



**Gatwick Northern Runway
TR020005**

**COMMENTARY ON OUTLINE CONSTRUCTION
TRAFFIC MANAGEMENT PLAN**

May 2024

NATIONAL HIGHWAYS LIMITED
PROPOSED GATWICK AIRPORT NORTHERN RUNWAY PROJECT
MARK UP OF OUTLINE CONSTRUCTION TRAFFIC MANAGEMENT PLAN [APP-085]

1. At Issue Specific Hearing 4, National Highways confirmed that it would provide a marked up copy of the Applicant's Outlined Construction Traffic Management Plan [APP-085] document (oCTMP). This mark up and commentary is set out below. Amendments proposed to the document are set out in tracked changes. Commentary on these changes is set out in adjacent comments.
2. National Highways would like to make the following overarching points:
 - a. This submission is made without prejudice to the position National Highways' has outlined previously regarding the Applicant's traffic modelling in National Highways' Written Representation [TR020005/REP1/088], Statement of Common Ground [TR020005/REP1/036], Post-Hearing submissions, including written summaries of oral submissions to the Hearings held between 28 February and 6 March 2024 [TR20005/REP1/086] and the Updated Principal Areas of Disagreement Summary Statement (PADSS) (Clean) [TR020005/REP2-053].
 - b. National Highways' key concerns have been raised with the Applicant and are set out in the Statement of Common Ground [TR020005/REP1/031] and Written Representation [TR020005/REP1/088] submitted at Deadline 1.
3. Please note that minor formatting changes have been made to allow for the insertion of comments, and updated page numbers have been inserted for ease of reference. Only the changes in track are proposed by National Highways.
4. National Highways would emphasise that it is within the power of the Examining Authority to recommend, and the Secretary of State to direct, changes to control documents under the terms of article 52(2) of the draft Development Consent Order.
5. Please further note that the amendments shown below are what National Highways considers necessary at minimum, and would not resolve the concerns relating to the traffic modelling for the construction and/or operation of the proposed Scheme.



Gatwick Airport Northern Runway Project

Environmental Statement

Appendix 5.3.2: Code of Construction Practice Annex 3 - Outline Construction Traffic

Management Plan

Book 5

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1 Executive Summary

- 1.1.1 This Outline Construction Traffic Management Plan (OCTMP) sets out the proposed approach for managing construction traffic during the construction of the Gatwick Airport Northern Runway Project (the Project). This document describes the road network surrounding the Airport, the proposed construction compound locations, suggested construction vehicle routes and other measures to reduce the impact of construction traffic on the environment, airport operations and the local community.
- 1.1.2 This outline plan describes the location and anticipated uses of the construction compounds and provides a summary of proposed access to these. The compounds and effective access to them will ensure efficient logistics and site support for the construction of the Project.
- 1.1.3 This outline plan identifies the preliminary proposed construction vehicle routes to the site to ensure the safe and efficient movement of construction vehicles delivering materials to the site while reducing disruption to local and Airport traffic. The plan posits restrictions on the use of local roads for construction vehicle access, with exceptions for local suppliers, emergency cases and mandatory construction activities. The proposed primary access for construction vehicles is Junction 9 of the M23, leading to the South Terminal roundabout and North Terminal roundabout and then to the internal road network within the Airport. Junction 10 of the M23 is proposed as an alternative access point for resilience and contingency.
- 1.1.4 Alongside routeing, this plan outlines various measures to reduce the impact on local communities and traffic. These measures include adoption of contractor and vehicle standards, effective and sustainable delivery management and material procurement measures.
- 1.1.5 This plan outlines a comprehensive set of measures to effectively manage construction traffic and the transport of materials, in a manner which prioritises safety, sustainability and efficient logistics management. It aims to reduce traffic-related disruptions, reduce emissions, and ensure the safe and efficient movement of construction vehicles to and around the Airport. A detailed Construction Traffic Management Plan (CTMP) will be produced generally in accordance with this OCTMP in collaboration between GAL and its contractors prior to commencement, with the approval of the relevant highway authority (in consultation with the relevant planning authority where relevant).

2 Introduction

- 2.1.1 The Project proposes alterations to the existing northern runway together with the development of a range of infrastructure and facilities to allow increased airport passenger numbers and aircraft operations (Chapter 5.2 of the ES).
- 2.1.2 The Project includes the following key components:
- amendments to the existing northern runway including repositioning its centreline 12 metres further north to enable dual runway operations;
 - reconfiguration of taxiways;
 - pier and stand alterations (including a proposed new pier);
 - reconfiguration of other airfield facilities;
 - extensions to the existing airport terminals (north and south);
 - provision of additional hotel and office space;
 - provision of reconfigured car parking, including new car parks;
 - surface access (including highway) improvements;
 - demolition and relocation of Central Area Recycling Enclosure (CARE) facility;
 - water treatment facilities; and
 - reconfiguration of existing utilities, including surface and foul water.
- 2.1.3 The purpose of the OCTMP is to set out the proposed routes for construction traffic to the various Project construction compounds arising from the authorised development and to identify measures to minimise the impact of these construction vehicles on the road network, including reducing environmental impact and complying with air quality standards, having regard to road safety risk, congestion and cost.
- 2.1.4 Construction traffic for the Project refers to the dedicated movement of vehicles and equipment that are essential during construction. The term includes the vehicles that transport construction materials, heavy equipment such as excavators, cranes, and bulldozers, and other specialised vehicles.
- 2.1.5 This OCTMP deals with construction vehicle traffic: Heavy Goods Vehicles (HGVs, over 7.5 tons) and Light Goods Vehicles (LGVs, between 3.5 tons and 7.5 tons) and small delivery vans. The accompanying **ES Appendix 5.3.2: CoCP Annex 2 - Outline Construction Workforce Travel Plan** (Doc Ref 5.3) deals with how the construction workforce travel to and from the construction sites.

3 Local Context

- 3.1.1 Gatwick Airport is located in Crawley in West Sussex, southeast England, 29.5 miles south of Central London, and covers a total area of 674 hectares as shown in **Error! Reference source not found.** below.
- 3.1.2 The Airport can be directly accessed from the M23 motorway at Junction 9. The typical journey time from Gatwick to the M25 via the M23 is less than ten minutes. National Highways' M23 Smart Motorway project opened in 2020 and added additional capacity to the strategic network serving the Airport at peak times.
- 3.1.3 The A23 passes the Airport to its east and north, connecting Brighton via Crawley, Redhill and Croydon to central London. The A23 connects with the A272 and A27 east - west routes, placing the whole of the south coast between Southampton and Folkestone within approximately 1 hour 20 minutes of the airport.
- 3.1.4 GAL has allocated funding in its Capital Investment Programme to improve the South and North Terminal roundabouts to cater for predicted growth (without the Project) over the coming years.

Commented [BDBP1]: GAL to ensure reference errors are captured (this is in the formal submission as well)

Commented [BDBP2]: Text may need to be updated based on the discussions with GAL still on going in relation to the security of these measures



Figure 1 – Aerial view of Gatwick Airport

4 Aims of the Construction Traffic Management Plan

4.1.1 The measures outlined in this OCTMP to be developed in the subsequent CTMP are designed in pursuit of the following aims as regards construction traffic movement.

