
**THREE OAKS RENEWABLE
ENERGY PARK
EXTENSION**

**Environmental
Statement Appendix 8.4: Outline
CTMP**

MAY 2026





Transportation
Consultancy

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Outline Construction Traffic Management Plan

Client: Ridge Clean Energy

Project: Three Oaks Renewable Energy Park
Extension

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1. Introduction

1.1 Overview

The Transportation Consultancy Ltd ('ttc') have been appointed to prepare an Outline Construction Traffic Management Plan (CTMP) in support of the construction of a renewable energy park near Bridlington, East Riding of Yorkshire.

For clarity, two distinct construction routing corridors are referenced throughout this Outline CTMP.

First, the general construction Heavy Goods Vehicle (HGV) route which will be used by standard construction vehicles, including HGVs delivering construction materials, plant, welfare facilities, and routine site supplies. This route originates from the M62 and routes to site along the A614 accessing the site from the west.

Second, the Abnormal Indivisible Load (AIL) route which will be used only for turbine component deliveries and other specialist abnormal movements, supported by the Appendix 8.3 (Abnormal Indivisible Loads (AIL) Assessment) - Volume 4 and associated liaison with the relevant highway authorities. AIL deliveries originate from the Port of Hull before travelling the AIL route to the site from the east. Where this Outline CTMP refers to the "construction route", this should be read as the general construction HGV route unless the AIL route is stated specifically. In addition Appendix 8.3 (Abnormal Indivisible Loads (AIL) Assessment) - Volume 4 also includes a commitment to prepare an Abnormal Loads management Plan which will outline specific logistics management of the transfer arrangements.

1.2 Purpose and Scope

The purpose of this Outline CTMP is to establish a principles-based traffic management framework for the Site that minimises conflict between construction traffic, pedestrians and other highway users. It identifies likely construction-traffic impacts and sets out proportionate mitigation measures to reduce those impacts where practicable, including delivery management (to avoid peak periods) and controls on vehicle movements during the construction phase.

This Outline CTMP is a live document and will be further developed by the appointed Contractor. A Detailed CTMP will be prepared prior to commencement of construction (secured via planning condition), building on the principles herein and informed by contractor methodology, final routing, detailed programming, and any additional surveys or consultation required. Any traffic figures quoted are forecasts based on experience from comparable projects.

This document has been prepared with regard to the requirements and bespoke comments received through pre-application consultation with East Riding of Yorkshire Council (ERYC) in its capacity as Local Highway Authority. Hull City Council has also been consulted, and its comments have been considered only in relation to AIL routing, where relevant sections of the AIL route fall within its administrative area.

1.3 Consultation and Pre-Application Advice

The preparation of this Outline CTMP has been informed by consultation with ERYC, who have requested a robust and enforceable CTMP to address the potential highway impacts associated with the construction phase of the Proposed Development. At this stage, an Outline CTMP is considered proportionate to the current level of design and assessment, and it is anticipated that a detailed CTMP will be prepared and submitted for approval prior to commencement of construction, in accordance with an appropriately worded planning condition.

The Outline CTMP has been prepared to respond directly to the matters raised by the Local Highway Authority, including construction access arrangements, abnormal load movements, vehicle routing, parking and turning provision, temporary access works, surface water drainage management during construction (noting that drainage design is addressed separately in Appendix 8.6 (Surface Water Drainage Strategy) – Volume 4), protection of the public highway, and the management of impacts on other highway users.

The measures set out within this document are intended to demonstrate how these matters can be appropriately managed and mitigated during construction in accordance with Local Highway Authority requirements.

All other consultation activities regarding traffic and transport for the Proposed Development are included within **Table 8.1** of Chapter 8 of the **ES (Volume 2)**.

1.4 Structure of the Report

The remainder of the CTMP is structured as follows:

- Chapter 2 – Policy & Guidance Review
- Chapter 3 – Baseline Conditions
- Chapter 4 – Development Proposals
- Chapter 5 – Construction Overview & Logistics
- Chapter 6 – Management and Mitigation Measures
- Chapter 7 – Construction Worker Travel Plan
- Chapter 8 – Monitoring & Review
- Chapter 9 - Summary

2. Policy & Guidance Review

2.1 Overview

This chapter provides an examination of current policy and guidance documents as they relate to the proposed development. This section reviews:

- National Planning Policy Framework (NPPF) (December 2024)
- National Planning Practice Guidance (NPPG) (2024)
- East Riding of Yorkshire Local Plan Update (adopted April 2025)
- East Riding of Yorkshire Sustainable Transport Supplementary Planning Document Update (includes CTMP guidance)
- East Riding of Yorkshire Council – Highway Development Management / Highway Development Control guidance (process for works affecting the adopted highway, incl. S278/S38 as applicable)
- East Riding of Yorkshire Council Permit Scheme (street works / works on the highway)
- East Riding of Yorkshire Local Transport Plan (2021–2039)

2.2 National Planning Policy Framework (2024)

The National Planning Policy Framework (NPPF) sets out the Government’s planning policies for England and is a material consideration in determining planning applications.

For the purposes of this Outline CTMP, the NPPF is relevant because it requires transport issues to be considered from the earliest stages so that potential impacts on transport networks can be addressed and appropriate mitigation delivered. The NPPF also confirms that development should only be prevented or refused on highways grounds where there would be an unacceptable impact on highway safety, or where residual cumulative impacts on the road network would be severe following mitigation. This CTMP sets out the mitigation and management measures that will be implemented during the construction phase to safeguard highway safety and to minimise impacts on the highway network and local communities.

2.3 National Planning Practice Guidance (2024)

For the purposes of this Outline CTMP, the NPPG is relevant because it confirms that transport submissions are used to assess and mitigate the negative transport impacts of development, particularly where a proposal is expected to generate significant amounts of movement. This Outline CTMP forms part of that transport mitigation package by setting out the construction phase management measures that are intended to minimise adverse impacts arising from construction traffic on the surrounding highway network and local communities.

2.4 East Riding of Yorkshire Local Plan Update (Adopted April 2025)

The East Riding of Yorkshire Local Plan Update is the statutory development plan for the East Riding and provides the policy basis for determining planning applications.

This CTMP has been prepared to support delivery of the development by setting out construction-phase traffic management arrangements, including construction vehicle routing, delivery controls, on-site management, and measures to mitigate effects on the local highway network. It also provides the framework for the safe interface between construction activity and the public highway for the duration of the works.

2.5 East Riding of Yorkshire Sustainable Transport Supplementary Planning Document Update

East Riding of Yorkshire Council has adopted an update to its Sustainable Transport Supplementary Planning Document (SPD). The SPD Update provides guidance on the preparation of Transport Assessments, Travel Plans and Construction Traffic Management Plans submitted in support of planning applications and is a material consideration in determining relevant applications.

This CTMP has been prepared having regard to the SPD Update and sets out:

- The proposed construction access strategy and routing principles;
- Measures to manage construction traffic volumes and timing, including delivery booking and driver instructions;
- Arrangements for controlling vehicle movements at the site access and within the site;
- Measures to protect the safety and operation of the public highway, including the management of any temporary traffic management; and
- Communication and monitoring arrangements, including complaint handling and review mechanisms.

2.6 East Riding of Yorkshire Highway Development Management requirements (works affecting adopted highway)

The site will be accessed from the A614 via an unclassified but adopted highway which will be improved to support delivery of the development. Works affecting the existing adopted public highway will therefore be progressed through East Riding of Yorkshire Council's highway development management processes as appropriate (including agreements/approvals for works to the adopted highway).

This CTMP has been prepared to align with those requirements and to ensure that construction traffic management measures are coordinated with the design, approvals, programming and delivery of any highway works, including the safe management of traffic and the protection of the highway asset during the construction period.

2.7 East Riding of Yorkshire Permit Scheme (works on the highway)

East Riding of Yorkshire Council operates a permit scheme for works on its highway network. Any works associated with the development that are registerable and require occupation of the public highway, temporary traffic management, or other activities controlled through the permit scheme will be planned and delivered in accordance with the Council's permitting requirements, including appropriate lead-in times and conditions.

2.8 East Riding of Yorkshire Local Transport Plan (2021–2039)

The East Riding of Yorkshire Local Transport Plan (LTP) sets out the authority's strategy and priorities for the operation, maintenance and improvement of the transport network. This CTMP supports the LTP's objectives by managing construction traffic in a manner that safeguards network operation and safety during the construction period, including measures to reduce unnecessary disruption and to protect highway users.

3. Baseline Conditions

3.1 Overview

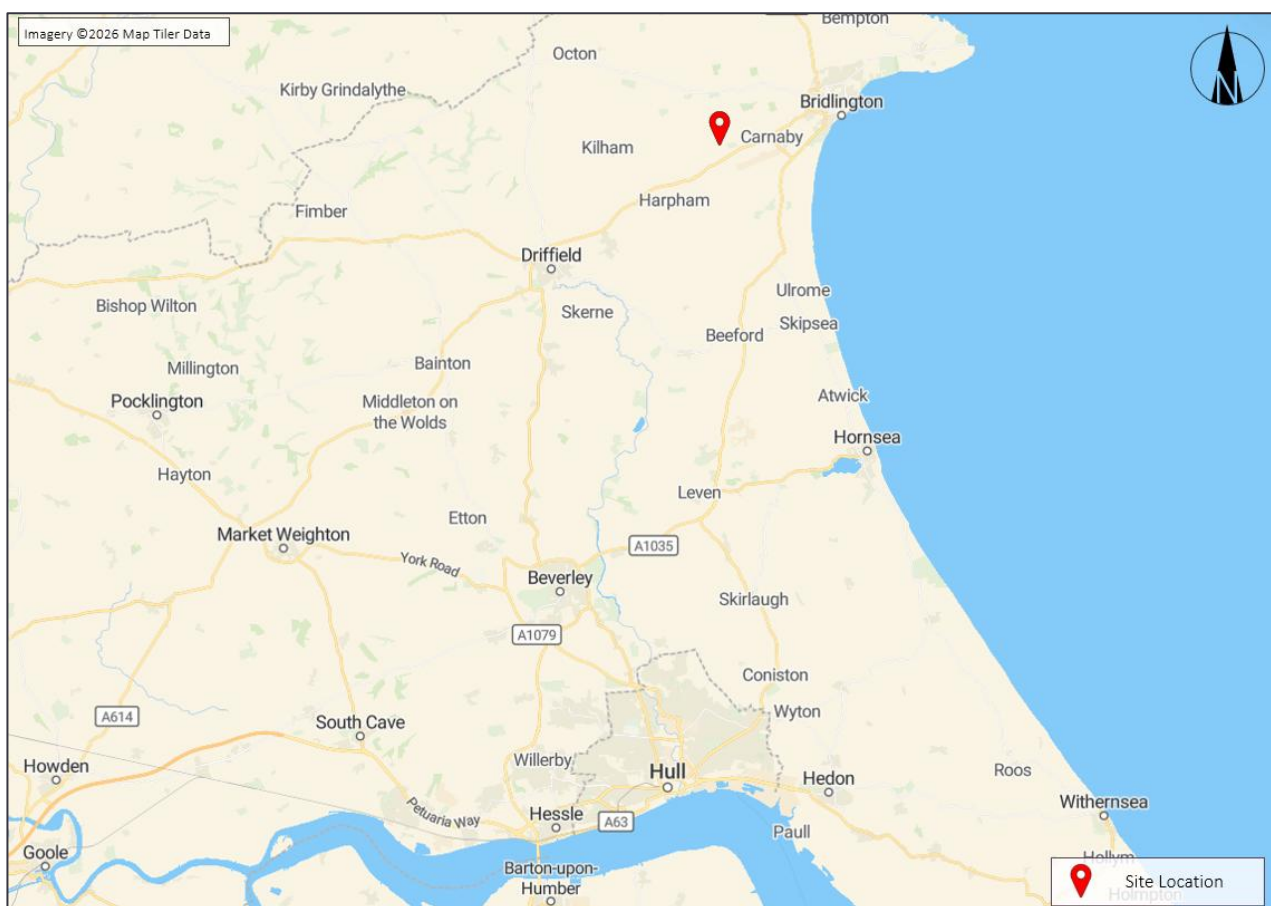
This chapter provides a detailed overview of the site location, local context and baseline conditions.

3.2 Site Location

The site falls within the jurisdiction of East Riding of Yorkshire Council in the northeast of England, situated to the west of Bridlington. The surrounding area consists of agricultural fields with gently rolling terrain, interspersed with hedgerows, trees, and occasional farm buildings. The site is accessed from an existing unclassified public highway that forms a priority junction with the A614.

