



# Cambridge Waste Water Treatment Plant Relocation Project



Draft Outline Construction Traffic  
Management Plan  
February 2022

## Document Control

<b>Document title</b>	Construction Traffic Management Plan
<b>Version No.</b>	Draft
<b>Date Approved</b>	16/02/2022
<b>Date 1<sup>st</sup> Issued</b>	24/02/2022

## Version History

<b>Version</b>	<b>Date</b>	<b>Author</b>	<b>Description of change</b>
Draft	10/02/2022	AH	Draft outline version for consultation

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## 1 Introduction

- 1.1.1 The Cambridge Waste Water Treatment Plant Relocation Project (CWWTPR) (here after referred to as the Proposed Development) is a Nationally Significant Infrastructure Project and Anglian Water Services Limited, herein referred to as Anglian Water Services Limited, intends to submit a Development Consent Order (DCO) application to the Planning Inspectorate under the Planning Act 2008; it is a statutory instrument which defines the terms under which development consent for a project is granted.
- 1.1.2 This Outline Construction Traffic Management Plan (CTMP) is part of a suite of management plans prepared to support the Preliminary Environmental Information Report (PEIR) presented as part of the Statutory Phase 3 Consultation for the Proposed Development.
- 1.1.3 The Outline CTMP will be refined further to reflect consultation responses received as part of the statutory consultation and the relevant Technical Working Groups (TWGs) and will be submitted as part of the Development Consent Order (DCO) Application for the Proposed Development.
- 1.1.4 The Outline CTMP will be developed into a final detailed Construction Traffic Management Plan following the submission of the DCO application. The measures included with the final CTMP will be developed through consultation with the relevant local highway authority and the relevant local planning authority.
- 1.1.5 This Outline CTMP secures the commitments made by the environmental impact assessment work undertaken to date. The final CTMP will set out the standards, management measures, procedures and best practices required for managing the impact of construction traffic on the local and strategic road networks during the construction period.

### 1.2 CTMP Objectives

- 1.2.1 The overall objectives of this outline CTMP are to:
- Reduce congestion and overall trips associated with the planned construction activity, especially in peak periods;
  - Enhance safety for all users involved in the construction phases and for people local to the area;
  - Where possible, minimise disruption to the continued safe and efficient operation of the existing Cambridge water treatment plant (WWTP) areas and local ecological environments;
  - Where possible, reduce inconvenience to local communities and stakeholders; and,
  - Where possible, provide an environmental solution to all material and equipment importation that satisfies Anglian Water social responsibility policies.

### 1.3 Scope of the Outline CTMP

- 1.3.1 For the purpose of this Outline CTMP the Proposed Development refers to the CWWTPR project in its entirety and all works associated with the development, including decommissioning of the existing Cambridge WWTP, effluent and treated effluent transfer pipelines, waste water transfer tunnels, access roads and structures etc.
- 1.3.2 The Outline CTMP should be read in conjunction with the following:
- **Preliminary Environmental Information Report (PEIR):** The PEIR sets out the preliminary environmental information gathered to date and enables consultees (both specialist and non-specialist) to understand the likely environmental effects of the Proposed Development.
  - **Code of Construction Practice (CoCP) Parts A & B:** The CoCP Part A secures commitment to mitigation measures to be implemented and adhered to during the construction period of the Proposed Development. The CoCP Part B secures commitments to the refinement of the mitigation measures detailed in Part A due to site specific requirements and construction activities.
- 1.3.3 Baseline information including anticipated construction traffic numbers and potential environmental impacts as a result of construction traffic on the local and strategic road networks are detailed with the Cambridge Waste Water Treatment Plant (WWTPR) Preliminary Environmental Information: Traffic and Transport. This Outline CTMP is not intended to be a duplication of the Traffic and Transport assessment. Therefore, where information pertinent to the commitments made in this Outline CTMP are presented in the aforementioned paper, signposting to its location has been provided so to avoid repetition.
- 1.3.4 For the purpose of this outline CTMP, typical Construction vehicle types are defined as those outlined in Table 1.1.

**Table 1.1: typical construction vehicles by type**

Light (LGVs)	HGVs
Cars	3.5 to 44 tonne trucks
Vans	Low loaders
4x4 Pick ups	Flat Beds
4x4 Vans	Abnormal loads
Welfare Vans	Cranes



## **2 CTMP Management and Communication**

### **2.1 Introduction**

- 2.1.1 Overarching roles and responsibilities such as the Construction Project Director, Environmental Manager and Health and Safety Lead can be found in Section 2 of the CoCP.
- 2.1.2 Prior to the commencement of any construction activities the Principal Contractor(s) will appoint the roles outlined within this Section to ensure measures within the CTMP are implemented and adhered to.