4.1.2 The overall objective of the OCTMP, to be implemented through the CTMP, is to ensure that vehicles transporting construction materials to and from the Site, and vehicles used in construction generally, are monitored and managed so as to:

- reduce emissions levels;
- limit noise impacts, reducing disturbance to residents;
- reduce safety risks related to construction for residents, users of the Airport including passengers and other road traffic users;
- reduce congestion caused by the increased number of vehicles over and above business as usual traffic; and
- reduce the impacts of wear and tear on road network infrastructure and dust from construction traffic.

4.1.3 The OCTMP outlines measures, which will be developed through the CTMP, in order to:

- adopt smarter ways of working based on best practice that reduce construction vehicle movements, or that reduce or eliminate trips in network peak periods of 07:00 – 10:00 and 16:00 – 19:00, thus reducing pressure on the surrounding road network;
- promote sustainable transport modes for construction to lower emissions and congestion, benefitting the local community;
- promote the use of more efficient and safer equipment for construction material delivery; and
- effectively manage the on-going development and delivery of construction traffic management throughout the construction stages.

4.1.4 A full ~~No part of the authorised development may commence until the~~ CTMP ~~will be~~ developed by GAL and its contractors generally ~~substantially~~ in accordance with this OCTMP before the commencement of construction works. The CTMP will be approved by the relevant highway authority (in consultation with the relevant planning authority and National Highways on matters related to their function ~~where relevant~~).

Commented [BDBP3]: Not clear why the Applicant is limiting the objective to transportation vehicles, rather than those more widely used in connection with construction.

Commented [BDBP4]: Further emphasis on monitoring required, see further amendments below.

Commented [BDBP5]: This has been amended to accurately capture Requirement 12

5 Construction Logistics and Site Support

- 5.1.1 The Project's indicative schedule showing key milestones and their anticipated timing is included in the **ES Chapter 5: Project Description** (Doc Ref 5.1). The Project must be carried out in general accordance with those milestones so as to ensure that any traffic impacts are not more adverse than those assessed as part of the construction traffic assessments.
- 5.1.2 Several contractor compounds are planned for the development of the Project. The location of these sites are illustrated in orange in **Appendix A: NRP Temporary Compounds and Construction Vehicle (HGV) Access Routes** to this OCTMP and must be adhered to:
- Main Contractor Compound (known as MA1): the main compound for the Project – includes offices, car parking, batching plants and lay down areas;
 - Airfield Satellite Compound: required for most of the airfield works to the northwest of the airfield;
 - Car Park Z Compound: used for staging and as a laydown area for the airside works;
 - Car Park Y Compound: used for material re-processing from the airside works and at a later stage for surface access works;
 - South Terminal Roundabout Contractor Compound: the main compound for surface access works;
 - Longbridge Roundabout Contractor Compound: used for surface access improvement works at the Longbridge roundabout; and
 -
- 5.1.3 Car Park B Compound: used for the works at Airport Way Bridge over the A23 London to Brighton railway line.
- 5.1.4 Further detail on these compounds, as well as construction vehicle access to each, is provided in **ES Appendix 5.3.1: Buildability Report Part A** (Doc Ref 5.3) and will be further detailed (to the extent necessary) in the subsequent CTMP. A submission of the CTMP must ensure and evidence that that the compounds identified reduce the traffic impacts on the Strategic Road Network so far as is reasonably practicable, and in order to ensure the safe and efficient operation of the road network. Where measures from a local highway authority are proposed as part of the pre-CTMP submission consultation in relation to the location or operation of compounds, such measures should be adopted unless, exceptionally, a robust justification for their non-inclusion is provided along with other measures which would ensure the safe and efficient operation of the road network. Brief details of access to each compound are included in this section, with further information on construction routes in section 6.

Commented [BDBP6]: This paragraph is a mere signpost; in circumstances where construction traffic modelling is not agreed, more is needed to secure the parameters so as to ensure that the impacts in delivery do not exceed those.

Commented [BDBP7]: As per comment above.

Commented [BDBP8]: As per comment above.

5.2 Main Contractor Compound – MA1

5.2.1 The Main Contractor Compound will be the central compound for both on campus and off campus works.

5.2.2 Two new accesses will be introduced on Perimeter Road East. The southernmost access will serve as the HGV access to the batch plant and material laydown areas. The security gate complex will be set back within the site to maximise the HGV stacking capacity on the internal access road in order to minimise the risk of blocking back onto Perimeter Road East. The route to the compound will be via M23 Junction 9 through the South Terminal roundabout, on to the North Terminal roundabout. Construction vehicles will then take the A23 south to the Gatwick Road roundabout and from there into the Main Contractor Compound.

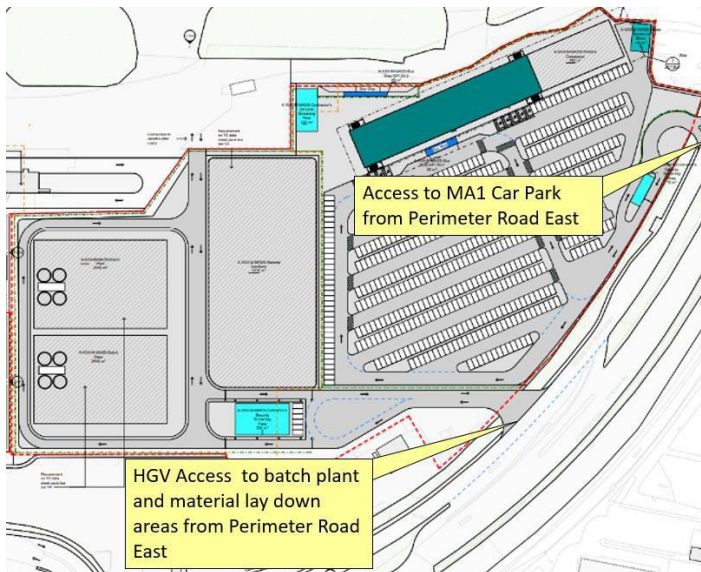


Figure 2: MA1 Compound - Perimeter Road East Access

5.3 Airfield Satellite Compound

5.3.1 The Airfield Satellite Compound, which will be used by the construction workforce and site supervision for airfield projects, is located to the west of Taxiway Uniform and south of Hangar 11. This facility is anticipated to be needed from the start of work until the airfield works are completed.

5.3.2 Access to the compound will be through the existing north-eastern entrance. Vehicles will be directed to Larkins Road, located west of Hangar 11. The route to the compound will be off Junction 9 M23, to North Terminal roundabout and Longbridge Way and onto Perimeter Road North to Larkins Road.