Figure 3.1 below illustrates the site's location within the strategic context.

Figure 3.1 Site Location Within Strategic Context



3.3 Local Highway Network

The following road comprises the local highway network for the proposed construction access route:

A614

The A614 is a key two-way single carriageway route running broadly southwest to northeast, linking Bridlington with the M62 at Goole and providing an important strategic connection between the East Riding and the wider motorway network. In the vicinity of the Site it is predominantly rural in character, typically around 7.3m wide, generally without formal footways and with narrow verges in places.

The route passes through a number of villages and settlements where reduced speed limits apply, street lighting is typically provided and frontage access becomes more prevalent; outside these areas it is largely unlit and subject to the national speed limit. The A614 forms the construction route for HGVs and standard construction vehicles for a significant proportion of its length and the differing road environments, traffic conditions and surrounding land uses have been considered as part of the assessment.

Department for Transport count sites along the A614 indicate Annual Average Daily Traffic flows of approximately 7,000 to 19,000 vehicles per day, with corresponding variation in HGV activity. These data provide an appropriate baseline for assessing construction traffic impacts along the route.

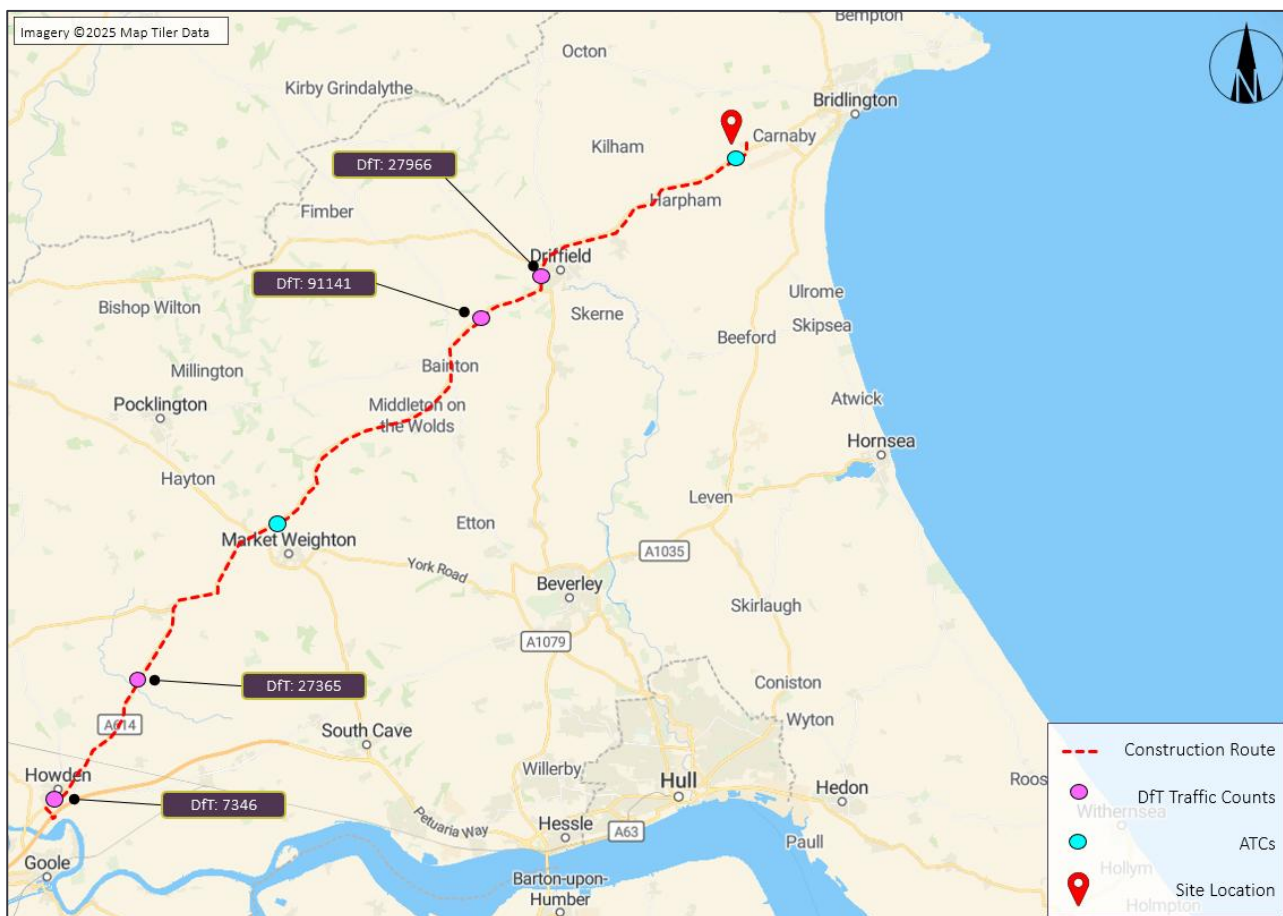
3.4 Existing Traffic Conditions

DfT data has been reviewed for the A614 to inform traffic baseline flows:

- DfT Count Site: 27966 (A614) – 24/03/2023;
- DfT Count Site: 91141 (A614 Kirkburn) – 28/09/2023;
- DfT Count Site: 27365 (A614 Burnsea Lane Ends) – 04/04/2019; and
- DfT Count Site: 7346 (A614 Howden) – 30/09/2022.

To supplement the DfT data, ATC surveys were undertaken over a continuous seven-day period commencing on Thursday 11 September 2025. TAG Unit M1.2 (Data Sources and Surveys) states that traffic data collection should be designed so that observed data are suitable for the purposes of the study and accurately represent normal traffic conditions, avoiding atypical or abnormal influences on traffic flows. On this basis, and because the survey period falls outside major holiday periods, local events or known seasonal disruptions, the survey data are considered to provide a representative indication of typical baseline traffic conditions suitable for use in the assessment.. It is noted that DfT Count Site 27365 dates from April 2019; whilst this predates the survey period by six years, it remains the most recent count available at this location and has been uplifted to current year values using TEMPRO growth factors to account for intervening changes in traffic demand. **Figure 3.2** below shows the location of the count sites.

Figure 3.2 Location of ATC and DfT Traffic Counts



Baseline traffic flows recorded by the ATCs are presented in **Table 3.1**, with baseline flows at the DfT count sites set out in **Table 3.2**. To enable direct comparison, traffic flows in **Table 3.2** have been adjusted to a common 2026 baseline using TEMPRO growth factors. The applied growth factor represents an average weekday in 2026, ensuring that data from different survey years are assessed on a consistent and proportionate basis.

Table 3.1 ATC Baseline Traffic Flows

ATC Location	Original Survey Year	Daily HGVs (two way)	Daily Vehicles (two way)	Total (two way)	2026 TEMPro Growth Factor	Adjusted 2026 \Daily HGVs (two way)	Adjusted 2026 Daily Total Vehicles (two way)
A614 Junction with unnamed road	2025	400	10,071		1.0093	404	10,165
Market Weighton ATC	2025	541	7,922		1.0094	546	7,996

Table 3.2 DfT Baseline Traffic Flows

ATC Location	Original Survey Year	Daily HGVs (two way)	Daily Vehicles (two way)	Total (two way)	2026 TEMPro Growth Factor	Adjusted 2026 \Daily HGVs (two way)	Adjusted 2026 Daily Total Vehicles (two way)
27966 – A614	2023	890	14,234		1.0135	901	14,416
91141 – A614 Kirkburn	2023	731	10,043		1.0135	740	10,172
27365 – A614 Burnsea Lane Ends	2019	905	7,136		1.0193	917	7,227
7346 – A614 Howden	2022	1,694	18,860		1.0163	1,716	19,101

3.5 Highway Safety and Collision Data

Recorded personal injury accident (PIA) data has been reviewed for the proposed construction traffic route for the most recent five-year period (2020–2024) to establish baseline road safety conditions. The severity profile across all sections is dominated by slight collisions in each year, with serious and fatal collisions occurring infrequently. Fatal collisions were recorded only in Sections 1 and 3, with no fatalities recorded in any year across Sections 2, 4 and 5. PIA rates per kilometre vary between sections, reflecting differences in length, character and traffic exposure, but do not indicate any systematic deterioration in safety performance across the route as a whole. Section 4, whilst recording low slight collision numbers and no fatal collisions, exhibits a higher concentration of serious collisions relative to its length, which has been noted in the section-based assessment.

A spatial review of collision locations has also been undertaken to identify whether any particular locations or clusters warrant additional attention during construction. This review indicates that collision occurrence is generally consistent with the function and character of the A614 corridor and typical junction, roundabout and speed-change environments along a route of this length and character. The findings of the collision review have informed the CTMP measures set out in Section 6 (including routing controls, driver briefing, delivery booking to reduce vehicle conflicts, and access management and temporary traffic management where required). Detailed collision mapping and section-based analysis are provided in ES Appendix 8.2 – Volume 4.

4. Development Proposals

4.1 Overview

This chapter provides an overview of the development proposals, site access location and preliminary construction programme.

4.2 Development Proposals

The component parts of the Proposed Development (with an export capacity of 25.2 MW) are as follows:

- Wind turbines;
- Wind turbine foundations;
- Crane hardstandings;
- Met mast;
- Site access and maintenance tracks;
- Cabling;
- Temporary construction compound; and
- Environmental Enhancement.

An indicative site layout is shown below in **Figure 4.1**.

Figure 4.1 Indicative Site Layout



4.3 Site Access

A new site access and haulage road will be constructed as part of the Proposed Development, following and upgrading the existing adopted unnamed road that connects the site with the A614. The access has been specifically designed to facilitate construction traffic and Abnormal Indivisible Loads (AIL), including the provision of a widened junction arrangement at the A614 to safely accommodate turning movements associated with the largest anticipated vehicles.

The existing access junction between the unnamed road and the A614 is shown in **Figure 4.2**.

Figure 4.2 Existing Access Junction with A614



The access design has been informed by and developed in accordance with the requirements of the LHA following consultation. The access has been designed to provide a minimum carriageway width of c.4m along its length, with three passing bays incorporated to accommodate two-way passing movements. At the junction with the A614, the bellmouth has been designed to accommodate two-way passing of general construction vehicles, ensuring that turning vehicles can fully clear the A614 carriageway in a single manoeuvre without causing obstruction. This design approach directly addresses LHA concerns relating to the constrained width and load bearing capability of the existing unnamed road, and the access will be constructed to an adopted standard capable of accommodating the axle loads associated with the delivery of the abnormal load turbine components.

The access geometry and in particular the eastern radii of the bellmouth have been set principally by the AIL requirements, with turbine component deliveries anticipated to approach the site from the east along the A614 consistent with the AIL route strategy. Vehicle tracking of the largest AIL delivery vehicles has confirmed that turning movements can be completed in a single manoeuvre and that vehicles can fully clear the A614. The swept path of the largest AIL vehicle requires controlled overrun of the inside of the access bend, which will be provided as a dedicated overrun area for occasional AIL use. At times when AIL deliveries are not taking place, temporary fencing will be erected to manage and define the bellmouth area, ensuring the access remains appropriately configured for general construction traffic.

Given the gradient of the existing access and historic issues of surface water runoff and pooling at the junction, the proposed access incorporates positive drainage measures to prevent water, mud or debris from discharging onto the A614. This directly addresses LHA concerns regarding drainage, highway safety and

compliance with the Highways Act, and represents a material improvement over the existing situation. Details of the drainage design are provided within the project's drainage design documentation, with construction-phase protection measures set out in Appendix 8.6 (Surface Water Drainage Strategy) - Volume 4.

The access design has been developed to preserve the safe and continued operation of the A614, including maintaining the functionality of the opposite layby and minimising impacts on other road users during turning movements. The upgrading of the existing unnamed road and formation of the access bellmouth will remain in place post-development, representing a material improvement to local highway network conditions. Widening required specifically to facilitate AIL deliveries from the A614 through the whole site will necessitate the removal of c.290m of hedgerow with an additional grasscrete overrun area at the junction with the A614.

During periods when the widened AIL bellmouth area is not required, temporary fencing will be erected and removed in accordance with the AIL delivery programme to manage the overrun area and prevent unauthorised access, parking or fly-tipping.

Following completion of AIL movements, the area of the AIL bellmouth within the highway boundary will be reinstated as verge, with the same length of hedgerow removed to facilitate the widened access (62.7m) replanted. The AIL bellmouth area outside the highway boundary will remain as grasscrete.

Full details of the proposed access design, including swept path analysis of the junction, proposed laybys and access reinstatement, are provided in **Appendix A**.

4.4 Construction Programme

The proposed construction programme for each aspect of the development is outlined below in **Table 4.1**.

