

Outer Dowsing Offshore Wind

Outline Construction Traffic Management Plan

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Abbreviations

Acronym	Expanded name
AIL	Abnormal Indivisible Load
ALAR	Abnormal Load Assessment Report
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
ECC	Export Cable Corridor
ES	Environmental Statement
GPS	Global Positioning System
HDD	Horizontal Directional Drilling
HGV	Heavy Goods Vehicles
LCC	Lincolnshire County Council
LGV	Light Goods Vehicle
NH	National Highways
OnSS	Onshore Substation
PAMP	Public Access Management Plan
PLG	Project Liaison Groups
PEIR	Preliminary Environmental Information Report
PRoW	Public Rights of Way
TCC	Temporary Construction Compound
TJB	Transition Joining Bay
WCH	Walking, cycling and horse-riders

Terminology

Term	Definition
Cumulative Impact	Impacts that result from changes caused by other past, present or reasonably foreseeable actions together with the Project.
Development Consent Order (DCO)	An order made under the Planning Act 2008 granting development consent for a Nationally Significant Infrastructure Project (NSIP) from the Secretary of State (SoS) for Department for Energy Security and Net Zero (DESNZ).
Environmental Statement (ES)	The suite of documents that detail the processes and results of the Environmental Impact Assessment (EIA)
Grounding assessment	A vertical alignment assessment to check whether a low loader might ground whilst moving over a level crossing
Haul Road	The track within the onshore ECC which the construction traffic would use to facilitate construction.
Impact	An impact to the receiving environment is defined as any change to its baseline condition, either adverse or beneficial.
Joint Bays	A joint bay provides a secure environment for the assembly of cable joints as well as bonding and earthing leads. A joint bay is installed between each length of cable.

Term	Definition
Landfall	The location at the land-sea interface where the offshore export cable will come ashore.
Mitigation	Mitigation measures, or commitments, are commitments made by the Project to reduce and/or eliminate the potential for significant effects to arise as a result of the Project. Mitigation measures can be embedded (part of the project design) or secondarily added to reduce impacts in the case of potentially significant effects.
Onshore Export Cable Corridor (ECC)	The Onshore Export Cable Corridor (Onshore ECC) is the area within which the export cable running from the landfall to the onshore substation will be situated.
Onshore substation (OnSS)	The Project's onshore substation, containing electrical equipment to enable connection to the National Grid
ODOW	The Project.
Preliminary Environmental Information Report (PEIR)	The PEIR is written in the style of a draft Environmental Statement (ES) and provides information to support and inform the statutory consultation process in the pre-application phase. Following that consultation, the PEIR documentation will be updated to produce the Project's ES that will accompany the application for the Development Consent Order (DCO).
Study area	Area(s) within which environmental impact may occur – to be defined on a receptor-by-receptor basis by the relevant technical specialist.
The Applicant	GT R4 Ltd. The Applicant making the application for a DCO. The Applicant is GT R4 Limited (a joint venture between Corio Generation, TotalEnergies and Gulf Energy Development (GULF)), trading as Outer Dowsing Offshore Wind. The project is being developed by Corio Generation (a wholly owned Green Investment Group portfolio company), TotalEnergies and GULF.
The Project	Outer Dowsing Offshore Wind including proposed onshore and offshore infrastructure.
Transition Joint Bay (TJBs)	The offshore and onshore cable circuits are jointed on the landward side of the sea defences/beach in a Transition Joint Bay (TJB). The TJB is an underground chamber constructed of reinforced concrete which provides a secure and stable environment for the cable.
Trenchless technique	Trenchless technology is an underground construction method of installing, repairing and renewing underground pipes, ducts and cables using techniques which minimize or eliminate the need for excavation. Trenchless technologies involve methods of new pipe installation with minimum surface and environmental disruptions. These techniques may include Horizontal Directional Drilling (HDD), thrust boring, auger boring, and pipe ramming, which allow ducts to be installed under an obstruction without breaking open the ground and digging a trench.

1 Introduction

1.1 Purpose of this Outline Construction Traffic Management Plan

- 1.1.1 This Outline Construction Traffic Management Plan (CTMP) is prepared as part of the Preliminary Environmental Information Report (PEIR) for Outer Dowsing Offshore Wind (the Project).
- 1.1.2 This is an outline document that, by reference to the assessments reported in the PEIR, sets out the key elements that would be secured in the Final CTMP which would be submitted to and approved by the relevant planning authority as a requirement of the Development Consent Order (DCO). This Outline CTMP would also be updated as part of the Environmental Statement (ES) for submission with the DCO application.
- 1.1.3 This Outline CTMP sets out the approach that would be taken to manage the potential impacts of construction traffic for the onshore works and should be read in conjunction with the assessment of the anticipated Project construction traffic, which is provided in Chapter 1, Volume 27: Traffic and Transport.
- 1.1.4 There may be more than Contractor working on the Project. The Final CTMP(s)ⁱ would be produced by the Principal Contractor(s) appointed to undertake the construction works, once the DCO application has been consented.

1.2 Scope of this Outline CTMP

- 1.2.1 For the avoidance of doubt, this Outline CTMP relates to construction traffic associated with the onshore elements of the Project comprising:
- Export cable installation from the landfall location to the transition jointing bays (TJBs) including trenchless crossing techniques;
 - Temporary works associated with the landfall trenchless crossing and TJB excavation;
 - Cable installation along the Onshore ECC including jointing bays and potential trenchless crossings;
 - Temporary works associated with the Onshore ECC and OnSS options including establishment of haul roads and Temporary Construction Compounds (TCCs);
 - Proposed OnSS options and access;
 - Connection to existing National Grid infrastructure; and
 - Reinstatement and mitigation works enacted during the construction phase.
- 1.2.2 This document does not relate to construction traffic associated with offshore works seaward of Mean High Water Spring, that are principally marine activities.

ⁱ There is potential to be more than one Final CTMP, with such documents being prepared for different work areas (such as the Onshore ECC and the OnSS).

- 1.2.3 The CTMP is intended to be a working document that evolves during the construction period. The CTMP only applies to the construction stage of the Project and does not apply to the operation or decommissioning of the Project.

1.3 Key Considerations

- 1.3.1 The structure of this Outline CTMP is provided in Table 1.1.

Table 1.1: Structure of this Outline CTMP

Section	Topic
Section 2	Responsibilities, notifications and monitoring
Section 3	Key construction details and on-site control measures
Section 4	Vehicle routeing and off-site control measures
Section 5	Complaints and enquiries procedure
Section 6	References

2 Responsibilities, Notifications and Monitoring

2.1 Applicant Responsibilities

- 2.1.1 GT R4 Ltd (the Applicant) would be responsible for the implementation of the CTMP, to monitor the application of measures within the CTMP and to propose and make modifications to the Plan during the planning and construction process, if required. Monitoring of the CTMP would be undertaken by the Applicant and any necessary amendments would be made in consultation with Lincolnshire County Council (LCC) as the local highway authority. It is assumed that the submission of a final CTMP in advance of construction will be secured through a DCO Requirement.
- 2.1.2 The Applicant would nominate a person to be responsible for the co-ordination of all elements of traffic and transport during the construction process. This person would liaise with the local community so that the community have a direct point of contact within the developer organisation who they may contact for information purposes or to discuss matters pertaining to traffic management or site operation.
- 2.1.3 The Applicant would review and update the number of site personnel, traffic numbers, and the construction programme as the Project progresses. Regular updates would be provided to LCC and Lincolnshire Police. Any significant changes would be discussed and agreed with both LCC. Regular meetings, where required, would be organised for monitoring purposes.

2.2 Notification of Stakeholders

- 2.2.1 The Final CTMP would be available on the ODOW website and electronic copies provided to LCC, National Highways (NH) (for details of Abnormal Indivisible Loads (AILs) where they use the Strategic Road Network (SRN)), District Councils and any relevant Project Liaison Groups (PLGs) where necessary. The Applicant is committed to putting in place effective communication channels, and record and act on comments, complaints or queries during the construction of the Project, such as on the measures included in the Final CTMP, raised by interested parties.

Local Residents

- 2.2.2 The Applicant would engage with the residents prior to construction starting and ensure that local residents are kept fully informed of details in relation to the timing of the delivery of AILs. During the delivery of AILs, the Applicant would communicate, where appropriate, information via one or more of the following methods:
- Local notice boards;
 - The Project specific website;
 - The local press; and
 - Notification letters.
- 2.2.3 Notification letters would contain the following information:

- Name and contact details of relevant Applicant personnel;
- Estimated commencement date for deliveries;
- Duration of delivery period;
- Estimated times of deliveries;
- Any details of the route (if appropriate); and
- Request to keep the highway clear of parked cars during the delivery period (if appropriate).

Local Business

2.2.4 In addition to notifications issued to the press, local businesses would be approached directly to ensure they are fully informed.

Local Stakeholders

2.2.5 The Applicant would make every effort to work with local stakeholders to ensure disruption caused by deliveries is minimised. Groups of particular relevance include, but are not limited to:

- Schools;
- Local buses, including school buses;
- Local doctors, surgeries or health providers;
- Holiday accommodation developments;
- Leisure Centres; and
- Churches.

2.2.6 Contact with these service providers would be made in advance of planned deliveries.

Emergency Services

2.2.7 The Police, Fire and Ambulance service would be given written notice of the AIL deliveries and kept fully informed throughout the delivery period.

Planned Engineering Works

2.2.8 The Applicant would work with LCC and NH (where appropriate) to identify any planned engineering works that conflict with the delivery route times. Discussions would then be made to minimise disruption to the local community and the planned engineering works.

Community Events

2.2.9 Planned and notified community events would be considered by the Applicant when scheduling deliveries.

3 Key Construction Details and On-Site Control Measures

- 3.1.1 In accordance with good construction practice, opportunities would be sought to reduce the overall number of HGV movements by consolidating loads and using the largest feasible vehicles, taking into account any other environmental constraints that may affect HGV routes and the size of vehicle.
- 3.1.2 Also, the Applicant would plan for maintaining stockpiles of critical path items such as aggregate. These stockpiles would facilitate advanced planning of deliveries, maximise payloads, and enable a smooth import profile to be maintained.

3.2 Construction Site Access Locations

- 3.2.1 The proposed construction access locations and TCCs for the Weston Marsh south of the A52 Onshore ECC option are set out in Table 3.1 and in Figure 3.1.

Table 3.1: Construction access locations– Weston Marsh south of the A52 Onshore ECC

Access/TCC	Location	Onshore ECC segment
Access A	A52 West of Hogsthorpe	WM1/WM2
Access AG	Listoft Lane	WM2
Access B	Sloothby High Lane	WM2
Access C	South Ings Lane	WM2
Access D	Marsh Lane	WM2/WM3
Access E	A158	WM3/WM4
Access F	A52	WM5/WM6
Access G	A52	WM6 trenchless crossing site
Access H	Sea Lane (Wainfleet St Mary)	WM6 /trenchless crossing site
Access I	Ivy House Farm/Marsh Yard	WM6/WM7
Access J	Staples Farm access	WM7/WM8
Access K	Sea Lane (Leverton Lucasgate)	WM8 /WM9
Access L	Church End Lane	WM9/WM10
Access AH	Clampgate Road	WM10
Access M	Cut End Road	WM10/trenchless crossing site
Access N	Wyberton Roads/Millfield Lane East	WM11/trenchless crossing site
Access O	Marsh Road	WM11/WM12
Access P	Craven's Lane	WM12/trenchless crossing site
Access Q	Middle Marsh Road	WM12/trenchless crossing site
Access S	A17	WM13/OnSS (north)
Access R	A17	WM14/OnSS (south)
Access T	A16	OnSS (north)

- 3.2.2 The proposed construction access locations and TCCs for the Weston Marsh north of the A52 Onshore ECC option are set out in Table 3.2 and in Figure 3.1.

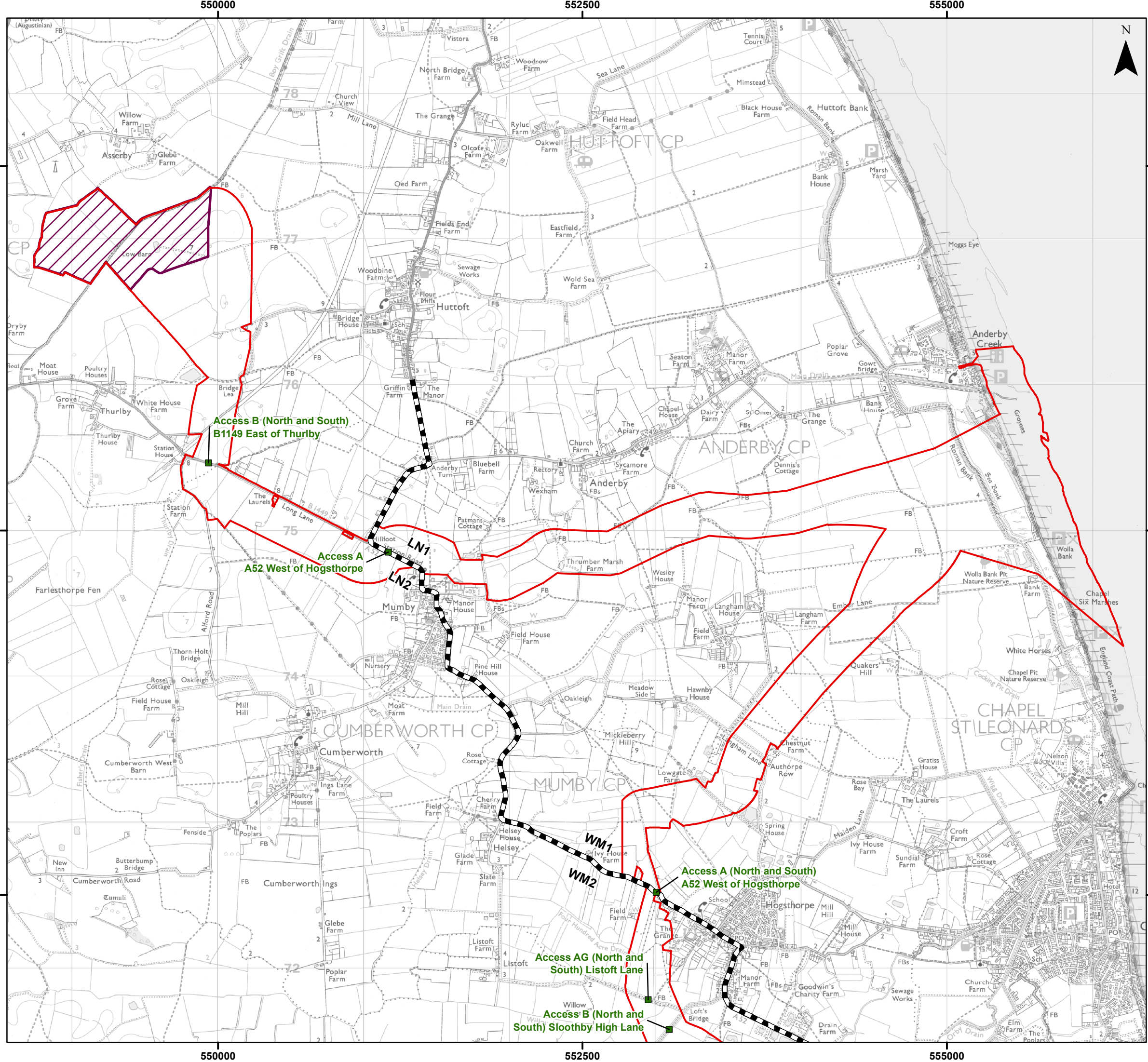
Table 3.2: Construction access locations– Weston Marsh north of the A52 Onshore ECC

Access	Location	Onshore ECC segment
Access A	A52 West of Hogsthorpe	WM1/WM2
Access AG	Listoft Lane	WM2
Access B	Sloothby High Lane	WM2
Access C	South Ings Lane	WM2
Access D	Marsh Lane	WM2/WM3
Access E	A158	WM3/WM4
Access F	A52	A1
Access U	Church Lane	A1/trenchless crossing site
Access V	B1195 Wainfleet Road	A1/trenchless crossing sites
Access W	Brewster Lane	A1/trenchless crossing sites
Access X	Mill Lane	A1/trenchless crossing sites
Access Y	Church Lane	A2/trenchless crossing site
Access Z	Scald Gate	A2
Access AA	Howgarth Lane	A3/trenchless crossing site
Access AB	Broadgate	A3/A4
Access AC	Common Road	A4
Access AD	Ings Road	A5
Access L	Church End Lane	WM9/WM10
Access AH	Clampgate Road	WM10
Access M	Cut End Road	WM10/trenchless crossing site
Access N	Wyberton Roads/Millfield Lane East	WM11/trenchless crossing site
Access O	Marsh Road	WM11/WM12
Access P	Craven's Lane	WM12/trenchless crossing site
Access Q	Middle Marsh Road	WM12/trenchless crossing site
Access S	A17	WM13/OnSS (north)
Access R	A17	WM14/OnSS (south)
Access T	A16	OnSS (north)

3.2.3 The proposed construction access locations and TCCs for the Lincolnshire Node Onshore ECC option are set out in Table 3.3 and in Figure 3.1.