5.4 Car Park Z Compound

- 5.4.1 The Car Park Z Compound is situated at the southeast corner of the airfield. This compound will act as a staging area and laydown area for airside works. This facility is anticipated to be needed from the start of work until the airfield works are completed.
- 5.4.2 Access to the Car Park Z Compound will be via Perimeter Road East. The route to the compound will be via Junction 9 M23 through the South Terminal roundabout, on to the North Terminal roundabout. Construction vehicles will then take the A23 south to Gatwick Road roundabout and from there into Car Park Z Compound.

5.5 Car Park Y Compound

- 5.5.1 The Car Park Y Compound is located off the Northgate roundabout to the north of the Airport. This facility will be required until the airfield and surface access improvement works are completed.
- 5.5.2 Access to the Car Park Y Compound will be facilitated through a new access point located to the north of the compound from Perimeter Road North. This is being implemented to mitigate heavy traffic flows on the Longbridge roundabout for the hotel, operational traffic, and airport staff car park. To reach the compound, the access route will be through Junction 9 M23, the North Terminal roundabout and Perimeter Road North.

5.6 South Terminal Roundabout Contractor Compound

- 5.6.1 The South Terminal Roundabout Contractor Compound is located off Airport Way, adjacent to the South Terminal roundabout. Access to the site will be required from 2027 for the early works and utility diversions. The compound facility is anticipated to be needed from 2028 until completion of the Surface Access works.
- 5.6.2 Access to the compound will be through a new single main HGV entry point located on the South Terminal roundabout. Construction workforce privately owned vehicles will also be able to access to the site from a secondary entry point at Balcombe Road. That secondary point of access must not be open to the public, and the CTMP must set out how public access is to be avoided (e.g. through use of monitored gates and signage). The route to the compound will be via Junction 9 M23, followed by a turn onto the South Terminal roundabout. The CTMP must set out specific measures relating to safety in relation to this compound evidencing access and egress to the compound is managed in accordance with [CD116—], and [CD123—]. The access point will be set back within the site to maximise vehicle stacking capacity in order to minimise the risk waiting vehicles blocking back onto south terminal roundabout.

5.7 Longbridge Roundabout Compound

- 5.7.1 The Longbridge Roundabout Compound is anticipated to be a small compound that will support the construction works at the Longbridge roundabout site access.
- 5.7.2 Access to the site will be through a new single main entry point located off the Longbridge roundabout, using either A23 London Road, Brighton Road or the A217. The access from the M23 will be through Junction 9 and A23 London Road.

Commented [BDBP9]: To ensure that the secondary point of access is managed safely there must be an explicit commitment to ensure that public access is prohibited and the CTMP must set out how this will be achieved

Commented [BDBP10]: NH is concerned that construction traffic queuing onto the network the access needs to be designed and monitored based off of the forecasts to ensure safe and efficient operation of the network and managed in accordance with the relevant standards

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Commented [BDBP11]: NH are concerned that if not sufficiently set back within the site there would be adverse impacts as a result of queuing.

5.8 Car Park B Compound

- 5.8.1 The Car Park B Compound will be located on Car Park B during the widening works of the Airport Way bridge over the London to Brighton railway.

5.8.2 Access to this compound will be via the A23 and then the existing Station Approach Road. The access route from the M23 will be through Junction 9 and the A23.

6 Construction Vehicle Routes and Access

6.1.1 ~~References to “access” in this document are to be construed as references to accessing, and egressing, to and from the relevant construction works.~~

Commented [BDBP12]: This amendment has been made to ensure that the document controls the impacts of construction vehicle access *and* egress

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6.1.2 Off-Airport construction vehicle routing will be finalised in the detailed CTMP to be developed by GAL in conjunction with its contractors (once appointed) and will be approved by the relevant planning authority (~~where appropriate,~~ following consultation with National Highways). ~~This oCTMP details indicative construction vehicle routing in order to inform consultation.~~

Commented [BDBP13]: Explicit inclusion to demonstrate how the indicative routing will inform the CTMP

6.1.3 The CTMP will ~~ensure that implement the appropriate~~ restrictions ~~under~~ prohibitions ~~are implemented~~ for construction traffic ~~detailed at paragraphs 6.2 – 6.9 and in~~ respect of sensitive routes and routes unsuitable for use by HGVs or LGVs. Dedicated route signs will be set up on the M25, M23, A23 and Airport Way to indicate the approved routes direct to the Airport compounds sites for materials and plant. Specific routing will be provided for abnormal loads ~~and this must be set out in the CTMP.~~

Commented [BDBP14]: NH consider that this commitment as currently drafted provides no certainty that those measures will be implemented. The amendments that have been made will explicitly commit GAL to implement the restrictions and prohibitions outlined below

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6.1.4 The CTMP will outline both the approved routes for construction vehicles as well as those routes which will be prohibited for use by all construction traffic subject to the exceptions detailed further below. ~~Where a consultee has made a suggestion as part of the CTMP pre-submission consultation, non-inclusion of that measure should be justified as part of the CTMP. Without prejudice to the requirement for a traffic management scheme under Part 3 of Schedule 9 to the DCO, where National Highways hasve specifically raised a response which specifies that the measures represent a severe impact on the safe and efficient operation of the Strategic Road Network, a meeting between senior representatives of National Highways and the ApplicantGAL must be held as soon as reasonably practicable. If no resolution is agreed following that meeting, CBC must givea substantial weight to representations from National Highways.~~

Commented [BDBP15]: This amendment has been made to explicitly commit the Applicant to the implementation of a prohibition on certain routes subject to exceptions

6.2 Primary Access

6.2.1 The Airport is surrounded by a network of roads and roundabouts that facilitate access. Construction vehicle access has been considered based on the traffic assessments, accessibility and impact on local traffic, with the aim of reducing disruption whilst maintaining efficient access to the construction compounds and work sites. ~~Error! Reference source not found,~~ and provide a preliminary schematic representation and satellite view (respectively) of the construction traffic network, showing the anticipated primary construction access, secondary/alternative construction access (as resilience and contingency to the main route) and local roads where construction vehicle access ~~is anticipated to be restricted, will be prohibited.~~

Commented [BDBP16]: Whilst NH does not seek for an approval role under the oCTMP/CTMP, NH consider it necessary to include this provision to ensure that the consultation obligations are sufficiently robust - therefore NH request that justification should be provided where GAL does not include a measure suggested by a consultee. Furthermore, given the potential for any of the proposed measures to have an adverse impact on the SRN, NH consider it necessary to include a mechanism to discuss the inclusion of measures if they are deemed to have a severe impact on the safe and efficient operation of the SRN

Commented [BDBP17]: Broken link to be corrected.

6.2.2 Junction 9 of the M23 will be the main construction access point. From Junction 9, the M23 Spur leads directly to Airport Way, which serves as the entrance and exit to the airport via the South and North Terminal roundabouts. The construction traffic will use airport internal roads from the roundabouts (such as Perimeter Road and Larkins Road) to reach the worksites. These routes will be the main ~~approved routes~~ access for construction vehicles to the compounds and work sites. The details of these HGV routes are described below and illustrated on **Appendix A: NRP**

Commented [BDBP18]: As currently drafted the oCTMP does not provide sufficient as to which routes in the CTMP where construction vehicle access will be prohibited, this amendment commits GAL to specifically outline in the CTMP which routes will be prohibited

Commented [BDBP19]: Tied to the above comments, not only must the oCTMP must ensure that there is sufficient certainty as to which routes will be prohibited for use but also which routes will be approved for use via construction vehicles

Temporary Compounds and Construction Vehicle (HGV) Access Routes.