### **2.2 Logistics Manager**

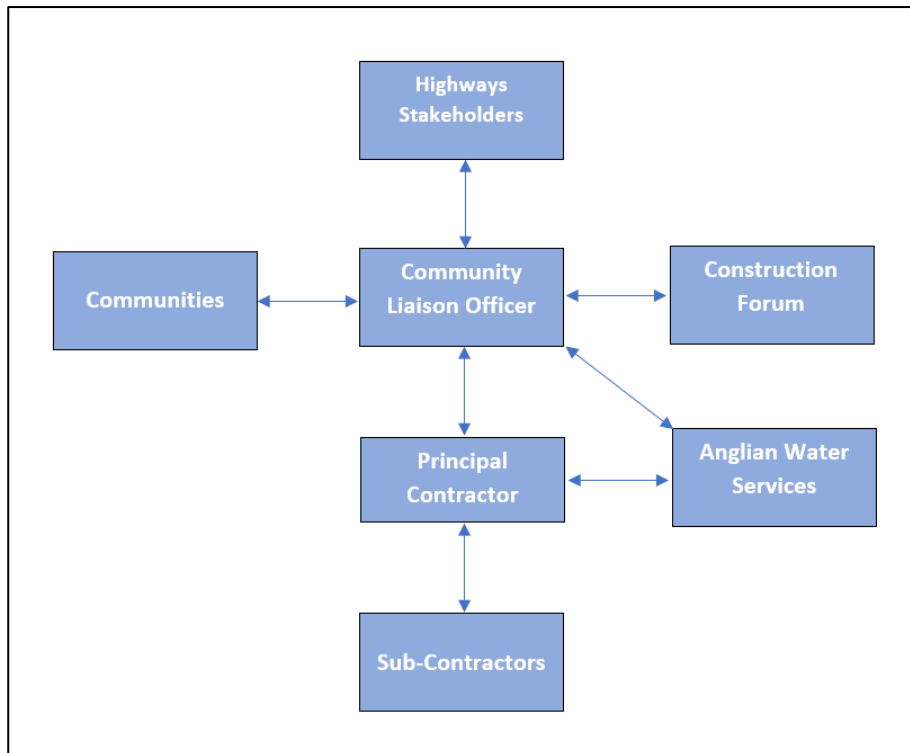
- 2.2.1 Logistics Manager will have overarching responsibility for the implementation of the detailed CTMP. In relation to the detailed CTMP their responsibilities will include:
- Monitoring and enforcing the measures outlined within the final approved version of the CTMP;
  - Updating the CTMP during the construction period where improvements or updates are required;
  - Ensuring compliance with any monitoring or approval requirements in line with the requirements of the DCO; and
  - Providing the link between the Community Liaison Officer, Anglian Water Services Limited, Traffic Marshalls and the relevant sub-contractors.

### **2.3 Traffic Marshall(s)**

- 2.3.1 Traffic Marshall(s) will be appointed by the Principal Contractor prior to the commencement of construction activities. As standard the responsibility of a Traffic Marshall during the construction period will be to manage the safe movement of construction vehicles into and out of the temporary site access points, where appropriate. This includes actively managing pedestrian crossing points, where required, during peak hours.

### **2.4 Community Liaison Officer**

- 2.4.1 A Community Liaison Officer will be appointed for during the construction period. A high-level summary of the responsibilities of the Community Liaison Officer has been set out in the CoCP Part A, Section 2.
- 2.4.2 The Community Liaison Officer will play a key role in ensuring that relationships and lines of communication are maintained throughout the construction period. Figure 2-1 provides an indicative overview of the relevant relationships and lines of communication.



**Figure 2-1: Indicative communication routes and the relationship of the Community Liaison Officer in relation to other parties.**

### 3 Access and Route Strategy

#### 3.1 Vehicle routing

- 3.1.1 Vehicle routeing has been based on the principles that, whenever possible, the Strategic Road Network should be used to route construction vehicles to and from the construction site, avoiding local road use as far as practical. Table 3.1 and Figure 3-1 sets out the vehicle routeing for the proposed WWTP site access and the offsite infrastructure.
- 3.1.2 The proposed WWTP site access can be found in 'How will we manage our development activities to avoid, reduce or offset adverse changes to traffic and transport' section of Cambridge Waste Water Treatment Plant (WWTPR) Preliminary Environmental Information: Traffic and Transport, Figure 7. Following the construction of the proposed WWTP site access both construction and operational traffic will follow the routeing outlined in Table 3.1 below.
- 3.1.3 For the purpose of this outline CTMP the construction of the Waterbeach pipeline has been divided into Sections based on access routes and temporary site access points, these Sections have been used to describe the vehicle routeing in Table 3.1.

