Gatwick Airport Northern Runway Project

Environmental Statement
Appendix 5.3.2: Code of Construction Practice Annex 3 – Outline Construction Traffic Management Plan – Tracked Version

Book 5

VERSION: 2.0

DATE: JUNE 2024

Application Document Ref: 5.3

PINS Reference Number: TR020005

APFP Regulations 5(2)(a) **Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009**

Table of Contents

1 Executive Summary 1

2 Introduction 3

3 Local Context 4

4 Aims of the Construction Traffic Management Plan 6

5 Construction Logistics and Site Support 8

5.2 Main Contractor Compound – MA1 9

5.3 Airfield Satellite Compound 9

5.4 Car Park Z Compound 10

5.5 Car Park Y Compound 10

5.6 South Terminal Roundabout Contractor Compound 10

5.7 Longbridge Roundabout Compound 11

5.8 Car Park B Compound 11

6 Construction Vehicle Routes and Access 11

6.2 Primary Access 12

6.3 Contingency Access 13

6.4 Local Roads (Restricted Access) 14

6.5 Strategic Road Network 15

6.6 Restrictions and Monitoring 16

6.7 Signage 16

6.8 Safety Measures 17

6.9 Traffic Management during Surface Access Improvements 19

6.10 Engagement with Royal Mail 20

7 Measures to Reduce Impacts 20

7.2 Contractor Accreditation and Standards 20

7.3 Work Related Road Risk (WRRR) Requirements 21

7.4 Construction Logistics and Community Safety (CLOCS) 21

7.4.4 Fleet Operator Recognition Scheme (FORS) 21
7.5 HGV Direct Vision Standard 22
7.6 Use of Low Emission Construction Plant and Fleet 22
7.7 Delivery Management 23
7.8 Scheduling Deliveries 23
7.9 Route Planning 24
7.10 Vehicle tracking and monitoring 24
7.11 Compliance with regulations 24
7.12 Reporting 24
7.13 Material Procurement Measures 24
7.14 Design for Manufacture and Assembly (DfMA) and Off-site Manufacture 24
7.15 Re-use of Material On-site 25
7.16 Smart Procurement 25
7.17 Delivery by Rail 25
8 Other Measures 25
8.2 Wheel washing 25
8.3 Training Events 26
8.4 Collaboration with other Project sites 26
8.5 Implement a Construction Workforce Traffic Plan (CWTP(s)) 26
8.6 Compliance with DMRB and other relevant standards/guidance 26
8.7 Establishment of a Traffic Management Forum 27
Glossary 28

List of Figures

Figure 1 - Aerial view of Gatwick Airport.....5

Figure 2 - MA1 Compound - Perimeter Road East Access.....9

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~~ imposes 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(s)) will be produced ~~generally~~ substantially in accordance with this OCTMP in collaboration between GAL and its contractors prior to commencement, ~~with the approval of the relevant highway authority~~to be approved by Crawley Borough Council (in consultation with ~~the relevant planning authority where relevant~~West Sussex County Council, Surrey

County Council and National Highways on matters related to their function) under DCO Requirement 12. ~~.~~

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 [APP-084] ~~(Doc Ref 5.3)~~ deals with how the construction workforce travel to and from the construction sites.

3 Local Context

~~1.1.1~~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.~~ **Figure 1 – Aerial view of Gatwick Airport.**

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.

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(s) are designed in pursuit of the following aims as regards construction traffic movement. Measures related to construction worker travel are outlined in the **Outline Construction Workforce Travel Plan** [APP-084]. A Construction Workforce Travel Plan (s)will be submitted to and approved under DCO Requirement 13.

4.1.2 The overall objective of the OCTMP, to be implemented through the CTMP(s), is to ensure that vehicles transporting construction materials and or plant to and from the Sites 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(s), in order to:

- adopt smarter ways of working based on best practice that reduce construction vehicle movements, or that reduce or eliminate trips ~~in~~ during peak periods for traffic on the local and strategic road networks serving Gatwick Airport 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 CTMP(s) will be developed by GAL and its contractors ~~generally~~ substantially in accordance with this OCTMP. The detailed CTMP(s) will be developed post consent and will adhere to the principles and objectives of this OCTMP. Under DCO Requirement 12, the CTMP(s) must be submitted and approved by Crawley Borough Council (in consultation with West Sussex County Council, Surrey County Council and National Highways on matters related to

their function) ~~before the~~prior to commencement of a part of the authorised development~~construction works~~. ~~The CTMP will be developed in consultation with and approved by the relevant highway authority (in consultation with the relevant planning authority where relevant).~~