- 6.2.3 **M23 Junction 9 to Airside Satellite Compound:** From M23 Junction 9, the route heads towards the M23 Spur Westbound, followed by South Terminal Roundabout (STR), then it takes Airport Way Westbound to North Terminal Roundabout (NTR). From NTR, the route proceeds onto Longbridge Way and then to Longbridge Way Roundabout. It then takes Perimeter Road North and Larkins Road to the Airside Satellite Compound.
- 6.2.4 **Airside Satellite Compound to M23 Junction 9:** Starting at Larkins Road, the route moves along Perimeter Road N, then proceeds to Longbridge Way Roundabout and Longbridge Way. Next, it takes NTR and Airport Way Eastbound to STR, follows M23 Spur Eastbound and reaches M23 Junction 9.
- 6.2.5 **M23 Junction 9 to MA1 Compound:** Beginning at M23 Junction 9, the route uses M23 Spur Westbound and then STR. It then takes Airport Way Westbound to NTR, followed by Gatwick

Way and Perimeter Road N. It continues onto A23 Southbound, moves to Gatwick Road Roundabout and then takes Perimeter Road East to arrive at MA1 Compound.

6.2.6 **MA1 Compound to M23 Junction 9:** The route starts at MA1 and follows Perimeter Road East. It then goes to Gatwick Road Roundabout, moves along A23 London Road Northbound and continues to NTR. From there, the route goes through Airport Way Eastbound, STR, M23 Spur Eastbound, and reaches M23 Junction 9.

6.2.7 **Airside Satellite Compound to MA1 Compound:** Beginning at Larkins Road, the route goes via Perimeter Road N to Longbridge Way Roundabout. From there, it goes through Northgate Road (through tunnel) and continues Perimeter Road North. It then goes along A23 London Road Southbound, moves to Gatwick Road Roundabout, and follows Perimeter Road East to arrive at MA1 Compound.

6.2.8 **MA1 Compound to Airside Satellite Compound:** The route starts at MA1, then takes Perimeter Road East to Gatwick Road Roundabout. It continues onto A23 London Road Northbound and NTR. Next, it takes Longbridge Way to Longbridge Way Roundabout and then goes along Perimeter Road N to Larkins Road leading to the Airside Compound.

6.3 Contingency Access and Restricted Use Roads

As a contingency for the above primary access and to ensure resilience, Junction 10 of the M23 ~~could~~ may be used as an alternative access. A23 London Road, A23 Brighton Road and the A2011 are other significant roads that provide connections to the airport for the construction traffic from the north and south, in the event that the primary access is impaired. This contingency route is shown in yellow on **Appendix A: NRP Temporary Compounds and Construction Vehicle (HGV) Access Routes**

6.3.1 Further information on the situations in which it is envisaged that construction traffic would be authorised to use a contingency access will be provided in the CTMP following consultation with the relevant planning authorities and National Highways. The CTMP must set out a clear set of thresholds for instances where contingency accesses and "restricted use" accesses would be utilized. Unless a robust explanation is provided to the contrary, the Contractor must adopt measures and thresholds suggested by a highway authority as part of the pre-submission CTMP which is the subject of consultation.

6.3.1

6.4 Local Roads

6.4.1 The usage of local roads will be restricted for construction vehicle access to minimise disruption to local communities and traffic. These restrictions include all the residential roads around Gatwick Airport. The local roads which offer access to the Airport and which are subject to these restrictions are shown in light blue on **Appendix A: NRP Temporary Compounds and Construction Vehicle (HGV) Access Routes** to this OCTMP. This notwithstanding, it is anticipated that certain exceptions to this general approach will be provided where use of these roads is required, including:

- **local suppliers:** suppliers based within the local area may need to use these roads to deliver materials or services to the Project construction compounds and worksites. Allowing these

Commented [BDBP20]: In Appendix A the Applicant sets out three categories of routes (Primary, Contingency and Restricted Use). The Applicant should make commitments in respect of all three, not just two.

Commented [BDBP21]: NH consider that the commitment to provide further information needs to include a commitment to consult the relevant planning authorities and NH in accordance with the general requirement to consult as contained in Requirement 12

Commented [BDBP22]: In NH's Deadline 3 representations we made the request that GAL should set the thresholds or instances where a contingency access would be utilised. Establishing a clear framework will ensure that GAL do not use these contingency routes when there is no reasonable justification.

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entities to use local roads ensures that these local businesses can continue to operate effectively and contribute to the construction process;

- **emergency cases:** in situations that present immediate risk or danger, such as a medical emergency or ~~a critical construction issue~~ a circumstance which poses an immediate and imminent threat to life or property, construction vehicles may need to use local roads. This exception ensures that emergency services can respond as quickly as possible when necessary; and

Commented [BDBP23]: "Critical construction issue" is inexact. Alternative definition which covers emergency provided.

- **construction activity happening on the local roads:** certain construction activities such as the replacement of structures (i.e., Balcombe Road Bridge) may require the use of local roads for the transport of heavy machinery, materials or personnel. In these instances, the use of local roads is essential to complete the construction tasks.

6.4.2 GAL will work closely with the relevant planning authority (and National Highways as relevant) to carefully plan and manage construction traffic effectively. The CTMP will identify in finer detail the local roads to which restrictions will apply and the nature of these restrictions. This process will ensure that construction vehicles avoid areas that may increase the traffic risk to vulnerable road users and the impact on local communities by limiting the volume of construction traffic that passes, for example, residential areas, schools, hospitals, community centres, sports facilities, transport hubs and cycle routes.

6.5 Strategic Road Network

6.4.2 GAL must prepare a scheme of traffic management under Part 3 of Schedule 9 to the DCO. That scheme of mitigation will address works relating to the Strategic Road Network. Nonetheless, both that scheme of mitigation and a CTMP submitted under paragraph 12 of Schedule 2 may have the potential to cause disruption on the Strategic Road Network.

6.5.1 GAL's contractors should work with National Highways in relation to CTMPs which may, or have a risk of, affecting the Strategic Road Network to minimise disruption. In particular, they should ensure that CTMPs (or schemes of traffic management, as relevant) identify suitable locations for localised junction modelling based on updated construction programmes and works. Where mitigation is identified as necessary, or measures can be taken to reduce the impacts so far as reasonably practicable, to reduce traffic impacts on the Strategic Road Network, such measures must be included in the CTMP.

6.5.2 The CTMP must secure regular construction traffic monitoring reports that describe and characterise the main traffic effects of the project during its construction period, through comparison with the baseline collected prior to commencement. The CTMP must secure that where the monitoring identifies unanticipated disruption or congestion, relevant Contractors would support interventions and/or changes to traffic management measures required to ensure that disruption is kept to a minimum, and would identify where continuous improvements need to be implemented.

