traffic for the construction of the new overhead line (and substations) between Weston Marsh substation and WMEL-B substation will be routed off the public highway along haul roads to access the construction sites.
 - Traffic for the reconductoring works between WMEL-B substation and the existing Grendon substation will be routed off the public highway along existing tracks and/or temporary trackway mats to access each existing tower location.
- 13D.5.28 In certain limited instances, certain construction vehicles may use roads which are not designated as PARs. **Table 13D.2** sets out the anticipated construction activities where this is likely to be the case. For the avoidance of doubt, and unless otherwise agreed, all other elements of the CTMP would apply to vehicle movements in respect of the construction activities listed in **Table 13D.2**. The construction vehicles cannot use the PARs in this instance, due to the isolated works away from the haul road and/or because the activities may need to be completed prior to the installation of the internal haul road, e.g. to assess ground conditions and undertake surveys.

Table 13D.2 Non-Primary Access Routes Construction Movements

Construction Activity	Indicative Vehicle Types
Engineering Investigations and Surveys	LGV (Site vehicle 4x4 and trailer)
Environmental (including archaeological) investigations and monitoring	LGV (Site vehicle 4x4 and trailer)
Surveys and monitoring investigations associated with assessing ground conditions	LGV (Site vehicle 4x4 and trailer)
Diversion and laying of third-party services, protection works including utilities protection works or fencing and protection slabs, demolition of existing buildings.	HGV (low loader/HIAB Wagon) / LGV (Site Vehicle 4x4)
Site Clearance (including temporary removal of vegetation)	HGV (Low Loader) / LGV (Site Vehicle 4x4)
Environmental Mitigation Measures (including cutting back overhanging vegetation)	HGV (low loader) / LGV (Site vehicle 4x4 and trailer)
Remediation associated with contamination or adverse ground conditions	HGV (low loader)/ LGV (Site vehicle 4x4 and trailer)
Erections of temporary means of enclosure or temporary demarcation fencing site boundaries and the temporary display of site notices or advertisement	HGV (tractor mounted post driver, lorry mounted crane delivery) / LGV (Site Vehicle 4x4/Welfare Van)
Scaffolding for Overhead Line stringing activities	HGV (Low loader/Trackway laydown lorry & trailer)/ LGV (Site Vehicle 4x4/Welfare Van)
Works associated with drainage	HGV (low loader/ 40ft flatbed lorry/Tipper truck)/ LGV (Site Vehicle 4x4)

New overhead line

- 13D.5.29 Access to the proposed overhead lines construction corridors would be via the haul road, accessed from the Primary Access Routes. The haul roads are proposed to be constructed to provide a continuous access route between overhead lines towers.
- 13D.5.30 The proposed haul roads are only discontinuous at major obstructions along the overhead line corridor such as major roads, railways, areas of environmental or historical significance, and major watercourses. Each obstruction has been assessed on a case-by-case basis.
- 13D.5.31 A number of haul roads are proposed to be provided in accordance with this strategy, serving the proposed new transmission alignment and associated works.
- 13D.5.32 The haul roads are proposed to be used for construction movements associated with the new overhead line and will be removed once the construction works have been completed. The haul road arrangement as described above is considered to present a favourable solution for access as it offers the following benefits:

- Haul roads enable materials and the workforce to be moved along the overhead lines construction corridor minimising the use of public highways, avoiding (where possible) sensitive areas such as villages, schools and minor roads.
- The strategy reduces the number of construction related vehicles impacting the public highway network in the vicinity of the construction corridor.
- The strategy reduces the total number of construction routes (PRA) from the MRN to the construction corridor, and hence the number of local, rural roads impacted by the Project.
- The strategy reduces the number of site access points on the public highway network, and therefore temporary junctions with the public highway.
- Longer haul roads enable a high percentage of construction traffic to be routed to the site predominantly via 'A' and 'B' roads, with reduced distances travelled via minor roads.
- The haul road generally reduces journey distances and traffic from the local road network for site staff travelling between construction areas, accommodation, and compounds.

13D.5.33 A PAR will be identified for access to each section of haul road. Generally, PAR are proposed to access each end of a haul road section, allowing construction traffic to enter the haul road at one end, travel along the haul road and exit at the other end (if required). Dead-end haul roads have been avoided as far as practicable. However, due to site-specific constraints, there are some instances of haul roads with only one PRA.