**Table 3.1: Vehicle Routeing for the proposed WWTP site access and offsite infrastructure**

Area	Status	Route	Associated PEIR Figure*
Proposed WWTP site access	Arrival	Vehicles arriving to the site from the west will do so by exiting the A14 via the off-slip road at Junction 34; where vehicles will cross Horningsea Road into the proposed WWTP site access (once built), prior to this, vehicles will turn left onto Horningsea road then turn right onto Low Fen Drove Way. From the east exiting the A14 at Junction 33 and re-joining the A14 in west bound direction then following the same route as eastbound traffic.	Figure 3 & 7
	Departure	Vehicles departing the site from the proposed WWTP site access (once built) will exit the junction making a left turn and join the A14 via Junction 34 via the on-slip signalised junction. Prior to this, vehicles will turn left out of Low Fen Drove Way onto	



Area	Status	Route	Associated PEIR Figure*
		Horningsea Road. Once on the A14, Vehicles heading west will continue their journey on the A14 in westly direction. Vehicles heading east will exit the A14 at Junction 33 and re-join in an easterly direction. No vehicles will be allowed to travel into Fen Ditton or turn right towards Horningsea from the proposed WWTP site access.	
Waste water transfer tunnel (Horningsea Road, Temporary Accesses 12a & 12b)	Arrival & Departure	<p>To access the Waste water transfer tunnel, vehicles will need to route from junction 34 of the A14 via Horningsea Road to the Waste water transfer tunnel temporary access point located approximately 250m south of the A14 on-slip.</p> <p>Where vehicles are departing to the Core Area they need to will route north to the A14 where they will take the on slip for A14 in a westerly direction. Vehicles will exit the A14 at Junction 33 and re-join in an easterly direction to Junction 34 where they will enter the proposed WWTP site access via the signalised junction.</p>	Figure 3 & 4
Final Effluent (FE)Main	Arrival & Departure	To access the FE Main, vehicles will route to the Core Area via Junction 34 and then will route internally through the site to the FE pipeline located to the north west of the site approximately 30m south of the Low Fen Drove Way junction with Horningsea Road. The extent of these works do not extend into the village of Horningsea. Additional trips or routeing on the highway network will not be required as a result of these works. However, crossing of Horningsea Road and the existing	Figure 2 & 3

Area	Status	Route	Associated PEIR Figure*
		cycle footway provision on the western side of Horningsea Road will be required.	
Existing Cambridge WWTP (decommissioning, Waste water transfer tunnel and rising mains diversions)	Arrival & Departure	Vehicles arriving via the A14 will exit via Junction 33, routeing via Milton Road before turn left onto Cowley Road via the signalised junction. Vehicles departing the existing Cambridge WWTP will travel along Cowley Road to the signalised junction and onto Milton Road before entering the Junction 33 east or westbound on slips	Figure 4 & 5
Waterbeach Pipeline (Section 1: Waterbeach Village / A10)		<p><i>Section 1.1:</i> The A10 and Waterbeach village will be used to gain access to temporary site access point 1,2,3,4, 5 and 6 via Denny End Road, Bannold Road, Burgess's Drove and Long Drove; and</p> <p><i>Section 1.2:</i> The A10 and Waterbeach village will be used to gain access to site point 7,8 and 9 via CarDyke Road, Cambridge Road, Way Lane, Burgess Road, Station Road and Clayhithe Road.</p>	Figure 1 & 2
Waterbeach Pipeline (Section 2: South of River Cam / north of A14)		Depending on the programming of the Waterbeach Pipeline and the Core Area(including the Final Effluent main (FE) and Waste water transfer tunnel) either access points 10 and 11 will be used via the J34 A14 and Horningsea Road to access as Section of the pipeline to the north and through the Core Area.	Figure 2 & 3
Waterbeach Pipeline (Section 3: South of River Cam /		To access the Section of the Waterbeach Pipeline between Horningsea Road, the A14 and the River Cam (temporary site access point 12a and 12b) construction	Figure 3

Area	Status	Route	Associated PEIR Figure*
<i>south of A14)</i>		vehicles will need to use a ~250m Section of Horningsea Road south of the on-slip junction at Junction 34 A14.	
Waterbeach Pipeline (Section 4)		To access the Section of the Waterbeach pipeline between the River Cam, the existing Cambridge WWTP and the A10 Junction 33 Milton interchange construction vehicles will need to use A1309 south of Junction 33, Milton Road, Green End Road, Water Lane and Fen Road to access temporary site access point 13. Temporary site access point 14 is located at the current CWWTW site and will be accessed the as per the current arrangement via the A1309 south of Junction 33, Milton Road and Cowley Road.	Figure 3