=

5 Construction Logistics and Site Support

~~1.1.2~~5.1.1 The Project's indicative construction schedule showing key milestones and their anticipated timing is included in the **ES Chapter 5: Project Description** [REP1-016]. ~~(Doc Ref 5.1).~~ The DCO includes relevant controls on the carrying out of the Project 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:

- 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
- Car Park B Compound: used for the works at Airport Way Bridge over the A23 London to Brighton railway line.

5.1.3 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** [REP2-013] ~~(Doc Ref 5.3~~) and will be further detailed (to the extent necessary) in the subsequent CTMP(s). A submission of the CTMP(s) will detail how the potential traffic impacts from construction traffic associated with the Project will be managed in order to ensure the safe and efficient operation of the road network and minimise any negative environmental and community impacts. Brief details of access to each compound are included in this section, with further information on construction routes in section 6.

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.

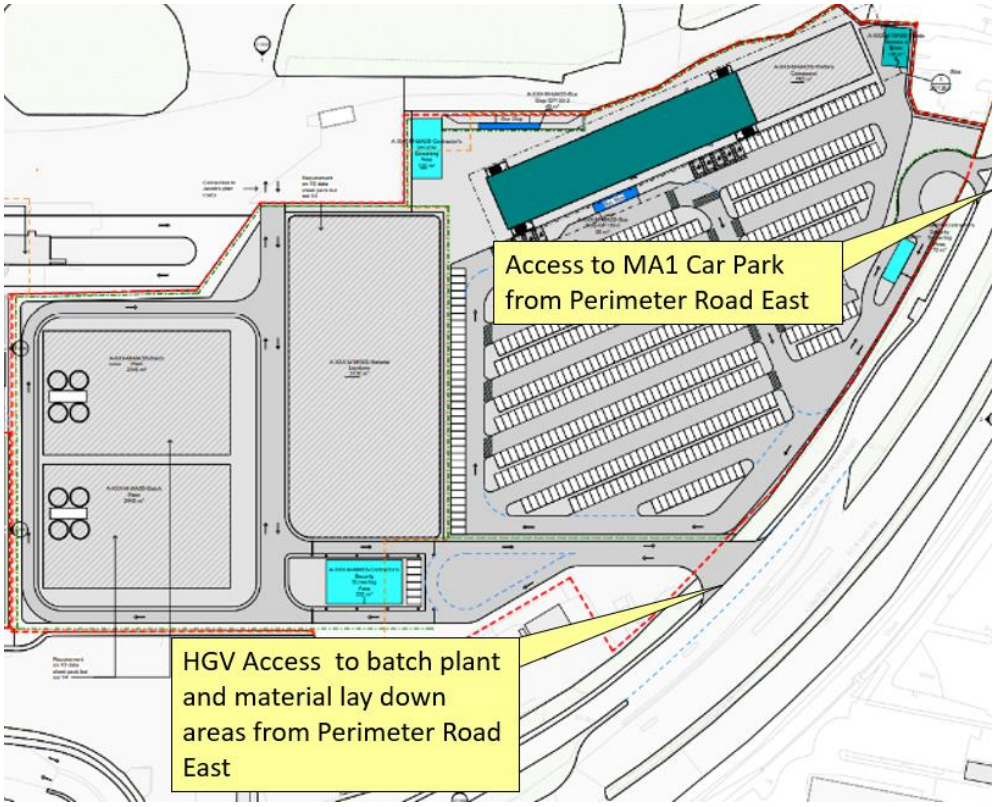


Figure 2 - : MA1 Compound - Perimeter Road East Access

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 the site from a secondary entry point at Balcombe Road. This secondary access point will not be open to the public

and the CTMP(s) will set out how public access is to be avoided (such as through signage). The route to the compound will be via Junction 9 M23, followed by a turn onto the South Terminal roundabout. The CTMP(s) will detail how public access to the South Terminal Contractor Compound will be avoided, how safety relating to the access and egress of the compound will be managed and how the control measures of queuing traffic will be implemented. The compound access will be designed in accordance with the relevant standards,

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 offn 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.