13D.5.34 SARs will be considered for construction vehicle movements between adjacent haul road sections, where the haul road is not continuous due to a river, main road, railway or other obstruction.

Reconductoring section

13D.5.35 Access to the reconductoring section would generally be via local roads and existing tracks used for operation and maintenance with temporary trackway mats used to support HGV access where necessary to each existing tower location or scaffold location.

13D.5.36 Use of existing access tracks and temporary trackway mats is considered to present a favourable solution for access as it offers the following benefits:

- It greatly reduces the number of construction HGV movements as there is no aggregate required for construction and removal of a haul road and trackway mats can be reused to access each tower as the reconductoring progresses along the existing overhead line.
- Trackway mats can be quickly installed and removed and is more appropriate where works are short duration and construction of haul roads is not proportionate.
- Reduces the need for ground reinstatement.

13D.5.37 A PAR will be identified for access to each existing tower, group of towers and to locations where scaffolding is required to pass the cable over an obstruction such as a river, road or railway.

13D.5.38 PAR for the reconductoring section will include local roads.

HGV Deliveries

- 13D.5.39 HGV movements will normally take place during the core working hours (outlined in paragraph 13D.2.7), and it is anticipated that construction LGV/HGV vehicles will be scheduled to arrive throughout the core working hours. Where required, vehicle movements for certain time-critical activities (those detailed in **Chapter 4 Description of the Project**) may take place outside of the core working hours. HGV deliveries for activities not listed in **Chapter 4 Description of the Project** are to take place across the core working hours, with deliveries managed by the MWC to avoid concentration of movements in any particular hour, and provide a consistent level of movements throughout the core working hours.
- 13D.5.40 The MWC will be responsible for monitoring and managing compliance with this strategy, particularly during road network peak periods.
- 13D.5.41 The number of HGV movements will be calculated and assessed using a comprehensive trip generation and distribution approach which will be summarised within the Transport Assessment which will be undertaken to inform design development and assessment and provided as part of the application for development consent.
- 13D.5.42 These movements have been determined against the draft construction programme and will be therefore subject to change upon finalisation of the construction programme by the MWC.
- 13D.5.43 Figures will be produced within the Transport Assessment to show the average daily movements for each month of the construction phase.
- 13D.5.44 The construction vehicle and construction workforce traffic movements will be managed through the monitoring and management mechanisms outlined in Section 13D.6. The MWC(s) will develop a booking/scheduling system to schedule HGV deliveries to site throughout the construction period. This system will enable a three-month look ahead, to understand the predicted HGV deliveries (movements), per site access point in advance. The construction vehicle and construction workforce traffic movements will be reviewed against the assumptions (construction traffic forecasts) that will be detailed within the Transport Assessment.
- 13D.5.45 Should the three-month look ahead identify any predicted potential exceedances compared to the construction traffic forecasts reported in the above documents and National Grid's EnvCoW considers that these would have the potential to introduce materially new or materially different residual effects, the MWC(s) will discuss with National Grid and the relevant LHA, and National Highways where appropriate, suitable steps to avoid or mitigate such effects. National Grid and the appointed MWC(s) will develop a monitoring framework, which will include potential mitigations, as part the final CTMP. Given the robust arrangements that would be available to monitor and review these traffic movements, the comprehensive trip generation and distribution approach and the proposed mitigation measures, a cap on vehicle numbers is not considered necessary.
- 13D.5.46 An Outline Construction Worker Travel Plan will be produced alongside the ES to address the number and programme of the anticipated staff and visitor movements.

Contingency Routes

- 13D.5.47 There may be circumstances, such as those listed below, where traffic movements on the road network are compromised, impacting the use of the agreed PAR and site access points, such as:
- A traffic or other similar incident on the highway network that disrupts the normal operation of the highway network or results in the closure of the highway network.
 - A breakdown of an HGV enroute to the authorised access point.
 - Work requested to be completed out of hours by a third party such as the relevant highway authority or Network Rail.
 - Emergency health and safety incidents.
 - Planned or emergency highway works.
- 13D.5.48 In the event of any incident occurring which impacts on the safe and efficient operation of the road network, additional mitigation measures will be considered, which could include contingency routes. Contingency routes will be provided by pre-established traffic diversions and diversions as set out by National Highways, the relevant highway authorities and the police.
- 13D.5.49 In addition, the MWC(s) will utilise the website OneNetwork and liaise with National Highways or the relevant LHA directly, to establish where predefined construction routes may be disrupted by other works or events. They will seek to establish alternative routes that, as far as practicable, are consistent with those set out above. Where required, the MWC(s) will propose the estimated frequency of the use of the contingency routes and share information with the LHA.