Table 3.3: Construction access locations – Lincolnshire Node

Access	Location	Onshore ECC segment
Access A	A52 West of Hogsthorpe	LN1
Access B	B1149 east of Thurlby	LN2/OnSS



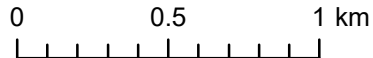
Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Lincolnshire Node OnSS Search Area
- Construction Access Location

Sources:



Coordinate System: British National Grid



Scale: 1:25,000

Preliminary Environmental Information Report

Construction Access Locations

Figure 3.1.1

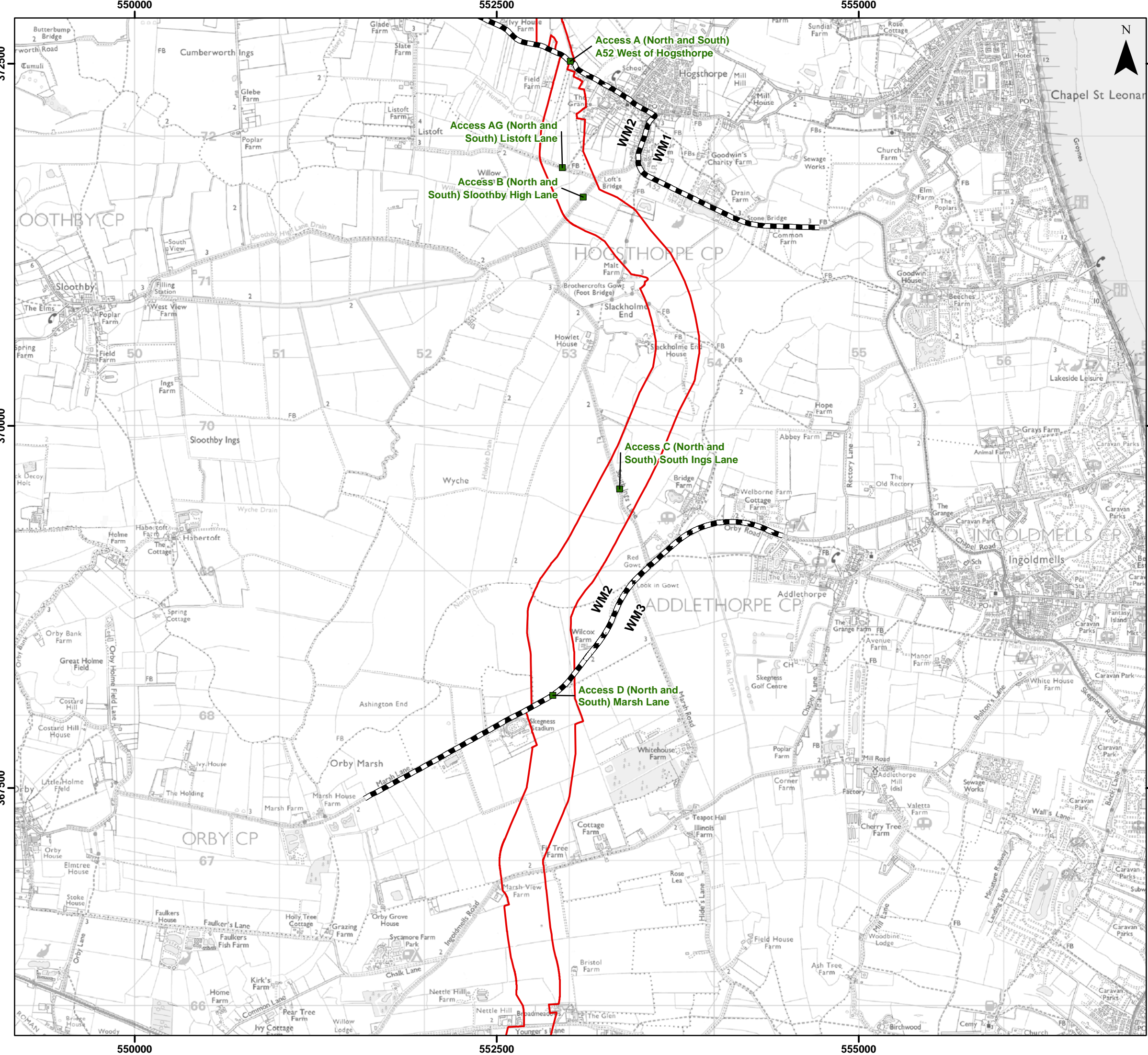


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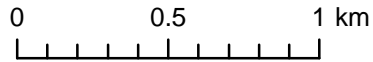
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- Onshore PEIR Boundary
- Onshore Segment Break
- Construction Access Location

Sources:



Coordinate System: British National Grid



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Construction Access Locations

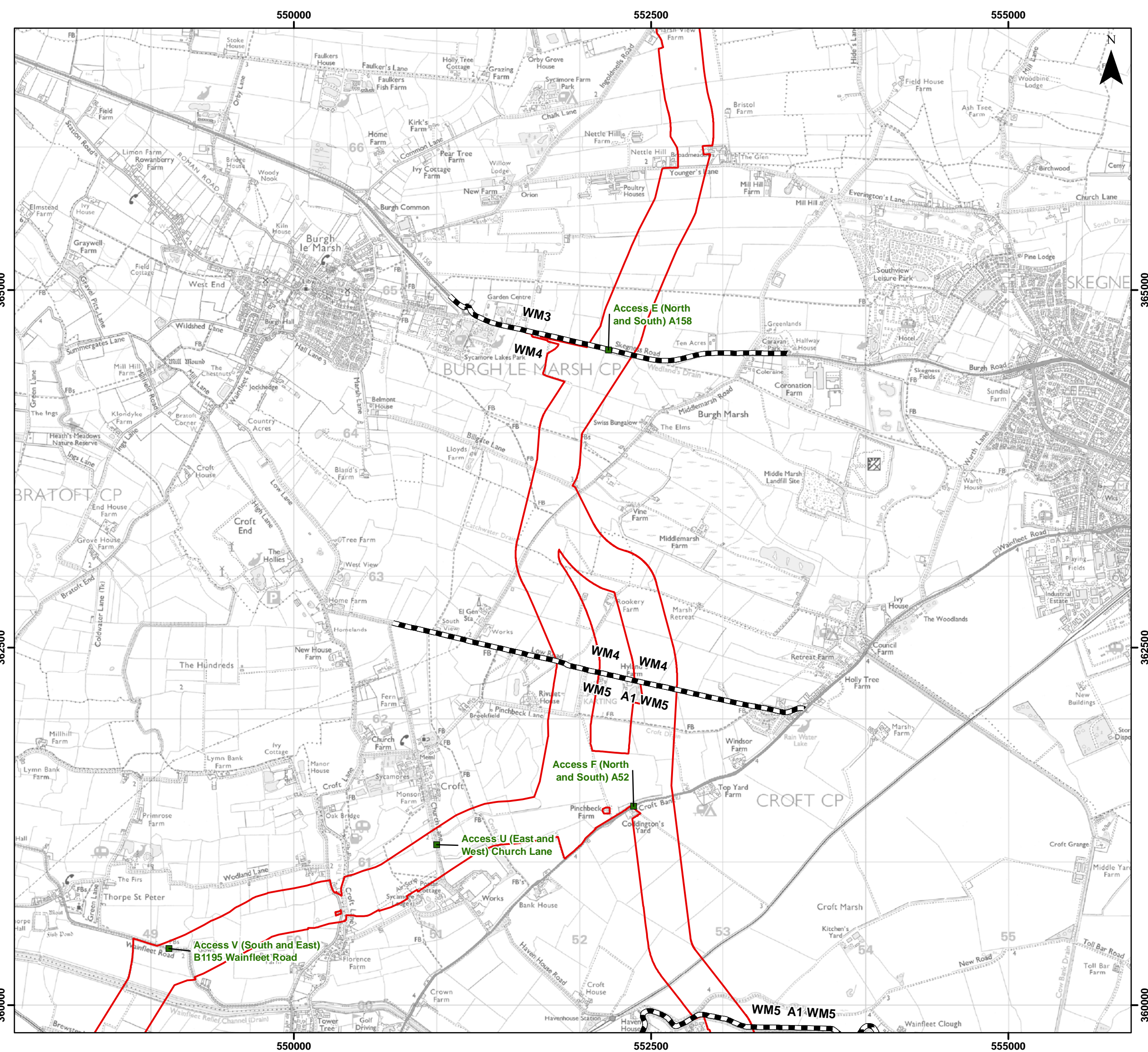
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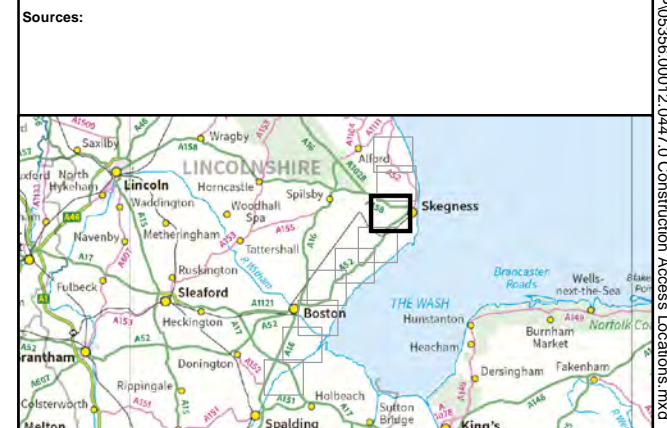


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Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Construction Access Location



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Construction Access Locations

Figure 3.1.3



OUTER DOWSING
OFFSHORE WIND

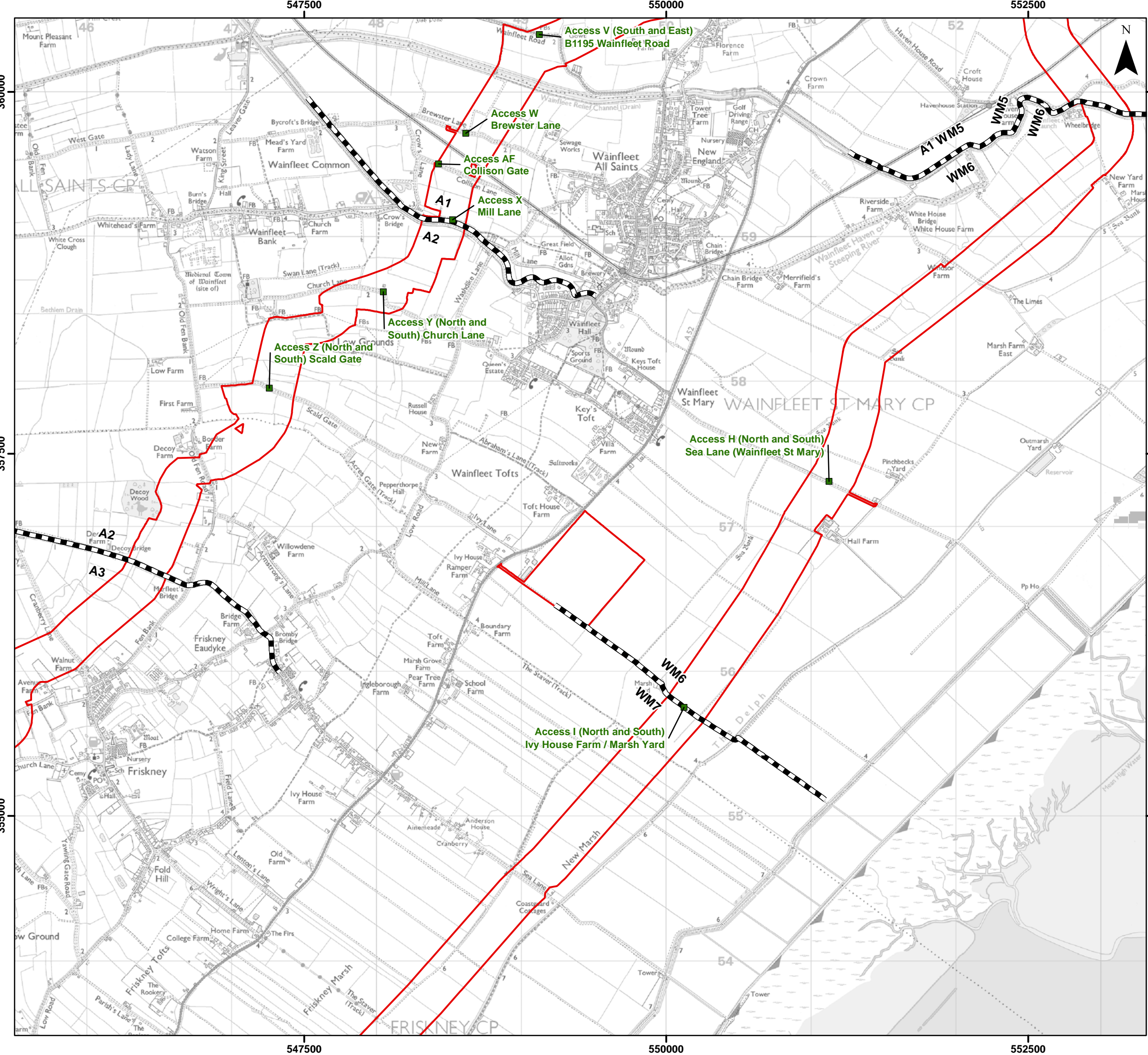


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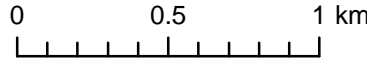
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- Onshore PEIR Boundary
- Onshore Segment Break
- Construction Access Location

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Coordinate System: British National Grid



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Construction Access Locations

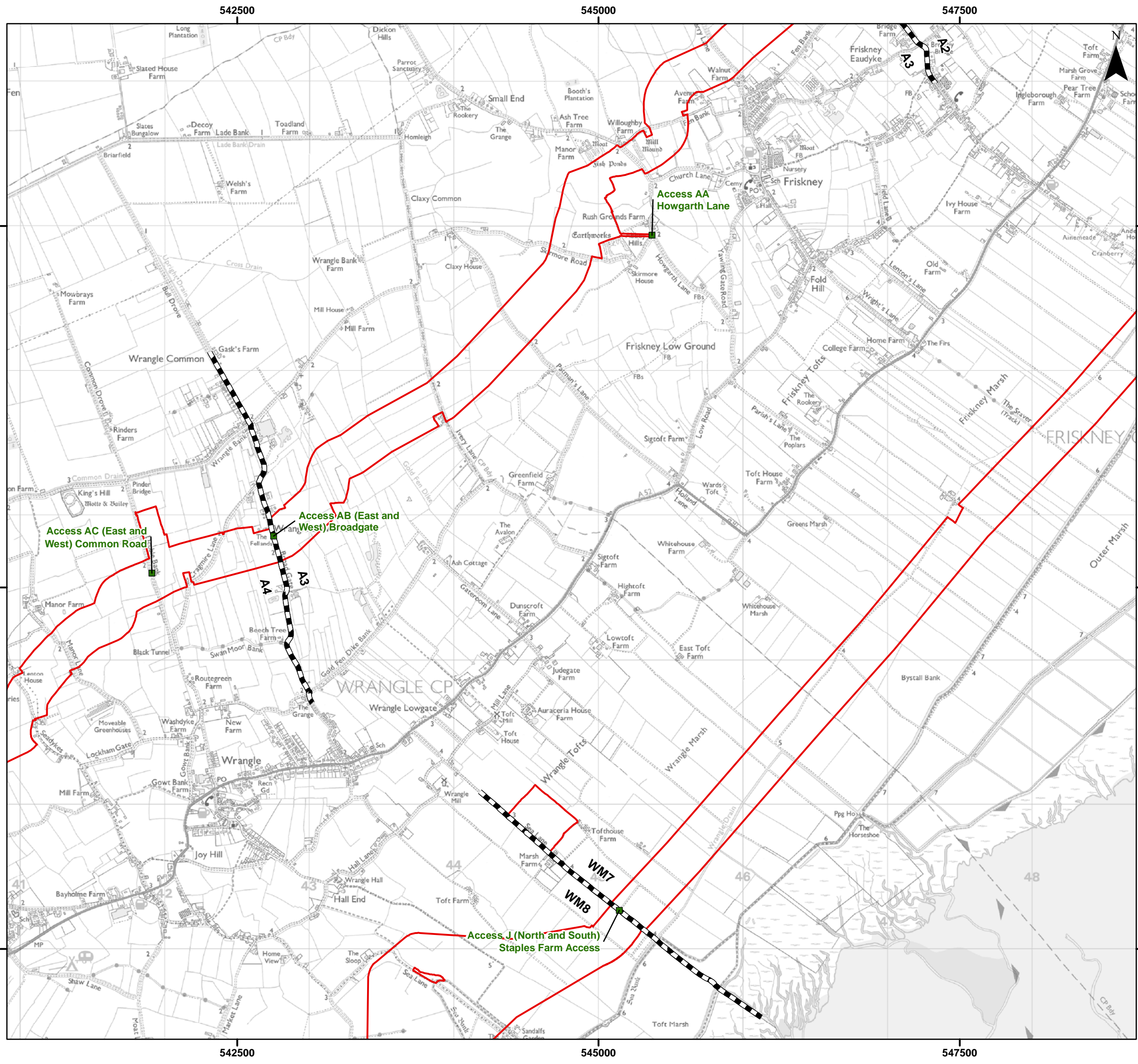
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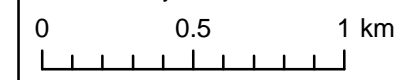
Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Construction Access Location

Sources:



Coordinate System: British National Grid



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Construction Access Locations

Figure 3.1.5

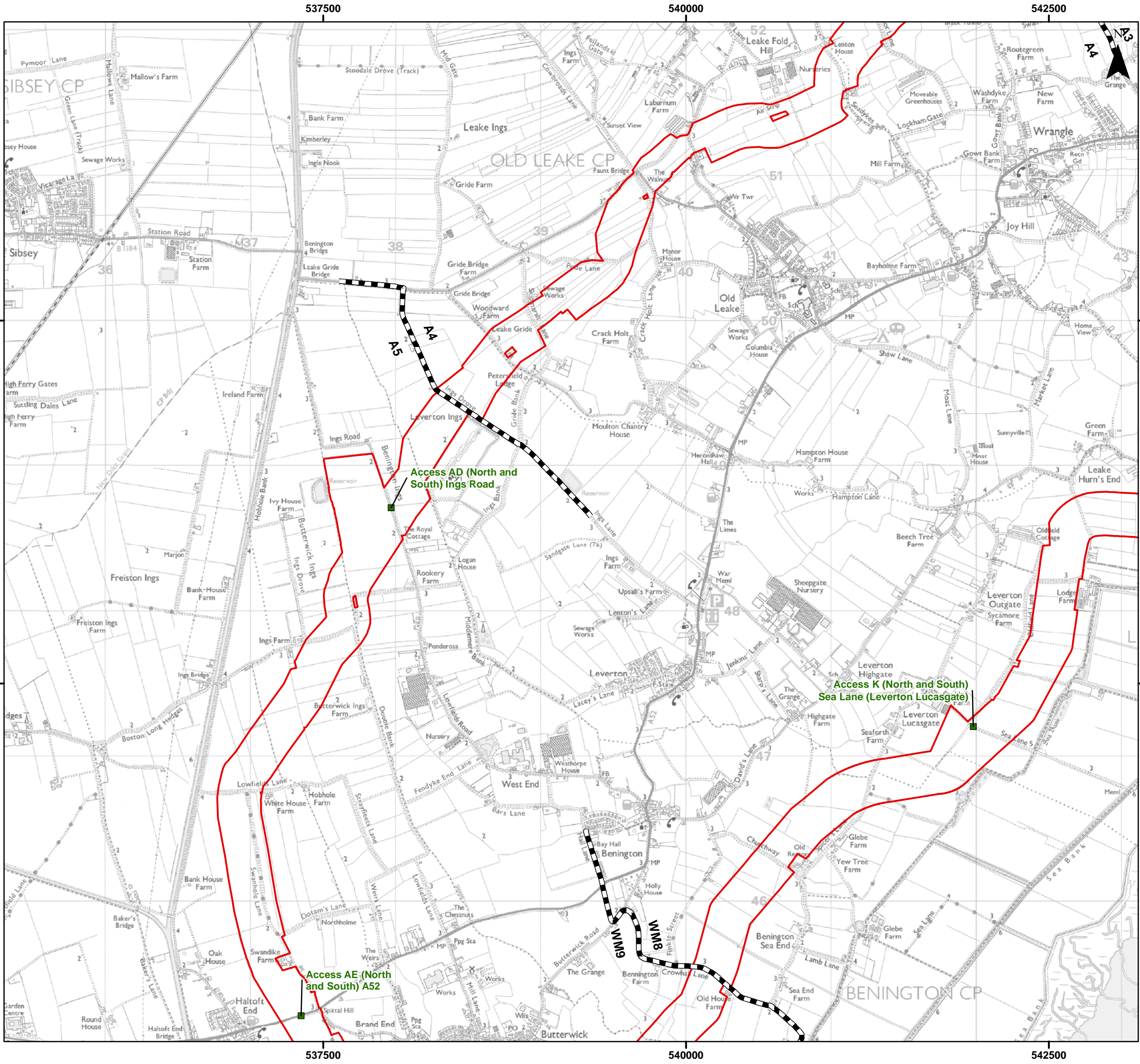


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- Onshore PEIR Boundary
- Onshore Segment Break
- Construction Access Location