Table 4.1 Construction Timetable

Aspect of Development	Month No.							
	1	2	3	4	5	6	7	8
Site set up								
Site entrance and track construction								
Turbine foundation								
Foundation curing								
Crane hardstandings								
Cabling								
Turbine delivery and erection								
Grid connection works								
Energise and commission								

Aspect Development	Month No.							
	1	2	3	4	5	6	7	8
Completion								

Construction is expected to take 8 months and commence in 2028. Some construction activities are expected to run concurrently and this has been taken into account when calculating traffic impact.

5. Construction Overview and Logistics

5.1 Overview

This section summarises the proposed construction approach and associated logistics arrangements for the Project. It describes the construction access and routing strategy, the temporary construction compound and storage arrangements, staff/visitor parking and turning provisions, anticipated vehicle types, and the forecast construction traffic profile (where currently available). The purpose of this section is to set out how the construction phase will operate. The associated management and mitigation commitments (including haul route controls, delivery management, parking controls, wheel wash/road cleanliness, temporary traffic management, community liaison, and monitoring/review) are set out in Section 6, in line with relevant local guidance.

The Project comprises six wind turbines and associated infrastructure, which will generate a mix of standard HGV deliveries and Abnormal Indivisible Load (AIL) turbine component movements (refer to the Development Proposals section).

5.2 Construction and Delivery Routing Overview

The proposed access routes to the site have been identified and reviewed with regard to distance, network hierarchy, physical constraints and the presence of sensitive receptors. Construction traffic routes have been defined according to the origin and nature of vehicle movements, comprising:

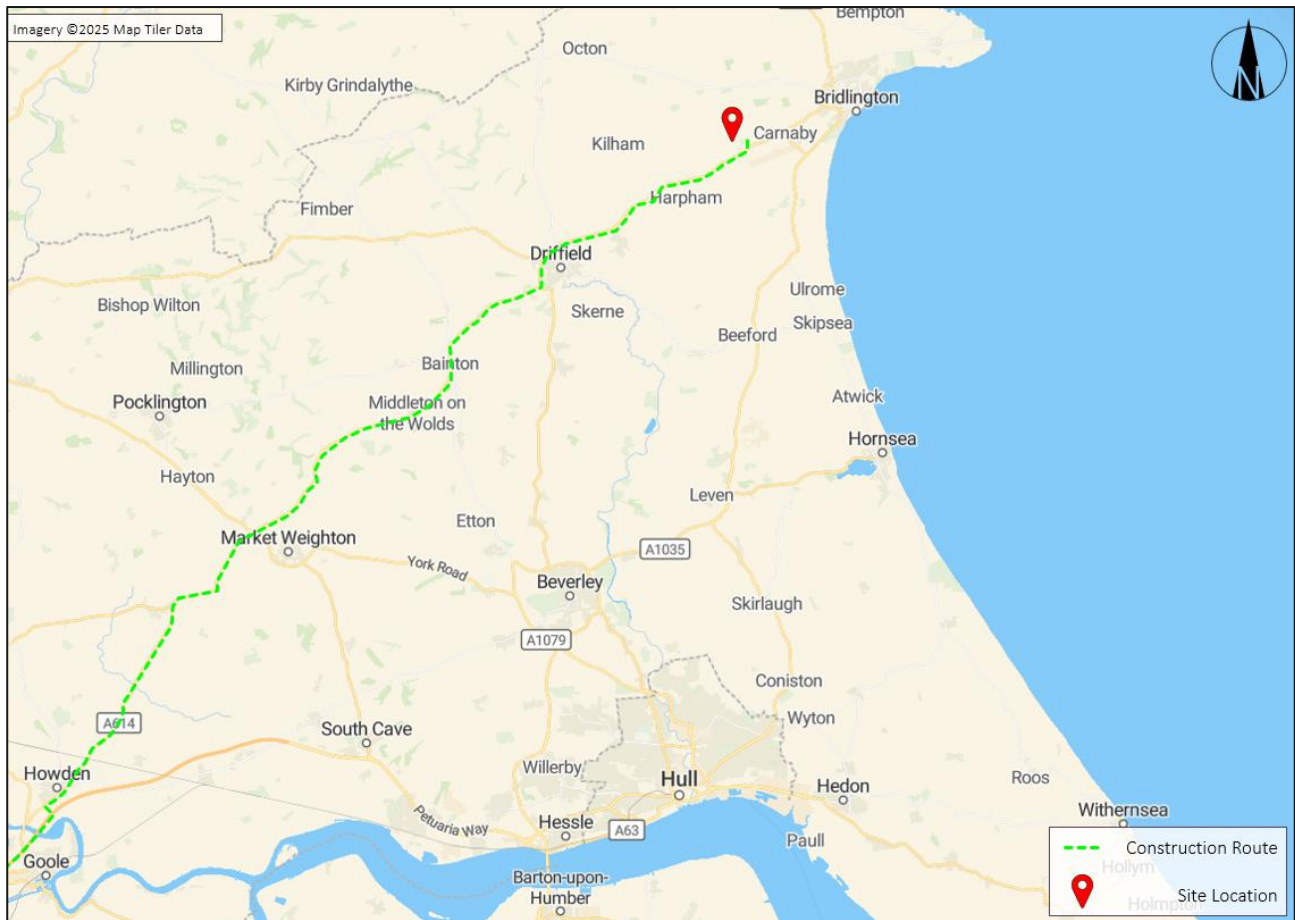
- A general construction traffic route for vehicles accessing the Site from the strategic road network; and
- An Abnormal Indivisible Load (AIL) route for turbine component deliveries arriving from the Port of Hull.

General Construction Traffic Route

The general construction traffic route is as follows and is shown in **Figure 5.1**:

- **Inbound** – Vehicles should exit the M62 at Junction 37 and proceed along the A614 Howden Spur towards Howden. At the Boothferry Road roundabout, take the third exit onto the A614 and continue for approximately 57 km. The site access road will then be on the left-hand side.
- **Outbound** – Upon exiting the site, vehicles can either turn right onto the A614 and continue for approximately 57 km or turn left continue for 2.75 km then use the A614 / A165 roundabout to turn and follow the A614 for approximately 60km. At the Boothferry Road roundabout, take the first exit onto the A614 Howden Spur and proceed to the Junction 37 roundabout, rejoining the M62 as required.

Figure 5.1 General Construction Traffic Route



The Site benefits from direct access onto the A614 (a higher order classified route), and therefore the proposed construction traffic route aligns with the route selection principles identified for the Project, including avoiding unsuitable local roads where alternatives are available.

AIL Traffic Route

The AIL route is as follows, and is shown on **Figure 5.2**:

- **Inbound** – Vehicles departing from the Port of Hull should travel westbound on the A1033. At the Marfleet roundabout, they should exit the dual carriageway and continue north along Marfleet Avenue towards the Marfleet Lane. From there, vehicles should turn right onto Staveley Road and proceed northbound to its junction with Diadem Grove. Vehicles should then turn left and then right onto the A165 and continue for approximately 38 km until reaching the A614 roundabout near Bridlington. At this roundabout, vehicles should turn left onto the A614 and continue for a further 2.75 km, where the site access will be located on the right-hand side.
- **Outbound** – Vehicles exiting the site should turn left onto the A614 and travel for approximately 2.75km to the A614 roundabout near Bridlington. At the roundabout, they should take the second exit onto the A165 and continue for approximately 38 km towards Hull.
- Following delivery of turbine components, AIL vehicles will retract and depart the delivery location without their loads. The precise return routing will be dependent on the requirements of the haulier and the onward destination of the vehicle at that time; return movements will nonetheless operate

as conventional HGV movements and will not be subject to the same constraints as the laden outbound AIL route.

Figure 5.2 AIL Route Overview

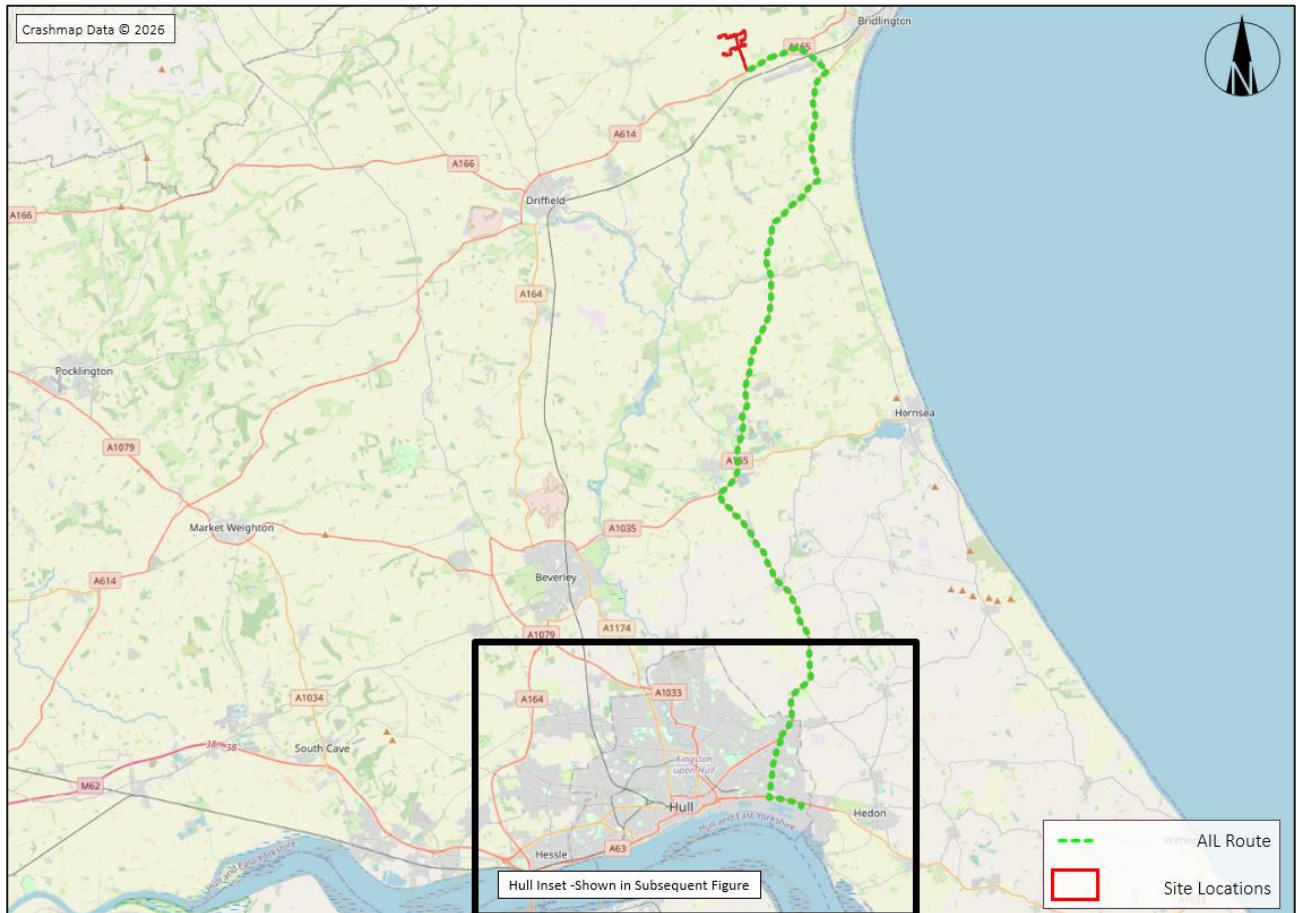


Figure 5.3 AIL Route: Hull Inset



Further details of the AIL strategy are set out in Appendix 8.3 (Abnormal indivisible Loads (AIL) Assessment) - Volume 4 including any requirements for liaison/notification associated with abnormal load movements.