6.5.3 In relation to a CTMP submitted under Requirement 12, where requests for traffic measures to be modified are raised by National Highways, GAL's contractors would give due consideration to any such request, and where necessary, obtain appropriate approvals for any modifications to the CTMP. Where measures from National Highways are proposed in the TMF, such measures should be adopted unless, exceptionally, a robust justification for their non-inclusion is provided along with other measures which would ensure the safe and efficient operation of the road network in the CTMP.

6.5.4 In relation to a scheme of mitigation, an approval from National Highways will be required.

-

Commented [BDBP24]: No part of the oCTMP deals with the SRN. These measures are put forward to secure (1) monitoring; and (2) requirements to take remedial steps. Please note that monitoring below only relates to routes, rather than impacts more generally.

All of these measures have been taken from National Highways' outline TMPs included in DCO applications.

6.5.6 Restrictions and Monitoring

6.5.16.6.1 Construction vehicles involved in the Project will be required to adhere strictly to the predetermined routes on the strategic road network to minimise impacts on the surrounding communities, including by traffic congestion and effects on air quality (in particular in hotspots such as Junction 10 M23 and Hazelwick Air Quality Management Area). Once finalised, clear and specific instruction regarding the restricted routes will be communicated to all relevant contractors and members of the supply chain making deliveries.

6.6.2 It is envisaged that a robust monitoring system will be detailed in the CTMP and implemented for the duration of the construction programme to ensure that all construction vehicles adhere to the designated routes. The monitoring system will be developed in consultation with National Highways and any local highway authority (where relevant) as part of the CTMP pre-submission consultation. Any deviations or non-compliance will be identified and addressed promptly, with corrective actions taken as necessary. Corrective actions would be the subject of consultation with the TMF, and where a highway authority suggests specific corrective measures, such measures should be adopted unless, exceptionally, a robust justification for their non-inclusion is provided along with other measures which would ensure the safe and efficient operation of the road network in the CTMP.

6.5.2

6.5.36.6.3 The results of the monitoring process will be shared with relevant stakeholders, including the relevant planning authority, ensuring transparency and maintaining open lines of communication throughout the construction period. In the event of negative monitoring results, the CTMP will provide for appropriate measures, such as imposing penalties, implementing additional controls or re-evaluating routes to prevent further non-compliance and mitigate the impacts on local residents and the road network.

6.6.7 Signage

6.6.1 Specific measures for signage will be prepared as part of the CTMP. All designated approach routes for deliveries and personnel will be clearly identified. Temporary signage will be erected prior to the commencement of construction works along construction traffic routes to provide access (directional) routing information. These will be located to ensure that construction vehicles and staff are able to travel directly to site from the strategic road network. Signage will also be deployed as required to promote safety for the public and construction workforce during traffic management works and temporary traffic control measures, as well as near to access and egress points to the site. Any Signage proposals will be subject to approval by the local highway authority and in consultation with National Highways where the relevant highway falls outside of the strategic road network. Where signage proposals relate to the Strategic Road Network, in accordance with National Highways' protective provisions, an approval from National Highways will be required.

6.8 Safety Measures

6.8.1 The traffic management will be designated in accordance with the requirement of the 'Department for Transport Traffic Signs Manual and National Highways' 'Roadworks – A Customer View' which outlines the customer principles that should be applied to roadworks.

6.8.2 To protect the health, safety and security of road users and the workforce, traffic management will need

6-7

Commented [BDBP25]: Addition is to provide a commitment that monitoring will be implemented for the duration of construction

Commented [BDBP26]: Given that that the monitoring of use of designated routes will be central to the efficacy of the CTMP the oCTMP should, in step with requirement 12 of the DCO, specifically provide for consultation on the monitoring system

Commented [BDBP27]: Furthermore, any corrective actions that are taken as a result of monitoring needs to have a framework for how those actions are approved and consulted on - this approach is consistent with that outlined above at 6.1.4

Commented [BDBP28]: Impacts on the road network should also be subject to these steps.

Commented [BDBP29]: Certainty is required as to the timing of the signage proposals

Commented [BDBP30]: As currently drafted the signage proposals could be developed without sufficient input from the relevant local highway authority/NH. This amendment would provide sufficient certainty that any signage proposal would be subject to approval to the relevant highway authority, and in the instance of signage proposal in the SRN brings this section in line with the agreed position in the PPs

Commented [BDBP31]: As an overall comment this is the kind of detail we had expected to see from GALs oCTMP - there needs to be specific and prescriptive measures outlined in the oCTMP so as to provide certainty as to the kinds of measures that will be taken to mitigate construction impacts on safety

to ensure that safety measures have been thoroughly considered.

- 6.8.3 Traffic management will be designed and implemented to be effective in all lighting conditions, weather conditions and under all envisaged circumstances. The Contractors would demonstrate that their traffic management proposals had been developed to consider alternative options, minimal traffic management measures, safety and space assessments to reduce delays, disruptions and diversions to traffic.
- 6.8.4 In the event a road has to be closed for construction purposes and therefore requires traffic to be diverted, meetings would be held with the appropriate highway authority as part of the TMF to minimise disruption to road users and communities affected by the diversion.
- 6.8.5 Provision for potential emergency closure of certain roads will be discussed with the appropriate highways authority in the TMF.
- 6.8.6 For the purposes of protecting the workforce and the public, the CTMP will secure appropriate traffic management measures, including narrow lanes, lanes closures, closures with diversions etc. These measures will introduce safe working zones (through the use of cones and/or safety barriers as appropriate) next to the carriageway as required by Chapter 8 of the Traffic Signs Manual (DfT) 2009.
- 6.8.7 A risk-based approach will be taken when choosing and implementing traffic management measures and access routes to compound areas. Where traffic signals or similar will be required to facilitate construction movements such as access to compounds and construction vehicle crossing points, they will be locally controlled to ensure that the Local and Strategic Roads have priority in terms of traffic movements. Additionally, when not required operationally the traffic signals will be turned off.
- 6.8.8 Safety measures may include traffic-signal controlled pedestrian crossing points, crossing patrols or similar and will be considered during production of the CTMP. This will be subject to discussion and approval from the relevant local highway authority and National Highways.

6.7.6.9 Traffic Management during Surface Access Improvements

6.7.16.9.1 The Project includes a series of surface access improvement works aimed at accommodating the anticipated increase in road traffic arising from the Project, notwithstanding an increase in the share of trips made using sustainable modes. The improvements include enhancements to Longbridge roundabout, reconfiguring the North Terminal roundabout, introducing a new flyover and new signalized junction connecting the North Terminal to the A23 London Road, grade separation of South Terminal roundabout and upgrading the Eastbound M23 Spur Road. The works will impact several roads, including the A23 Brighton Road, Longbridge Roundabout, A23 London Road, North Terminal roundabout, Airport Way, South Terminal roundabout and M23 Spur.