\* Figures detailed in the Associated PEIR Figure column of Table 3.1 can be found in the CWWTPR Preliminary Environmental Information: Traffic and Transport



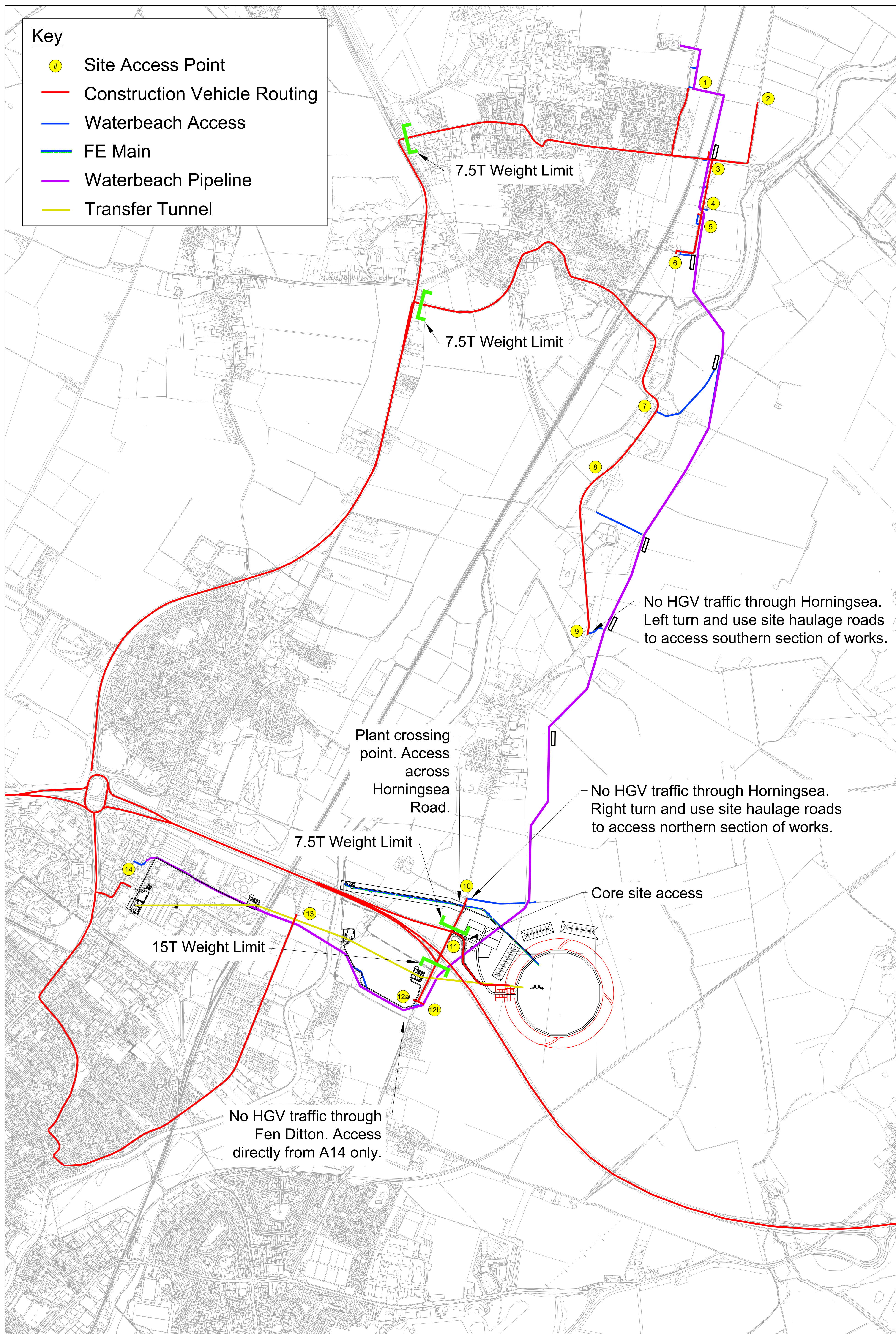


Figure 3-1: Proposed Development Access Routes



## 3.2 Local routeing and site plan vehicle routeing

- 3.2.1 This Section indicates the routes vehicles will take to the different components of the Proposed Development, taking into account local area constraints, conflict areas and proposed changes to the highway. Indicative pedestrian and cycle access and routes have also been included.