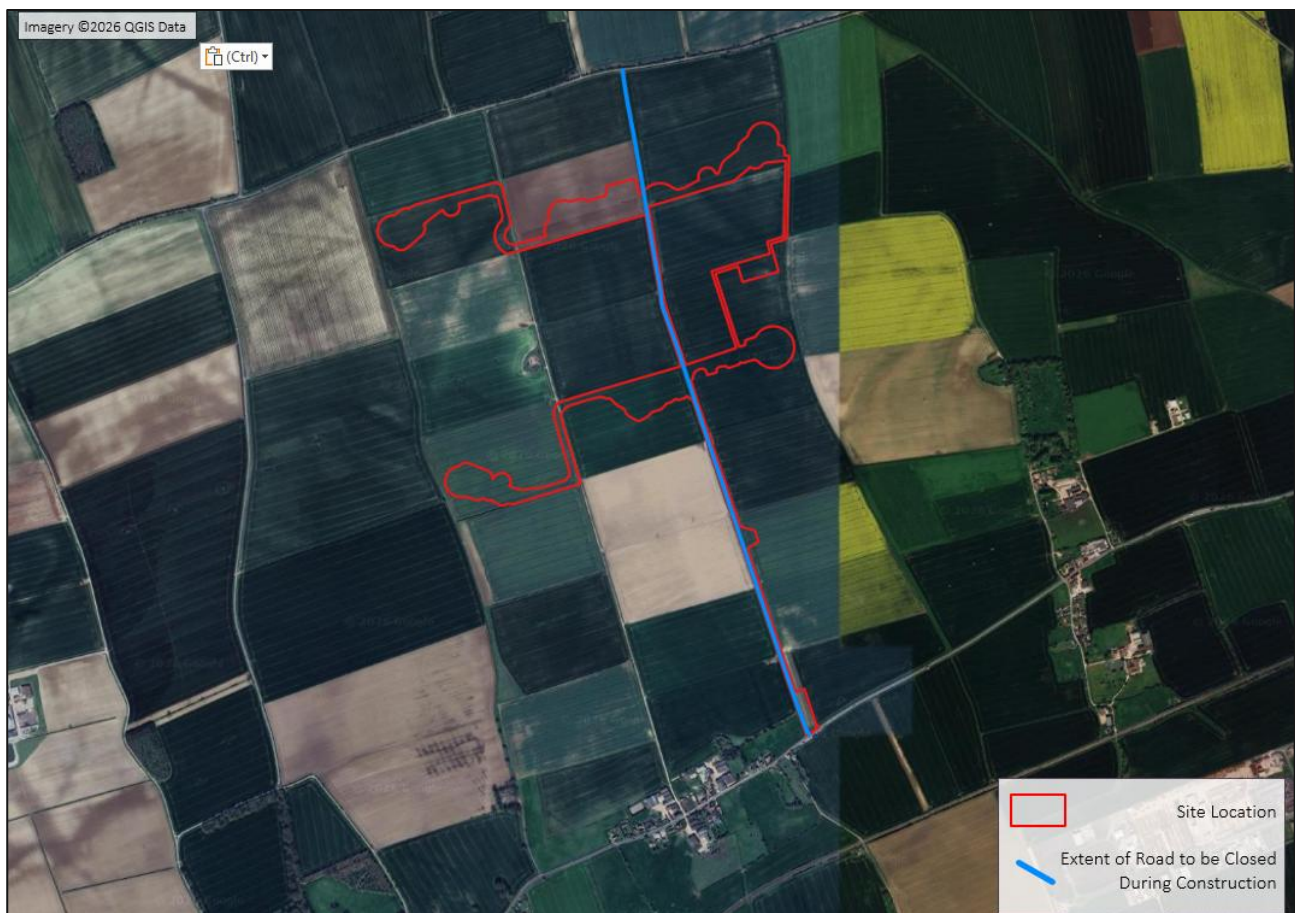
5.3 A614 Site Access Works (Unnamed Road Closure and Junction Improvement)

The Project includes improvements to the existing access from the A614. Preliminary designs for the access junction and associated works have been completed and will form the basis of a detailed design package to be agreed with the Local Highway Authority. It is expected this will form a condition of planning. The works include upgrades to the access junction with the A614 and improvements to the existing unnamed road leading into the Site.

To undertake these works safely, the existing unnamed road will be temporarily closed for the duration of specified activities, with the exception of neighbouring landowners who will be permitted to continue to utilise the unnamed road. Where access is required, neighbouring landowners will be required to check in with site banksman prior to entering the unnamed road or utilising the unnamed road to exit and will only proceed when instructed, to ensure movements are coordinated and to avoid encountering construction HGVs or AIL movements head on within constrained sections of the access. The unnamed road is recorded as public highway; however, it does not serve any existing development and functions as one of several local

connections between the A614 and Woldgate (to the north). Any requirement for a signed diversion route will be agreed with the Local Highway Authority as part of the closure / Temporary Traffic Regulation Order (TTRO) process. Temporary traffic management will also be required on the A614 and at/around the access junction during the works, as well as on Westend Farm Lane to the west, which will be crossed by the internal wind turbine access track. Users of this road will retain priority during construction, with temporary closures only occurring when materials or components are being delivered.

Figure 5.4 Location/Extent of Access Works and Temporary Traffic Management



5.4 Temporary Site Construction Compound – Plant and Material Storage

Two temporary construction compounds will be required during the construction phase and are located within the application boundary. The compound is anticipated to include:

- temporary site facilities (Port-a-Cabin type) for a site office and welfare facilities, including provision for sealed waste storage and removal;
- container storage units for tools/equipment and for components/materials;
- chemical toilet provision;
- a designated skip for construction waste;
- wheel washing facilities; and

- an area of hardstanding to accommodate site parking, loading/unloading, plant and construction vehicle movements.

5.5 Construction Staff and Visitor Parking

At the time of writing, the final construction workforce numbers are not confirmed and will be dependent on the appointed Principal Contractor and the programme. Due to the rural nature of the site, a proportion of staff are expected to travel by private car. Parking will be provided within the temporary construction compound areas for the construction period.

Upon entry to and exit from the Site, worker vehicles will report directly to the hardstanding area within the construction compounds, where there will be space for parking, turning and circulation. A small number of additional and/or unscheduled visits may also occur during the construction period for inspections and unforeseen requirements.

5.6 Turning and Manoeuvring

The construction compound will provide adequate space for vehicle manoeuvring and turning. HGV deliveries will report to the compound for unloading, supported by the approved site access/junction arrangements and on-site circulation provision.

5.7 Construction Vehicle Types

Deliveries of plant, machinery, materials and equipment are anticipated to be undertaken by a combination of HGVs and light vehicles (cars and LGVs). Materials and deliveries are expected to be off loaded within the compound, including using vehicle mounted cranes, such as a HIAB (lorry mounted crane), where appropriate. The precise fleet composition will be confirmed once the Principal Contractor is appointed.

Table 5.1 below sets out typical vehicle classifications.

Table 5.1 Typical Vehicle Classifications

Cars and Light Goods Vehicles (≤3.5t)	Heavy Goods Vehicles (>3.5t)
Private cars (staff/visitors)	2-axle rigid
Welfare/minibus (as required)	3-axle rigid
Small van	Articulated HGV
<3.5T Transit Van	Flatbed
Pick-Up	HIAB
	Low loader

5.8 Construction Traffic Movements and Programme

Forecast construction traffic movements (monthly/daily) are summarised in **Table 5.2**. Figures represent two-way vehicle movements (i.e. the total of inbound and outbound movements) and will be reviewed and updated where necessary once the Principal Contractor's detailed programme and logistics plan are confirmed.

Table 5.2 Construction Traffic Movements

Aspect of Development	Month No.							
	1	2	3	4	5	6	7	8
Site set up	76							
Site entrance and track construction	792	792						
Turbine foundation		80	1080	520				
Foundation curing				0	0			
Crane hardstandings			264	528				
Cabling					80			
Turbine delivery and erection				4	90	94		
Grid connection works				28	36			
Energise and commission							0	
Reinstatement and demobilise							16	32
Completion								0
LGVs	360	520	560	560	420	400	200	120
Total	1228	1392	1904	1640	626	494	216	152

Based on the indicative construction programme, the peak month for two-way HGV movements is anticipated to occur in Month 3, during which 1344 no. two-way HGV movements are forecast. This assessment assumes a five-day working week (typically 20 working days per month) however, for robustness, it is anticipated that construction activities will operate on a 6 day working week (7:00 and 19:00 Monday to Saturday) .

When cars and LGVs are also taken into account, the total number of two-way vehicle movements during the peak month increases to 1904 no., equating to an average of c.48 no. two-way movements per working day.

The indicative construction programme is provided in **Table 4.1** (refer to the Development Proposals section) and will be refined by the Principal Contractor.

6. Management and Mitigation Measures

6.1 Overview

This section sets out the management and mitigation measures that will be implemented to manage the effects of construction traffic on the public highway network, local communities and the environment. The measures address key CTMP topics typically required by the LHA and have been prepared with regard to East Riding of Yorkshire Council's Sustainable Transport Supplementary Planning Document (December 2024), including its guidance on Construction Traffic Management.

The measures cover (as applicable): agreed haul routes and route safeguarding (including swept path considerations), abnormal load management and liaison/notification, delivery management and scheduling, on-site parking for operatives/visitors and prevention of overspill, loading/unloading arrangements, temporary traffic management and signage (including any TTRO requirements), site security/hoarding where relevant, storage of plant/materials and waste management, wheel washing/road cleanliness and sweeping, protection of the public highway (including appropriate pre- and post-construction condition surveys and any remedial arrangements where required), community liaison, and monitoring/review.

The measures are intended to maintain the safe and efficient operation of the highway network and to maintain existing highway safety performance on the approved routes (baseline conditions are set out in the Baseline section).

The CTMP has been prepared on a precautionary basis and will be kept under review as the programme and construction methodology are refined. The Principal Contractor will be responsible for implementing the measures set out in this section for the duration of construction.

The primary objectives of the traffic management and mitigation measures are to:

- Ensure the movement of people, plant and materials is achieved in a safe, efficient, timely and sustainable manner;
- Minimise disruption on the highway network, including by controlling construction traffic during network peak periods where reasonably practicable;
- Minimise impacts and disruption to local communities;
- Reduce construction-related vehicle trips where practicable;
- Ensure continued monitoring, review and improvement of the CTMP and associated measures; and
- Limit impacts on the natural and built environment.

6.2 Roles and Responsibilities

Responsibility for implementing this CTMP will sit with the Principal Contractor, supported by the Site Manager / Logistics Lead, who will be the day-to-day point of contact for construction traffic and deliveries. Key responsibilities will include:

- **CTMP compliance:** ensuring all operatives, suppliers and subcontractors comply with approved haul routes, delivery booking procedures, parking controls, hours of working and site access requirements;

- **LHA interface:** liaising with the LHA in respect of temporary traffic management, any required TTRO(s), signing/notices, and ensuring works affecting the public highway are agreed and delivered safely;
- **Abnormal loads:** coordinating AIL movements, including liaison/notification requirements and ensuring movements accord with the agreed AIL route strategy;
- **Community liaison:** maintaining a contact point for enquiries/complaints and issuing advance notifications where appropriate for activities likely to affect local road users; and
- **Monitoring and records:** maintaining records of delivery bookings, briefings/inductions, inspections for mud/debris and traffic management, and any corrective actions undertaken.

6.3 Routing Controls and Driver Briefing

The Project will operate on the basis of the proposed construction traffic route identified in **Section 5.2**. Construction deliveries will be directed to use the A614 for the majority of the journey between the Site and the strategic road network, in order to utilise the higher order highway corridor and avoid unsuitable local roads and sensitive receptors where practicable.

Routing requirements will be communicated to all suppliers and subcontractors at the time of booking/appointment and will form a requirement of supply orders and subcontract arrangements. Drivers will be issued with route plans and clear written instructions (including key junctions, approach directions and the location of the site access). Routing information will also be displayed within welfare/induction materials and reinforced through toolbox talks.

The suitability of the upgraded site access junction for the anticipated construction vehicles has been confirmed through swept path analysis, which is reported in **Section 4.3** and presented in **Appendix A**. All construction vehicles will be required to approach and depart the Site in accordance with the defined routing and access arrangements to ensure manoeuvres remain within the highway envelope and to minimise interaction with other road users.

Any necessary diversion from the proposed construction route (for example due to roadworks, incidents or temporary restrictions) will be managed by the Site Manager / Logistics Lead. Alternative routing will be communicated in advance where practicable and, where changes could affect the public highway or sensitive receptors, liaison with the LHA will be undertaken as appropriate.

6.4 Delivery Management and Booking

A delivery management approach will be implemented to manage bookings efficiently and to prevent vehicle conflicts, queuing, double booking and unnecessary local impacts. Key measures will include:

- All contractors providing details of proposed delivery timings in advance;
- A booking system / platform to schedule deliveries, including vehicle size and off-loading method;
- The Site Manager (or nominated logistics lead) acting as the principal point of contact for drivers approaching the site who require assistance; and
- Managing delivery arrivals to avoid multiple vehicles arriving at the site at any one time.

Where practicable, delivery dwell times will be kept to a minimum and engines will be turned off while vehicles are stationary, to reduce noise and emissions. Delivery contractors and drivers will be provided with advance notice of any local restrictions (e.g. width, height and weight limits) relevant to the approved route.