Construction Route Signage

- 13D.5.50 All signage for temporary access to construction work sites will comply with relevant standards, including Traffic Signs Manual Chapter 8: Traffic Safety Measures and Signs for Road Works and Temporary Situations (Ref 13D.6). The signs will follow the process for LHA approval, where required. The signs will include the name of the Project, to differentiate them from signs relating to other projects within the area. All signage to be placed in highway land is to be agreed with the highway authority.
- 13D.5.51 The following signage is proposed:
- **Primary Access Routes and site access point signs:** Temporary signage will be erected along construction routes on the public highway to provide access (directional) routing information. Temporary signage will be provided in the vicinity of each site and crossover point which will provide warning to other road users of the likely presence of construction vehicles, including temporary speed limits (where appropriate). Where appropriate, public roads that are not prescribed as PARs will be signed to indicate they are not to be used by construction HGVs. Signage will be provided on sections of the SRN, MRN and PAR which may be subject to temporary traffic congestion and delay at peak periods.
 - **Haul road signs:** Similar to the above, temporary signage will be erected along the haul roads within the working area where necessary. The signage will provide drivers with information on distances to destination and warning (hazard) information relating to potential vehicle conflict or pedestrian conflict areas (for example, crossover points of public highways and PRowS).

- **Temporary diversion signs:** In the event that any traffic diversion routes are required, temporary signage will be installed in accordance with relevant signage design guidance.

13D.5.52 The MWC(s) will undertake regular maintenance checks to report and rectify any defects with signage.

Site Access Points

- 13D.5.53 Site access points will be assessed based on site-specific constraints and highway safety considerations. The most suitable location for the site access point, and access to the haul roads, will be determined with consideration of road geometry, junction visibility and other site-specific constraints. Locations will, where appropriate, be chosen to minimise the impact on trees and hedgerows. Existing land/field accesses will be used where they are considered to be suitable locations as determined by the above assessment criteria. When forming site access points, connectivity for active travel users (footways and cycleways) will be preserved, where safe and practicable.
- 13D.5.54 The site access point layouts will be designed to be appropriate for the proposed use. For accesses to the haul road where construction traffic movements will be higher, designs would allow for two-way HGV movements to occur; that is, an HGV can enter the junction while a second HGV is waiting to exit the bellmouth.
- 13D.5.55 Site access points will also be assessed through a swept path analysis for the largest vehicle associated with the haul road (i.e. a crane or alternative AIL). These vehicles require the full bellmouth area to make the manoeuvre. This (infrequent) operation will take place with the appropriate traffic management, which will be agreed with the relevant LHA and/or National Highways, in place.
- 13D.5.56 For accesses to the reconductoring section, where construction traffic movements will be low, the geometry of the access will be associated with the swept path analysis rather than provision for two-way movements.
- 13D.5.57 Fencing and gates will be provided where appropriate along the route and this will be detailed in the ES. Gates will be set back from the edge of the carriageway to allow for vehicles transitioning between the works area and public highway to stop clear of the public highway. In accordance with GG26 in **Appendix 4A Draft Outline Code of Construction Practice**, working areas will be appropriately fenced.
- 13D.5.58 All site access points (inclusive of crossover points) that will require construction, can be constructed from the highway with temporary traffic management, including temporary road closures where necessary. When forming site access points, the internal haul road does not need to be constructed before works commence.

Crossover Points

- 13D.5.59 In addition to site access points, haul roads cross the public highway network at various locations. At major roads, the haul road is discontinued. On the LRN, an 'at grade²' crossing of the public highway is proposed. Construction traffic is proposed to use these 'crossover points' to cross the public highway. No HGV construction traffic

² 'At grade' means the crossing is at the same height as the public highway, with no bridges.

is proposed to use these crossover points to access the haul road from the public highway under typical operation, and vice versa.