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.

6.1.2 Off-Airport construction vehicle routing will be finalised in the detailed CTMP(s) to be developed by GAL in conjunction with its contractors (once appointed) and will be approved by the relevant planning authorityCrawley Borough Council (where appropriate, following consultation with West Sussex County Council, Surrey County Council and National Highways on matters related to their function). This oCTMP details the indicative construction vehicle routing in Appendix A, to be confirmed and approved through the detailed CTMP(s).

6.1.3 The CTMP(s) will ensure that appropriate restrictions and / or prohibitions are implemented for construction traffic as described in sections 6.2 – 6.7 in respect

of sensitive routes and routes unsuitable for use by HGVs or LGVs. DCO Requirement 12 requires that the Project is constructed in accordance with the approved CTMP(s). 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 will be detailed in the CTMP(s).

6.1.4 The CTMP(s) will set out the primary access routes, contingency access routes and the routes that, as far as is reasonably practicable, shall not be used by construction traffic, subject to the exceptions listed in section 6.4 (the restricted use access routes).

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. ~~and Error! Reference source not found.~~**Appendix A: NRP Temporary Compounds and Construction Vehicle (HGV) Access Routes** provides 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~~ primary route) and local roads where construction vehicle access is ~~anticipated~~ to be restricted or prohibited routes subject to exclusions listed in section 6.4. Such routes will be confirmed through the detailed CTMP(s).

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~~ primary 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 Temporary Compounds and Construction Vehicle (HGV) Access Routes.**

6.2.3 **M23 Junction 9 to Airside Satellite Compound:** From M23 Junction 9, the primary access 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

6.3.1 As a contingency for the above primary access and to ensure resilience, Junction 10 of the M23 may ~~could~~ 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.**

6.3.2 Further information on the situations in which is it envisaged that construction traffic would be authorised to use a contingency access will be provided in the CTMP(s).

6.4 Local Roads (Restricted Access)

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 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 to life or property, (such as a medical emergency) or a critical construction issue, construction vehicles may need to use local roads. This exception ensures that emergency services can respond as quickly as possible when necessary; and
- **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 Crawley Borough Council, West Sussex Council, Surrey County Council and National Highways, in line with DCO Requirement 12, the relevant planning authority (and National Highways as relevant to carefully plan and manage construction traffic effectively. The CTMP(s) 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

6.5.1 The CTMP(s) will take into account the relevant sections of the Strategic Roade Network (SRN) and the construction impacts on the local roads in the immediate vicinity of the Project.

6.5.2 GAL must prepare a scheme of traffic management under Part 3 of Schedule 9 to the DCO to enable works relating to the Strategic Road Network to be undertaken safely and in such a way as to minimise the potential for disruption of the Strategic Road Network.

~~1.1.3~~6.5.3 GAL's contractors will work with National Highways in relation to CTMP(s) which may affect the Strategic Road Network in order to minimise disruption where possible and practicable, with due consideration of the wider impacts on the surrounding road network. In particular, the CTMP(s) (or schemes of traffic management, as relevant) will include monitoring of road traffic on both the local road network and SRN in the vicinity of Gatwick Airport sufficient to assess whether significantly greater impacts than those assessed as part of the DCO may occur and in such cases that localised junction modelling or assessment may be undertaken based on updated construction programmes and works. Where mitigation is identified as necessary or where measures can be taken to reduce the impacts on the Strategic Road Network so far as reasonably practicable without causing consequential and disproportionate impacts on the local road network, such measures should be set out in the CTMP(s).

6.5.4 The CTMP(s) will require 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. The programme of monitoring will be approved by Crawley Borough Council in consultation with West Sussex County Council, Surrey County Council and National Highways prior to commencement in accordance with DCO Requirement 12. The CTMP(s) will confirm that where the monitoring identifies unanticipated disruption or congestion, relevant GAL Contractors would support interventions and/or changes to traffic management measures required to mitigate and minimise disruption as far as is reasonably practicable, and would identify where continuous improvements could be implemented.

6.6 Restrictions and Monitoring

6.6.1 Construction vehicles involved in the Project will be required to adhere strictly to the ~~predetermined~~ identified routes~~-~~ (to be confirmed through the CTMP(S))~~)~~, including 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 and approved through the CTMP(s), 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~~A robust monitoring system will be detailed in the CTMP(s) and implemented for the duration of the Project's construction to ensure that all construction vehicles adhere to the designated routes. Any deviations or non-compliance will be identified and addressed promptly, with corrective actions taken as necessary. The corrective actions will be developed with the traffic management working group.