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Construction Access Locations

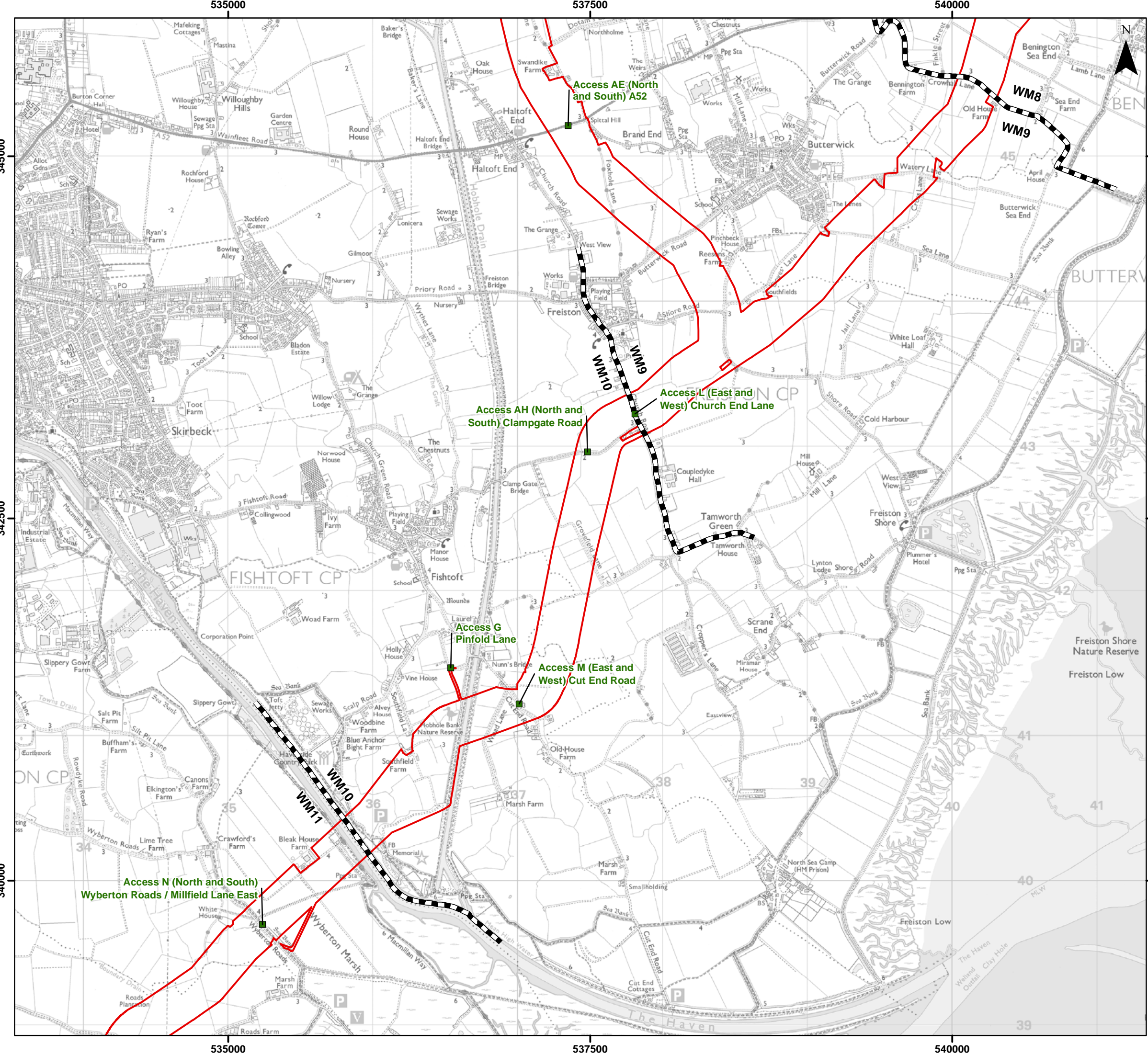
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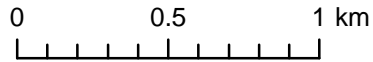
Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Construction Access Location

Sources:



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Construction Access Locations

Figure 3.1.7

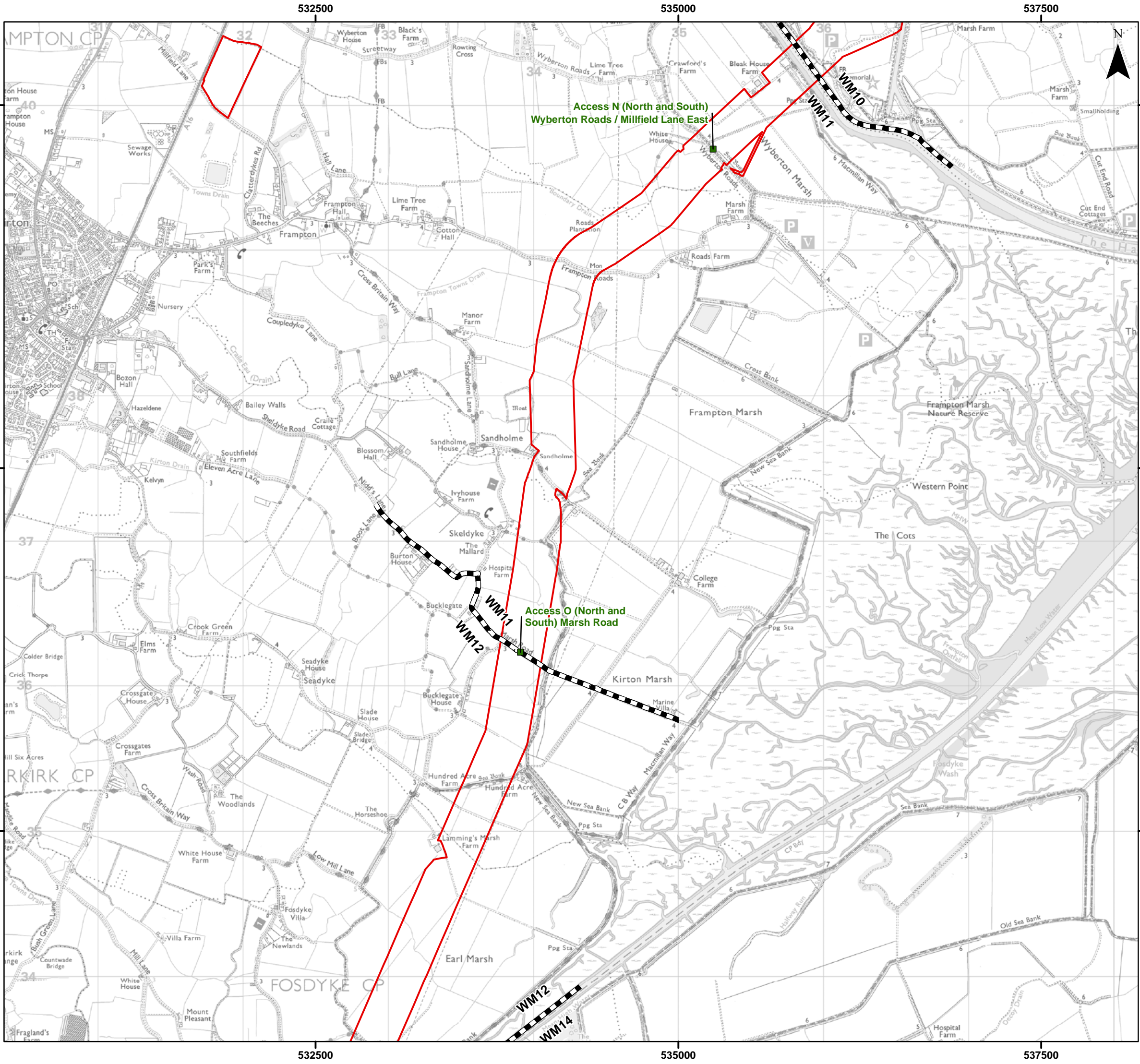


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Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Construction Access Location

Sources:



Coordinate System: British National Grid

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Construction Access Locations

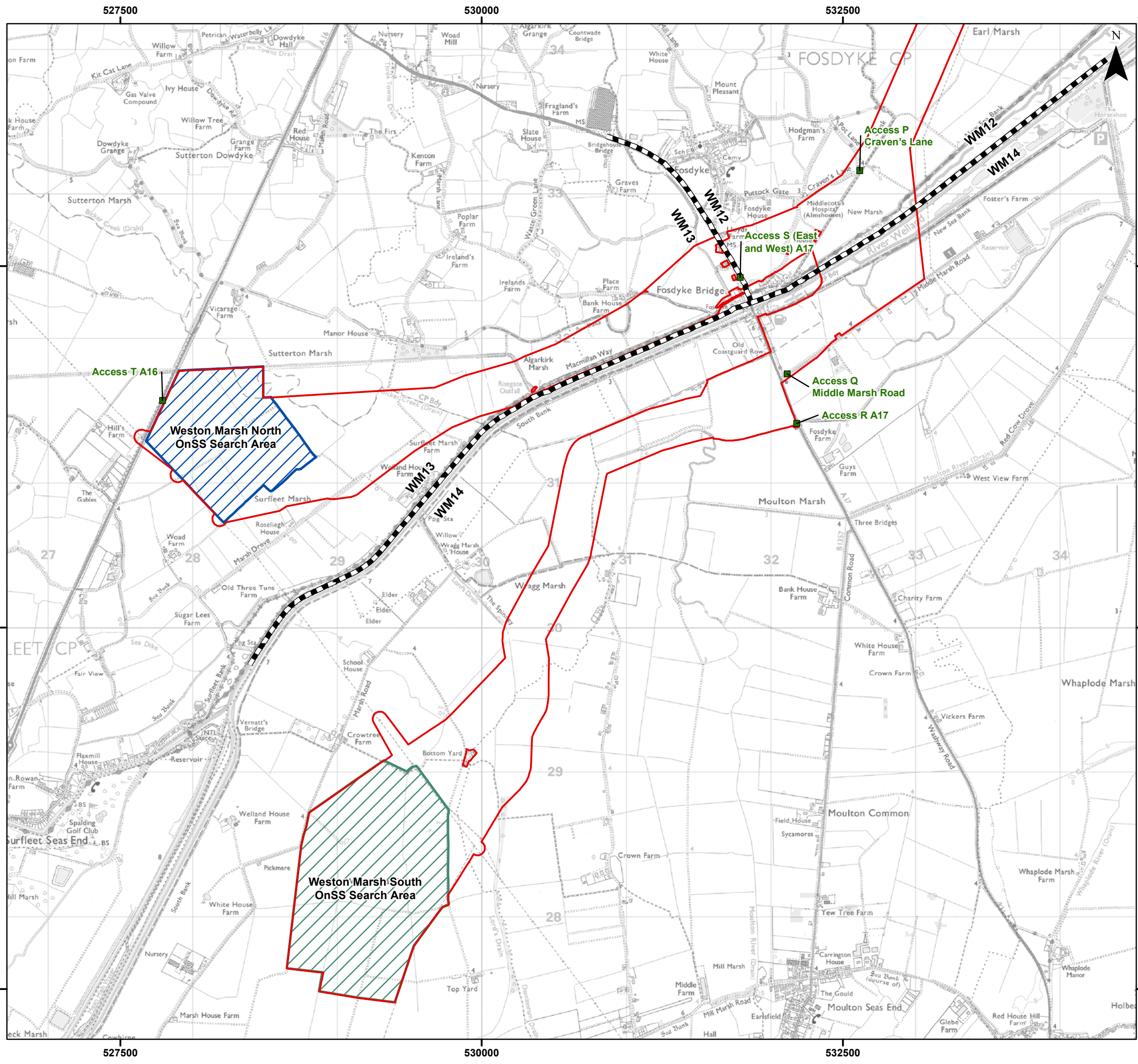
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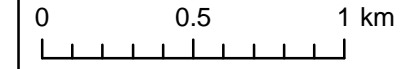
Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Weston Marsh North OnSS Search Area
- Weston Marsh South OnSS Search Area
- Construction Access Location

Sources:



Coordinate System: British National Grid



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Preliminary Environmental Information Report

Construction Access Locations

Figure 3.1.9



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- 3.2.4 Details of the final location, layout and control measures that would be required at the construction accesses would be discussed and agreed with LCC.
- 3.2.5 The Applicant would submit the detailed design and specifications for the site access locations to the relevant authorities prior to works commencing on site as part of the Final CTMP.
- 3.2.6 All traffic management measures adopted would be in accordance with Traffic Signs Manual, Chapter 8, Traffic Safety Measures and Signs for Road Works and Temporary Situations (Department for Transport (DfT), 2009).
- 3.2.7 TCCs would be constructed to provide site facilities for the workforce and also to allow plant and materials to be stored safely and securely near the works.
- 3.2.8 Each TCC would provide the following:
- Laydown areas;
 - Car parking for small to medium vehicles;
 - Parking and unloading areas for HGVs;
 - Waste storage facilities; and
 - Welfare facilities.
- 3.2.9 Each TCC located at the key construction sites would provide similar facilities, though with greater provision for car parking and HGV unloading areas where appropriate. In addition, they may include offices which would not only serve the adjoining construction activities but also as an administration area for the cable route.
- 3.2.10 All TCCs would have sufficient areas available at all times for all vehicles to enter in a forward gear and to be accepted directly.

3.3 Parking

- 3.3.1 Parking areas located at the TCCs would have safe and secure barriers to segregate all personnel from site plant and vehicle routes. All signage within designated car parking areas must be followed, with no vehicles parked in a way which restricts either vision or access.

3.4 On-Site Haul Roads

- 3.4.1 Access tracks would be monitored on a daily basis to identify any deterioration of the track condition. Non-emergency remedial works to the track would be carried out at times outside peak times of usage and significant emergency repairs would be undertaken immediately and adjacent track sections would be restricted from use as required to safely accommodate works.
- 3.4.2 All routes would be monitored for dust and control or suppression methods would be deployed as appropriate through the use of dust suppression water bowsers.

3.5 Road Crossings

Construction Vehicles

- 3.5.1 As a primary control measure, contractors would be required to minimise the requirement to travel along the public highway between different sections of the haul road. This would be achieved where possible through the construction of haul road crossings with entry and exit points directly opposite each other.
- 3.5.2 Where such access points are required to form crossings of the public highway, suitable measures would be incorporated in the access designs to ensure that the construction traffic crossing the highway is controlled for the duration of construction of that section.
- 3.5.3 Locations and details of any road crossings would be discussed and agreed with LCC before commencement of construction as part of the Final CTMP(s).
- 3.5.4 Road crossings would require control measures to ensure safe movement of construction traffic across the public highway as well as maintaining the safety of all other highway users.
- 3.5.5 The CTMP would include details of such measures which would include the following:
- Additional temporary signage to warn road users of heavy plant crossing the highway;
 - Additional temporary traffic calming measures for highway users at the crossing point;
 - Pedestrian arrangements at the crossing point;
 - Extent of road-sweeping activity in vicinity of access point; and
 - Frequency of monitoring of highway condition.
- 3.5.6 The locations that are likely to have a haul road crossing point for the Weston Marsh ECC south of the A52 option are identified in Table 3.4 and in Figure 3.2.

Table 3.4: Haul Road crossings - Weston Marsh south of the A52 Onshore ECC

Location	Onshore ECC section
Langham Road	WM1
Lowgate Road	WM1
A52 (west of Hogsthorpe)	WM1/WM2
Listoft Lane	WM2
Sloothby High Lane	WM2
South Ings Lane	WM2
Marsh Lane	WM2/WM3
Ingoldmells Road	WM3
Billgate Lane	WM4
Middlemarsh Road	WM4
Low Road	WM4/WM5
Pinchbeck Lane	WM5
A52 Croft Bank	WM5

Location	Onshore ECC section
Sea Lane (Wainfleet St Mary)	WM6
Sea Lane (RAF Wainfleet)	WM7
Sea Lane (Staples Farm)	WM7/WM8
Sea Lane (Roman Bank Cottage)	WM8
Oldfield Lane (east)	WM7
Oldfield Lane (south)	WM7
Leverton Marsh access road	WM7
Sea Lane (Leverton Lucasgate)	WM7
Spicer's Lane	WM8
Churchway	WM8
Crowhall Lane	WM8 /WM9
Watery Lane	WM9
Sea Lane (Butterwick)	WM9
Shore Road	WM9
Clampgate Road	WM10
Cut End Road	WM10
Frampton Roads	WM11
Sandholme Lane	WM11
Marsh Road	WM11/WM12
Wash Road	WM12

3.5.7 The locations that are likely to have a haul road crossing point for the Weston Marsh north of the A52 option are identified in Table 3.5 and in Figure 3.2.