6.5 Hours of Operation and HGV Movement Restrictions

Construction activity and deliveries will normally take place within the following hours:

- Monday to Saturday: 07:00 to 19:00; and

Vehicles leaving the working area at the end of the day may occasionally need to depart outside of the above hours (one-way movement from the Site to the local/strategic network). The Principal Contractor will seek to avoid such occurrences where reasonably practicable.

6.6 On-Site Parking Management

The construction programme assumptions indicate up to 280 car and LGV movements during the peak month, equating to an average of approximately 14 two-way car/LGV movements per working day (based on a 20-day month). Daily attendance will vary depending on construction activity and the presence of specialist subcontractors; however, as the works are expected to be managed by a single Principal Contractor, workforce access and parking demand can be actively coordinated through induction controls, delivery/visit scheduling and site management.

For the purposes of parking management, the Principal Contractor will plan on the basis that peak daily car/LGV movements during a typical peak month will generally be c.18–20 two-way movements, with any short-duration increases managed through operational controls (e.g. car sharing/shared transport where practicable, staggering start/finish times, and controlling ad-hoc visits). Parking demand will be monitored and managed to ensure there is no overspill onto the public highway.

If monitoring identifies parking demand approaching on-site capacity, the Principal Contractor will implement additional controls to prevent overspill onto the public highway (e.g. increased car sharing/shared transport, staggering start/finish times, restricting ad-hoc visits to booked slots, and/or use of an agreed off-site meeting point with onward shared transport where practicable).

6.7 Traffic Marshal / Banksman Provision

Qualified personnel (banksmen/traffic marshals) will be deployed as necessary to manage vehicle movements at the site access and along the access road, particularly during periods of HGV activity. The upgraded access road includes passing bays which will be used to facilitate safe two-way operation. While the widened access will provide an approximate 4m carriageway width, two construction vehicles will be unable to pass comfortably without use of the passing bays. Accordingly, banksmen/traffic marshals will be available to coordinate construction vehicle arrivals and departures and to direct vehicles to utilise passing bays where required.

To minimise the potential for queuing or delay at the A614, the site will operate a controlled access procedure for larger vehicles. Where construction vehicle movements are expected to conflict, arrivals will be given priority over departures, such that outbound construction vehicles will be held within the Site/access road until an inbound construction vehicle has cleared the junction. This is intended to avoid blocking-back and to prevent any impacts on the A614. Driver communication (e.g. via mobile/radio contact with the Site Manager / Logistics Lead) will be used as required to manage vehicle sequencing.

With the exception of abnormal load movements, construction vehicles are expected to approach the Site from the south-west, such that inbound vehicles will make a left-turn into the Site from the A614 unopposed. Vehicles exiting the Site will typically turn right or left and travel south-westbound or north-eastbound, giving way to A614 traffic in accordance with the Highway Code. The upgraded access junction provides compliant

visibility for the recorded operating speeds (85th percentile) and will be operated with appropriate caution and marshal support during construction vehicle movements.

In accordance with the delivery management arrangements set out in **Section 6.4**, HGV delivery slots will be scheduled such that marshal coverage is in place for planned HGV arrivals/departures, and booking controls will be used to avoid overlapping HGV movements where this could lead to conflict on the access road or at the A614 junction.

The gatehouse will be situated within the vicinity of the access and will be staffed during construction hours.

6.8 Wheel Washing, Road Cleanliness and Sweeping

The Project access road will be upgraded and constructed with a bound surface, which will reduce the potential for mud and debris being carried onto the public highway once the access works are complete. Notwithstanding this, there remains potential for the transfer of loose material and dirt during the construction of the access works and during formation and use of the compacted stone access tracks within the Site (including during earthworks and foundation construction). The Principal Contractor will therefore implement proportionate wheel/road cleanliness measures to prevent mud and debris being deposited on the public highway. In addition to wheel washing and to prevent dust from being deposited on the A614 and Local Highway Network, all material delivery HGVs will be fitted with roll over covers in accordance with standard practice.

A wheel cleaning facility (or alternative agreed arrangement, such as a designated wheel-cleaning area using bowsers/pressure washers) will be provided at an appropriate location close to the interface between the Site access arrangements and the public highway, and will be operated when ground conditions and activities indicate there is a risk of material being carried onto the A614. Vehicles exiting the Site will be checked and cleaned as necessary prior to joining the public highway.

Regular inspections will be undertaken at the site access and on the A614 in the vicinity of the junction. Should any material be deposited on the highway, the banksman situated at the junction will immediately notify the site manager, who will ensure it is removed promptly and the incident recorded. Where required, a road sweeper will be deployed to maintain the adjacent highway network in a safe and clean condition. The need for sweeping will be reviewed routinely and following periods of wet weather or intensive HGV movements.

6.9 Site Security and Access Control

For security and safety purposes, the Site will be closed to the general public through the use of security fencing and lockable gates at the junction between the A614 and the temporarily stopped-up unnamed access road, and at the access points to the turbine locations from the unnamed access road. Access during construction hours will be controlled at the entrance to the unnamed access road at its junction with the A614, with a banksman based within a temporary gatehouse controlling entry to the unnamed road for construction traffic and for neighbouring landowners who require access. The security gates will be positioned sufficiently set back from the A614, in accordance with the access design, to ensure that vehicles can enter the site access and fully clear the A614 while gates and access control procedures are being operated.

6.10 Access Works on the Public Highway (Temporary Closure and Traffic Management)

Access improvement works affect the public highway and will therefore be managed in liaison with the LHA. The Principal Contractor will agree the appropriate temporary traffic management and the requirement for any TTRO(s) in advance of works commencing.

Temporary Closure

The unnamed access road will be closed to general traffic for the duration of the construction period, with access restricted to construction vehicles only. Given that the unnamed road does not serve existing development and provides one of multiple local connections between the A614 and Woldgate, the requirement for any formal diversion route will be agreed with the LHA as part of the TTRO and closure process. The closure will be appropriately signed at the closure points and on approaches, and access will be controlled to prevent unsafe entry during works. Once construction is complete, the unnamed road will be reopened and will remain available for public use for the operational lifetime of the development.

Temporary Traffic Management at the A614 Junction

Temporary traffic management will be implemented on the A614 and at/around the access junction during junction improvement works to maintain safety for all road users. This may include (as appropriate to the agreed design and risk assessment):

- Advance warning signage;
- Temporary speed restrictions;
- Lane management / shuttle working if required;
- Use of traffic marshals/banksmen during plant movements and deliveries; and
- Safeguarding of pedestrians/cyclists where relevant.

Temporary traffic management layouts will be prepared by a competent provider and will be agreed with the LHA prior to implementation. All signing and guarding will comply with relevant standards and codes of practice (as applicable).

Temporary Traffic Management on Westend Farm Lane

Temporary traffic management will be implemented on Westend Farm Lane to manage the movement of materials that are delivered across the highway during construction. As noted, user right of way will be maintained at all times and only short closures are expected to accommodate crossing movements, with priority afforded to users of the Bridlington Heritage Route except during active construction crossing movements. Management of the crossing is expected to include (as appropriate to the agreed design and risk assessment):

- Advance warning signage;
- Temporary speed restrictions;
- Use of traffic marshals/banksmen during plant movements and deliveries; and

Safeguarding of pedestrians, cyclists and equestrian users where relevant. Temporary traffic management layouts will be prepared by a competent provider and will be agreed with the LHA prior to implementation. All signing and guarding will comply with relevant standards and codes of practice (as applicable).

Notifications and Coordination

Where the closure and/or temporary traffic management may affect local road users, advance notifications will be issued proportionate to the scale/duration of the works. The delivery booking system will be used to avoid peak periods and reduce the likelihood of HGV interactions with the temporary traffic management arrangements.

Reinstatement and Housekeeping

The Principal Contractor will maintain the temporary traffic management in a safe condition for the duration of the works, including regular inspections and prompt rectification of defects. Following completion, the highway will be left in a safe and tidy condition, with any temporary signage removed and affected areas reinstated as required as explained in Section 4.3 of this report.

6.11 Temporary Traffic Management, TTROs and Temporary Signing

Any Temporary Traffic Regulation Orders (TTROs) required during the construction process will be discussed and agreed with the LHA in advance. This includes the temporary closure and associated traffic management required to deliver the A614 access improvements (refer Section 6.10) and to manage the Westend Farm Lane crossing (refer to Section 6.10). The associated traffic management is anticipated to include short duration lane control on the A614 to facilitate tie in works and surfacing, which may comprise temporary stop and go control using portable traffic signals, temporary two way signals, or manual control, together with cones, barrier protection and advance warning signage, as agreed with the LHA.

Temporary signing required on the highway network will be agreed with the relevant highway authority and will be designed to inform road users of the construction access and associated HGV movements (e.g. “Construction Access” and “Caution – HGV Turning”). All signing will comply with the Traffic Signs Regulations and General Directions (TSRGD), as applicable.

6.12 Community Liaison and Consultation

Immediate neighbouring land users will be notified of the construction scheme in advance of works commencing. This will typically be undertaken via a letter drop providing an introduction to the project, a summary of the construction activities, hours of working, and appropriate points of contact for enquiries/complaints.

Where AIL movements or other atypical activities are likely to affect local road users, proportionate advance notifications will be issued and liaison/notification requirements will be coordinated by the Principal Contractor.

6.13 Preventative Measures, Environmental Protection and Good Housekeeping

Regular inspections will be undertaken adjacent to the site access and on the nearby local highway to identify any dirt or debris arising from construction operations. Findings will be recorded and remedial action taken where required.

The Principal Contractor will implement measures to prevent material, debris or detritus being deposited on the highway, including (but not limited to):

- Sheeting/covering of vehicles carrying delivery or waste materials; and
- Ensuring detritus is not swept into roadside gullies or drainage features.

Where works interface with existing highway drainage and/or temporary runoff management is required (including during access works), proportionate measures will be implemented to prevent silt-laden runoff or debris entering gullies/outfalls (e.g. protection of inlets, routine inspection/cleaning and appropriate containment), noting that detailed drainage design is addressed separately within the project's drainage proposals in Appendix 8.6 (Surface Water Drainage Strategy) - Volume 4.

Waste generation will be minimised where practicable through recycling and reuse of materials. Waste loads will be removed by licensed carriers and deposited at appropriately licensed facilities, coordinated through the site management arrangements.

6.14 Protection of the Public Highway (Condition Surveys and Remedial Arrangements)

To protect the public highway and support proportionate remedial arrangements where required, the Principal Contractor will agree with the LHA an appropriate approach to highway condition recording on the approved routes. This is expected to include pre-construction condition surveys (and, where required, post-construction condition surveys) of relevant highway sections, particularly where high construction traffic flows are anticipated.

Where surveys identify construction-related damage attributable to project traffic, remedial works will be agreed with the LHA and delivered in accordance with the relevant approvals and procedures.

6.15 Monitoring, Review and Compliance

The Principal Contractor will brief all staff, suppliers and subcontractors on CTMP requirements at induction and through toolbox talks as required. Driver instructions and routing requirements will be issued at booking/dispatch, and compliance will form a requirement of subcontract and supply arrangements.

The Principal Contractor will undertake proportionate monitoring to confirm that the CTMP measures remain in place and effective. Monitoring will include (as appropriate): checks of delivery booking adherence, observations of routing compliance, inspections of on-site parking and prevention of overspill, routine checks of the site access/traffic management arrangements, and inspections of road cleanliness (including wheel-cleaning operation and any sweeping requirements). Records of monitoring and any corrective actions will be maintained.

The CTMP will be kept under review throughout construction and updated where necessary to reflect programme/method changes or any issues arising. Where updates affect the public highway or agreed arrangements, liaison will be undertaken with the LHA and relevant stakeholders will be informed as appropriate.

7. Construction Worker Travel Plan

7.1 Overview

This Outline Construction Worker Travel Plan (CWTP) has been prepared to support the planning application and to set the framework for encouraging sustainable travel during the construction phase. The CWTP seeks to reduce reliance on single-occupancy car travel where reasonably practicable, having regard to the rural location of the Site and the nature of wind farm construction activities.

The Applicant acknowledges that the detailed delivery of construction travel measures will be dependent on the appointed Principal Contractor, who will finalise the construction methodology, programme and workforce arrangements. Accordingly, the Principal Contractor will be required to review, update and implement a project-specific CWTP prior to and throughout the construction phase, using this outline CWTP as the basis.

7.2 Sustainable Access

This section summarises the sustainable travel opportunities available in the vicinity of the Site. The suitability of these options for the construction workforce will be reviewed by the Principal Contractor once workforce demographics, accommodation arrangements and shift patterns are confirmed.