### Core Area

- 3.2.2 The Vehicle Routeing Plan (Figure 3-1) shows the vehicular routes to and from Junction 34 of the A14 as outlined in Table 3.1. An indicative pedestrian and cycle route and access to the site has been proposed and will be further informed as the masterplan for the proposed site is developed. Options for a pedestrian crossing between the signalised junction and Low Fen Drove Way are being developed which would provide a safe crossing point on Horningsea Road.
- 3.2.3 The off-slip and On-slip of the A14 have been identified as a potential conflict area that may require traffic marshalling during peak hours. There are two key crossing movements at Junction 34 of vehicles turning and pedestrians and cyclist crossing the signalised junctions along the existing cycle and footway provision that abuts the western side of Horningsea Road. All movements are controlled by existing traffic signals. A potential conflict could arise if an Abnormal Load accessing the site would require additional support in order to make the required turning movement from or onto Horningsea Road. Any mitigation required to prevent impact on other users of the highway network of turning movements of Abnormal Loads would be temporary and will be considered on an individual basis, this will include appropriate vehicle escort and marshalling where required and would be outside peak hours.

### Waste Water Transfer Tunnel

- 3.2.4 To access the Waste water transfer tunnel vehicles will need to route from the A14 off-slip to the Waste water transfer tunnel temporary access points located approximately 250m south of the on-slip signalised junction at junction 34 of the A14 via Horningsea Road. Temporary site access point 12a will cross the existing footway / cycleway on the west side of Horningsea Road and is a potential conflict zone which may require marshalling during peak hours and/or traffic management measures to provide a safe crossing point for site traffic and pedestrians and cyclists.
- 3.2.5 During construction the vehicles will also need to access the Waste water transfer tunnel via the existing Cambridge WWTP, routeing will follow the same pathway as that described for the existing Cambridge WWTP below.

### **Final Effluent (FE) Main**

- 3.2.6 To access the FE Main vehicles will route to the Core Area via Junction 34 and before routeing internally through the site to the FE pipeline located to the north west of the site approximately 30m south of the Low Fen Drove Way junction with Horningsea Road as outlined in Figure 3-1. The extent of these works do not extend into the village of Horningsea. Additional trips or routeing on the highway network will not be required as a result of these works. However, crossing of Horningsea Road and the existing cycle footway provision on the western side of Horningsea Road will be required. This is a potential conflict area which would require marshalling and traffic management measures for both NMUs and motorists to provide safe crossing of Horningsea Road for the construction vehicles and labour and on-wards journeys for all highway users.

### **Existing Cambridge WWTP**

- 3.2.7 To access the existing Cambridge WWTP vehicles will exit the A14 from both westerly and easterly directions at Junction 33 before routeing north along Milton Road to the Cowley Road signalised junction, as per the existing arrangement (see Figure 3-1). Construction activities will be undertaken both along Cowley Road and within the boundary of the existing Cambridge WWTP. The footpath/cycleway along Cowley road is a potential conflict area which may require diversion and traffic management measures (subject to agreement with the LHA) for pedestrians and other NMUs.



## 4 Signage Strategy

### 4.1 Route signage

- 4.1.1 The types of temporary signage erected along the construction traffic routes in order to provide access routing information is subject to agreement with the local highways authority.
- 4.1.2 Current proposals for route signage include;
- Enhanced Weight Restriction signage on all approaches to the weight restrictions including ANPR warnings;
  - Wayfinding signage clearly marking the authorised route for all site traffic from the A14 (eastbound and westbound) to the proposed WWTP site access including information signs on other routes outlining 'no access for CWWTW construction traffic';
  - Clear signage routing vehicles to and from the A14 and A10;
  - Signage on routes off the proposed WWTP site access and temporary site access point routes prohibiting site traffic including (but not limited to) routes from J35, Newmarket Road, High Ditch Road, Low Fen Drove Way and Ditton Lane;
  - Signage warning vehicles of presence of pedestrians and cyclists;
  - Signage warning pedestrians and cyclists of the presence of HGVs and other site traffic; and
  - Signage indicating changes in speed limit along Horningsea Road (subject to approval by Cambridgeshire County Council).
- 4.1.3 In the event that traffic diversions are required along the construction traffic routes, temporary signage will be installed by the Principal Contractor(s) and/or the relevant local highways authority that is in accordance with the standard relevant signage design guidance.

### 4.2 Temporary access points and construction road signage

- 4.2.1 Similar to those proposals listed above, temporary signage will be erected along all proposed construction haul roads. As a minimum the signage will include internal haul road speed limits, warning (hazard signs), potential vehicle or pedestrian crossing points and distances to destinations.