6.7.26.9.2 By the time the Surface Access Improvement works have been completed, Airport Way eastbound will have been replaced by a signalised junction from the NTR to A23 London Road. This replacement will result in alterations to the routes for construction traffic from those outlined above and further details on replacement routes will be provided in the CTMP.

6.7.36.9.3 During the construction of these works, several traffic disruptions are expected. These disruptions may include partial or complete lane and, on rare occasions, full road closures. A buildability report specific to surface access improvement works has been prepared, giving indicative details on the approach to traffic management during these works. Please see Buildability Report Part B for further information.

6.7.46.9.4 The detailed CTMP to be prepared by GAL and its contractors will detail measures to effectively monitor, manage construction-related traffic disruptions and, on a continuous basis, identify measures to minimize the impact on residents, road users, and airport operations. Agreements will be in place through local authority land rental schemes before commencement of construction.

Commented [BDBP32]: The Applicant has been aware of these works for some time. The lack of certainty provided here must be rectified given the modelled impacts are based on specific routes. Replacement routes must be set out - in order to avoid the traffic modelling being a chocolate teapot, security must be provided on the routes.

Commented [BDBP33]: As per comments above.

7 Measures to Reduce Impacts

7.1.1 In addition to routeing and restrictions on use of certain local roads by construction vehicles as described above, GAL has identified the below measures to further mitigate any potential impacts on the road network and local community from construction vehicles. These measures are described in outline and will be subject to further development in the subsequent CTMP. The measures are split into the following general categories:

7.2 Contractor Accreditation and Standards

7.2.1 GAL and its contractors will explore how existing accreditations, standards and initiatives can factor into the contracting process and the subsequent management of construction traffic. The following initiatives will be considered:

Work Related Road Risk (WRRR)¹ Requirements

7.2.2 Implementation of WRRR requirements, a freight safety initiative aligned with the Mayor of London's Vision Zero approach to road danger reduction, which GAL will adopt as best practice.

7.2.3 Freight safety is a pressing issue and GAL will put road danger reduction at the heart of everything done on the Project, such that contractors should meet these higher road safety standards.

7.2.4 Further details on WRRR can be found on the Transport for London website at the link in Footnote 1.

Construction Logistics and Community Safety (CLOCS)²

7.2.5 The CLOCS standard draws together emerging practice from a number of individual standards, policies and codes of practice to form a single road risk standard. This common standard will be implemented by GAL's contractors and applied in a consistent way by fleet operators. It is a national scheme developed in collaboration between the construction sector and fleet operators.

7.2.6 The standard aims to ensure that construction companies follow safe practices in the management of their operations, vehicles, drivers and construction sites. Adherence to the CLOCS standard by contractors will be mandated by GAL.

7.2.7 Further details on CLOCS can be found at the link in Footnote 2.

Fleet Operator Recognition Scheme (FORS)³

7.2.8 FORS is a voluntary national fleet accreditation scheme designed to help improve fleet operator performance in key areas such as environmental performance, safety, and operational efficiency. Its purpose is to raise the level of quality within fleet operations and to recognise those operators

¹ <https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/work-related-road-risk>

² <https://www.clocs.org.uk/>

³ <https://www.fors-online.org.uk/cms/>

that are achieving the environmental, safety and efficiency requirements of the FORS standard. Further details on the standard can be found at the link in Footnote 3.

- 7.2.9 There are progressive requirements for achieving FORS accreditation at bronze, silver, and gold levels. The FORS logo allows construction clients to readily distinguish FORS operators from other operators - it is also a mechanism by which adherence to the CLOCS standard above can be assured and monitored.
- 7.2.10 FORS accreditation confirms that a fleet operator can demonstrate that appropriate systems and policies exist to ensure drivers are suitably fit, qualified and licensed to operate vehicles which are properly maintained, equipped and insured.
- 7.2.11 Adherence to the FORS standard will be mandated for all supply chain fleet operators engaged to support the Project. Delivery management mechanisms will support the employment of FORS standards across the Contractor's supply chain, preventing the use of non-accredited vehicles.

HGV Direct Vision Standard

- 7.2.12 HGV blind spots have been shown to contribute to a large proportion of collisions with vulnerable road users. Research has shown that increased levels of direct vision - what a driver can see directly through the windows of the cab - can improve reaction times and reduce cognitive demand on the driver. TfL has developed a Direct Vision Standard (DVS) for HGVs which is part of the Mayor of London's Vision Zero plan⁴ to eliminate all deaths and serious injuries on London's transport network by 2041.
- 7.2.13 The DVS is an objective, scientific measure of how much the HGV driver can see from their cab directly through windows, as opposed to indirectly through mirrors or camera monitoring systems. The DVS categorises vehicles using a star rating system based on how much of the area of greatest risk to vulnerable road users a driver can see.
- 7.2.14 The higher the star rating, the more a driver can directly see of this area. Three stars equate to a 'good' rating, while zero stars will be awarded to those HGVs considered 'not suitable for use in an urban environment' because of the significantly higher potential risk of collision they pose. It will be explored how this rating can factor into procurement processes.

Use of Low Emission Construction Plant and Fleet

- 7.2.15 Air pollution can be reduced by replacing construction vehicles on our roads with cleaner alternatives such as electric, hybrid, hydrogen, LPG, Euro 6 & 5 engines or by fitting emissions reduction equipment. Low emission plant would be ~~encouraged and used~~ where practicable during construction of the Project to minimise any potential air quality effects in accordance with London Low Emission Zone Standards. The CTMP must evidence how the Contractor has used all reasonable endeavors to meet this commitment.

Commented [BDBP34]: Encouragement of low emission plant is not a sufficient commitment, rather Low emission plant should be used where practicable

Commented [BDBP35]: As outlined in NH's D3 submissions we consider that GAL should be required to use all reasonable endeavours to align with the London Low Emission Zone Standard

7.3 Delivery Management

- 7.3.1 The CTMP will detail how deliveries to site will be coordinated and managed in order to reduce the use of the road network (particularly at network peak times) in order to reduce congestion, minimise

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⁴ [Vision Zero for London - Transport for London \(tfl.gov.uk\)](https://www.tfl.gov.uk)

the risk of accidents and improve the efficient operation of the site. This will reduce the environmental impact on the surrounding area during the construction period. The CTMP must evidence how the Contractor has used all reasonable endeavors to meet this commitment, including specific measures on how deliveries will be scheduled to avoid using parts of network which are at, or near, capacity. The CTMP must also provide for variable delivery times based on avoiding peak and congested periods.

7.3.2 Use of Delivery Management Zones will be ~~considered~~ implemented and development in consultation with the relevant planning authority and National Highways as part of the CTMP and thereafter as a standing item on the agenda for the TMF, as these allow materials to be delivered to specific locations away from sensitive areas and consolidated until deliveries are required, when they can be transported on fewer vehicles to their destination sites.