- 13D.5.60 The crossover points have been designed to allow for emergency vehicles to access the haul road from the public highway. In emergency situations, access for most construction traffic will be possible at crossover points.
- 13D.5.61 In the event that a haul road intersects a PRow, the management of vehicles and usage of gates will be followed as per the Public Right of Way Management Plan (PRowMP). A draft outline PRowMP is presented in **Appendix 13E Draft Outline Public Rights of Way Management Plan** of the DES.
- 13D.5.62 In the event that a haul road is blocked due to unforeseen circumstances, resulting in a site location becoming inaccessible from a site access point, an alternative access would be facilitated from a suitable crossover point. The haul road would be reinstated as soon as reasonably practical.
- 13D.5.63 At crossover points, construction traffic will 'give way' to the public highway traffic. At locations where temporary traffic signals are proposed, the impact of these traffic management measures will be monitored and managed, with priority given to the flow of traffic on the public highway.

Construction Site Access

- 13D.5.64 Site compounds include those related to works for the new overhead line, substations and reconductoring. Information regarding the proposed access routes to each of the compounds will be provided in the Outline CTMP in the ES.
- 13D.5.65 Compounds would be used to facilitate specific sections of the construction corridor. The scope of these works within each section of the construction corridor differs, and therefore the operational duration of each compound will be different. The indicative operation period for each compound will be detailed in the Outline CTMP in the ES.
- 13D.5.66 During the development of the final CTMP following DCO approval, the MWC(s) will prepare a programme of when each site access point is planned to be constructed. These site access points are likely to be constructed as pre-commencement activities, where the Outline CTMP will be applied in agreement with the LHA.
- 13D.5.67 The routes to site mentioned in this section would be adhered to as far as reasonably practicable. It is understood that under specific circumstances, with heavy disruptions or incidents on the network, vehicles may need to choose an alternative route (detailed under the 'Contingency Routes' heading in the Construction Traffic Section).

Temporary Access Information

- 13D.5.68 A two-way haul road would typically be 20 m wide and would include temporary access, soils storage, drainage and fencing. For the assessment of haul road construction, it is currently assumed that topsoil (and some subsoil) would be stripped and aggregate (e.g. stone) placed on top of the soil, which would be delivered to site by HGVs.
- 13D.5.69 For most site access points, it is expected that some vegetation clearance and traffic management will be necessary for the duration that the access is operational.

- 13D.5.70 The potential for site access points to be made permanent as a legacy benefit has been considered within the siting of these facilities. Where deemed to be of potential benefit as a permanent facility, these will be discussed on a case-by-case basis. This will typically include, alongside other criteria, a requirement for the facility to meet the relevant design standards once temporary traffic management associated with the Project has been removed.
- 13D.5.71 Speed limits will be enforced on all construction haul roads and access tracks. The speed limits are not defined at this stage of the Project and will vary depending on site-specific conditions.

Traffic Management

- 13D.5.72 Traffic management on the public highway and haul roads, where appropriate, will be used where required to maintain public and/or workforce safety. This will primarily occur during construction and removal of access points, when erecting or dismantling scaffolding, for the safe operation of site access points and crossover points, and at locations on the PAR where mitigation measures are required. Instances other than those detailed above may arise where traffic management on the public highway and haul roads is required.
- 13D.5.73 Traffic management will be provided in accordance with Traffic Signs Manual Chapter 8 (Ref 13D.6), proportionate to the type of road, duration of works and volume of traffic. Traffic management measures may include temporary traffic signals or manned stop and go boards. In some instances, there will be the need for road closures, particularly on narrow or single track roads. Specific locations, timings and the specific traffic management measures will need to be agreed with the relevant highway authorities.
- 13D.5.74 It is anticipated that roads would only be temporarily closed where this is required for safe working. In accordance with measure AS03 in **Appendix 4A Draft Outline Code of Construction Practice**, where practicable and safe to do so, existing access to and from residential, commercial, community and agricultural land uses will be maintained throughout the construction phase, or as agreed through landowner discussions. This may require signed diversions or temporary restrictions to access. Where this is not practicable, alternative arrangements will be made with the affected parties through the land agreements, such as instances of no through route single track roads where works are required. Where practicable and safe to do so, cyclists and pedestrians will be able to continue to use the closed roads.
- 13D.5.75 LHAs will be able to review and approve all traffic management measures needed on the public highway through the permit schemes. It is anticipated that this information will be publicly available on the Project website and the relevant LHA's website. This would include information on road closures, traffic management, temporary speed restrictions, and information on planned AIL movements.
- 13D.5.76 National Grid will use reasonable endeavours to inform other relevant stakeholders (such as Royal Mail or Blue Light Services) of any road closures, diversions or access arrangements that are considered to impact their operations at the earliest possible opportunity.