## 5 Mitigation Measures

### 5.1 Introduction

- 5.1.1 As referenced in the Cambridge Waste Water Treatment Plant (WWTPR) Preliminary Environmental Information: Traffic and Transport, a preliminary assessment of the environmental impacts of construction traffic upon the strategic and local road networks within the study area has been undertaken. The mitigation proposed as part of the preliminary environment has been used to inform this Section of the outline CTMP.
- 5.1.2 Measures relating to wider construction activities such as hours of operation, the control of noise and vibration and the control of dust can be found in the Code of Construction Practice (CoCP).

### 5.2 Safety and Environmental Standards

- 5.2.1 Anglian Water Services Limited is committed to ensuring all Principal Contractor(s) and sub-contractor vehicles arriving at site comply with sufficient safety measures and requirements relating to the following schemes:
- Fleet Operator Recognition Scheme (FORS) – Requires fleet operators to demonstrate that they are achieving exemplary levels of best practice in safety, efficiency and environmental protection; and
  - Construction Logistics & Community Safety (CLOCS) – Is a set of road safety requirements to be adopted during the construction period by the supply chain.

### 5.3 Adherence to Designated Routes

- 5.3.1 Details of routes to be used for journeys to and from site for road operations are provided in Section 3. Monitoring and enforcement measures relating to this outline CTMP are detailed in Section 6.
- 5.3.2 The following weight restrictions are applicable along the designated routes:
- South of the A14, Horningsea Road is subject to a weight restriction of 18 tonnes, 'except for access' which extends 30m south from the on-slip road signalised junction at Junction 34 of the A14 in a southerly direction towards Fen Ditton;
  - North of the A14, Horningsea Road is subject to a weight restriction of 7.5 tonnes 'except for access' which begins approximately 30m north of the A14 off-slip road extending north towards Horningsea Village; and
  - The village of Waterbeach is subject to a weight restriction of 7.5 tonnes 'except for access' which begins at the junctions with Car Dyke Road and the A10 and Denny End Road and the A10 both in an easterly direction towards Waterbeach Village.

5.3.3 These weight limits are Traffic Regulation Orders (TRO) and are therefore enforceable by the Local Highways Authority (LHA). In order to minimise environmental impact, road safety risks and congestion during the construction period, the following mitigation strategies are proposed (subject to agreement with Local Highway Authority (LHA)):

- That Anglian Water Services Limited, and other hauliers / contractors associated with the project, sign up to the 'Commercial Company Covenant', promoted by the LHA.
- Temporary or permanent Automatic Number Plate Recognition (ANPR) cameras will be installed at the following locations (following agreement by the LHA):
  - On Horningsea Road, located immediately north and south of the A14 signalised junctions;
  - North of Low Fen Drove Way to capture construction vehicles associated with temporary site access points 10;
  - At the proposed WWTP site access on Horningsea Road and, located north and south of the A14 signalised junctions once the proposed WWTP site access is operational.
- The installation of signage in line with the signage strategy set out in Section 4.
- Agree a reporting strategy of dealing with non-compliance.
- Encourage local residents / volunteer groups to report HGVs that use the villages and provide an accessible and user-friendly reporting system managed by AW.
- Specify the authorised access routes in contracts for all site contractors, including actions and correction measures for non-compliance and reported in monthly site newsletters or similar to residents.

## 5.4 Vehicle Scheduling

### Hours of operation for vehicle movements

- 5.4.1 No construction vehicle movements or deliveries will take place outside of the hours set out in the CoCP. Deliveries will be scheduled and arranged accordingly to prevent any inconvenience, as far as it is reasonably practicable, to the community and other road users.
- 5.4.2 The final approved CTMP will be issued to all vehicle drivers/operatives and suppliers at the pre-start meeting to make all personnel fully aware of the site traffic management arrangements.

## 5.5 Delivery scheduling

### Deliveries

- 5.5.1 The volume of deliveries during the construction period will be managed via a scheduling system implemented by the Principal Contractor(s).

- 5.5.2 The Principal Contractor(s) will, where reasonably practicable, schedule deliveries so that they do not coincide with peak hours, especially during the AM and PM peak hours to minimise the possibility of adding to congestion on the road network.
- 5.5.3 Where there is a need for an out of hours delivery that cannot be carried out during the working hours detailed in the CoCP, the Principal Contractor(s) will need to inform the local community via the pre-commencement notifications and commit to these times where possible.

#### **Use of Logistics and Consolidation Centres**

- 5.5.4 Due to the nature of the proposed WWTP site access and its proximity to the A14 Strategic Road Network the use of consolidation centres or stop and wait points along the network would create additional vehicle movements.
- 5.5.5 However, logistics and consolidation centres can help reduce the number of construction vehicles associated with a site by improving the distributive efficiency of operations on the local highway network, especially at peak times.
- 5.5.6 The use of lorry parks on the SRN may be required to adhere to the delivery schedule. The Principal Contractor(s) will set out proposals for logistics / consolidation centres if required and the use of lay-bys / lorry parks.