Table 3.5: Haul Road crossings - Weston Marsh north of the A52 Onshore ECC

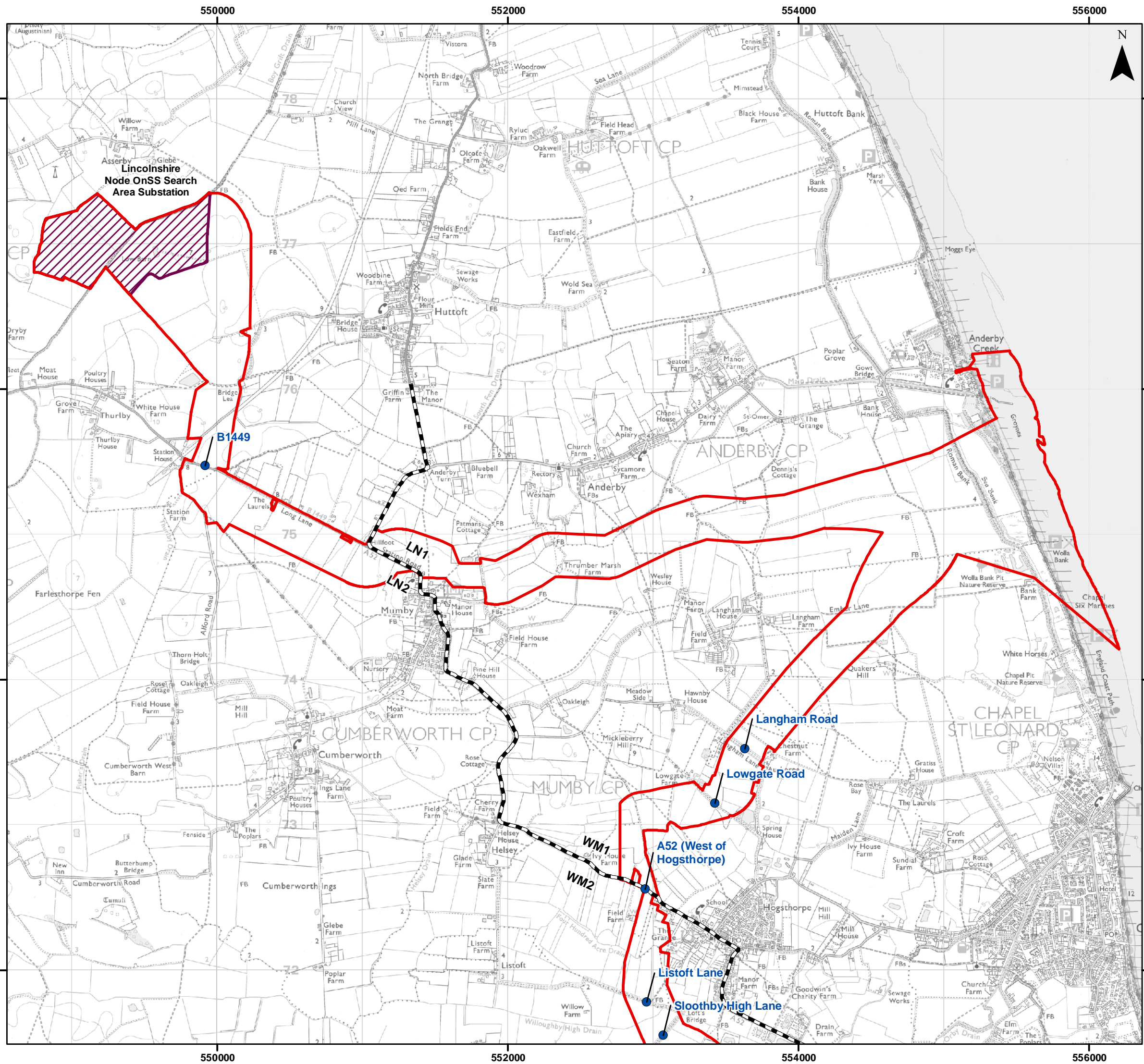
Location	Onshore ECC section
Langham Road	WM1
Lowgate Road	WM1
A52 (west of Hogsthorpe)	WM1/WM2
Listoft Lane	WM2
Sloothby High Lane	WM2
South Ings Lane	WM2
Marsh Lane	WM2/WM3
Ingoldmells Road	WM3
Billgate Lane	WM4
Middlemarsh Road	WM4
Low Road	WM4/A1
Church Lane	A1
Collision Gate	A1
Church Lane	A2
Scald Gate	A2
Burgh Road	A2
Cranberry Lane	A3

Location	Onshore ECC section
Mill Hill	A3
Small End Road	A3
Skirmore Road	A3
Patman's Lane	A3
Ivery Lane	A3
Cragmire Lane	A4
Double Bank	A4
Manor Lane	A4
Seadyke Lane	A4
Church Road	A4
Faunt Bridge	A4
Pode Lane	A4
Skipmarsh Lane	A4
Southfields	A4
Ings Drove	A4/A5
Double Bank	A5
Lowfields Lane	A5
Butterwick Road	A5
Shore Road	A5
Clamptgate Road	WM10
Cut End Road	WM10
Frampton Roads	WM11
Sandholme Lane	WM11
Marsh Road	WM11/WM12
Wash Road	WM12





3.5.8 For the Lincolnshire Node Onshore ECC option, the study area comprises the highway links show in Table 3.6 that will be crossed by the Onshore ECC, requiring a temporary lane or road closure, and/or could have a haul road crossing.

Table 3.6: Highway link crossings – Lincolnshire Node Onshore ECC

Highway links	ECC segment
B1449	LN2/OnSS (Lincolnshire Node)



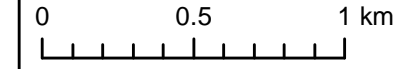
Legend

-  Onshore PEIR Boundary
-  Onshore Segment Break
-  Lincolnshire Node OnSS Search Area
-  Haul Road Crossing Location

Sources:



Coordinate System: British National Grid



Scale: 1:25,000

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Haul Road Crossings

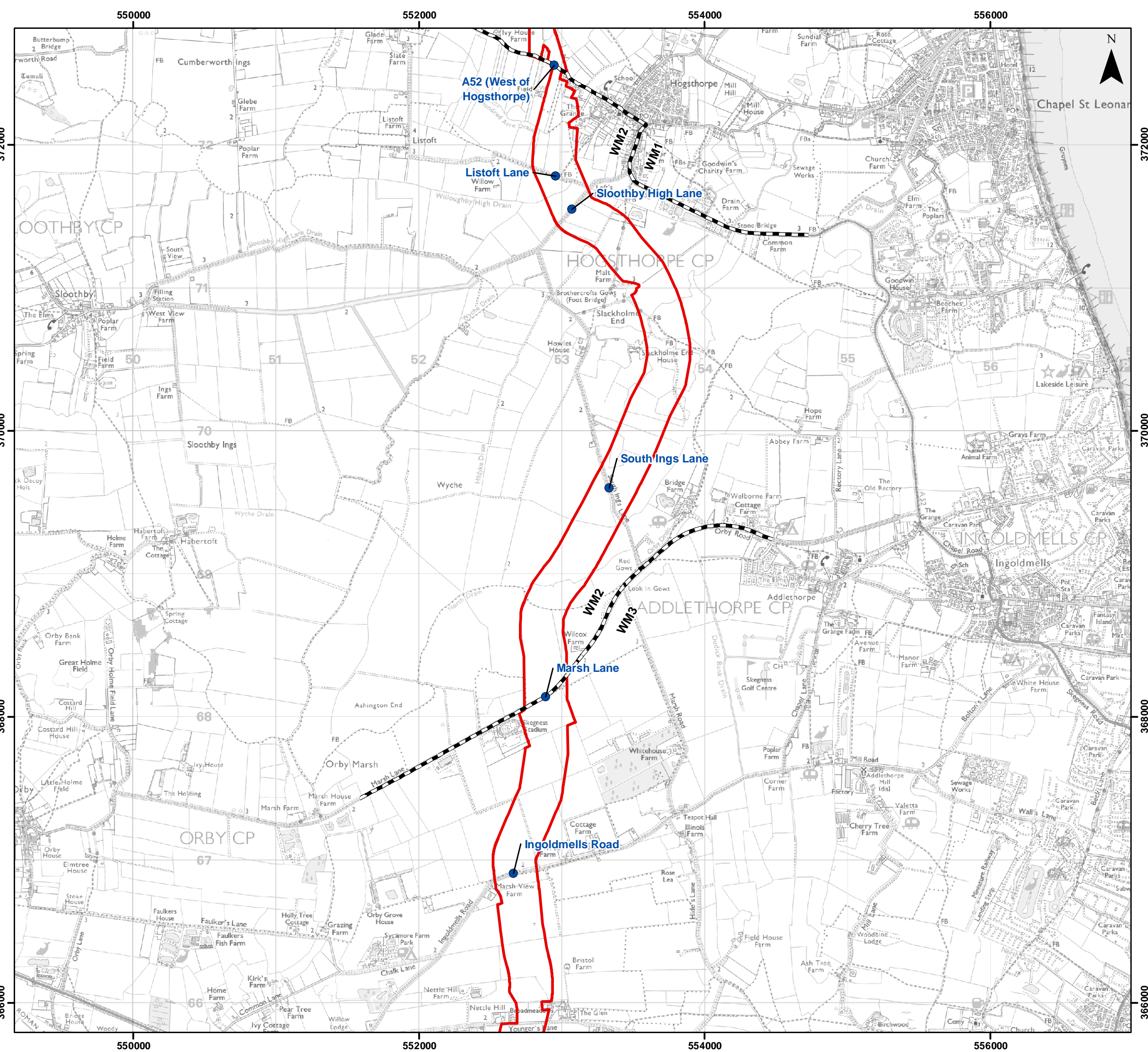
Figure 3.2.1



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Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Haul Road Crossing Location

Sources:

Coordinate System: British National Grid

0 0.5 1 km

Scale: 1:25,000

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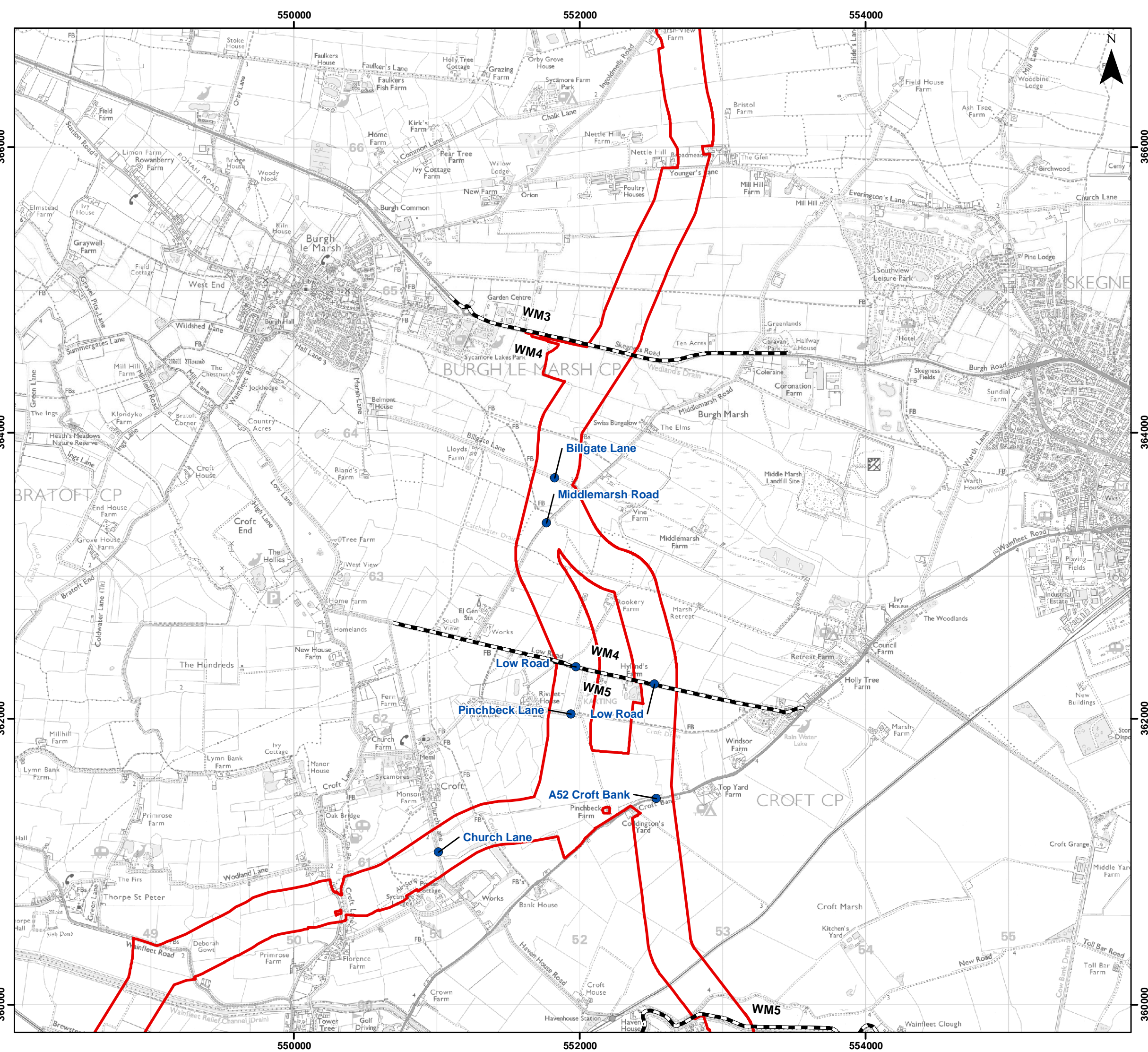
Haul Road Crossings

Figure 3.2.2

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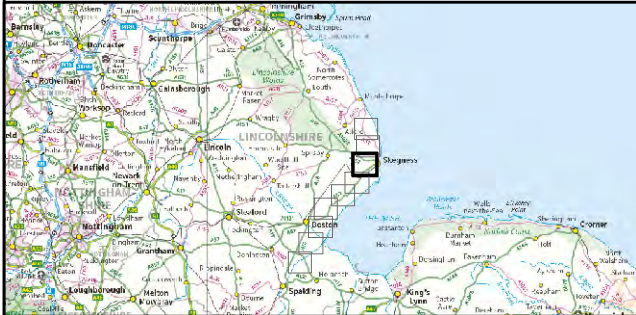
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Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Haul Road Crossing Location

Sources:



Coordinate System: British National Grid


0 0.5 1 km

Scale: 1:25,000

Preliminary Environmental Information Report


Haul Road Crossings

Figure 3.2.3

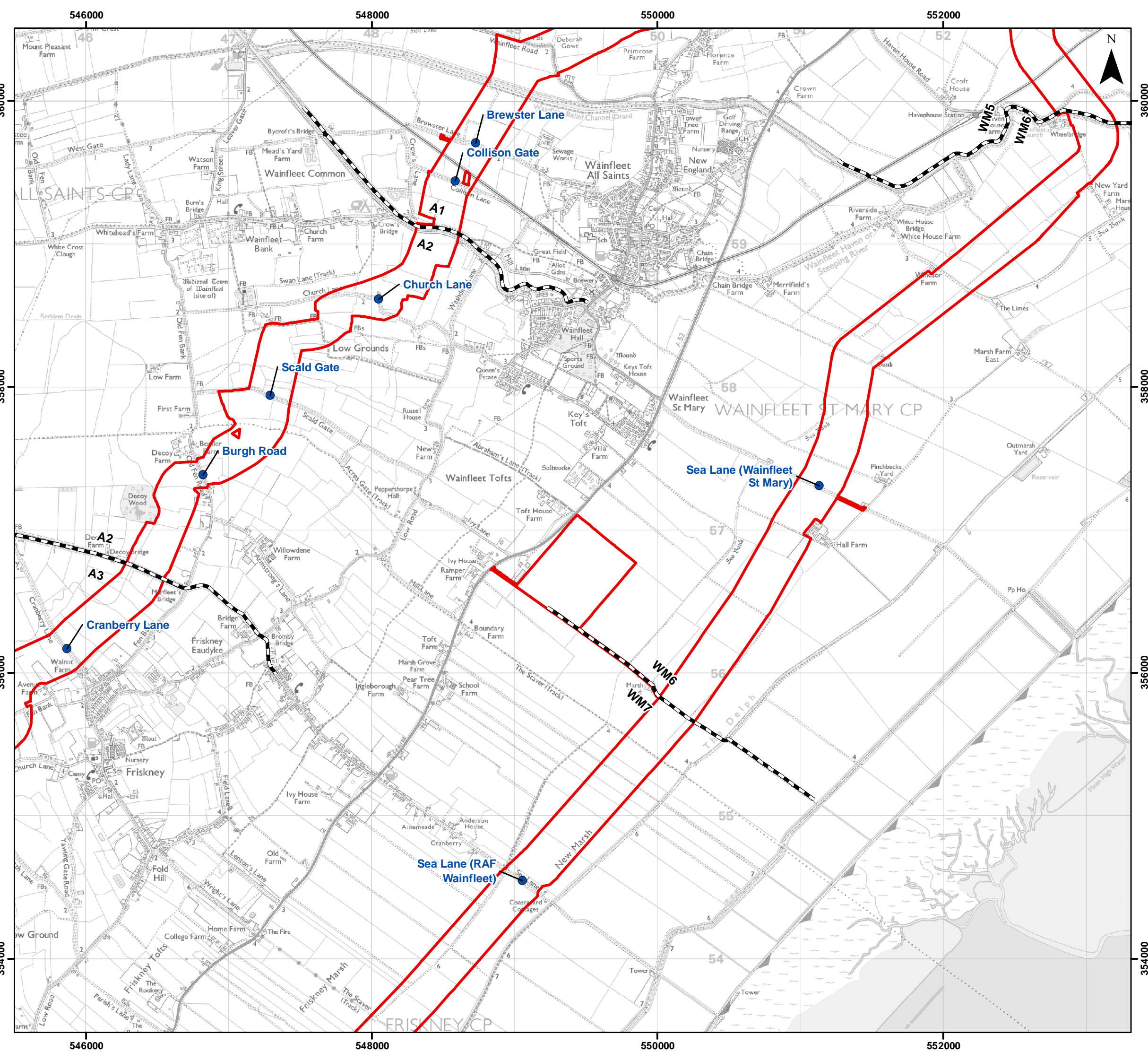


OUTER DOWSING OFFSHORE WIND

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Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Haul Road Crossing Location

Sources:

Coordinate System: British National Grid

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Scale: 1:25,000

Preliminary Environmental Information Report

Haul Road Crossings

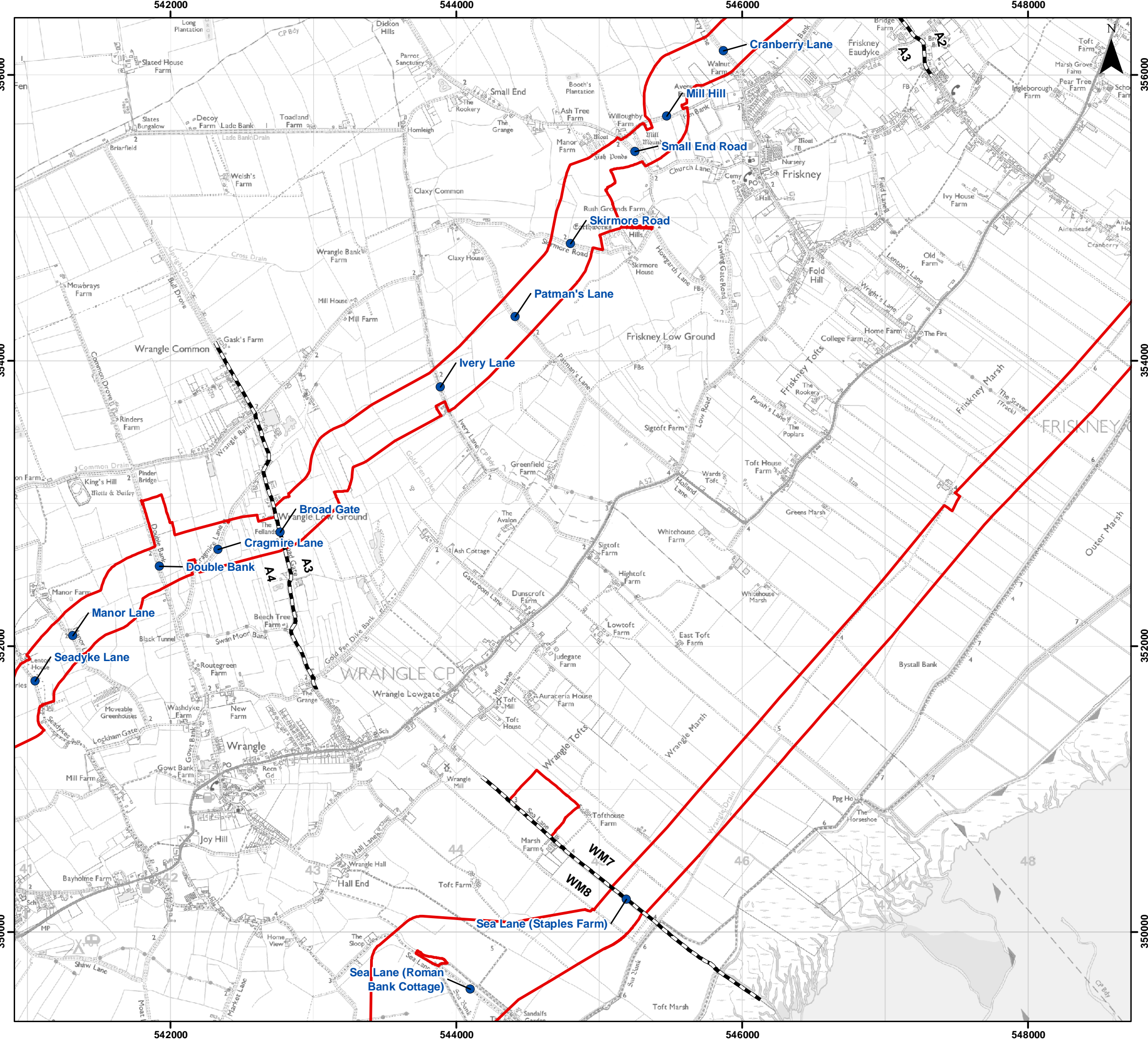
Figure 3.2.4

OUTER DOWSING
OFFSHORE WIND




SLR

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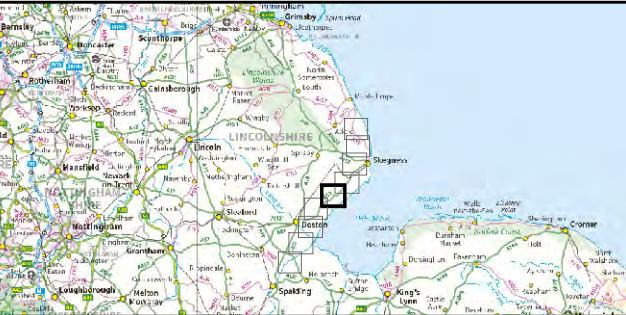
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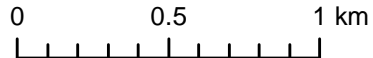
Legend

-  Onshore PEIR Boundary
-  Onshore Segment Break
-  Haul Road Crossing Location

Sources:



Coordinate System: British National Grid



Scale: 1:25,000

Preliminary Environmental Information Report

Haul Road Crossings

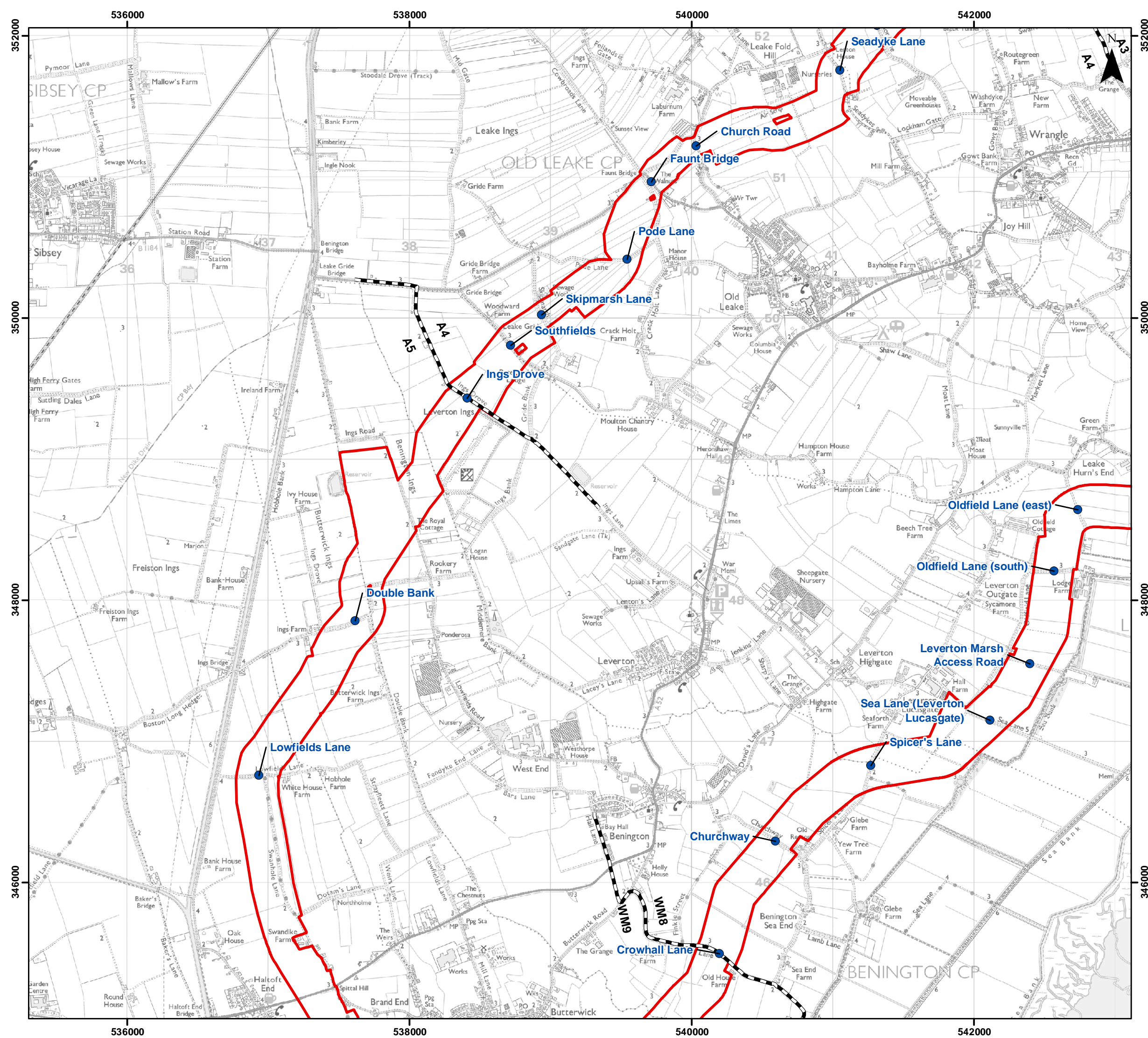
Figure 3.2.5



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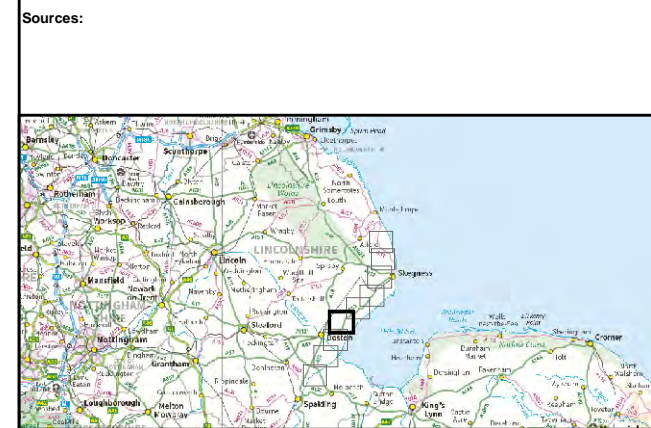


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Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Haul Road Crossing Location



Coordinate System: British National Grid

0 0.5 1 km

Scale: 1:25,000

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Haul Road Crossings

Figure 3.2.6

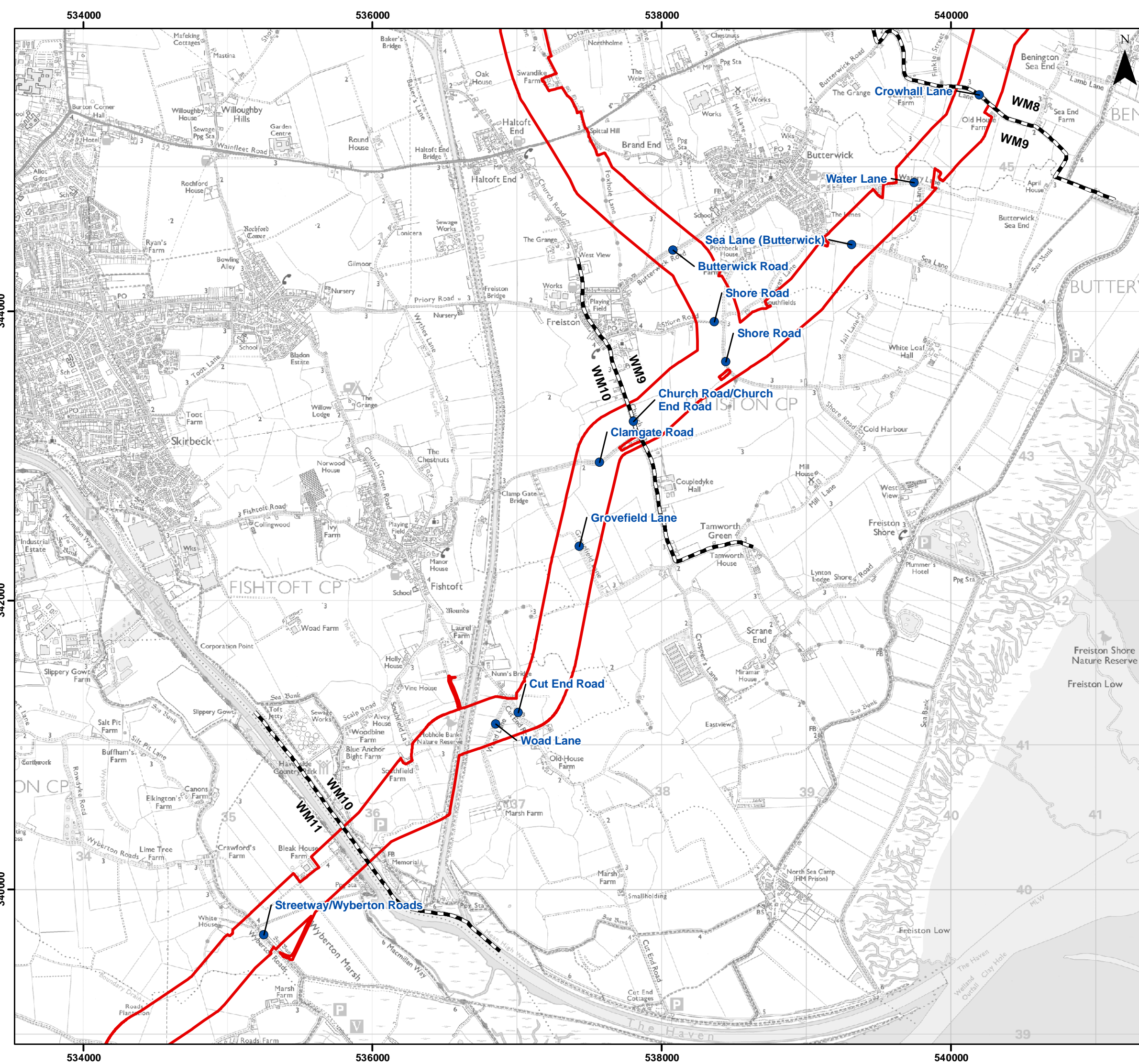
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OFFSHORE WIND

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Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Haul Road Crossing Location

Sources:

Coordinate System: British National Grid

0 0.5 1 km

Scale: 1:25,000

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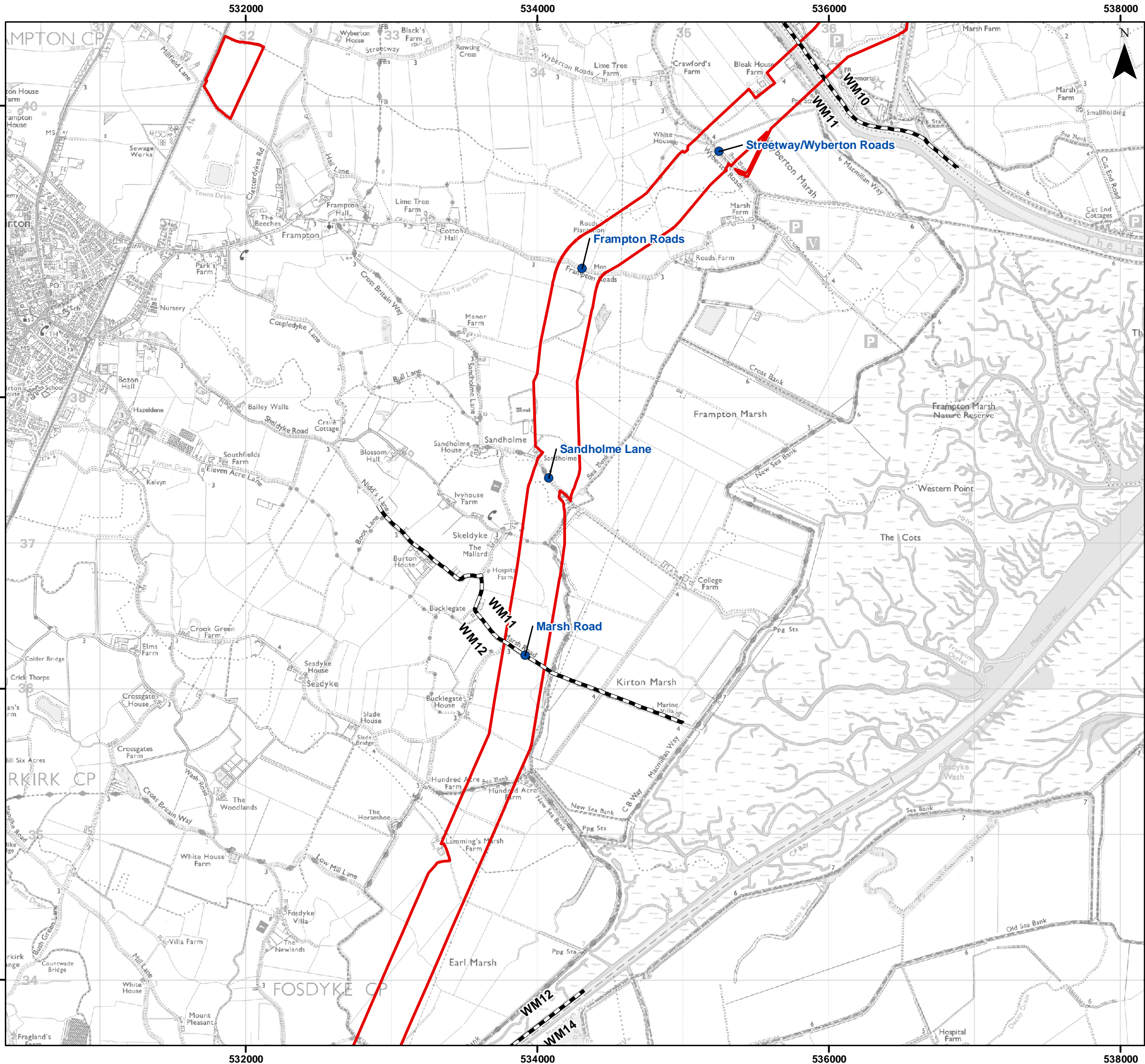
Haul Road Crossings

Figure 3.2.7




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Legend

-  Onshore PEIR Boundary
-  Onshore Segment Break
-  Haul Road Crossing Location

Sources:



Coordinate System: British National Grid

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Scale: 1:25,000

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Haul Road Crossings

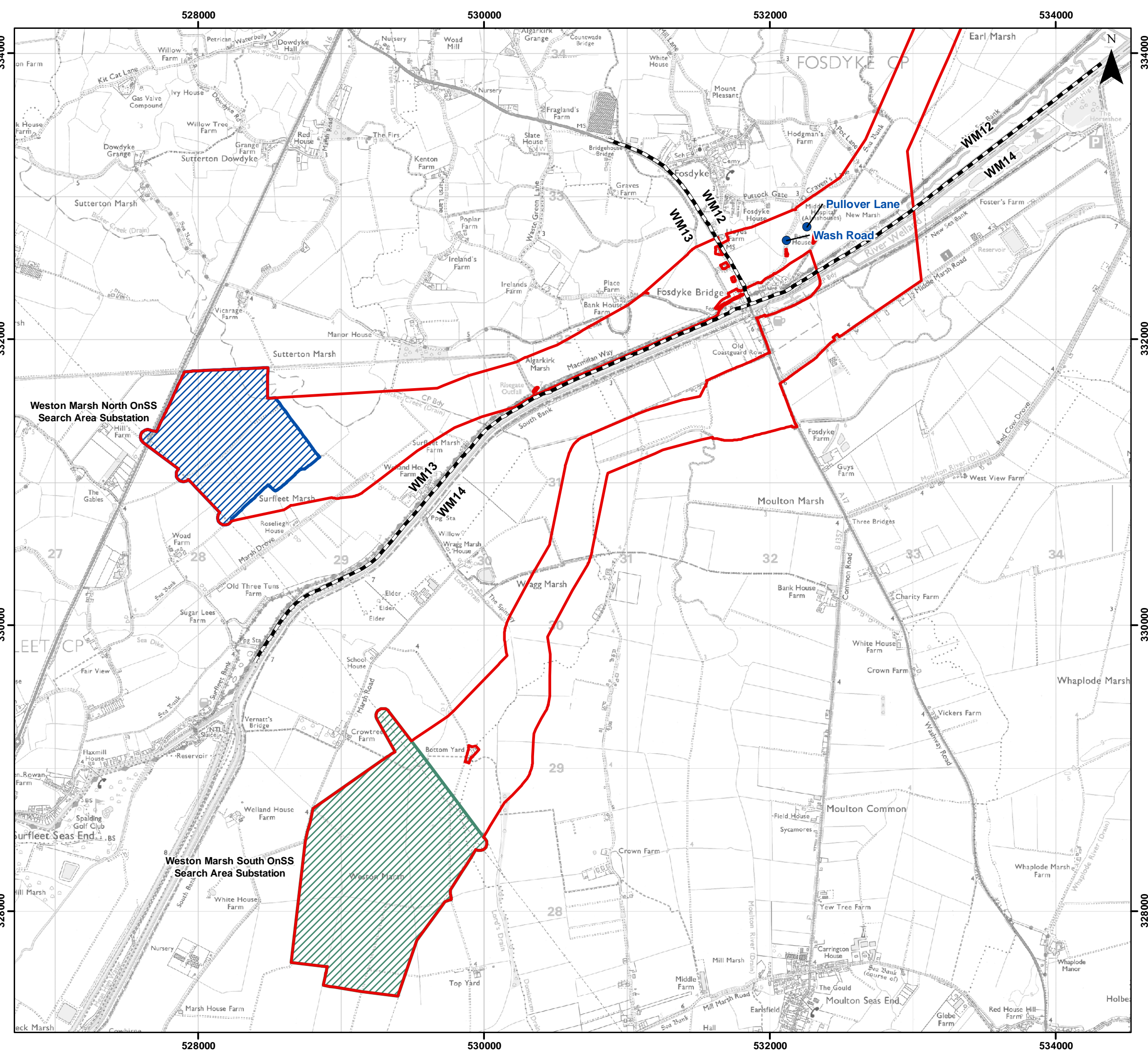
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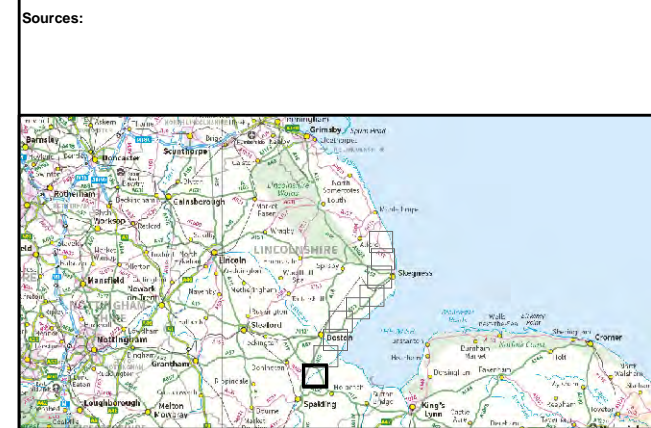