Walking and Cycling

Walking and cycling provide alternatives to private car travel, including as part of longer journeys when integrated with public transport.

Direct pedestrian access to the working areas is constrained by the rural nature of the Site and the operational requirements of wind farm construction. However, the Site connects to a footway which links to Thornholme and continues towards Burton Agnes, providing access to local services and onward connections.

The Site also benefits from local cycling connectivity, with National Cycle Route 1 located approximately 500m from the Site, providing a connection towards Bridlington town centre (approximately a 30-minute cycle). Bridlington rail station is also within this cycling catchment and provides onward regional and national rail connections.

Public Transport – Bus Services

The nearest bus stop to the proposed Site access is located at Thornholme (A614), approximately 400m (circa 5 minutes' walk) from the access. Bus services provide connections to a range of local destinations. Up-to-date information on routes, timetables and stop locations will be confirmed and communicated by the Principal Contractor as part of the project-specific CWTP.

Car Sharing and Shared Transport

Given the rural location and typical construction work patterns, car sharing and shared transport are likely to provide the most realistic opportunities to reduce single-occupancy vehicle trips. The Principal Contractor will consider and, where practicable, implement measures to encourage car sharing and shared transport options (e.g. minibus/coach arrangements) to reduce the overall number of private car trips generated by the construction workforce.

7.3 Roles and Responsibilities

The Applicant

The Applicant will include within the construction procurement/contractual arrangements a requirement for the appointed Principal Contractor to review, develop and implement a CWTP for the construction phase, informed by this outline CWTP.

Principal Contractor

The Principal Contractor will have responsibility for preparing and delivering the project-specific CWTP during construction. This will include, as appropriate:

- Reviewing the outline CWTP and updating measures to reflect the final programme, construction methodology, workforce size, shift patterns and accommodation arrangements;
- Appointing a Travel Plan Co-ordinator (TPC) (or equivalent) to lead CWTP delivery;
- Communicating agreed travel measures to staff (e.g. at induction and via welfare facilities/digital briefings);
- Coordinating workforce travel arrangements and managing any off-site parking / meeting points where required;
- Monitoring the effectiveness of measures and updating the CWTP where necessary during construction; and
- Liaising with relevant stakeholders as appropriate in relation to workforce travel arrangements.

7.4 Outline Travel Plan Measures

The measures below are provided as an outline framework. The Principal Contractor will confirm which measures are appropriate and proportionate and will implement and maintain the agreed measures during the construction phase.

Sustainable Travel Information and Communication

The Principal Contractor will provide construction staff with travel information, typically at induction and/or prior to starting work on Site. This may include:

- The purpose of the CWTP and how staff can access it;
- Walking/cycling route information (including links to local public transport);
- Public transport information (nearest stops, routes and timetables);
- Any Contractor travel policies relevant to the Site; and
- Details of any car sharing / shared transport arrangements.

Information will typically be made available within welfare facilities and/or via a digital communication channel used for site briefings.

On-site Parking Management

In accordance with the CTMP, staff and visitor parking will be managed within designated areas. The Principal Contractor will review parking demand and, where practicable, apply measures to discourage single-occupancy car travel (e.g. prioritised spaces for car sharers or other appropriate incentives), subject to site constraints and operational requirements.

Shared Transport / Shuttle Arrangements

Where workforce numbers, shift patterns and staff origins indicate it is practicable, the Principal Contractor will consider providing shared transport (e.g. minibus/coach) to reduce single-occupancy vehicle trips. This may include:

- Shuttle movements between an agreed off-site meeting point / parking area or public transport hub and the Site; and/or
- Local pick-up points where staff are clustered (e.g. common accommodation locations).

The need for, and specification of, any shared transport arrangements will be confirmed by the Principal Contractor once the workforce profile and logistics arrangements are established.

Car Sharing

The Principal Contractor will consider implementing a car sharing approach for staff where practicable. Measures may include:

- Providing information on established car sharing platforms (e.g. Liftshare) and/or a project-specific arrangement;
- Encouraging staff to car share, particularly where public transport is not suitable;
- Considering incentives such as preferential parking for car sharers where practicable; and
- Implementing a proportionate contingency arrangement for car sharers in the event of unforeseen circumstances (e.g. shift changes).

Walking and Cycling

To support walking and cycling for all or part of journeys (including to/from public transport), the Principal Contractor will consider the provision of:

- Route maps and information (in welfare areas and/or digitally);
- Suitable welfare facilities to support active travel (e.g. changing provision where available);
- Secure cycle parking; and
- Basic cycle support equipment (e.g. a communal toolkit), where appropriate.

Public Transport Information

The Principal Contractor will confirm up-to-date public transport information and communicate this to staff, including nearest stops, routes and service frequencies. This information may be included in induction packs and/or displayed on travel information boards/digital channels, as appropriate.

7.5 Objectives

This outline CWTP is intended to be in place from the outset of construction and used by the Principal Contractor to inform the project-specific CWTP. The objectives of the CWTP are to:

- Reduce single-occupancy car travel where reasonably practicable;
- Promote car sharing and shared transport measures where feasible;
- Support walking/cycling and public transport use for all or part of journeys where practicable; and
- Ensure construction staff have clear, accessible information on travel options throughout the construction period.

7.6 Monitoring and Review

The Principal Contractor will be responsible for monitoring and reviewing the project-specific CWTP during construction. Monitoring and review arrangements will be proportionate to the size and nature of the workforce and may include periodic reviews of parking demand, observed vehicle occupancy, and feedback from staff. Where monitoring identifies that measures are not effective, or where workforce/programme changes occur, the Principal Contractor will update and re-communicate CWTP measures as appropriate.

8. Monitoring & Review

8.1 Overview

This section sets out the monitoring, review and governance arrangements for the Outline CTMP. A clear management structure is required to ensure the CTMP measures are implemented effectively, that performance against the CTMP objectives is monitored, and that the CTMP is reviewed and updated where necessary as the construction methodology and programme are confirmed.

The appointed Principal Contractor will be responsible for implementing the CTMP and will nominate a suitably competent person to manage day-to-day construction traffic matters (referred to in this CTMP as the Site Manager / Logistics Lead). Where used by the Principal Contractor, this role may also be titled a Transport Co-ordination Officer (TCO). The Site Manager / Logistics Lead will be appointed prior to commencement of works and will act as the primary point of contact in relation to construction traffic management.

The Site Manager / Logistics Lead's transport-related responsibilities will include:

- Liaising with and, where appropriate, reporting to the relevant highway authorities (e.g. ERYC and National Highways, as applicable) in relation to CTMP implementation, temporary traffic management and any required remedial measures;
- Maintaining and updating the CTMP where required to reflect programme/method changes and agreed temporary arrangements; and
- Coordinating the resolution of any issues through liaison with relevant stakeholders.

8.2 Monitoring and Review

A Site Manager / Logistics Lead (or equivalent, such as a TCO) will be appointed prior to commencement of works to oversee implementation and monitoring of the CTMP.

Monitoring will be undertaken by the Principal Contractor on a proportionate basis to demonstrate compliance with the CTMP and to ensure traffic management measures remain in place and effective. Monitoring activities may include (as appropriate):

- Routine inspections of the site access, temporary traffic management and signage;
- Checks to confirm delivery booking and routing procedures are being followed;
- Monitoring of on-site parking and prevention of overspill onto the public highway; and
- Inspections of road cleanliness in the vicinity of the site access (including wheel wash operation and any sweeping requirements).

The Site Manager / Logistics Lead will review CTMP performance at appropriate intervals and following any significant change in construction methodology, programme, routing, access arrangements, or temporary traffic management. Where monitoring identifies issues, the Principal Contractor will implement corrective actions and, where necessary, update the CTMP and re-brief relevant parties.

8.3 Key Contacts

The Principal Contractor will provide contact details for the appointed Site Manager / Logistics Lead (or nominated equivalent) prior to commencement of works. An out-of-hours contact will also be provided for urgent matters associated with the construction works.

- **Site Manager / Logistics Lead (or TCO equivalent):** TBC (once appointed)
- **Telephone:** TBC
- **Email:** TBC
- **Out-of-hours contact:** TBC (once appointed)
- **Telephone:** TBC
- **Email:** TBC

The relevant highway authorities will be notified if contact details change during the construction phase.

8.4 Compliance

The Principal Contractor will establish procedures to ensure that all staff, suppliers and subcontractors understand and comply with CTMP requirements. These procedures will be finalised as part of the Principal Contractor's construction methodology and may include (as appropriate):

- Site inductions and toolbox talks covering CTMP requirements (including routing, delivery booking, access controls, parking, hours of working, and wheel wash/road cleanliness);
- Driver briefings and delivery instructions issued at booking/dispatch;
- Relevant Risk Assessments and Method Statements (RAMS) covering construction traffic management and temporary traffic management arrangements; and
- Periodic compliance checks and record keeping (e.g. delivery schedules, inspection logs, corrective action records).

8.5 Enforcement and Corrective Measures

The Principal Contractor will ensure that appropriate corrective measures are implemented where CTMP requirements are not being achieved or where unforeseen issues arise. Corrective measures will be proportionate to the nature of the issue and may include:

- Additional briefings/communications to suppliers, drivers and operatives;
- Revising delivery booking/scheduling to prevent queuing or conflicts;
- Strengthening access control measures (e.g. additional marshals/banksmen);
- Enhanced wheel wash / road sweeping and additional inspections; and/or
- Review and update of CTMP procedures (and re-issue to relevant parties), including liaison with the highway authority where changes affect the public highway.

Where appropriate, repeated non-compliance by suppliers/subcontractors may result in escalation through the Principal Contractor's contractual processes (e.g. warnings, removal from site, or other contract remedies), consistent with the Principal Contractor's management systems.

9. Summary

9.1 Summary

The Transportation Consultancy Ltd (TTC) has been appointed to prepare this Outline Construction Traffic Management Plan (CTMP) in support of a proposed renewable energy park near Bridlington, East Riding of Yorkshire. The CTMP provides a framework for managing construction-related traffic and will be reviewed and updated by the appointed Principal Contractor as the detailed construction methodology and programme are confirmed.

This CTMP demonstrates that:

- The Site can be accessed by construction traffic via the agreed highway corridor in a safe and suitable manner;
- Baseline evidence indicates there are no existing highway safety issues along the proposed routes that the construction traffic would be expected to materially exacerbate;
- With the implementation of the management and mitigation measures set out in this CTMP, construction traffic is not anticipated to result in a detrimental impact on local traffic conditions;
- Suitable routes for both general construction traffic and Abnormal Indivisible Loads (AILs) have been identified; and
- Appropriate management measures are included to support safe operation during construction, including delivery booking, haul route controls, on-site parking management, wheel wash/road cleanliness measures, temporary traffic management (including the access works), community liaison, and monitoring/review procedures.

Appendix A

Access Designs and Vehicle Tracking



Date of 1st Issue	Description	Drawn by	Checked by
02/02/26	First Issue		

- Key:
- Base Mapping
 - Site Boundary
 - Proposed Carriageway Extent
 - Proposed Grasscrete Extent
 - Dimensions

- Notes:
- Drawing units are in metres unless specified otherwise.
 - Drawing is based on a topographical survey produced by Latitude Surveys.
 - This is not a construction drawing and is intended for illustration purposes only.
 - Vegetation to be trimmed back where required within highway corridor.

A3 SCALE	0 m	30 m
1:500	Scale 1:500 @ A3	

Drawing Title
Three Oaks Renewables Energy Park
Design Package
AIL Construction Access General Arrangement
Sheet 1 of 8

Client
Ridge Clean Energy

Drawing Status
Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-tp.com

ttc
Transportation
Consultancy
VALUE EXCEED TRUST EXCELLENCE CLARITY

Drawing Number	Revision
211213-04	-



Date of 1st Issue	Description	Drawn by	Checked by
02/02/26	First Issue		

Key:

	Base Mapping
	Site Boundary
	Proposed Carriageway Extent
	Proposed Grasscrete Extent
	Proposed Fencing
	Dimensions

- Notes:
- Drawing units are in metres unless specified otherwise.
 - Drawing is based on a topographical survey produced by Latitude Surveys.
 - This is not a construction drawing and is intended for illustration purposes only.
 - Vegetation to be trimmed back where required within highway corridor.