6.6.3 The results of the monitoring process will be shared with ~~relevant stakeholders, including the relevant planning authority,~~Crawley Borough Council, West Sussex County Council, Surrey County Council and National Highways (where relevant to their function) ensuring transparency and maintaining open lines of communication throughout the construction period. In the event of negative monitoring results, the CTMP(s) 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 safe operation of the road network.

6.7 Signage

6.7.1 Specific measures for signage will be ~~prepared as part of~~detailed in the CTMP(s). All designated approach routes for construction deliveries and personnel will be clearly identified. Temporary signage will be erected along construction traffic routes to provide access (directional) routeing information. The CTMP(s) will prescribe the temporary signage which must be in place before the commencement of construction works. 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. 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 to ensure that safety measures have been thoroughly considered.

6.8.3 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.

6.8.4 Provision for potential emergency closure of certain roads will be discussed with the appropriate highways authority in the TMF.

6.8.5 For the purposes of protecting the workforce and the public, the CTMP(s) 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.

6.8.6 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.

6.8.7 Safety measures may include traffic-signal controlled pedestrian crossing points, crossing patrols or similar and will be considered during production of the CTMP(s). This will be subject to approval by Crawley Borough Council in consultation with West Sussex County Council, Surrey County Council and National Highways (on matters related to their function) in line with DCO Requirement 12.

6.9 Traffic Management during Surface Access Improvements

6.9.1 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.

6.9.2 By the time the Surface Access Improvement works have been completed, Airport Way eastbound will have been replaced by a signalised junction from the North Terminal Roundabout (NTR) to A23 London Road. This replacement will result in alterations to the routes for construction traffic from those outlined above, notably in the provision of a right turn onto A23 London Road towards Airport Way to -reduce the number of construction traffic movements using LongbridgeRoundabout. Construction traffic routing during the construction of the Project's highway works and following their completion will be confirmed in the CTMP(s). ~~This replacement will result in alterations to the routes for construction traffic from those outlinabove and further details on replacement routes will be provided in the CTMP.~~

6.9.3 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.

6.9.4 The detailed CTMP(s) 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 minimis~~z~~e the impact on residents, road users, and airport operations. Agreements will be in place through local authority land rental schemes before commencement of construction.

6.10 Engagement with Royal Mail

6.10.1.1. The detailed CTMP will confirm procedures to be followed by GAL and / or its contractors in engaging and notifying Royal Mail during the Project's construction on matters related to its services. These CTMP(s) procedures will include:

- Royal Mail will be informed of any proposed road closures or diversions required for the Surface Access Works, at least one month in advance of any closure or diversion.
- Royal Mail will be informed in advance of works that GAL will be undertaking on the local highways network, with particular regard to Royal Mail's distribution facilities within and near Gatwick Airport.
- Royal Mail will be given the opportunity to engage in appropriate stakeholder consultation group that are set up by GAL and / or its contractors with the Local Highways Authority and other major road users.

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(s). The measures are split into the following general categories and which are then discussed in further detail below:

- Contractor accreditation and standards;
- Delivery management;
- Material procurement measures; and
- Other measures.

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 and confirmed in the CTMP(s):

7.3 Work Related Road Risk (WRRR)[1] Requirements

7.3.1 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.

7.3.2 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.

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

7.4 Construction Logistics and Community Safety (CLOCS)[2]

7.4.1 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.

7.4.2 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.

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

7.4.4 Fleet Operator Recognition Scheme (FORS)[3]

7.4.5 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 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.

7.4.6 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.

[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/

7.4.7 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.

7.4.8 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.

7.5 HGV Direct Vision Standard

7.5.1 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 plan[4] to eliminate all deaths and serious injuries on London's transport network by 2041.

7.5.2 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.

7.5.3 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.

7.6 Use of Low Emission Construction Plant and Fleet

7.6.1 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~~.