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Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Weston Marsh North OnSS Search Area
- Weston Marsh South OnSS Search Area
- Haul Road Crossing Location



Coordinate System: British National Grid

0 0.5 1 km

Scale: 1:25,000

Preliminary Environmental Information Report

Haul Road Crossings

Figure 3.2.9

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Cable Crossing

- 3.5.9 The Onshore ECC would cross a number of public roads for which trenchless crossing techniques may be used to install the cable ducting. Therefore, no management measures for the control of traffic would be required for this aspect of the works.
- 3.5.10 Open trenching would be used for installing the cable under some public roads, which would require either a temporary lane closure or a full temporary road closure whilst these works are undertaken.

Temporary Lane Closures

- 3.5.11 Where feasible, for the roads where the open trenching method is to be adopted and can be kept open at all times to minimise disruption, it is proposed that:
- The road crossings would be completed in two stages maintaining one traffic lane in each direction;
 - Traffic would be controlled through temporary traffic signals;
 - A safe route would be maintained for pedestrians through the works areas;
 - Advanced signing would be implemented to assist drivers in finding alternative routes; and
 - The works would be staggered.
- 3.5.12 To ensure that one lane can be maintained in each direction the process would involve the installation of ducts halfway across the road, before swapping to install ducts on the other half of the road, thereby allowing the onshore cables to be pulled through at a later date. A minimum highway lane of 3.0m and a minimum lateral safety clearance of 0.5m would be maintained.

Temporary Road Closures

- 3.5.13 For roads where it is not possible to keep one lane open in order to maintain a safe separation between the construction works and travelling public there would be a requirement for a temporary closure to through traffic.
- 3.5.14 The final design of any temporary road closure would be developed by the appointed contractor and agreed with LCC as the local highway authority.
- 3.5.15 For roads where there is an alternative route option, signage advising of the diversion would be provided.
- 3.5.16 For minor roads that provide access to a small number of uses without alternative access options, to ensure that access can be maintained, it may be possible to use steel plates to allow local access over the open trenches. The Applicant would consult directly with residents in relation to the traffic management measures that would be adopted.

3.6 On-Site Traffic Safety

- 3.6.1 All traffic visiting construction sites would be required to report to site security where they would obtain clear instructions, before further movement is acceptable. If applicable an induction would be completed, vehicle permits would be issued, and the Site rules & emergency procedure would be explained.
- 3.6.2 The site speed limit shall be 15mph on all site access roads and must be adhered to at all times. Appropriate speed limits within the TCCs would be set. Speed limit signs shall be installed on access roads and haul roads.
- 3.6.3 All traffic would use the signed site directions and all drivers would accommodate other track users in a courteous manner. Reversing (other than to park) within the compound areas is not permitted.
- 3.6.4 Full time site traffic (vehicles/plant situated on-site for majority of construction phase) that requires re-fuelling would follow the instructions supplied at their induction and also the guidelines within their method statement for the works.
- 3.6.5 Heavy site traffic would be equipped with audible reversing warning with additional visual aids e.g. reversing cameras, mirrors utilised on all plant. All safety features must be inspected on a daily basis with faults immediately reported to the Foreman Fitter who would assess and repair any damage to the plant. Site management would ensure that all loads are covered fully to limit the loss of material in transit.

3.7 Vehicle Cleaning

- 3.7.1 A wheel and body wash would be operated at each construction access or haul road crossing, to ensure materials are not transferred onto the highway, and road cleaning would take place when required to remove any deposits that are carried from the site.

3.8 Banksperson

- 3.8.1 A banksperson would be used to direct construction vehicles in and out of a construction access, where required, in conjunction with any other traffic management measures.

3.9 Public Access Management

- 3.9.1 The specific location and measures for ensuring the safety of users of the Public Rights of Way (PRoW) that cross or are adjacent to the proposed construction works are set out in the Outline Public Access Management Plan (PAMP).

4 Vehicle Routeing and Off-Site Control Measures

4.1 Vehicle Routeing

Routes for HGV Construction Traffic

4.1.1 The anticipated routes for HGV construction traffic to construction access locations for the Weston Marsh south of the A52 Onshore ECC option are provided in Table 4.1 below and illustrated in Figure 4.1.

Table 4.1: Construction vehicle routes – Weston Marsh south of the A52 Onshore ECC

Construction access	Construction vehicle route	Notes
A	A158 and A16 or A16/A1104 (Alford)/A1449	n/a
AG	A158 or A16, A1028 and A158/Gunby Road/Marsh Lane/South Ings Lane/Sloothby High Lane/Listoft Lane	n/a
B	A158 or A16, A1028 and A158/Gunby Road/Marsh Lane/South Ings Lane/Sloothby High Lane	n/a
C	A158 or A16, A1028 and A158/Gunby Road/Marsh Lane/South Ings Lane	n/a
D	A158 or A16, A1028 and A158/Gunby Road/Marsh Lane	n/a
E	A158 or A16, A1028 and A158	Construct haul road from A158 end, and then could be used for HGVs accessing the A52 to avoid Skegness.
F – J	A158 or A16, A1028 and A158/Lincoln Road (via Skegness)/A52	Once the haul road between the A52 and A158 has been constructed, this could be used by HGVs to avoid Skegness).
J – K	A17/A1121/A6 (via Boston)/A52 or A158/A16/A52 (avoiding Boston)	n/a
L	A17/A1121/A6 (via Boston)/A52/Church End Road or A158/A16/A52 (avoiding Boston)/Church End Road	The need for passing places or any other improvements would be investigated should this Onshore ECC option be taken forward for the DCO application.
AH	A17/A1121/A6 (via Boston)/A52/Church End Road or A158/A16/A52 (avoiding Boston)/Church End Road/Clampgate Road	The need for passing places or any other improvements would be investigated should this Onshore ECC option be taken forward for the DCO application.

Construction access	Construction vehicle route	Notes
M	A17/A1121/A6 (via Boston)/A52/Church End Road/haul road/Cut End Road or A158/A16/A52 (avoiding Boston)/Church End Road /haul road /Cut End Road	The need for passing places or any other improvements would be investigated should this Onshore ECC option be taken forward for the DCO application.
G	A17/A1121/A6 (via Boston)/A52/Church End Road/haul road/Cut End Road or A158/A16/A52 (avoiding Boston)/Church End Road /haul road /Cut End Road/Pinfold Lane	The need for passing places or any other improvements would be investigated should this Onshore ECC option be taken forward for the DCO application.
N	A16 or A17 and A16/Millfield Road East/Low Road/Streetway/Wyberton Roads	The need for passing places or any other improvements would be investigated should this Onshore ECC option be taken forward for the DCO application.
O	A16 or A17 and A16/Station Road/Skeldyke Road/Nidd's Lane/Marsh Road	The need for passing places or any other improvements would be investigated should this Onshore ECC option be taken forward for the DCO application.
P	A17 or A16 and A17/Wash Road/Craven's Lane	The need for passing places or any other improvements would be investigated should this Onshore ECC option be taken forward for the DCO application.
Q	A17 or A16 and A17/Middle Marsh Road	n/a
R	A17 or A16 and A17	n/a
S	A17 or A16 and A17/Surfleet Bank	n/a
T	A16 or A17 and A16	n/a

4.1.2 The anticipated routes for HGV construction traffic to construction access points for the Weston Marsh north of the A52 Onshore ECC option are provided in Table 4.2 below and illustrated in Figure 4.2.

Table 4.2: Construction vehicle routes – Weston Marsh north of the A52 Onshore ECC

Construction access	Construction vehicle route	Notes
A	A158 or A16/A1104 (Alford)/A1449	n/a

Construction access	Construction vehicle route	Notes
AG	A158 or A16, A1028 and A158/Gunby Road/Marsh Lane/South Ings Lane/Sloothby High Lane/Listoft Lane	n/a
B	A158 or A16, A1028 and A158/Gunby Road/Marsh Lane/South Ings Lane/Sloothby High Lane	n/a
C	A158 or A16, A1028 and A158/Gunby Road/Marsh Lane/South Ings Lane	n/a
D	A158 or A16, A1028 and A158/Gunby Road/Marsh Lane	n/a
E	A158 or A16, A1028 and A158	Construct haul road from A158 end, and then could be used for HGVs accessing the A52 to avoid Skegness.
F and U	A158 or A16, A1028 and A158/Lincoln Road (via Skegness)/A52	Once the haul road between the A52 and A158 has been constructed, this could be used by HGVs to avoid Skegness).
V	A158 or A16, A1208 and A158/Gunby Road, B1195	n/a
W	A158 or A16, A1028 and A158/Lincoln Road (via Skegness)/A52/Boston Road/Mill Lane/Collision Gate/Crow's Lane/Brewster Lane	<p>Once the haul road between A52 and A158 has been constructed, this could be used by HGVs to avoid Skegness.</p> <p>Articulated HGVs and Low Loaders would be required to access via High Street in Wainfleet All Saints.</p> <p>The need for passing places or any other improvements would be investigated should this Onshore ECC option be taken forward for the DCO application.</p>
X	A158 or A16, A1028 and A158/Lincoln Road (via Skegness)/A52/Boston Road/Mill Lane	Once the haul road between A52 and A158 has been constructed,

Construction access	Construction vehicle route	Notes
		<p>this could be used by HGVs to avoid Skegness.</p> <p>Articulated HGVs and Low Loaders would be required to access via High Street in Wainfleet All Saints, then via Brewster Lane/Crow's Lane and Collision Gate via the level crossing (A grounding assessment would be undertaken to check the low loader can negotiate the level crossing should this Onshore ECC option be taken forward).</p> <p>The need for passing places or any other improvements would be investigated should this Onshore ECC option be taken forward for the DCO application.</p>
Y	A158 or A16, A1028 and A158/Lincoln Road (via Skegness)/A52/Boston Road/Low Lane/Church Lane or Ivy Lane/Low Lane/Church Lane	<p>Once the haul road between A52 and A158 has been constructed, this could be used by HGVs to avoid Skegness.</p> <p>The need for passing places or any other improvements would be investigated should this Onshore ECC option be taken forward for the DCO application.</p>
Z	A158 or A16, A1028 and A158/Lincoln Road (via Skegness)/A52/Boston Road/Low Lane/Scald Gate or Ivy Lane/Low Lane/Scald Gate	<p>Once the haul road between A52 and A158 has been constructed, this could be used by HGVs to avoid Skegness.</p>

Construction access	Construction vehicle route	Notes
		<p>The need for passing places or any other improvements would be investigated should this Onshore ECC option be taken forward for the DCO application.</p> <p>A one-way system could be implemented to minimise vehicular conflict on these access routes.</p>
AA	A158 or A16, A1028 and A158/Lincoln Road (via Skegness)/A52/Low Road/Yawning Gate Road/Howgarth Lane/Skirmore Road	<p>Once the haul road between A52 and A158 has been constructed, this could be used by HGVs to avoid Skegness.</p> <p>The need for passing places or any other improvements would be investigated should this Onshore ECC option be taken forward for the DCO application.</p>
AB	A17/A1121/A6 (via Boston)/A52/Broadgate or A158/A16/A52 (avoiding Boston)/Broadgate	<p>The need for passing places or any other improvements would be investigated should this Onshore ECC option be taken forward for the DCO application.</p> <p>A one-way system could be implemented with Common Road to minimise vehicular conflict on these access routes.</p>
AC	A17/A1121/A6 (via Boston)/A52/Common Road or A158/A16/A52 (avoiding Boston)/Common Road	<p>The need for passing places or any other improvements would be investigated should this Onshore ECC option be</p>

Construction access	Construction vehicle route	Notes
		<p>taken forward for the DCO application.</p> <p>A one-way system could be implemented with Broadgate to minimise vehicular conflict on these access routes.</p>
AD	A17/A1121/A6 (via Boston)/A52/West End Road/Lowfields Road/Ings Road or A158/A16/A52 (avoiding Boston)/West End Road/Lowfields Road/Ings Road	The need for passing places or any other improvements would be investigated should this Onshore ECC option be taken forward for the DCO application.
AE	A17/A1121/A6 (via Boston)/A52 or A158/A16/A52 (avoiding Boston)	n/a
L	A17/A1121/A6 (via Boston)/A52/Church End Road or A158/A16/A52 (avoiding Boston)/Church End Road	The need for passing places or any other improvements would be investigated should this Onshore ECC option be taken forward for the DCO application.
M	A17/A1121/A6 (via Boston)/A52/Church End Road/haul road/Cut End Road or A158/A16/A52 (avoiding Boston)/Church End Road /haul road /Cut End Road	The need for passing places or any other improvements would be investigated should this Onshore ECC option be taken forward for the DCO application.
G	A17/A1121/A6 (via Boston)/A52/Church End Road/haul road/Cut End Road or A158/A16/A52 (avoiding Boston)/Church End Road /haul road /Cut End Road/Pinfold Lane	The need for passing places or any other improvements would be investigated should this Onshore ECC option be taken forward for the DCO application.
N	A16 or A17 and A16/Millfield Road East/Low Road/Streetway/Wyberton Roads	The need for passing places or any other improvements would be investigated should this Onshore ECC option be taken forward for the DCO application.

Construction access	Construction vehicle route	Notes
O	A16 or A17 and A16/Station Road/Skeldyke Road/Nidd's Lane/Marsh Road	The need for passing places or any other improvements would be investigated should this Onshore ECC option be taken forward for the DCO application.
P	A17 or A16 and A17/Wash Road/Craven's Lane	The need for passing places or any other improvements would be investigated should this Onshore ECC option be taken forward for the DCO application.
Q	A17 or A16 and A17/Middlemarsh Road	n/a
R	A17 or A16 and A17	n/a

4.1.3 The anticipated routes for HGV construction traffic to construction access points for the Lincolnshire Node Onshore ECC option are provided in Table 4.3 below and illustrated in Figure 4.3.

Table 4.3: Construction access routes – Lincolnshire Node Onshore ECC

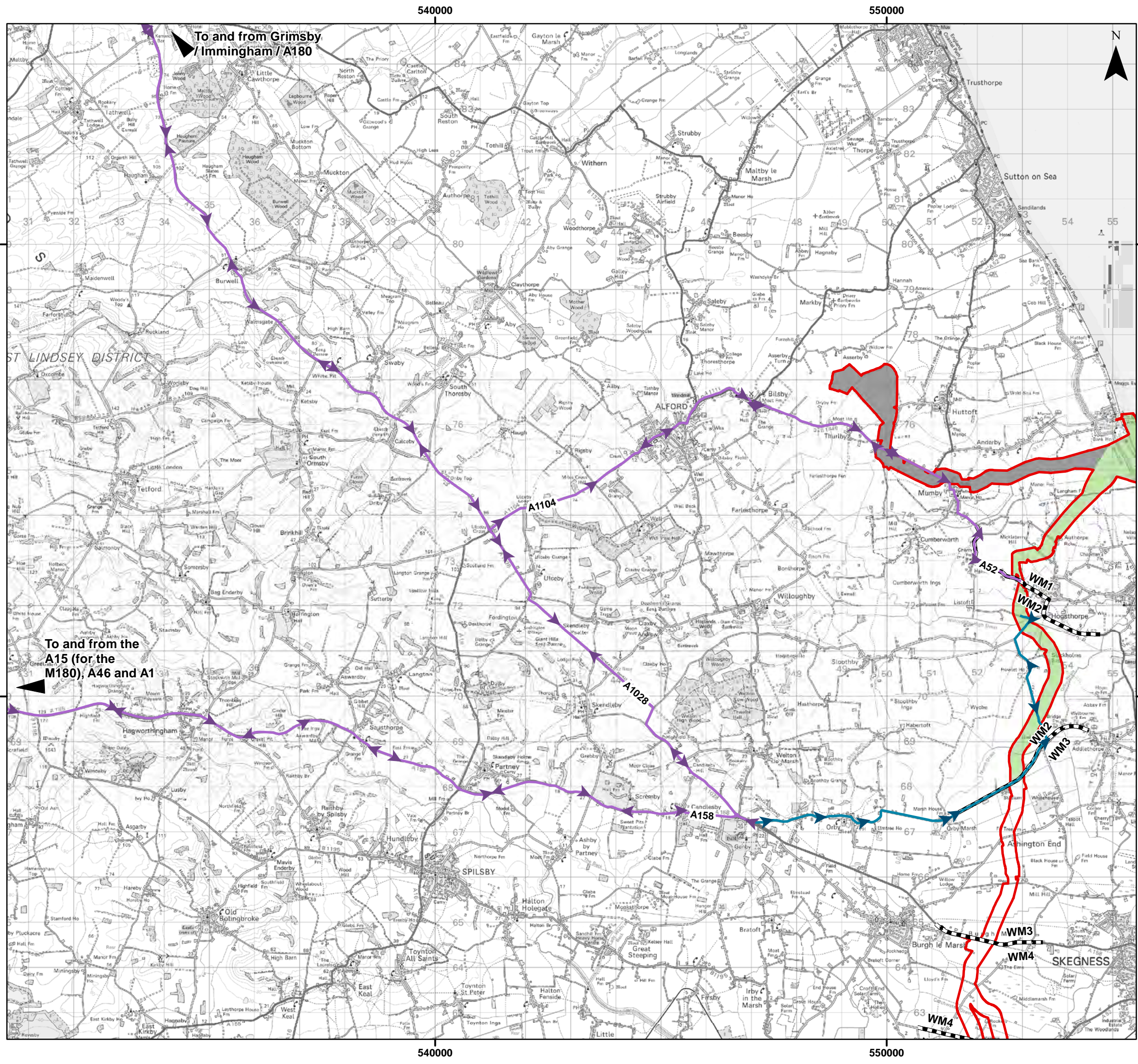
Construction access	Construction vehicle route	Notes
A and B	A158 or A16/A1104 (Alford)/A1449	n/a

4.1.4 Final routing arrangements would be agreed with LCC and recorded in the Final CTMP(s).

4.1.5 All delivery contractors and construction staff would be instructed to use the agreed construction access routes, with compliance with the Final CTMP(s) for each stage of the onshore works being a condition of supply contracts and a number of measures would be implemented to ensure compliance:

- Construction access routes would have temporary signs posted along the proposed routes to site accesses prior to the commencement of construction activities, with the nature and placement of signage to be agreed with LCC. Where multiple access points use a common road to site, signage would be clearly distinguishable between access points;
- Signage would also be placed at the exit of construction site access points to instruct construction traffic to follow the designated route and where there are particularly sensitive locations (such as the conservation area at Frampton) signage to state no HGVs for example;
- The delivery routes would be communicated by the Applicant to all companies and/or drivers involved in the transport of materials and plant to and from site by HGV construction vehicle;

- Data from HGV vehicles that are fitted with monitoring devices (such as Global Positioning System (GPS) tracking) to record the routes, timing, speed of vehicles when making deliveries, would be available to assist in auditing and complaint investigation; and
- The registration numbers for all HGVs making deliveries would be recorded. Coupled with the HGV monitoring device data (where fitted) outlined above, this would allow a check of any reported breaches of the agreed delivery routes and allow enforcement action to be undertaken if required.