### **5.6 Construction Employee Travel Plan (CETP)**

- 5.6.1 A CETP will be produced for DCO application which sets out the measures that will be put in place to encourage construction workers to use more sustainable travel modes, to reduce single occupancy vehicle trips and will investigate the potential for flexible working patterns to facilitate travel outside of the peak periods. The Principal Contractor(s) and sub-contractors who regularly attend site will be expected to sign up to the CETP and promote the measures set out therein.

### **5.7 Safe management of Public Rights of Way**

- 5.7.1 The proposed construction works will impact a number of Public Rights of Way (PRoW). Measures will be put in place to manage the impact upon users of the PRoW during the construction period. These measures have been outlined within Section 6 of Part A of the CoCP.

### **5.8 Highway Restoration**

- 5.8.1 Pre and post construction surveys will be agreed with the Local Highway Authority as required. Where temporary alterations are required the highway will be restored to the same condition as before the works took place or to a standard which is acceptable to the Local Highway Authority.

## **5.9 Facilitate safe movement of users of the highway (including NMUs)**

- 5.9.1 Temporary traffic management (TM) will be required for the different site accesses associated with the construction of the Proposed Development. For ease of understanding these have been set out against the different components of the Proposed Development listed in Table 3.1. For all accesses there may be a requirement for short term road closures (and associated diversion routing) for specific construction activities, although these should be kept to a minimum.
- 5.9.2 TM will need to be determined by the contractor in discussion with the local highway authority, Cambridgeshire County Council.

### **Core Area**

- 5.9.3 Temporary traffic management (TM) will be required during construction of the proposed WWTP site access (and associated mitigation measures on Horningsea Road). There may be a requirement for short term single lane closures on Horningsea Road for specific construction activities, although these should be kept to a minimum. Any lane closures should be carefully managed to avoid working hours of the main site, ideally night-time lane closures should be planned to minimise impact on road users.
- 5.9.4 It is expected that the majority of the highway works can be carried out under a TM that maintains vehicular access on Horningsea Road, under temporary signal control. The existing footway / cycleway to the west of the Horningsea Road carriageway will be maintained at all times with suitable barriers separating the footway from the works. There is no viable alternative route for pedestrians and cyclists from Horningsea to Fen Ditton (important as this is a route to Fen Ditton Primary School). Any site crossing points on the footway will need to be controlled with suitable TM.

### **Waste Water Transfer Tunnel**

- 5.9.5 As the temporary site access point for the Waste water transfer tunnel will cross the existing footway / cycleway on the west side of Horningsea Road suitable TM will be implemented to provide a safe crossing point for site traffic and pedestrians and cyclists.

### **Final Effluent (FE) Main**

- 5.9.6 As with the Core Area there is no alternative routes for pedestrians and cyclists therefore, suitable traffic management measures will be provided for both NMUs and motorists to provide safe crossing of Horningsea Road for the construction vehicles and labour and on-wards journeys for all highway users.

### **Waterbeach pipeline**

- 5.9.7 For temporary site access points 1-9; there is a commitment to introduce speed restriction to Burgess's Drove, Bannold Drove and Bannold Road for construction vehicles where the current speed limit is set at the national speed limit.

- 5.9.8 There is also a commitment to avoid HGV movements through Waterbeach during school drop-off and pick-up hours throughout term time and to adequately reinstate any areas of footpath affected by the works and to maintain the existing alignment/gradient as much as is practicable.
- 5.9.9 Additionally, connectivity/access to community facilities and residential properties during works will be maintained. At the level crossings on Bannold Road and Station Road in Waterbeach, construction traffic, where necessary, should have restricted working hours, speed restrictions and the use of banks persons. Any required mitigation associated with the level crossings will be outlined in the Basic Asset Protection Agreement facilitated by Network Rail.
- 5.9.10 For temporary site access point 10-12 it is expected that the majority of the highway works can be carried out under TM that maintains vehicular access on Horningsea Road, under temporary signal control. The existing footway / cycleway to the west of the Horningsea Road carriageway will be maintained at all times with suitable barriers separating the footway from the works. There is no viable alternative route for pedestrians and cyclists from Horningsea to Fen Ditton (important as this is a route to Fen Ditton Primary School). Any site crossing points on the footway will need to be controlled with suitable TM.