[4] Vision Zero for London - Transport for London (tfl.gov.uk)

7.6.2 -The **Code of Construction Practice** [REP4-007], secured by DCO Requirement 7, uires that:

- -All on-road heavy vehicles will comply with the London Low Emission Zone (LEZ) requirements across all sites within the Order Limits for the relevant class of vehicle; and
- All non-road mobile machinery (with a net power 37kW to 560kW) will comply with the engine emissions standards set by London LEZ for Non-Road Mobile Machinery standards across all sites within the Order Limits. From 1 January 2025, NRMM used on any site will be required to meet emission standard Stage IV as a minimum. From 1 January 2030, NRMM used on any site will be required to meet emission standard Stage V as a minimum.

7.7 Delivery Management

7.7.1 The CMTP(s) will detail how deliveries to site will be coordinated and managed in order to reduce the use of the road network (particularly at- peak times for the network in the vicinity of the Project) in order to reduce congestion, minimise the risk of accidents and improve the efficient operation of the site. This will seek to ~~reduce~~ mitigate the environmental impact on the surrounding area during the construction period in accordance with the assessment provided in the DCO.

7.7.2 The u~~U~~se of Delivery Management Zones will be considered in the production of the CTMP(s), 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.

7.7.3 The u~~U~~se of a Delivery Management System (DMS) will also be explored through the production of the CTMP(s), 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. 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:

7.8 Scheduling Deliveries

7.8.1 The DMS will help plan and schedule deliveries to avoid -n~~N~~etwork peak ~~traffic~~ hours within the vicinity of the project and prevent unnecessary congestion on public roads around the construction sites where reasonable and practicable. This will avoid unnecessary queueing, idling and noise from vehicles and will reduce the impact on local traffic and airport operations by optimising delivery times.

7.8.2 The DMS will plan and schedule deliveries to avoid, where possible, construction deliveries using routes that go past local schools at peak times, such as the school drop off and pick up times.

7.9 Route Planning

7.9.1 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 routeing measures. This will minimize the impact on local communities and reduce wear and tear on roads.

7.10 Vehicle tracking and monitoring

7.10.1 The DMS could 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.

7.11 Compliance with regulations

7.11.1 The DMS will help to ensure that contractors comply with measures in the CTMP(s) 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.

7.12 Reporting

7.12.1 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 progress and demonstrate compliance with relevant regulations and guidelines.

7.13 Material Procurement Measures

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

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

7.14.1 During the detailed design stage, ~~consideration will be given to incorporating~~ the DfMA and off-site manufacturing practices will be a consideration, where applicable. 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.

7.15 Re-use of Material On-site

7.15.1 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.

7.16 Smart Procurement

7.16.1 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.

7.17 Delivery by Rail

7.17.1 GAL and its contractors will continue to explore the feasibility of having some materials delivered by rail, rather than using the road network, in order to maximise the sustainability of delivery methods, where doing so would not compromise the safe, reliable and efficient operation of the rail network for other freight and passenger services. GAL will review with Network Rail potential measures for transporting construction materials by rail and conduct such engagement with third parties as may be required to establish their practicality. Evidence that rail delivery methods have been given due consideration, including but not limited to any that may be practicable, will be identified in the CTMP(s).

8 Other Measures

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

8.2 Wheel washing

8.2.1 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.

8.2.2 Road sweepers will be deployed on the highways in the immediate roads around the airport to ensure that the roads are regularly cleared of detritus.

8.3 Training Events

8.3.1 GAL will arrange training event(s) to be arranged and open to local residents and businesses to highlight the risks that construction traffic can pose on other road users. There will also be a focus on cyclists and ensuring that they are aware of safe road positioning in relation to HGV's

8.4 Collaboration with other Project sites

8.4.1 GAL will encourage its contractors on projects related to the Project's construction works 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 communication channels for all parties involved in the various sub projects.

8.5 Implement a Construction Workforce Traffic Plan (CWTP(s))

8.5.1 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.

8.6 Compliance with DMRB and other relevant standards/guidance

8.6.1 For the public road network, t~~T~~he CTMP(s) 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.

8.7 Establishment of a Traffic Management Forum

8.7.1 The CTMP(s) will secure the establishment of a Traffic Management Forum (TMF) to be held at least quarterly from the commencement of works under the DCO. The TMF would focus on the monitoring and communication of traffic management during construction and would consist of GAL, GAL's contractors, utility companies, local highway authorities, public transport operators, emergency services, and National Highways.