To and from Grimsby
/ Immingham / A180

To and from the
A15 (for the
M180), A46 and A1

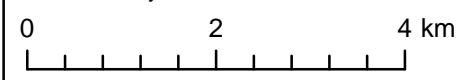
Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Core Construction Access
- Local Construction Access

Sources:



Coordinate System: British National Grid



Scale: 1:80,000

Preliminary Environmental Information Report

Weston Marsh (south of the A52) Onshore
ECC Construction Vehicle Routes
Segments 1 and 2
Figure 4.1.1

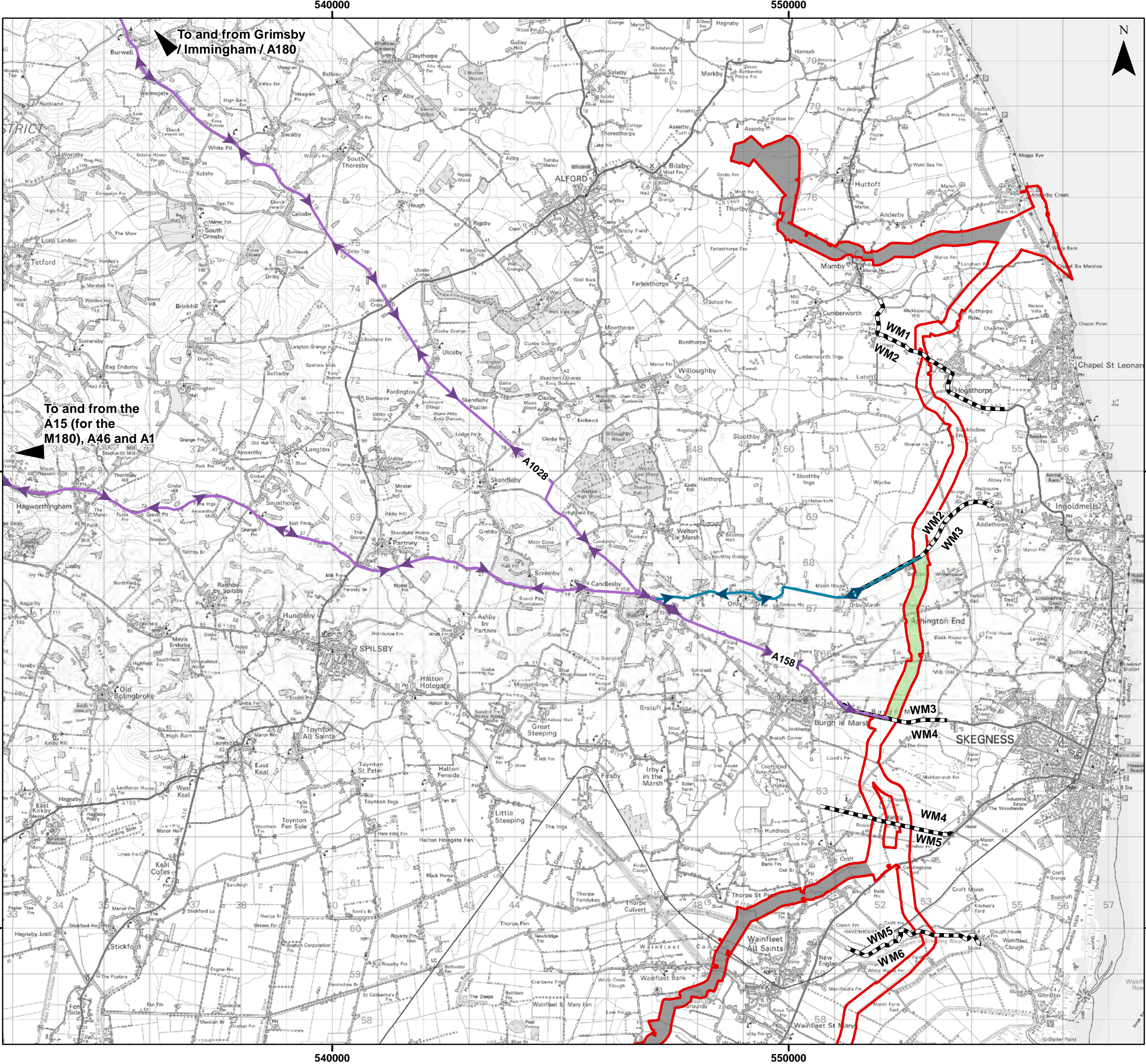


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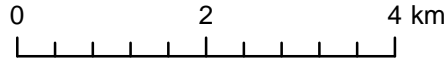
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- Onshore Segment Break
- Core Construction Access
- Local Construction Access

Sources:



Coordinate System: British National Grid



Scale: 1:80,000

Preliminary Environmental Information Report

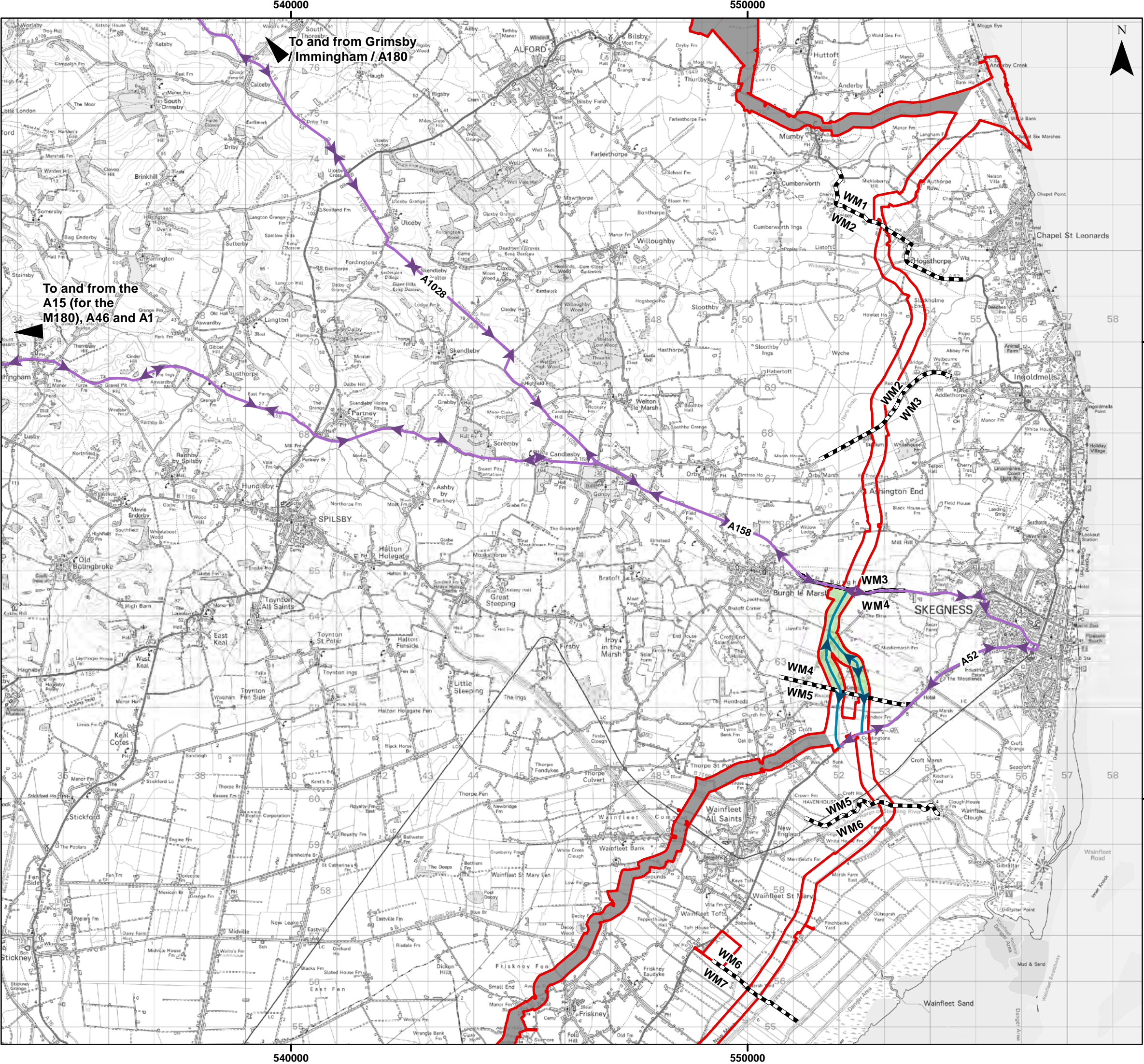
Weston Marsh (south of the A52) Onshore
ECC Construction Vehicle Routes
Segment 3
Figure 4.1.2



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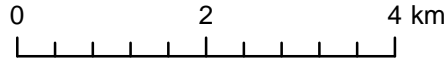
Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Core Construction Access
- Local Construction Access

Sources:



Coordinate System: British National Grid



Scale: 1:80,000

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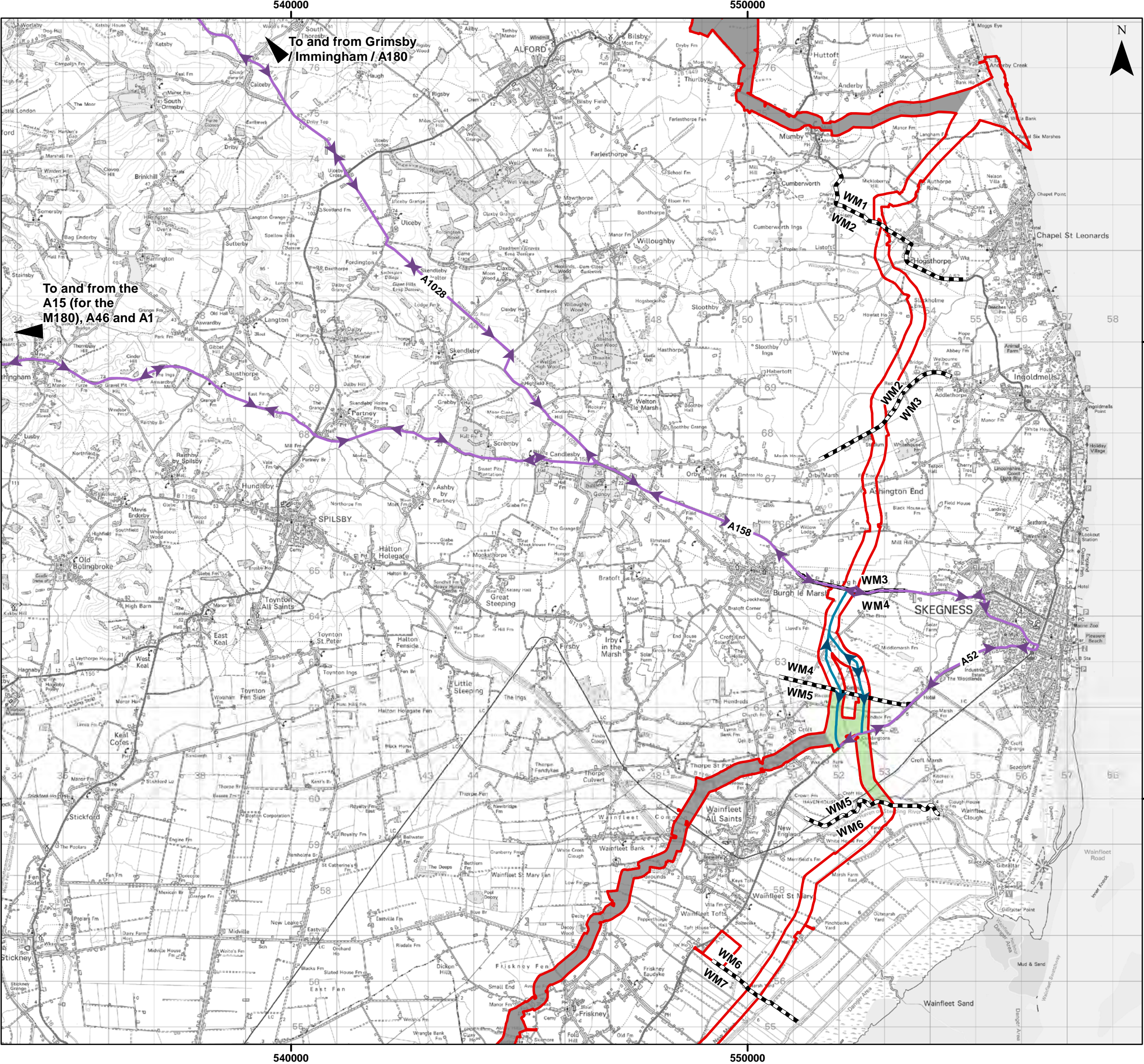
Weston Marsh (south of the A52) Onshore
ECC Construction Vehicle Routes
Segment 4
Figure 4.1.3



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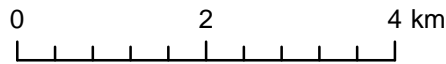
Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Core Construction Access
- Local Construction Access

Sources:



Coordinate System: British National Grid



Scale: 1:80,000

Preliminary Environmental Information Report

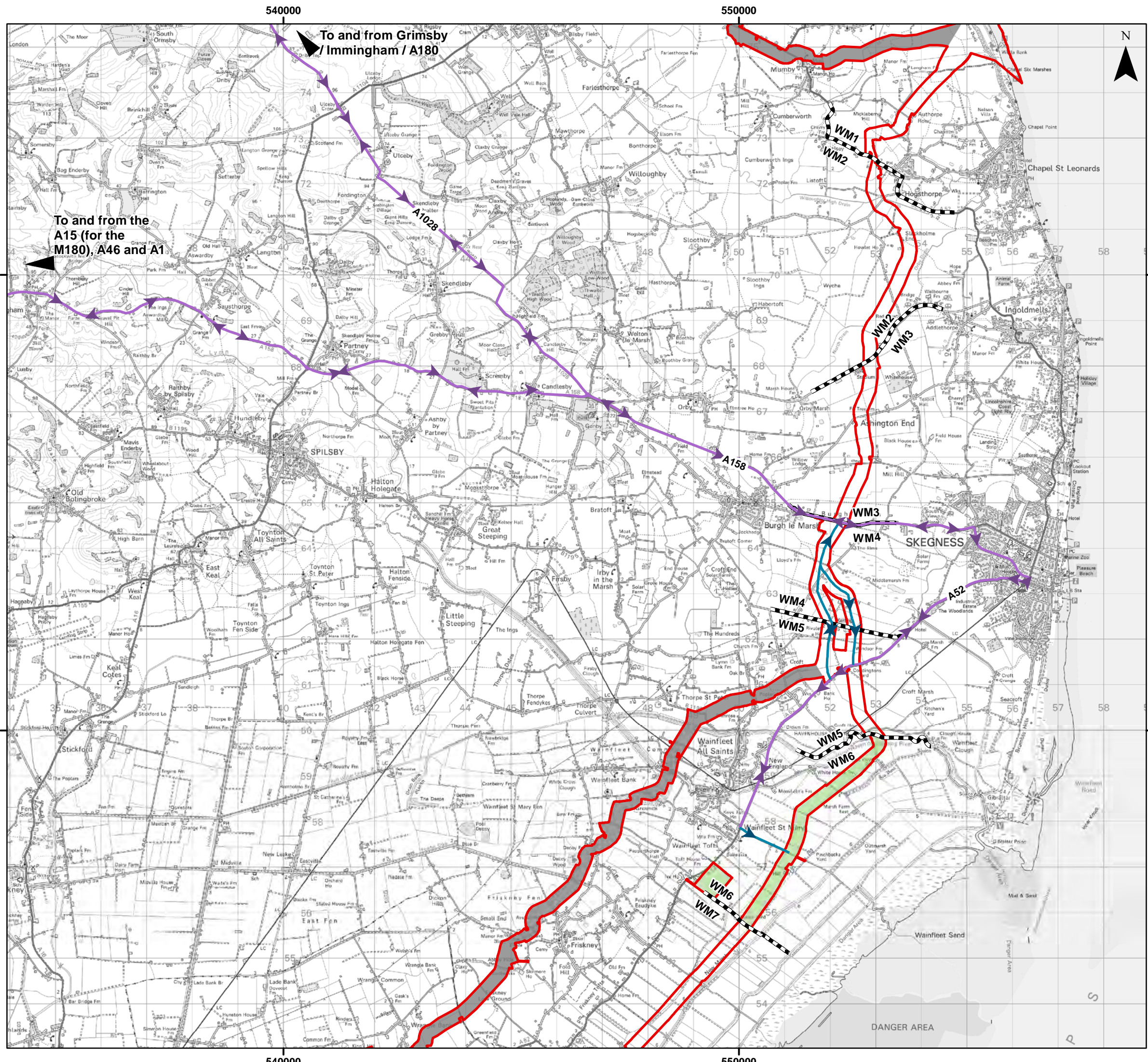
Weston Marsh (south of the A52) Onshore
ECC Construction Vehicle Routes
Segment 5
Figure 4.1.4



