

A1 in Northumberland: Morpeth to Ellingham

Scheme Number: TR010041

6.8 Environmental Statement – Appendix 5.2 Construction Traffic Assessment

Part B

APFP Regulation 5(2)(a)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009

June 2020

Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Applications: Prescribed Forms and
Procedure) Regulations 2009**

**The A1 in Northumberland: Morpeth to Ellingham
Development Consent Order 20[xx]**

Environmental Statement - Appendix

Regulation Reference:	APFP Regulation 5(2)(a)
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CONTENTS

CONSTRUCTION TRAFFIC ASSESSMENT

1

TABLES

Table 5-1 - Forecast Daily Construction Traffic Flows for worse construction year

2

CONSTRUCTION TRAFFIC ASSESSMENT

- 5.1.1. Construction traffic movements within the Order Limits of Part B: Alnwick to Ellingham (Part B) are not fixed, therefore the likely vehicle movements in and out of the Order Limits along public roads have been considered with reference to the **Construction Traffic Management Plan (Application Document Reference: TR010041/APP/7.4)**. As construction traffic management is going to be in place for more than 6 months there is potential for impacts on ambient air quality. Consequently, the Design Manual for Roads and Bridges (DMRB) HA207/07 local air quality scoping criteria have been applied to identify the ARN. This has identified that:
- a. A change in daily average speed of more than 10 km/h - from 102 km/h to 64 km/h - due to traffic management measures along Part B.
- 5.1.2. To determine if construction traffic should be scoped in to the air quality assessment, screening of construction traffic data was undertaken. **Table 5-1** gives the forecast daily construction traffic flows to see if they meet the DMRB criteria.
- 5.1.3. **Table 5-1** shows the additional flows generated during construction – split by lights and heavy vehicles. The construction programme is envisaged to run for approximately 22 months with traffic flows running on narrow lanes adjacent to the works for the majority of the works.
- 5.1.4. With regards to diversion routes, it would be necessary to close the A1 for a variety of temporary and permanent works, however these would be either overnight closures or extended weekend closures. There would only be a requirement for 17 extended closures for each tie-in (north and south). Therefore, it is considered that diversionary routes would not happen for a sufficiently long enough period of time, during the 22 months build period to potentially cause significant impacts.
- 5.1.5. The flows generated are estimated for Part B as a whole, with delivery routes via the A1 to the north and south. The exact source of materials would be determined by the main contractor, however it is likely that both aggregates and concrete would be delivered from the south, along the A1. With Part B being built simultaneously as Part A: Morpeth to Felton (Part A) there would be some construction traffic flows between Part A and Part B of the Scheme. This has been included in **Table 5-1** below.
- 5.1.6. As can be seen in **Table 5-1** below, the predicted construction traffic flows fall well below the DMRB HA207/07 criteria for significant impacts. Therefore, construction traffic impacts are scoped out of the assessment.

Table 5-1 - Forecast Daily Construction Traffic Flows for worst construction year

	2022
Total HDV	184.5
Total LDV	70
Annual Average Daily Construction Traffic Flow	254.5

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