## 6 Monitoring, Enforcing and Updating the CTMP

### 6.1 Introduction

- 6.1.1 The Principal Contractor(s) will ensure that the measures within this outline CTMP are implemented and adhered to throughout the construction period. Set out below are proposals for the monitoring and enforcement of the measures detailed within Section 5 of this outline CTMP, along with the mechanism for updating the outline CTMP both prior to and following the grant of the DCO.

### 6.2 Monitoring Strategy

- 6.2.1 As per Section 2, the Logistics Manager will be responsible for overseeing the implementation and monitoring of the detailed CTMP during the construction period to ensure compliance.

#### **Monitoring of deliveries**

- 6.2.2 To ensure compliance with the HGV movements assessed as part of the environmental assessment, the Logistic Manager will operate a scheduling system for all deliveries. Delivery schedules will be continuously monitored so to manage vehicle movements throughout the construction period.

#### **Vehicle Routeing**

- 6.2.3 The Principal Contractor(s) will implement a system for monitoring the movement of vehicles associated with the construction of the Proposed Development, this will include the following:
- Documented pre-commencement meetings with the site management team as a contractual requirement;
  - ANPR cameras along Horningsea Road;
  - Active traffic management; and
  - FORS and CLOCS accreditation.

#### **Road Safety**

- 6.2.4 The Principal Contractor(s) will manage and operate a 'near miss' reporting system to ensure any accidents or near misses are recorded and investigated appropriately. Where relevant accidents and near misses will be reported to relevant highways stakeholders by the Community Liaison Officer.

#### **Site Safety**

- 6.2.5 Site safety recording and monitoring measures have been outlined below, general commitments to health and safety can be found in the CoCP. The Principal Contractor(s) will set out their methods for recording and monitoring, the following safety related issues:
- Record of all logistics-related accidents;

- ways staff are travelling to site; and
- vehicles and operations not meeting safety requirements.

### **Monitoring Reporting**

- 6.2.6 Data recorded from the monitoring of the above elements along with any non-compliances or best practices will be collated on a quarterly basis by the Principal Contractor(s) as part of a quarterly monitoring report and issued out to the relevant parties.

## **6.3 Enforcement**

### **Breaches and Complaints**

- 6.3.1 All complaints will be dealt with in line the procedure and timelines to be set out in the Community Liaison Plan (see the CoCP for details).
- 6.3.2 It proposed that breaches and complaints relating to construction traffic are monitored and record any breeches and complaints:
- Establish a Community Liaison Plan which sets out a reporting strategy for dealing with non-compliance and reporting the findings of the following data collection to those parties detailed in Figure 2-1:
    - site vehicles that are recorded as entering/leaving site and the public ANPR;
    - community concerns about construction activities;
    - vehicle routeing;
    - unacceptable queuing;
    - unacceptable parking; and
    - compliance with safety and environmental standards and programmes.
  - Encourage local residents / volunteer groups to report HGVs that use the villages and provide an accessible and user-friendly reporting system managed by Anglian Water Services Limited that includes:
    - Contact details of the Community Liaison Officer to report breeches and complaints in the form of telephone number, email address and website – including an out of hours or emergency contact.
  - Specify the authorised access routes in contracts for all site contractors, including consequences for non-compliance and reported in monthly site newsletters or similar to residents.
- 6.3.3 Where a breach or complaint is reported, the Logistic Manager and/or Principal Contractor(s) will carry out an investigation in order to identify appropriate corrective actions. Where needed, corrective actions will be agreed with the relevant highways stakeholders and/or community members prior to implementation.

## 6.4 CTMP forward plan

6.4.1 Table 6.1 below sets out the action, timescales and responsible parties relating to the future development of the outline CTMP into a fully implemented detailed CTMP.

**Table 6.1 CTMP forward plan**

Action	Timescale	Responsible party
Presentation of the outline CTMP for consultation	Prior to application	Anglian Water Services Limited (the applicant)
Submission of an updated outline CTMP as part of the DCO application	At the point of submission	Anglian Water Services Limited (the applicant)
Development of detailed CTMP	Prior to construction commencement	Principal Contractor(s)
Approval of the detailed CTMP by the relevant local highway's authority	Prior to construction commencement	Principal Contractor(s)
Appointment of a traffic management team by the Principal Contractor(s)	Prior to construction commencement	Principal Contractor(s)
Implementation of the signage strategy and mitigation measures	Prior to construction commencement	Principal Contractor(s)
Establish monitoring systems	Prior to construction commencement	Principal Contractor(s)
Monitoring of the CTMP measures	Ongoing throughout the construction period	Principal Contractor(s)
Updating of the CTMP (where relevant)	Ongoing throughout the construction period	Principal Contractor(s)