7.3.3 Use of a Delivery Management System (DMS) ~~will also be explored~~ implemented as a system whereby deliveries to site will be scheduled through booking slots, ensuring that the flow of vehicles to and from the construction site is controlled. The CTMP must set out how the DAMSs will be used to avoid peak hours and how all reasonable measures to maximise overnight deliveries have been mandated. -A DMS also provides surety of delivery for critical items, which protects the integrity of the build schedule and allows for accurate, efficient reporting of delivery activity. A DMS has the following uses:

Scheduling Deliveries

7.3.4 The DMS will help plan and schedule deliveries to avoid ~~network peak traffic hours~~ and prevent unnecessary congestion on public roads around the construction sites. This will avoid unnecessary queuing, idling and noise from vehicles and will reduce the impact on local traffic and airport operations by optimising delivery times.

Route Planning

7.3.5 The DMS will identify the most efficient and least disruptive routes for construction vehicles, considering factors such as local traffic patterns, road conditions, weight restrictions and agreed routing measures. This will minimize the impact on local communities and reduce wear and tear on roads.

Vehicle tracking and monitoring

7.3.6 ~~The DMS could~~ will incorporate real-time tracking and monitoring of construction vehicles, to enable better coordination and communication between drivers, site managers and other stakeholders. This will ensure that vehicles adhere to designated routes and schedules, reducing the risk of unauthorised or off-route travel.

Compliance with regulations

7.3.7 The DMS will help to ensure that contractors comply with measures in the CTMP and other control documents, as well as with local regulations and restrictions, such as permitted hours of operation, designated truck routes, or restrictions on vehicle size and weight.

Reporting

7.3.8 The DMS will provide data on the efficiency of the construction traffic management process, helping logistics managers and project managers to identify areas for improvement, monitor

Commented [BDBP36]: As currently drafted the oCTMP does not provide any requirement that the CTMP will demonstrate how this commitment will be met, there needs to be specific provision in the oCTMP requiring the CTMP to include specific measures to avoid deliveries using parts of the network at or near capacity as well as including a specific measure to provide for variable delivery times based on avoiding peak and congested periods

Commented [BDBP37]: In line with requirement 12, there needs to be a specific provision for consultation on the DMS, NH consider that there needs to be a specific framework for how the DMS is dealt with and considered moving forward and the most suitable avenue is the TMF

Commented [BDBP38]: NH do not consider that the use of explore is sufficiently robust, rather the use of DMS should be committed to in the oCTMP as an effective measure

Commented [BDBP39]: As currently drafted, the oCTMP does not require the CTMP to provide any evidence as to the how the DMS will be used to avoid peak hours, NH consider that the CTMP should as far as reasonably possible maximise overnight deliveries. This addition provides certainty that the commitment to use DMS will provide a clear pathway and framework to it being an effective measure

Commented [BDBP40]: Network peak is more precise and consistent with TA terminology rather than peak traffic

Commented [BDBP41]: Tied to the above comments, the oCTMP needs to be provide greater certainty as to what measures will be undertaken and how they will be used. The use of will over could provides such certainty

progress and demonstrate compliance with relevant regulations and guidelines.

7.4 Material Procurement Measures

- 7.4.1 The CTMP will address the following measures to promote the efficient procurement of materials, avoiding waste and ensuring that impacts on local communities are minimised:

Design for Manufacture and Assembly (DfMA) and Off-site Manufacture

- 7.4.2 During the detailed design stage, ~~consideration will be given to incorporating the~~ DfMA and off-site manufacturing practices ~~will be a key consideration~~. These approaches have the potential to decrease the volume of construction vehicles arriving at the Airport during the construction period, enhancing road safety and reducing environmental impacts. Additionally, implementing DfMA and off-site manufacturing can lead to a reduction in waste generation, further contributing to a more sustainable construction process.

Commented [BDBP42]: Given the importance that the DfMA as guidance provides at the detailed design stage it need to form a central, key consideration rather than simply consideration being given to it's incorporation

Re-use of Material On-site

- 7.4.3 Re-using materials on-site reduces the need for procuring and transporting new materials to the Airport and reduces waste disposal, decreasing construction vehicle movements and resulting in decreased traffic congestion and emissions. The detailed approach for re-use of material is described in the Waste Strategy and Outline Construction Materials Management Plan.

Smart Procurement

- 7.4.4 GAL will factor into its selection of contractors the ability to minimise the number of construction vehicle movements through a contractor's supply chain and approach to logistics. Environmental benefit can be derived through sourcing of materials, location of freight delivery infrastructure, willingness to collaborate with other suppliers and use of alternative delivery modes.

Delivery by Rail

- 7.4.5 GAL and its contractors ~~will continue to explore the feasibility of~~ must use all reasonable endeavors in securing having some materials are being delivered by rail, rather than using the road network, in order to maximise the sustainability of delivery methods. GAL commits to identifying in the CTMP which measures have been considered, and evidencing that such measures are not reasonably practicable where they are not progressed.

Commented [BDBP43]: The commitment to the use of rail is far too woolly as currently drafted. This amendment will ensure that GAL will use reasonable endeavours to secure the delivery of materials by rail and such measures must be identified in the CTMP so to provide the relevant stakeholders sufficient certainty that all avenues for importation via rail have been explored and secured

7.5 Other Measures

- 7.5.1 GAL will also explore the following further measures to reduce congestion and other impacts on the local community of construction traffic:

Wheel washing

- 7.5.2 Where necessary, wheel washing facilities will be provided at the main egress points from the works areas onto the existing road network. These will be self-contained facilities using a water recycling feature. The units will be regularly cleaned and maintained. These will minimise the impact of dust and dirt on the existing road network and local residents.

Collaboration with other Project sites

- 7.5.3 GAL ~~will encourage~~ must use reasonable endeavors to procure that its contractors to form a collaborative working relationship with neighbouring sites and share resources and infrastructure such as vehicle routeing, laydown area sharing, shared bussing and transportation to compound and worksites, joint procurement, shared best practices and joint waste management to reduce the construction traffic impacts. This can be achieved by developing a collaboration framework that outlines the objectives, responsibilities, and

Commented [BDBP44]: We consider that Gal should have some oversight to ensure that a collaborative relationship is struck between the other project sites - we do not consider that encouragement goes far enough

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communication channels for all parties involved in the various sub projects.

Implement a Construction Workforce Traffic Plan (CWTP)

7.5.4 The Outline Construction Workforce Travel Plan is a separate document and outlines measures to promote sustainable travel, reduce single occupancy car use, reduce congestion on the highway network external to the Airport and reduce the demand for temporary car parking during the construction stages of the Project. It covers journeys to and from work sites made by the construction workforce and aims to align community wide benefits, reducing impact in the local area. It will be developed through a detailed CWTP to be prepared by GAL and its contractors.

Compliance with DMRB and other relevant standards/guidance

7.5.5 The CTMP must comply with the following relevant parts of the Design Manual for Roads and Bridges and other guidance, for example:

- GG 116 - Requirements and guidance on temporary traffic management short term lane closures for relaxation works, types 0, 1 and 2
- GG 117 The design and implementation of temporary traffic management and road works
- ARTSM Guidance on the use of Portable Traffic Signals
- Lane widths must be suitable for HGVs and in accordance with Chapter 8 of the Traffic Signs Manual and any additional requirements detailed in the Design Manual for Roads and Bridges (DMRB) guidance.