Lengths of Traffic Management Measures (in Distance and Duration)

- 13D.5.77 To reduce the impact on local road users, the length of the traffic management measures would be kept to a minimum and left in situ for the shortest duration as far as is reasonably practicable.
- 13D.5.78 Where it is intended for roadworks to be left in place for defined periods without any construction work being undertaken, the MWC(s) will assess whether it is reasonably practicable and safe to remove the traffic management equipment during this period.

Selection of Diversion Routes

- 13D.5.79 Where diversions are necessary (due to temporary closure of roads), they will adopt the principle that they will use the same standard of road, or higher where practicable and available. A full point-to-point diversion on public roads will be provided so that all vehicles that will usually and legitimately use a road can continue to use it to complete their journey. The means of access will be communicated to the relevant highway authorities and emergency and essential services.
- 13D.5.80 Information relating to any proposed longer-term diversion routes, greater than 18 months in length, will be detailed in the Outline CTMP in the ES.
- 13D.5.81 Short term road closures associated with overhead line stringing; construction of highway mitigation works and construction of bellmouth junctions may be expected on some of the roads. Full road closures are expected to be for no more than four weeks and will require a diversion. Details of proposed road closures would be provided in the ES.

Access and Crossover Points

- 13D.5.82 Traffic management will be required during the construction of the proposed site access points and crossover points for the safety of road users. Traffic Regulation Order (TRO) Plans and schedules will be prepared and will show the proposed traffic management measures associated with site access points. Traffic management will vary dependent on site-specific requirements, but may typically include:
- Temporary traffic light systems (and/or stop and go boards) to control flows during construction of site access points and crossover points to allow single lane working where roads are of suitable width.
 - Further use of temporary traffic light systems during periods of peak construction traffic flows to control turning/crossing movements at public highway interfaces.
 - Temporary speed limit restrictions in the vicinity of proposed access and crossing points. This will be completed in combination with other measures including vegetation clearance to achieve the relevant visibility requirements.
- 13D.5.83 It is anticipated that for the construction of access and crossover points on single track roads, these would be closed during construction of the access. It is anticipated that the construction of site access points onto wider roads would be constructed using temporary traffic management measures such as temporary traffic signals.
- 13D.5.84 Access control measures such as fencing and gated accesses to working areas will typically be in place for safety and security. Access and crossover points will be designed to reduce highway safety risks and congestion on the public highway by providing for the safe and efficient passage of construction traffic.

Highway Mitigation Measures

- 13D.5.85 Highway mitigation measures will be proposed on the existing highway network to facilitate construction vehicle access to the construction corridor where appropriate.

Primary Access Route and AIL Access Routes Mitigation Measures

- 13D.5.86 Through discussions with the LHAs and National Highways, a package of mitigation measures will be developed covering the PAR and AIL routes where appropriate. These mitigation measures will be designed to facilitate access to the construction corridor for construction vehicles including AILs. The mitigation measures will be detailed on Indicative Highway Mitigation Plans in the Outline CTMP presented in the ES.
- 13D.5.87 The mitigation measures are subject to change throughout the construction of the Project, changes will be reviewed and in consultation with the relevant LHA.
- 13D.5.88 These mitigation measures will be in place for the duration of the Project and removed at the end of the Project (unless otherwise agreed with the LHA or National Highways and subject always to National Grid and/or the MWC first securing all necessary consents and other approvals required for the permanent retention of those mitigation measures), with land reinstated to its previous condition (as far as is reasonably practical).
- 13D.5.89 Locations of proposed permanent mitigation will require a comprehensive investigation of the construction of the carriageway to inform the subsequent detailed design of the works.

Junction Capacity Mitigation Measures

- 13D.5.90 The Transport Assessment will assess the impact of the construction traffic flows on the road network during the AM and PM peak. The MWC(s) will be responsible for ensuring that any required mitigation measures for junctions during the construction period are delivered.
- 13D.5.91 Any proposed junction capacity mitigation measures will be presented in the Outline CTMP in the ES.