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

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

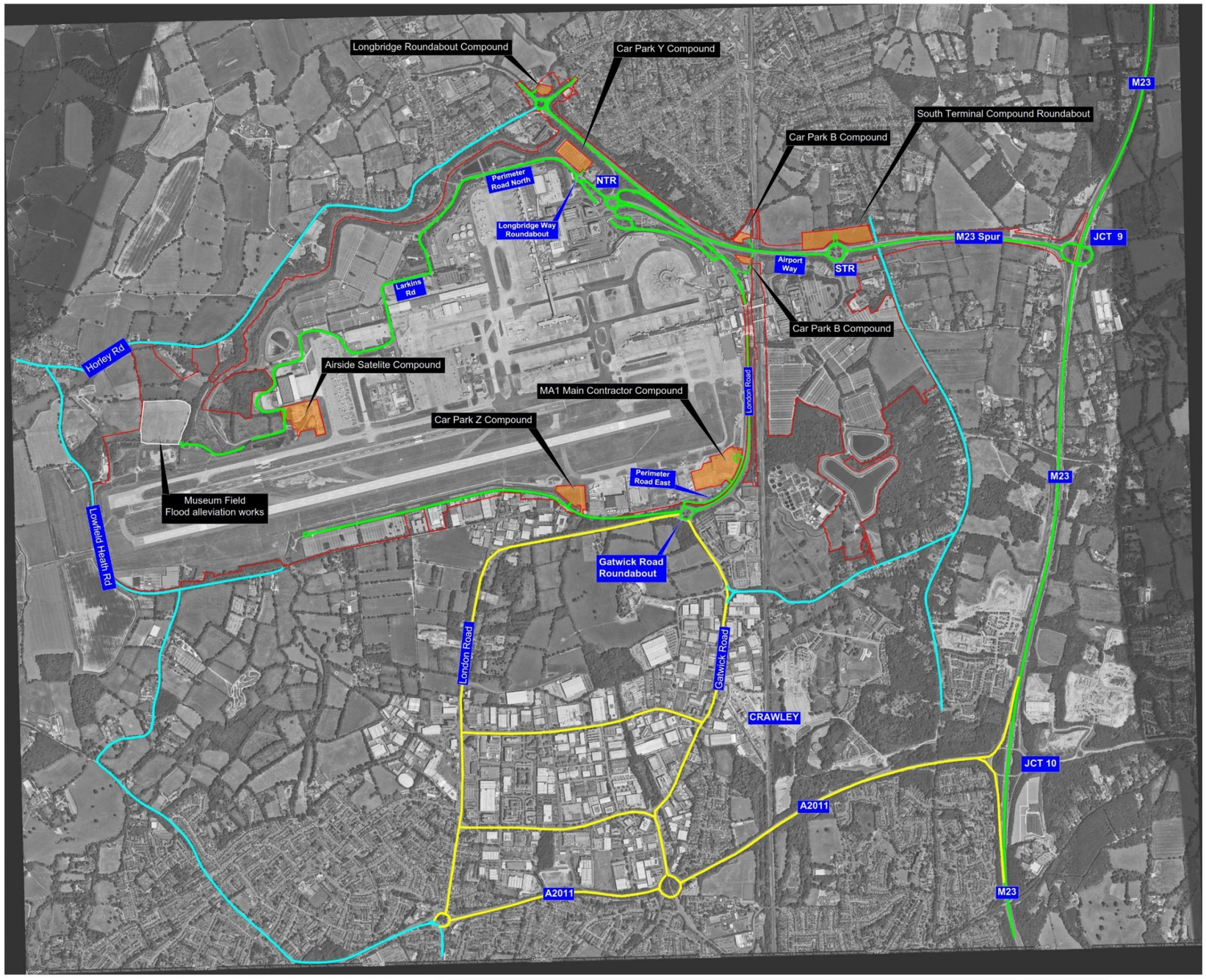
8.7.3 Prior to the commencement of highway construction a Traffic Management Working Group, comprising GAL and its principal contractors would liaise closely with National Highways and the local highway authorities to establish the methods of co-ordination and management of material and people movement in accordance with the Construction Code of Practice and as reflected in the CTMP(s).

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	~~Norh~~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

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



Key

- Primary construction access
- Contingency access
- Restricted use access
- Red line boundary
- Site compound

LONDON GATWICK

POWERED BY VINCI AIRPORTS | GLOBAL INFRASTRUCTURE PARTNERS

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