

15 TRAFFIC AND TRANSPORT

The traffic and transport impacts of the proposed scheme are detailed within a supporting Transport Statement (TS) (**Appendix 10**). The TS includes:

- a review of the relevant policy and consultation and details of the proposed schemes compliance with such policy;
- a review of the existing highway environment, including accessibility, road safety and baseline traffic flows; and,
- details of the forecast increases in traffic that would be generated by the proposed scheme and the distribution onto the highway network.

The salient guidance for environmental assessment of traffic and transport impacts associated with new schemes is provided within the Guidelines for the Environmental Assessment of Road Traffic (GEART). GEART provides rules for delimiting the scope of any assessment and notes that increases in total traffic (or HGV component) of less than 10% are likely to lead to no discernible environmental impacts.

Table 15.1 provides a summary (from the TS) of the background traffic flows and forecast peak daily traffic that would be generated by the construction of the proposed scheme when assigned to the highway network.

Table 15.1 Existing and proposed daily traffic flows

Link description	Existing 2018 annual average daily traffic flows (AADF)		Forecast daily construction vehicle movements		Percentage Increase	
	All vehicles	HGVs	All vehicles	HGVs	All vehicles	HGVs
Tees Dock Road	4,830	1,486	242	42	5%	2.8%
Old Station Road	5,013	795	242	42	5%	5.3%
Dockside Road	5,446	776	242	42	4%	5.4%
A66 (East)	47,977	3,763	177	42	0%	1.1%
A66 (West)	22,383	2,999	141	42	1%	1.4%
A1053	22,378	1,736	141	42	1%	2.4%

It can be noted from **Table 15.1** that peak daily construction traffic movements would be significantly less than 10% and therefore in accordance with GEART, no discernible environmental impacts are identified. The impact of the proposed development's construction traffic is therefore assessed as of **negligible** significance.

The TS does not include a detailed review of the operational traffic demand as it is understood that the proposed scheme would be required to support the landside works at the South Industrial Zone. An ES submitted in support of the planning application for the South Industrial Zone scheme included a detailed assessment of the potential operational phase impacts on traffic and transport.

The ES for the landside works identifies that when fully operational, there could be up to 3,870 employees at the SIZ. It is forecast that up to 10 employees would be required to operate the new quay. It is therefore implicit that the 10 employees (for the proposed new quay) would have been contained within the bounds of the assessed outcomes of the SIZ ES and are therefore not a material consideration. The impact of the proposed schemes operational traffic is therefore assessed as **negligible** significance.

Mitigation measures and residual impact

No mitigation measures are required. The residual impact would be of **negligible** significance.