Blue Light Services

- 13D.5.92 The police, fire and ambulance services (referred to as 'blue light services') will be given written notice of:
- Planned temporary lane or road closures.
 - AIL deliveries and kept fully informed throughout the delivery period (through the ESDAL system described in Paragraph 13D.5.14).
- 13D.5.93 Engagement on any police escorts required to support the delivery of the AILs would be undertaken as early as practicable, due to the limited specialist resource to support AIL movements.
- 13D.5.94 It is anticipated that the MWC(s) will develop an Incident Management Plan in agreement with the blue light services to develop a procedure for any incidents on the road network proposed to be utilised by the Project.

Bus Stops and Routes

- 13D.5.95 Where a bus stop is required to be closed during construction, it will be relocated through discussions with the relevant highway authority and the bus operators where appropriate. A temporary bus stop will be provided, where a suitable location can be identified.

Pedestrians and Other Road Users

- 13D.5.96 Local communities will be informed during the construction phase through letter drops/emails and local signage. Information on the impact will be shared with Parish Councils. Mitigation measures will be developed to manage the impact on pedestrians and other road users throughout construction, based on the number and type of construction vehicles using the route and users of the public highway. This may involve providing signage to advise of alternative footways and cycleways that can be used during construction (as far as is practical). A PRowMP will be developed to provide information on the temporary diversions and closures that could be employed by the MWC(s) to manage the impact on users of the PRow and to maintain public safety during the construction phase. A draft Outline PRowMP is detailed in **Appendix 13E Draft Outline Public Rights of Way Management Plan** of the DES.
- 13D.5.97 The designs associated with the permanent stopping up and diversion of PRows will be discussed and agreed with the relevant LHA.

Staff Travel

- 13D.5.98 An Outline Construction Worker Travel Plan will be developed and presented in the ES. This will set out the good practice measures that should be in place to encourage sustainable travel by the workforce, in a way which reduces both environmental and social impacts on the local area.
- 13D.5.99 When the travel patterns of construction workers are understood, the MWC(s) and Travel Plan Coordinator will explore the feasibility of a mini-bus to site, including a review of whether one could be provided from public transport hubs (such as railway stations).

13D.6 Implementation of the CTMP

- 13D.6.1 National Grid will put in place robust procedures to inform and supervise all personnel working on the Project. This includes contractual requirements on the MWC(s), to ensure control measures set out within the CTMP are adopted when undertaking the construction of works authorised by the DCO. The MWC(s) will be responsible for implementing these control measures.
- 13D.6.2 The MWC(s) would be responsible for briefing all operatives on the specific details within the CTMP prior to the commencement of works. The briefings should be delivered by a suitably trained member of the team, such as the site supervisor, Construction Manager, Transport Coordinator or Environmental Manager.

Site Checks and Reporting

- 13D.6.3 The MWC(s) will undertake pre-site condition surveys as part of the site set up, as described in the **Pre- and Post-Construction Surveys Section**. This should include making a record of the condition of existing features such as public highways, tracks and PRowWs, including the location of each feature. Post-site condition surveys should be undertaken after construction, and the results of these and any remedial works will be discussed and agreed with the landowner and, where applicable, the relevant highway authorities, prior to handover.
- 13D.6.4 Regular site checks are required to be carried out across the Project to monitor compliance with the CTMP. The programme of site inspections will be controlled by the Transport Coordinator who will draw on appropriate suitable experience specialists for specific tasks. The overarching inspections are summarised below in **Table 13D.3**. Appropriate action will be taken should any incidents of non-conformance with the CTMP be found during inspection.
- 13D.6.5 Site checks and inspections will include checks against compliance with measures detailed in the Outline CoCP and other commitments made by the Project. These site checks are anticipated to only be completed on active working areas.