Establishment of a Traffic Management Forum

7.5.6 The CTMP must secure the establishment of a Traffic Management Forum (TMF) which is held at least quarterly from the commencement of works under the DCO. The TMF would consist of GAL, GAL's contractors, utility, local highway authorities, public transport operators, emergency services, and National Highways.

7.5.7 The TMF would, in advance of their meetings, be provided with any proposed updates to CTMPs as well as the outputs of the monitoring required under an approved CTMP. The TMF would review the performance of implemented traffic management with a focus on:

- a. Direct impacts to local and strategic road network
- b. Indirect impacts on the wider network as a result of the implemented
traffic management
- c. Impacts on local businesses and communities.

7.5.8 The CTMP must secure that where a member of the TMF provides a suggestion for a measure to be undertaken as a result of the monitoring provided to it, that GAL is required to either implement that measure, or provide to all members of the TMF, a reasoned justification for its

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Commented [BDBP45]: As outlined in NH's WR it is critical that the Proposed Scheme is compliant with the relevant sections of the DMRB and other relevant standards and guidance - given the centrality of the CTMP to the schemes overall compliance with the DMRB it is considered that a specific commitment to compliance with the DMRB where relevant is required

Commented [BDBP46]: NH consider that the establishment of a Transport Management Forum is required to ensure that there is continuous engagement through the construction period on the development of any remedial measures/actions that are required to be taken. This is a well precedented approach to engagement in a number of NH projects and consider it provides a means of ensuring that engagement on monitoring and the development of remedial measures are effective and timely

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non-implementation. Where the impact which gave rise to that suggestion subsists at the next meeting of the TMF, GAL must use all reasonable endeavors to implement that suggestion or put forward a revised proposal which is approved by the TMF. Where a measure cannot be agreed, GAL must immediately instruct its contractors to cease works which give rise to the relevant impact.

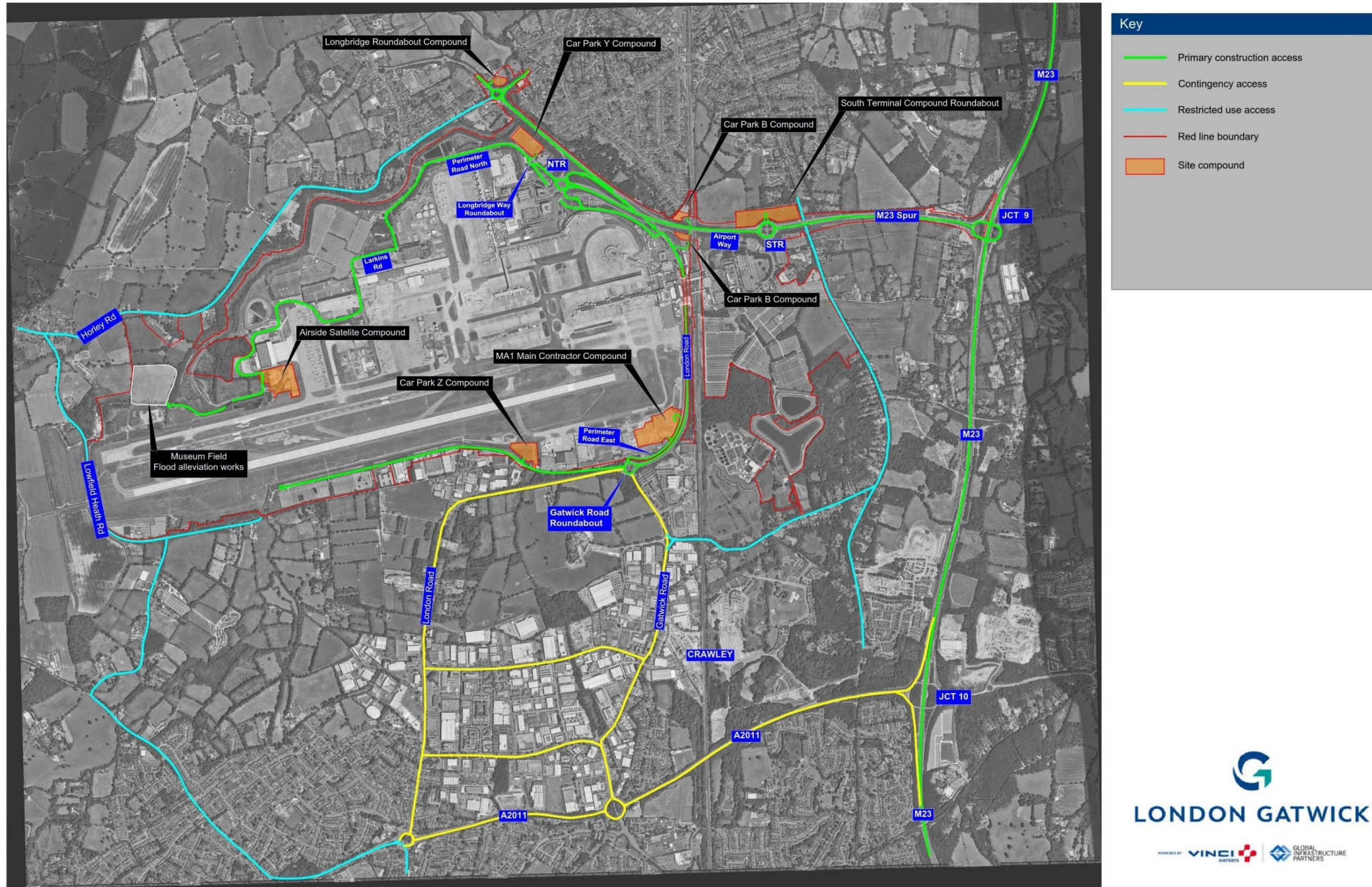
Glossary

Table 1: Glossary of Terms

Term	Description
CARE	Central Area Recycling Enclosure
CBC	Crawley Borough Council
CLOCS	Construction Logistics and Community Safety
CoCP	Code of Construction Practice
CTMP	Construction Traffic Management Plan
CWTP	Construction Workforce Travel Plan
DfMA	Design for Manufacture and Assembly
DMS	Deliver Management System
DVS	Direct Vision Standard
ES	Environmental Statement
FORS	Fleet Operator Recognition Scheme
GAL	Gatwick Ltd
HGV	Heavy Good Vehicle
LGV	Light Good Vehicle
LPG	Liquefied petroleum gas
MA1	Maintenance Area 1 used as the Main Contractor compound
NH	National Highways
NTR	North Terminal Roundabout
OCTMP	Outline Construction Traffic Management Plan
OCWTP	Outline Construction Workforce Travel Plan
STR	South Terminal Roundabout
WRRR	Work Related Road Risk Requirements
CARE	Central Area Recycling Enclosure

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Appendix A – NRP Temporary Compounds and Construction Vehicle (HGV) Access Routes



Appendix A: Gatwick NRP Temporary Compounds and Construction Vehicle (HGV) Access Routes