

**Lower Thames Crossing**  
**Gravesham Borough Council**

**Proposed amendments to Outline Traffic Management Plan for Construction in response to Action Point 6 from ExA at ISH4**

The extracts below show track changes to the relevant section of the Outline Traffic Management Plan for Construction in response to Action Point from ExA at ISH4 which was as follows:

Please provide suggested wording for changes to the Outline Traffic Management Plan for Construction [APP-547] to strengthen the Traffic Management Forum's role/influence including dispute resolution procedures.

**Note 1:** The construction traffic management plan for the Sizewell C project was used as a precedent for the proposed changes. The relevant section is 9.5 and can be found at page 160/390 of the Sizewell Deed of Obligation at [this link](#).

**Note 2:** the Outline Traffic Management Plan for Construction has been updated in [REP3-121] and that version was used as the basis for this document.

**Note 3:** In addition, GBC is also proposing a new requirement in the DCO based on [requirement 22 of the A428 Black Cat to Caxton Gibbet Development Consent Order 2022](#). This will place a requirement on the Applicant to carry out monitoring of local traffic and produce a construction phase local traffic management scheme which must be implemented. In turn, in the implementation of Black Cat, the scheme provides that if an issue is unresolved and a relationship is established between network performance and the recorded increased traffic on the local road network as result of self-diverting traffic, temporary traffic management measures must be agreed with all parties at the Traffic Management Forum. If this is taken forward on Lower Thames, it is likely that further amendments to those set out in this note will be required to the Outline Traffic Management Plan for Construction.

**Suggested Amendments to the Traffic Management Forum section of the Outline Traffic Management Plan for Construction**

**Traffic Management Forum**

3.3.15 The TMF would consist of the main works Contractors, utility companies, local authorities and those named in Table 2.1, local highway authorities, public transport operators, emergency services, National Highways maintenance providers and any other affected stakeholders depending on the planned construction phases (see Plate 3.2 for the proposed structure). The TMF will be chaired by the Traffic Manager (appointed by National Highways: see paragraph 3.3.14). The Local Community Leaders of the CLGs (community liaison groups) will be invited to the Traffic Management Forum. Affected businesses would be invited to relevant TMF meetings.

3.3.16 Two TMFs would be established (roads in Kent and roads north of the Thames), both chaired by the Traffic Manager, and would have attendees from the roads and tunnels Contractors in each respective area.

3.3.17 The TMF would be established following the grant of the DCO or earlier if agreed with all attending stakeholders and meetings would be held monthly.

3.3.18 The TMF would review planned traffic management arrangements and receive comments as to their appropriateness. The TMF would also monitor, review, and provide updates to the TMPs when required. Updates to the TMPs would be consulted upon with the relevant LHA.

3.3.19 The TMF would review the performance of implemented traffic management with a focus on:

- a. Direct impacts to the travelling public (including WCH)
- b. Indirect impacts on the wider network as a result of the implemented traffic management
- c. Impacts on local businesses and communities
- d. Reviewing specific traffic management operations such as weekend closures for demolition
- e. Refer to Appendix D which includes a dynamic road works vision benchmark criteria. The criteria will be used to monitor traffic management measures.

### Remedial actions

3.3.18 National Highways will take all reasonable steps to avoid a breach of the oTMPfC from occurring through the implementation of the management measures set out in this oTMPfC. In addition, actions must be approved by the TMF for the continued implementation of the OTMPfC to meet the requirements.

3.3.19 Notwithstanding this, it should be recognised that the Project is a major and complex construction project and if there are breaches of the arrangements set out in this OTMPfC during the construction period, the default procedures are as follows:

- National Highways must notify the TMF of a breach of the arrangements within 24 hours of when they occur.
- National Highways must issue a warning letter to the relevant contractor outlining what action will be taken in the event of a further breach.
- National Highways must report the details of the breach and the response to the TMF as part of a monitoring report.

3.3.20 Potential corrective actions include, but are not limited to:

- Improvements to the communication strategy.
- Replace HGV drivers if there are repeat instances of individual HGV drivers diverging from the HGV routes.
- Suspend booking delivery slots to contractors that repeatedly miss delivery slots until corrective action is demonstrated.
- Provision of additional signage on the HGV routes.

3.3.21 Corrective action must be commensurate with the nature of the breach. The approach adopted and potential sanctions in the event of further breaches will be considered by National Highways on a case by case basis depending upon the specific circumstances in question.