Table 13D.3 Site checks relevant to the CTMP

Inspection Type	Purpose	Who	Frequency
Environmental inspections	To monitor compliance with Project commitments and the environmental standards.	MWC EnvCoW	Weekly / as necessary
	To monitor adherence to good practice commitments and raise actions where concerns are identified.	National Grid EnvCoW	Spot checks / as necessary
	To check mitigation measures for sensitive features are in place.		
Site checks	To ensure that working practices are carried out in accordance with approved methods, standards and good practice commitments. These should also check compliance with requirements agreed in any applicable permit.	Works Supervisors	Daily visual check in working area
Environmental observations	Allows all staff to raise concerns or good practice ideas to safeguard continual improvement and innovation.	All staff	As required
Monitoring of vehicles and road network	Checking signage is in place. Monitoring of vehicle condition and use of agreed construction routes.	Transport Coordinators	Weekly
Monitoring of PRow routes	Checking signage is in place and checking condition of PRow within the Order Limits. Checking compliance with the PRowMP.	EnvCoW(s)	Daily visual check in working area

- 13D.6.6 The results of inspections are required to be recorded in an Environmental Log for environmental checks with transport monitoring included within a separate transport log. Findings should be disseminated to the wider construction team as appropriate and additional procedures put in place if required. Should incidents of non-conformance be reported, then the findings should be shared with the relevant LHA on a quarterly basis or as necessary.
- 13D.6.7 The MWC(s) should implement a monitoring and reporting system to check compliance with the measures set out within the CTMP. This may include the need for a GPS tracking system to be fitted to HGVs owned and operated by the MWC(s) to check for compliance with authorised construction routes. Automatic Number Plate Recognition may also be utilised for monitoring compliance, however these can be difficult to implement across all vehicles for the Project.
- 13D.6.8 The MWC(s) will also monitor the number of construction vehicles using the PARs between the sites and the SRN/MRN. The monitoring of LGV and car usage, for information such as car parking, occupancy rates and timings will be detailed within the Outline CWTP that will be presented in the ES.

Site Vehicle Movements to Site

- 13D.6.9 It is proposed that the MWC(s) and National Grid prepare documentation to implement the strategies set out in the Construction Traffic Section to manage construction related movements to and from site. This may include the following:
- implement a delivery management system;
 - implement a Construction Employee Management Plan; and
 - implement a Construction Logistics Plan.

Routeing Adherence

- 13D.6.10 All delivery contractors will be instructed to use the agreed construction access routes, complying with the agreed final CTMP for each work area. A number of measures will be implemented to ensure compliance with routeing, which are:
- Construction access routes will have temporary signs posted along the proposed routes to site access prior to the commencement of construction activities, with the specification and location of signage to be agreed with the LHA. Where multiple access points use a common road to site, signage will be clearly distinguishable between access points (more information on signage is detailed in the Construction Traffic Section).
 - Signage will also be placed at the exits of site access points to instruct construction traffic to follow the designated route.
 - The delivery routes and timings would be communicated by the MCW(s) to all companies and/or drivers involved in the transport of materials and plant to and from site by HGV construction vehicles.
 - An 'identifier' would be placed within the window of all delivery vehicles to enable residents to identify if an HGV is engaged on work on the Project. This identifier would be submitted to and approved by the relevant highway authorities as part of the final CTMP.

- Monitoring data would be collected from HGVs that are fitted with monitoring devices (such as GPS tracking), including the routes taken, timing and speed of vehicles when making deliveries. This data could be used for auditing and complaint investigation. The MWC(s) would be required to ensure a high proportion of HGVs are fitted with GPS so that route compliance can be checked.
- The registration numbers for all HGVs making deliveries would be recorded. Alongside the HGV monitoring device data (where fitted) outlined above, this would allow a check of any reported breaches of the agreed delivery routes and enforcement action to be undertaken if required.

Site Safety

13D.6.11 The MWC(s) will set out their methods for mitigating, recording and monitoring the following safety related issues:

- record of all accidents;
- modes of transport staff use to travel to site; and
- vehicles and operations not meeting safety requirements.

13D.6.12 The driver information pack will be issued to each driver prior to them commencing work and will include:

- clarification of approved HGV routes, including a plan showing the delivery routes, the location of the site access and areas with road safety concerns;
- speed limit requirements;
- details of reporting accidents and near misses;
- details of the types of locations where it would not be acceptable to park on the local highway network;
- details of appropriate lorry parks, services and other designated overnight parking where drivers are permitted to stop, which should be used to ensure deliveries arrive on site after 07:00;
- details of any restrictions on delivery hours;
- details of HGV safety standards;
- details of disciplinary measures for non-compliance;
- information on footways, cycleways and bridleways and warnings of routes which could have a higher volume of pedestrians, cyclists and equestrians;
- information on collision cluster locations;
- information on local pedestrian crossings and pedestrian safety precautions;
- information on sensitive locations in the local area such as hospitals, care homes and schools; and
- a copy of the identifier to display in the vehicle window.