A3 SCALE
1:500

0 m 30 m
Scale 1:500 @ A3

Drawing Title

Three Oaks Renewables Energy Park
Design Package
Construction Access General Arrangement
Sheet 2 of 8

Client

Ridge Clean Energy

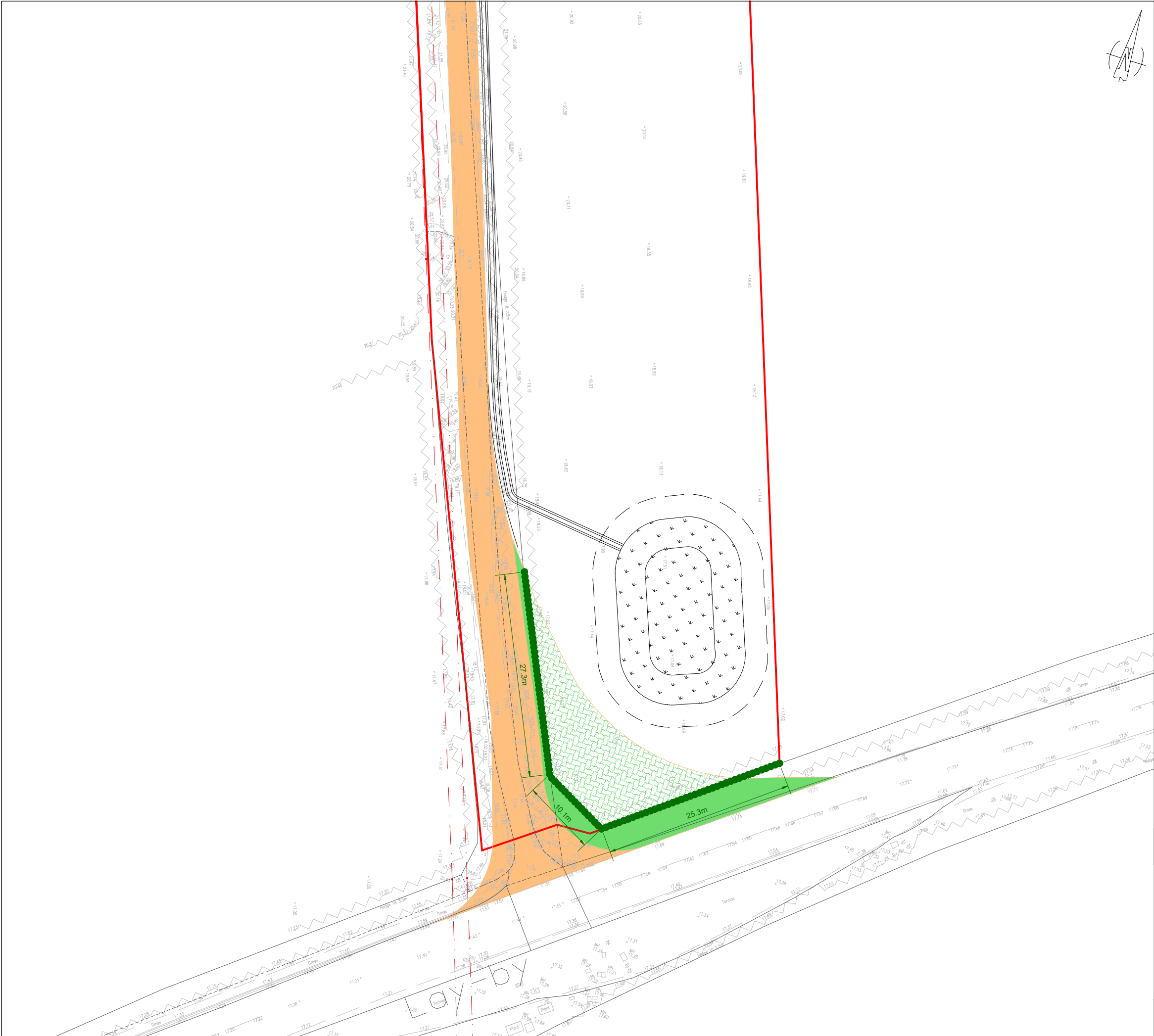
Drawing Status

Planning

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Leamington Spa
CV32 4QN
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VALUE EXCEED TRUST EXCELLENCE CLARITY

Drawing Number	Revision
211213-04	-



Date of 1st Issue	Description	Drawn by	Checked by
02/02/26	First Issue		

Key:

	Base Mapping
	Site Boundary
	Proposed Carriageway Extent
	Proposed Grasscrete
	Proposed Hedgerow
	Proposed Verge
	Dimensions

- Notes:
- Drawing units are in metres unless specified otherwise.
 - Drawing is based on a topographical survey produced by Latitude Surveys.
 - This is not a construction drawing and is intended for illustration purposes only.
 - Vegetation to be trimmed back where required within highway corridor.

A3 SCALE
1:500

0 m 30 m
Scale 1:500 @ A3

Drawing Title
**Three Oaks Renewables Energy Park
Design Package
Post Construction General Arrangement
Sheet 3 of 8**

Client
Ridge Clean Energy

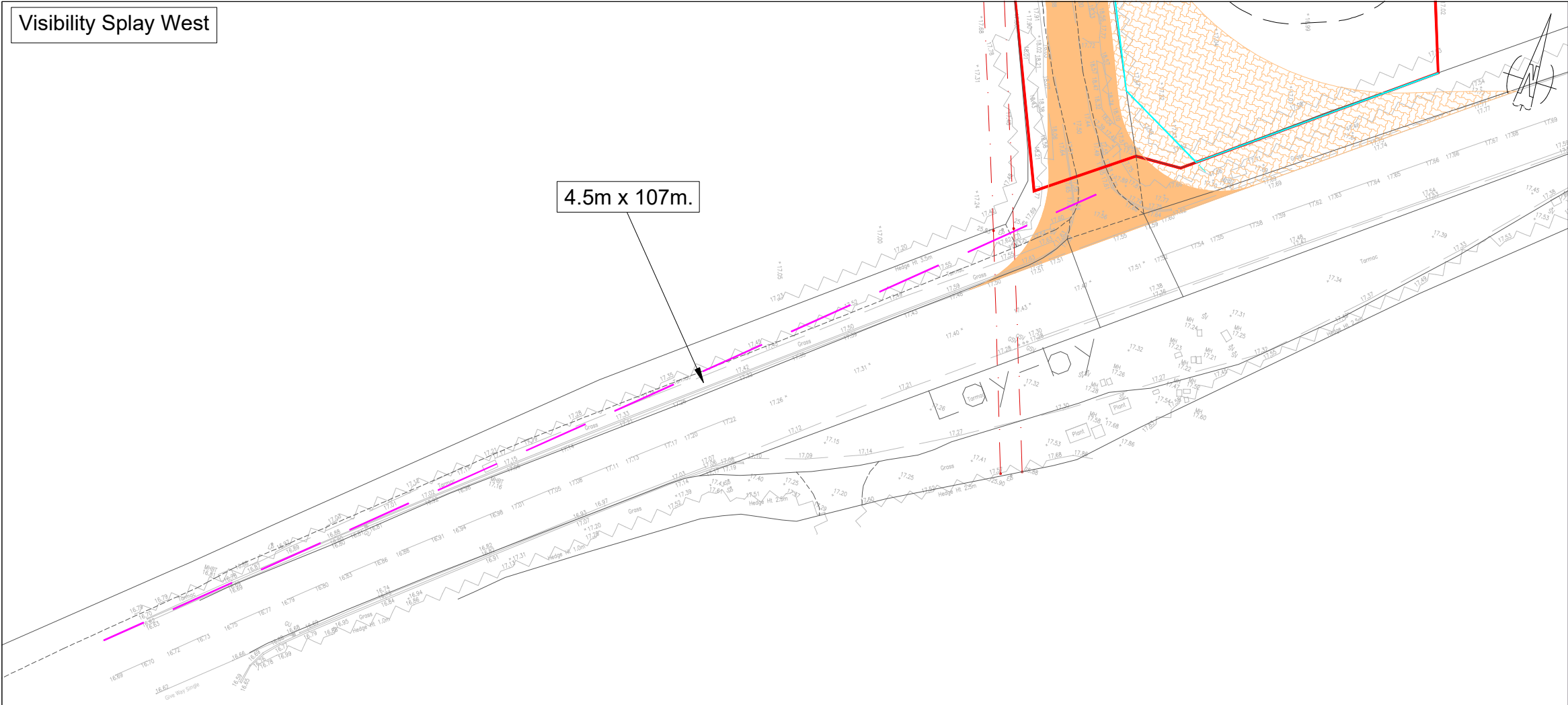
Drawing Status
Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-tp.com

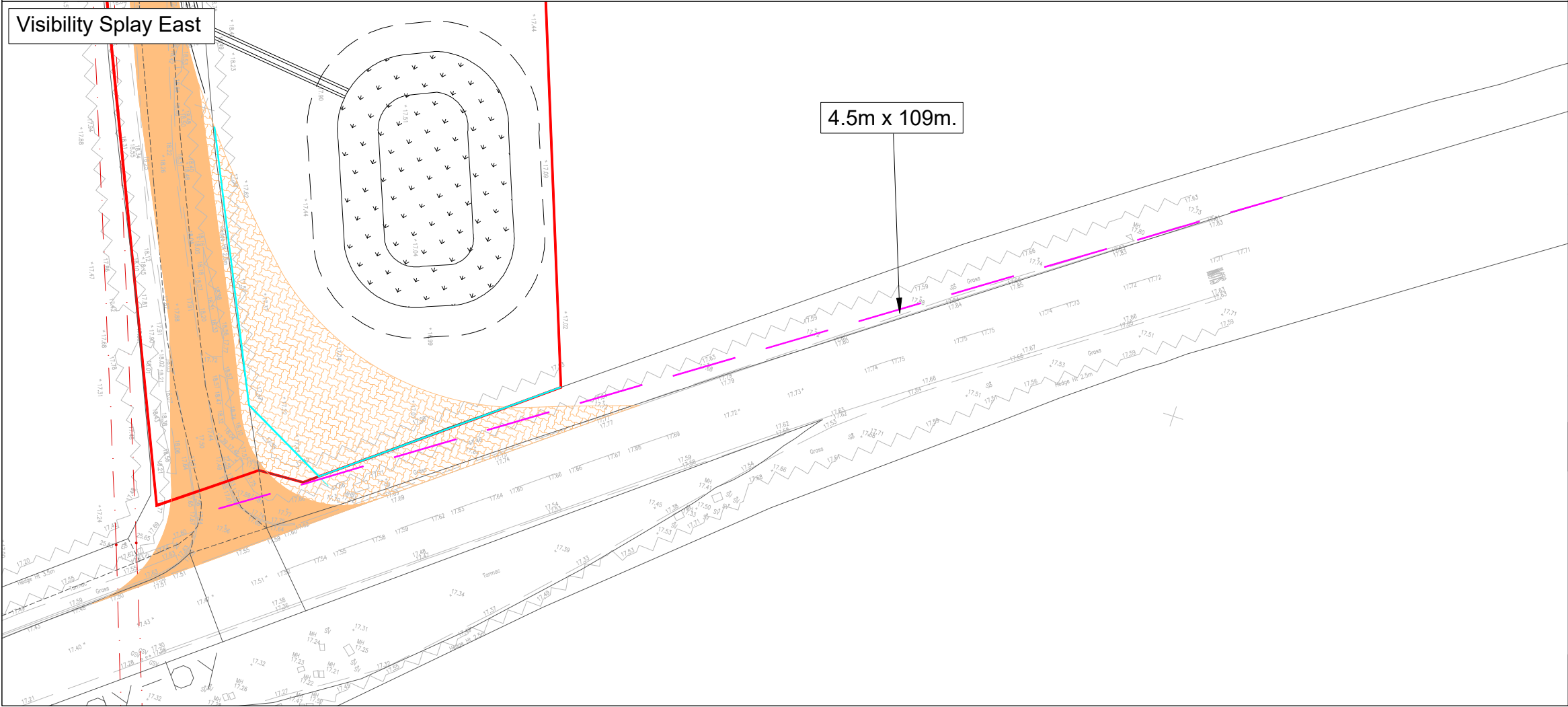
VALUE EXCEED TRUST EXCELLENCE CLARITY

Drawing Number	Revision
211213-04	-

Visibility Splay West



Visibility Splay East



Date of 1st Issue 02/02/26	Description First Issue	Drawn by	Checked by
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Key:

- Base Mapping
- Site Boundary
- Proposed Carriageway Extents
- Visibility Splays

Notes:

- Drawing units are in metres unless specified otherwise.
- Drawing is based on a topographical survey produced by Latitude Surveys.
- This is not a construction drawing and is intended for illustration purposes only.
- Vegetation to be trimmed back where required within highway corridor.
- Visibility splays have been derived in accordance with DMRB CD 109, based on design speeds informed by 85th percentile vehicle speeds.