3.3.22 National Highways must report on breaches, provide information on any corrective action taken and where necessary submit details of proposed further corrective actions to the TMF. The TMF will monitor the default procedure and approve the response to breaches

as well as any further actions that may be necessary. National Highways must then implement any approved further corrective actions.

3.3.23 If the TMF considers it reasonably necessary that further corrective actions are required to address the breach and these have not been proposed by SZC Co., the TMF will require National Highways to submit proposals for further corrective actions to the TMF for approval. If National Highways fail to propose the requested proposal, then the TMF will invite one of the local highway authorities or National Highways (as relevant) to submit a reasonable proposal. National Highways must comply with any proposal made by it or a local highway authority.

3.3.24 Any TMF member will be able to call an urgent TMF meeting to discuss the urgent matters of concern and agree any action that must be taken by National Highways.

3.3.25 The TMF, the local highway authorities and National Highways shall use all reasonable endeavours to cooperate with each other and to resolve amicably all issues arising between them in about whether any proposals made under paragraph 3.3.23 are adequate or reasonable or about whether a proposal has been complied with without having to invoke the provisions of paragraphs 3.3.26 to 3.3.30.

3.3.26 Should the procedure of paragraph 3.3.25 fail to produce agreement then the following provisions apply.

3.3.27 Any dispute or difference arising between the TMF or the local highway authorities and National Highways about whether any proposals made under paragraph 3.3.23 are adequate or reasonable or about whether a proposal has been complied with shall be referred to and determined by an independent person acting as an expert who has been professionally qualified for not less than 10 years and who is also a specialist in relation to such subject matter, such independent person to be agreed between the parties hereto or failing such agreement to be nominated by the President or Vice-President or other duly authorised officer of the Chartered Institute of Highways and Transportation or the Institution of Civil Engineers as appropriate, on the application of any of the parties to the dispute or difference (after having given written notice to the other).

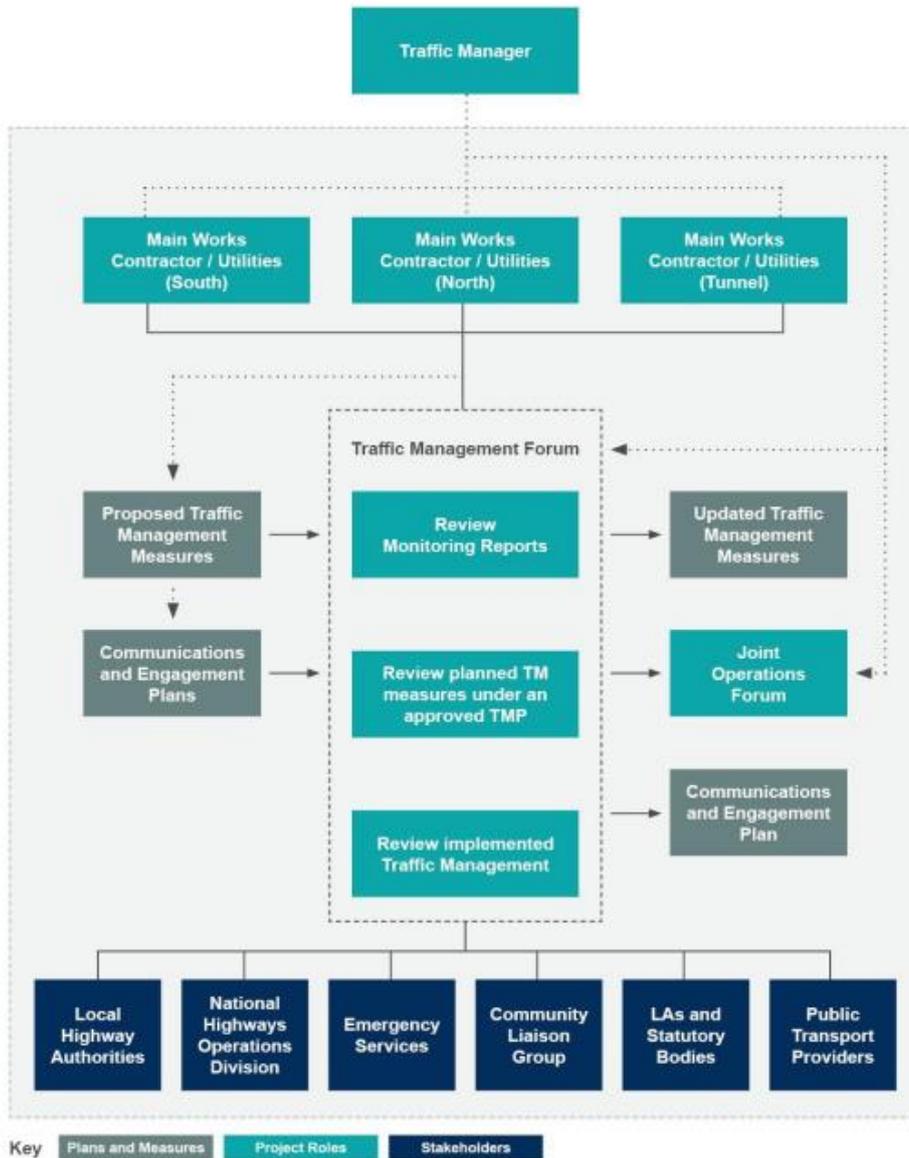
3.3.28 Any expert appointed under paragraph 3.3.27 will afford each of the parties an opportunity to make written representations to him or her and also an opportunity to make written counter-representations on any representations made to him or her by the other party, but will not be in any way limited or fettered by such representations and counter-representations and will be entitled to rely on his or her own judgement and opinion.