- 13D.6.13 The MWC(s) will be responsible for briefing all operatives on the specific details within the CTMP, prior to the commencement of works. The Driver Information Pack will be monitored and controlled by the MWC(s). The MWC(s) will implement an audit system, tracking the receipt of the Driver Information Pack.

Non-Compliance Procedure

- 13D.6.14 The EnvCoW(s) and Transport Coordinators will generally be responsible for undertaking site audits to check compliance with the CTMP. All incidents associated with the construction of the Project, including environmental incidents and non-conformance with the CTMP, will be reported by the EnvCoW(s) and Transport Coordinators. Where a breach or complaint is reported, the MWC(s) and/or National Grid will carry out an investigation in order to identify appropriate corrective actions. Where needed, corrective actions will be agreed with the relevant LHA, LPA and/or community members prior to implementation. Where a corrective action is identified, the LHA will be informed, including National Highways.
- 13D.6.15 Further detail on the sanctions which could be applied will be included within the final CTMP presented with the ES.
- 13D.6.16 Data recorded from the non-compliance procedure above will be collated on a quarterly basis by National Grid and the MWC(s) and will be issued out to the relevant parties, including LHAs and National Highways.

Enforcement

- 13D.6.17 To ensure that the final CTMP is effectively enforced, the following matters have been defined as non-compliance that would be investigated to understand if corrective measures would be required:
- failure to display the unique identifier, or to remove the unique identifier when not making deliveries to the Project;
 - construction workers overspill parking on the public highway;
 - construction traffic (including workers) operating outside the agreed hours;
 - HGV drivers not adhering to the agreed routes without reasonable excuse; and
 - HGV drivers parking or waiting on the highway in inappropriate locations, which could result in highway safety issues.
- 13D.6.18 On receipt of a report of potential non-compliance, the EnvCoW(s) and Transport Coordinator would follow the procedure noted in paragraph 13D.6.14.

Community Liaison

- 13D.6.19 In accordance with mitigation measure GG27 in **Appendix 4A Draft Outline Code of Construction Practice**, members of the community and local businesses will be kept informed regularly of the works through active community liaison. This will include notification of heavy traffic periods. A contact number will be provided which members of the public can use to raise any concerns or complaints about the Project. All construction-related complaints will be logged by the MWC(s) in a complaints register, together with a record of the responses given and actions taken.

- 13D.6.20 The specific requirements for works in highways will be in accordance with the Permit Schemes, which will set out the communications expectations for road works. The Project will adhere to these principles, the permit requirements and any resulting traffic diversions will be shown on the relevant county council online traffic map. Communication will include sending letters/emails to residents that detail the extent of the works and, for example, any implications on parking arrangements. Details of where traffic management is in place is also anticipated to be available on the Project website.
- 13D.6.21 The Community Liaison Officer will engage with key stakeholders and the local community to keep informed of any planned community events, so the Project can avoid these wherever practicable when scheduling any construction activities that may cause disruption and AIL deliveries.

Coordination with Other Developments/Events

- 13D.6.22 National Grid will ensure liaison takes place by the MWC(s) with LHAs and National Highways and other developments to ensure a coordinated approach to construction traffic management. Additionally, this liaison with the MWC(s) should occur for significant local events within the area of the construction project.
- 13D.6.23 National Grid will engage with Forums set up and managed by other LHAs, where appropriate.

Change Process

CTMP Changes

- 13D.6.24 It may be necessary to amend the details contained in the CTMP as a result of the iterative discussion and engagement that will continue after the CTMP has been approved. The resulting changes would not alter any of the underlying commitments, mitigations and methodologies set out in the CTMP. An example may be where a pre-construction survey identifies a measure already committed to is no longer required in the CTMP. In every case, consideration will be given to any changes to the outcome of the assessment of environmental effects.
- 13D.6.25 Where there is a proposed change to the CTMP, National Grid will provide details to the relevant highway authority together with evidence of relevant stakeholder engagement, in order to agree any proposed changes.

References

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