A3 SCALE
1:500

0 m 30 m
Scale 1:500 @ A3

Drawing Title

Three Oaks Renewables Energy Park
Design Package
Access Visibility Splays
Sheet 4 of 8

Client

Ridge Clean Energy

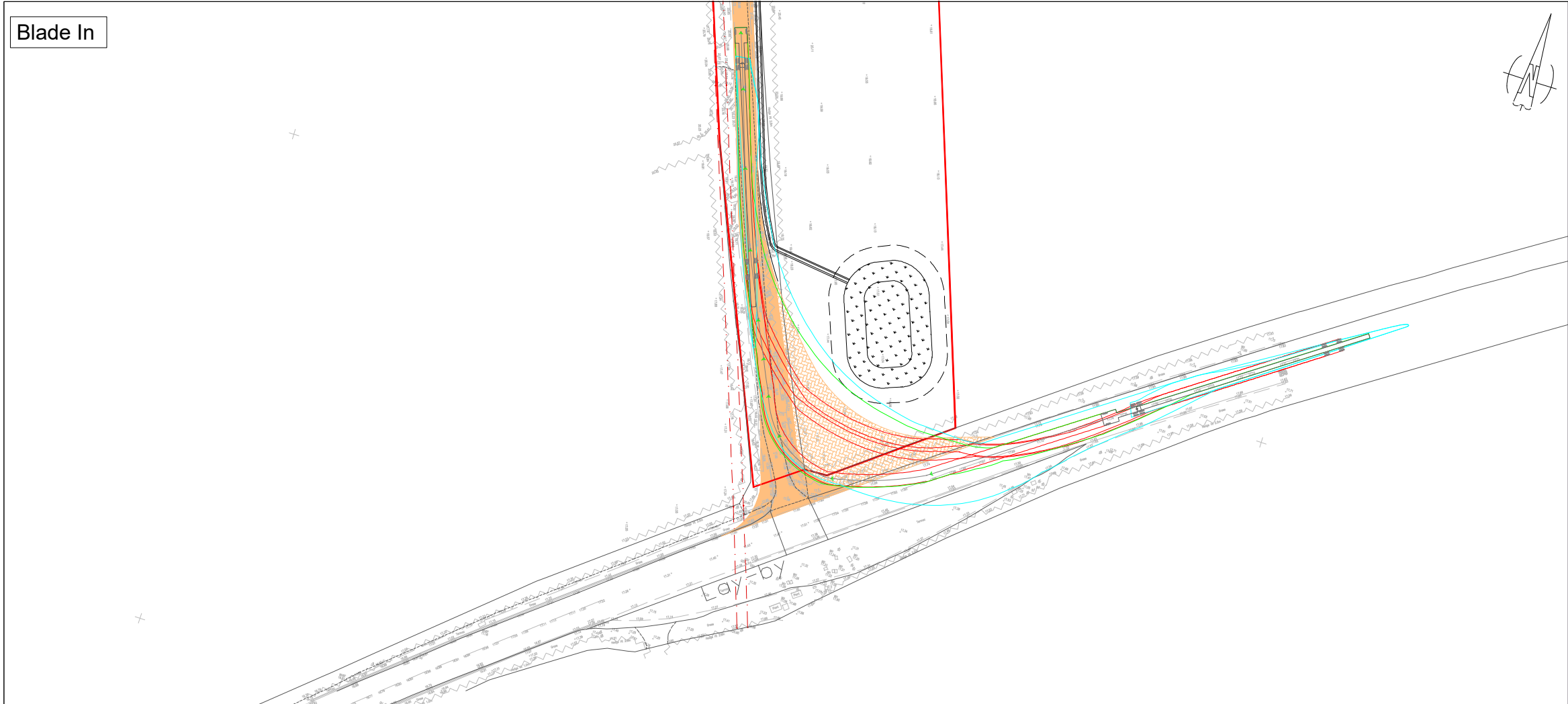
Drawing Status

Planning

27 Park Street
Leamington Spa
CV32 4QN
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Transportation
Consultancy
VALUE EXCEED TRUST EXCELLENCE CLARITY

Drawing Number	211213-04	Revision	-
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Date of 1st Issue 02/02/26	Description First Issue	Drawn by	Checked by
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Key:

- Base Mapping
- Site Boundary
- Vehicle Outline
- Vehicle Wheel Track
- Vehicle Outline
- Load Outline
- Proposed Carriageway Extent
- Proposed Grasscrete

Notes:

- Drawing units are in metres unless specified otherwise.
- Drawing is based on a topographical survey produced by Latitude Surveys.
- This is not a construction drawing and is intended for illustration purposes only.
- Vegetation to be trimmed back where required within highway corridor.

A3 SCALE
1:1000

0 m 50 m
Scale 1:1000 @ A3

Drawing Title

Three Oaks Renewables Energy Park
Design Package
AIL Swept Path Analysis
Sheet 5 of 8

Client

Ridge Clean Energy

Drawing Status

Planning

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Drawing Number

211213-04

Revision

-



LGV Left In



LGV Right Out



Date of 1st Issue	Description	Drawn by	Checked by
02/02/26	First Issue		

Key:

- Base Mapping
- Site Boundary
- Vehicle Outline
- Vehicle Wheel Track
- Vehicle Outline
- Proposed Carriageway Extents
- Proposed Grasscrete
- Proposed Fencing

Notes:

- Drawing units are in metres unless specified otherwise.
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L4 H3 Ford Transit

Width	: 2.06
Track	: 2.06
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

A3 SCALE 1:1000

0 m 50 m Scale 1:1000 @ A3

Drawing Title

Three Oaks Renewables Energy Park
Design Package
LGV Swept Path Analysis
Sheet 7 of 8

Client

Ridge Clean Energy

Drawing Status

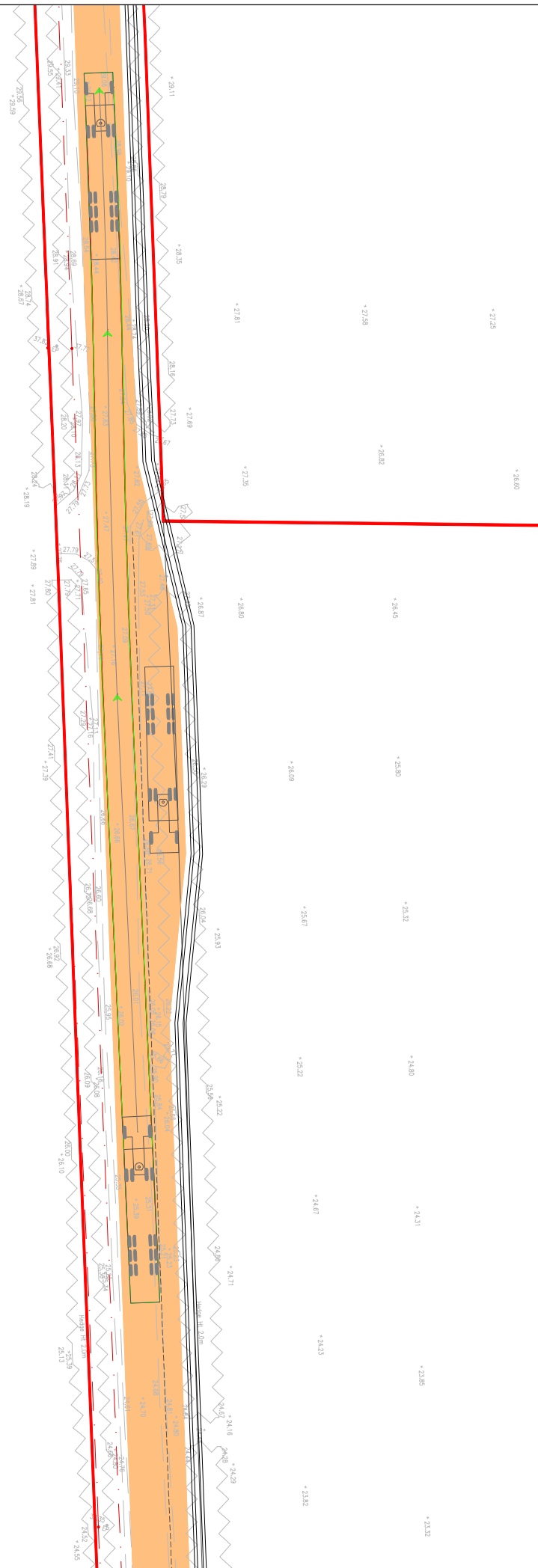
Planning

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Leamington Spa
CV32 4QN
E: info@ttc-tp.com

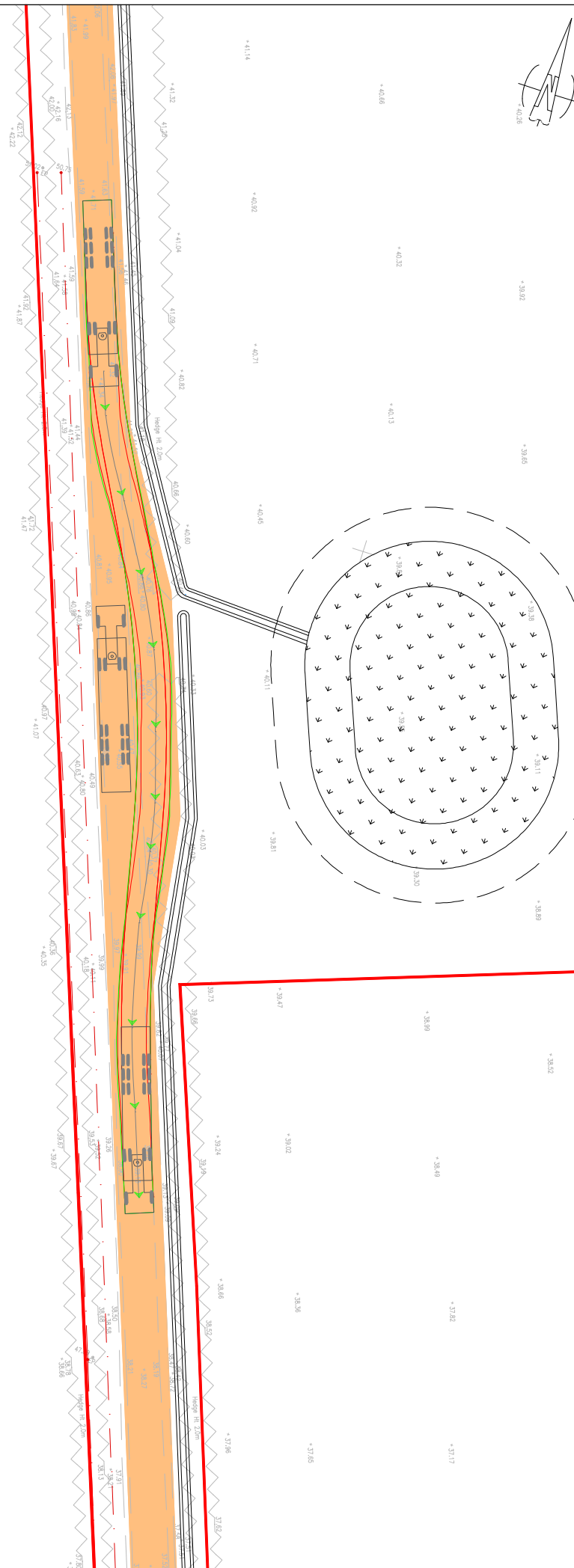
VALUE EXCEED TRUST EXCELLENCE CLARITY

Drawing Number	Revision
211213-04	-

HGV Passing Place 1



HGV Passing Place 2



Date of 1st Issue 02/02/26	Description First Issue	Drawn by	Checked by
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Key:

	Base Mapping
	Site Boundary
	Vehicle Outline
	Vehicle Wheel Track
	Vehicle Outline
	Proposed Carriageway Extents

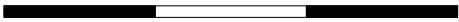
Notes:

- Drawing units are in metres unless specified otherwise.
- Drawing is based on a topographical survey produced by Latitude Surveys.
- This is not a construction drawing and is intended for illustration purposes only.
- Vegetation to be trimmed back where required within highway corridor.

Artic

	Tractor Width	: 2.55	Lock to Lock Time	: 6.0
	Trailer Width	: 2.55	Steering Angle	: 42.7
	Tractor Track	: 2.55	Articulating Angle	: 70.0
	Trailer Track	: 2.55		

A3 SCALE
1:500

0 m  30 m
Scale 1:500 @ A3

Drawing Title

Three Oaks Renewables Energy Park
Design Package
HGV Passing Place Swept Path Analysis
Sheet 8 of 8

Client

Ridge Clean Energy

Drawing Status

Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-tp.com



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Drawing Number 211213-04	Revision -
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