3.3.29 If any expert appointed under paragraph 3.3.27 dies, or refuses to act or becomes incapable of acting or if he or she fails to publish his or her determination within three months of the date upon which he or she accepted the appointment either party may apply to either the President or Vice-President or other duly authorised Officer of either the President or Vice-President or other duly authorised officer of the Chartered Institute of Highways and Transportation or the Institution of Civil Engineers, as appropriate, or to discharge such expert and appoint another in his or her place.

3.3.30 The cost of the parties in connection with any expert determination shall be borne as such expert shall direct.

**Appendix: Extracts from the Outline Traffic Management Plan for Construction and CoCP which mention the Traffic Management Forum**

**Plate 3.2 Traffic Management Forum**



5.2.2 Table 5.1 highlights a number of significant projects that may have an interface with the construction of the Project (refer to Interrelationship with other Nationally Significant Infrastructure Projects and Major Development Schemes (Application Document 7.17 for further information)). Potential/upcoming projects that have interfaces would be considered when appropriate to do so.

**Table 5.1 Adjacent projects**

Road	Project	Interface
M25	M25 junction 28 National Highways junction improvement scheme	Overlapping traffic management installations Overnight closures and diversion route signing
M25 junction 29 / A127	Brentwood Enterprise Park	Localised junction improvements Overlapping traffic management installation Shared logistic/access routes
A1089 and Station road	Thurrock Flexible Generation Plant	Shared logistic/access routes

5.2.3 The TMF is the forum by which the Project would share its proposals to enable integration with the projects highlighted in Table 5.1.

5.9.1 Emergency diversion routes for the LRN would be discussed and developed during in the Traffic Management Forum. In many instances the preferred emergency diversion route for a given road may change depending on nearby activity (e.g. works, events etc). It is therefore important to ensure the preferred diversion route is discussed and tested where such nearby works, or events are planned to take place.

6.3.1 This document informs the TMP which would be developed by the Contractor. The below table summarises the commitments within the document which would need to be adhered to for the preliminary works.

	the pedestrians and the travelling public.
Traffic Management Forums	The TMF would be established following the granting of the DCO and would be held monthly.
Traffic Management Forums	The Traffic Management Forum would consist of the main works Contractors, utility companies, local authorities, statutory bodies, local highway authorities, public transport operators, emergency services, Highways England maintenance providers and any other affected stakeholders depending on the planned construction phases.
Traffic Management Forums	Two TMFs would be established (roads in Kent and roads north of the Thames) both chaired by the Traffic Manager and would have attendees from the roads and tunnels contractors in each respective area.

**Glossary**

	Overseeing Organisation is National Highways.
<b>Traffic Management Forum</b>	<b>TMF</b> A traffic management forum consisting of the main works Contractors, utility companies, local authorities, local highway authorities, public transport operators, emergency services, National Highways maintenance providers and any other affected stakeholders depending on the planned construction phases

From the [COCP](#)

5.2.15 Plate 5.1 illustrates the relationship between the JOF, CLGs and Traffic Management Forums (TMFs). TMFs are detailed in the oTMPfC.

**Plate 5.1 Illustrating the connectivity between the Joint Operations Forum, Community Liaison Groups and the Traffic Management Forums**