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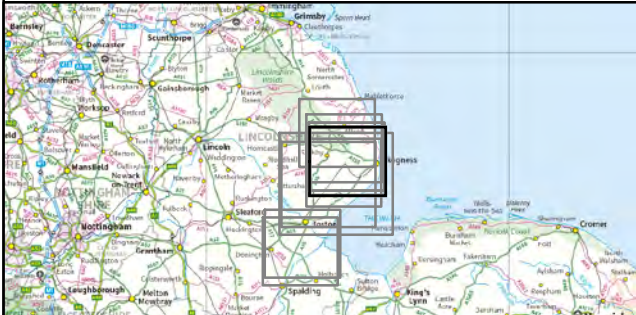
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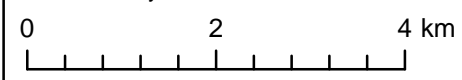
Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Core Construction Access
- Local Construction Access

Sources:



Coordinate System: British National Grid



Scale: 1:80,000

Preliminary Environmental Information Report

Weston Marsh (south of the A52) Onshore
ECC Construction Vehicle Routes
Segment 6
Figure 4.1.5

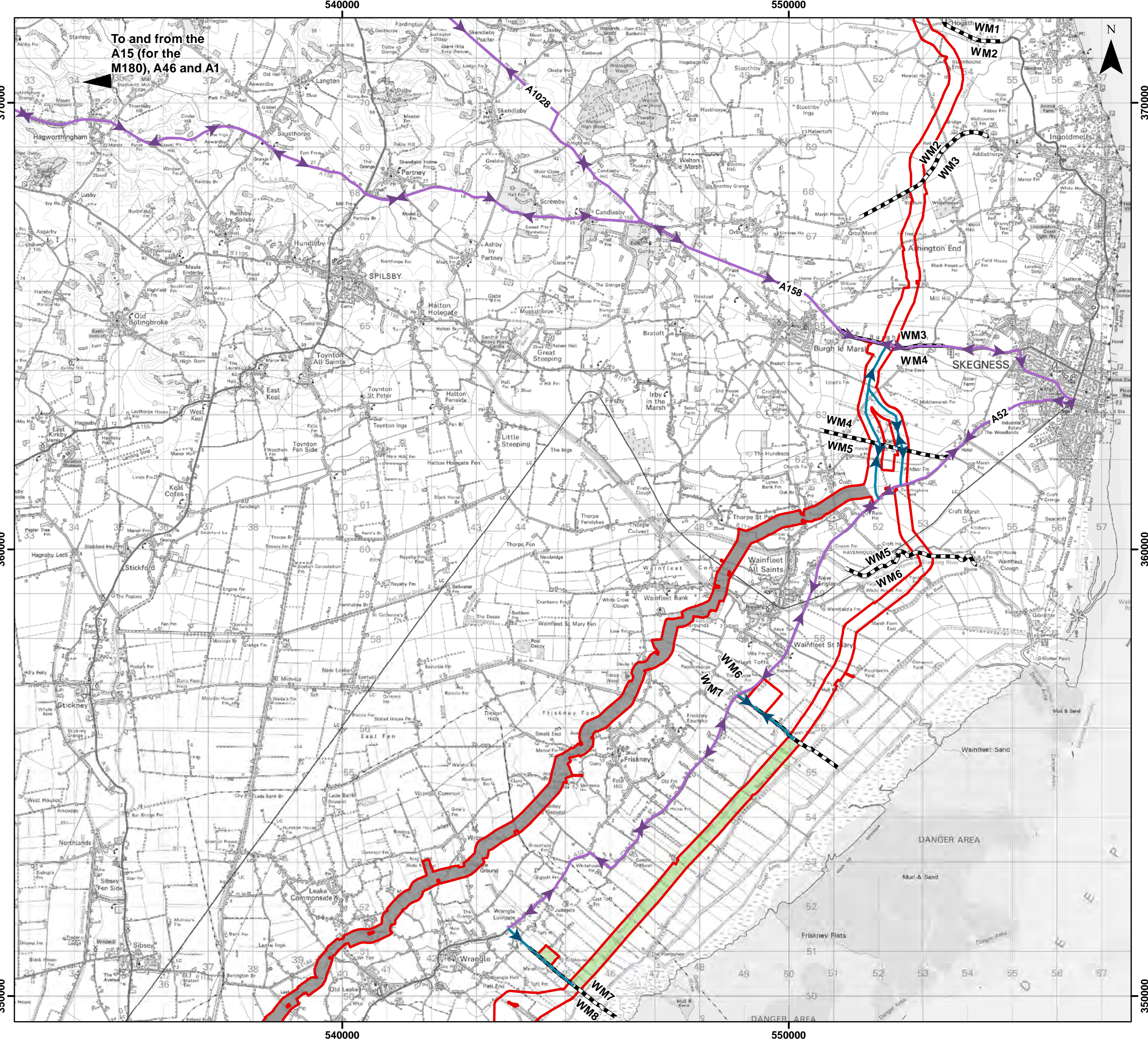


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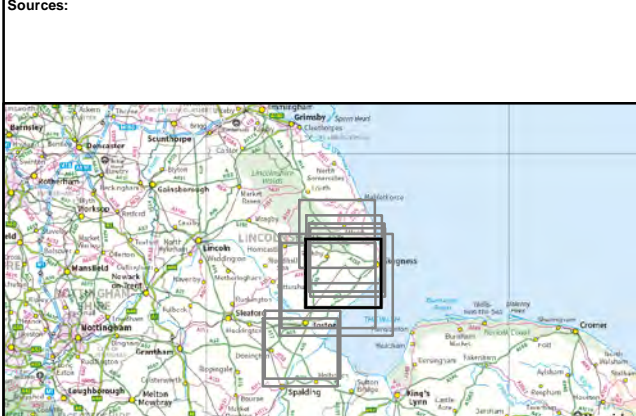


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- Legend**
- Onshore PEIR Boundary
 - Onshore Segment Break
 - Core Construction Access
 - Local Construction Access



Sources:

Coordinate System: British National Grid

0 2 4 km

Scale: 1:80,000

Preliminary Environmental Information Report

Weston Marsh (south of the A52) Onshore ECC Construction Vehicle Routes

Segment 7

Figure 4.1.6

OUTER DOWSING OFFSHORE WIND

SLR

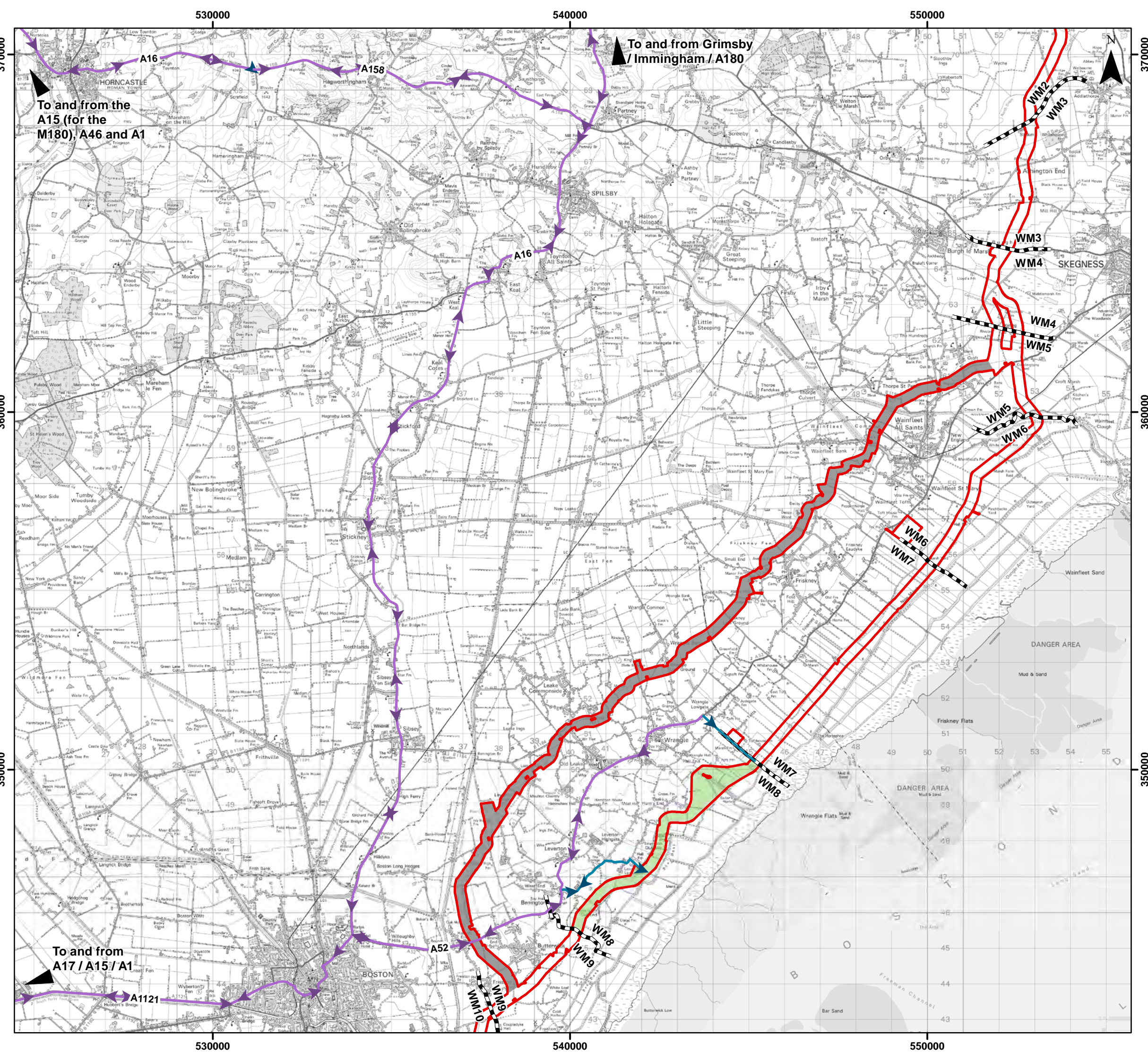
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Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Core Construction Access
- Local Construction Access

Sources:

Coordinate System: British National Grid

0 2.5 5 km

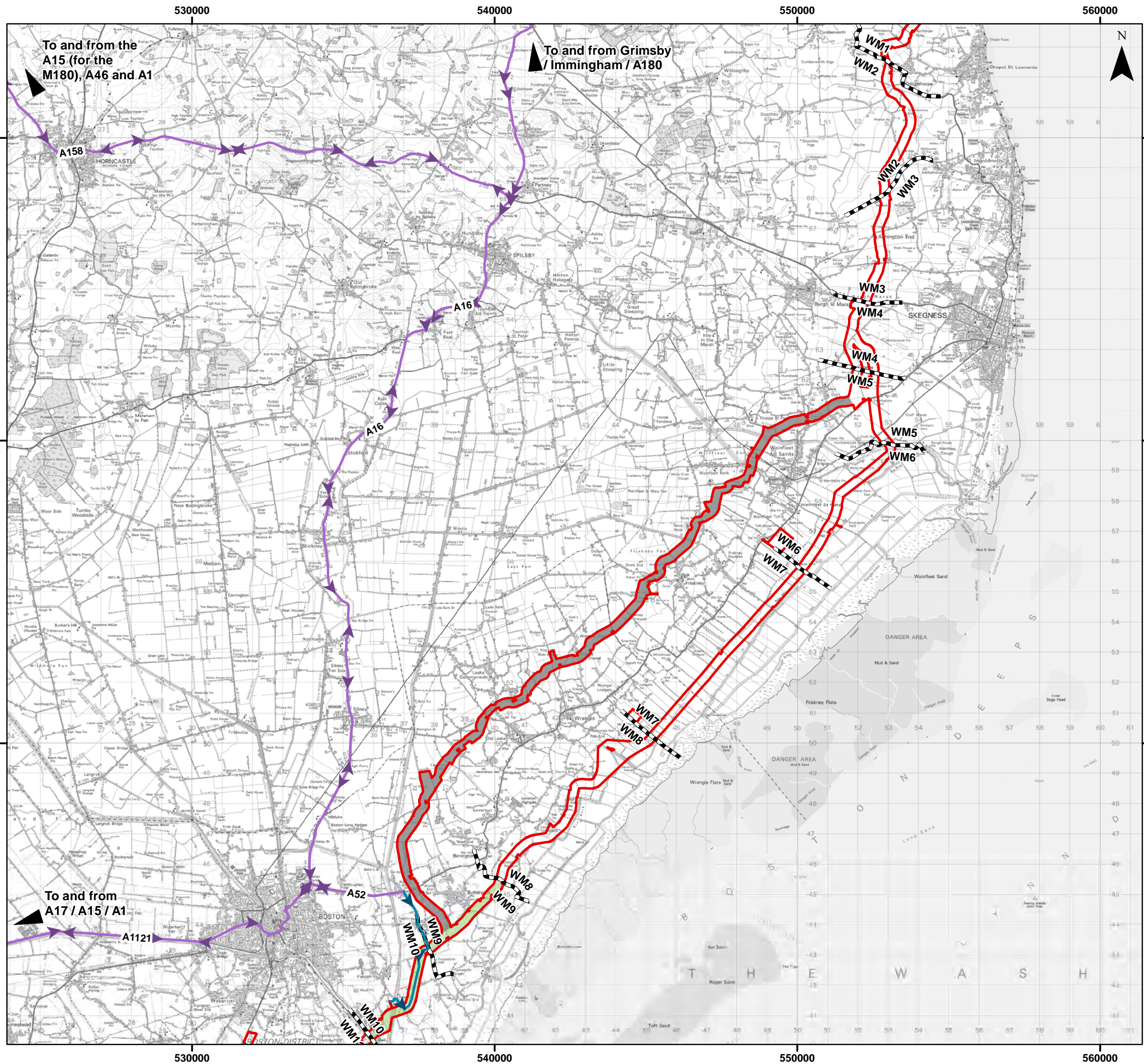
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Weston Marsh (south of the A52) Onshore
ECC Construction Vehicle Routes
Segment 8
Figure 4.1.7

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Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Core Construction Access
- Local Construction Access

Sources:

Coordinate System: British National Grid

0 3 6 km

Scale: 1:120,000

Preliminary Environmental Information Report

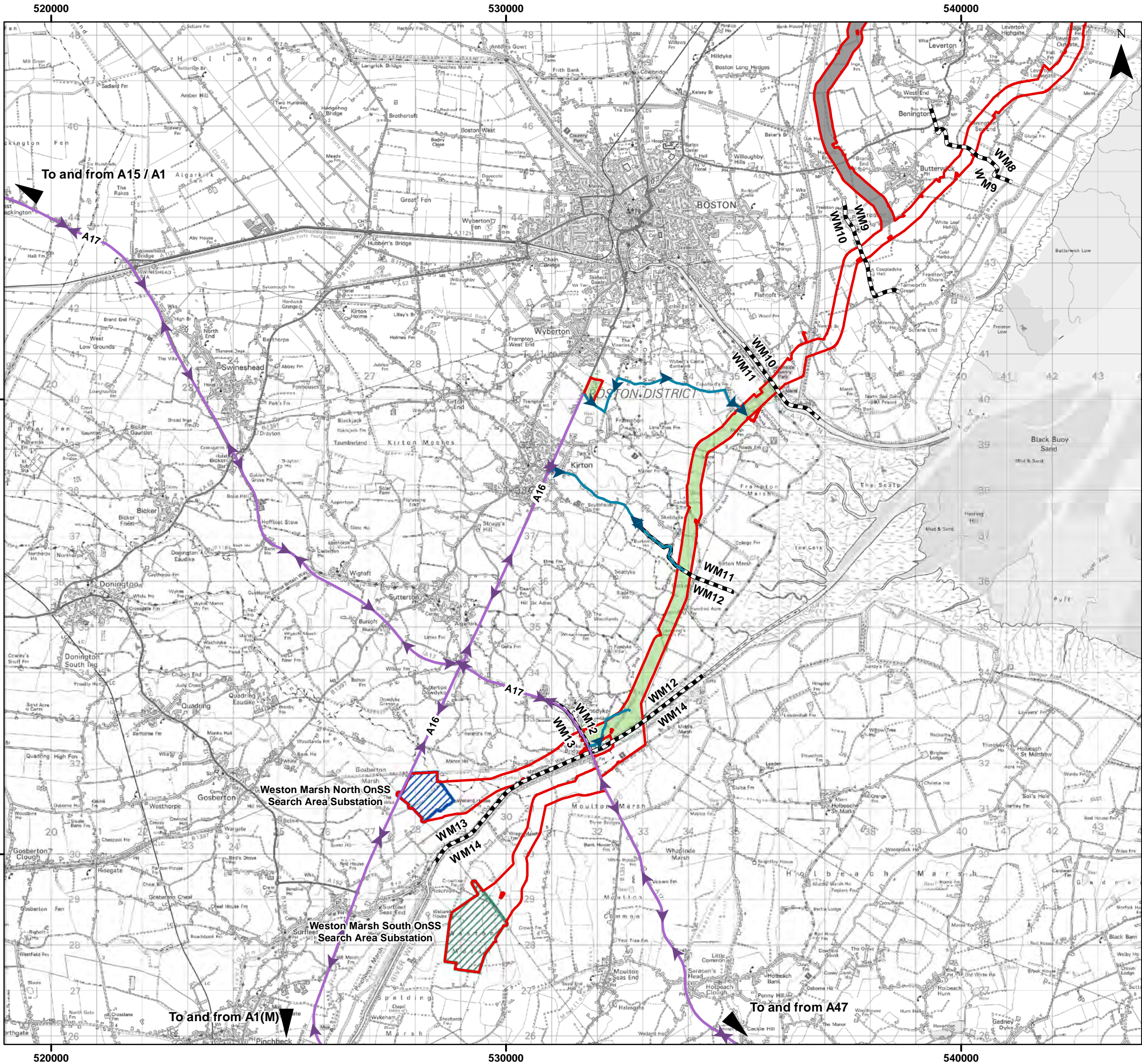
Weston Marsh (south of the A52) Onshore
ECC Construction Vehicle Routes
Segments 9 and 10
Figure 4.1.8

OUTER DOWING
OFFSHORE WIND

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Legend

- Onshore PEIR Boundary
- Weston Marsh North OnSS Search
- Weston Marsh South OnSS Search
- Onshore Segment Break
- Core Construction Access
- Local Construction Access

Sources:



Coordinate System: British National Grid

0 2 4 km

Scale: 1:80,000

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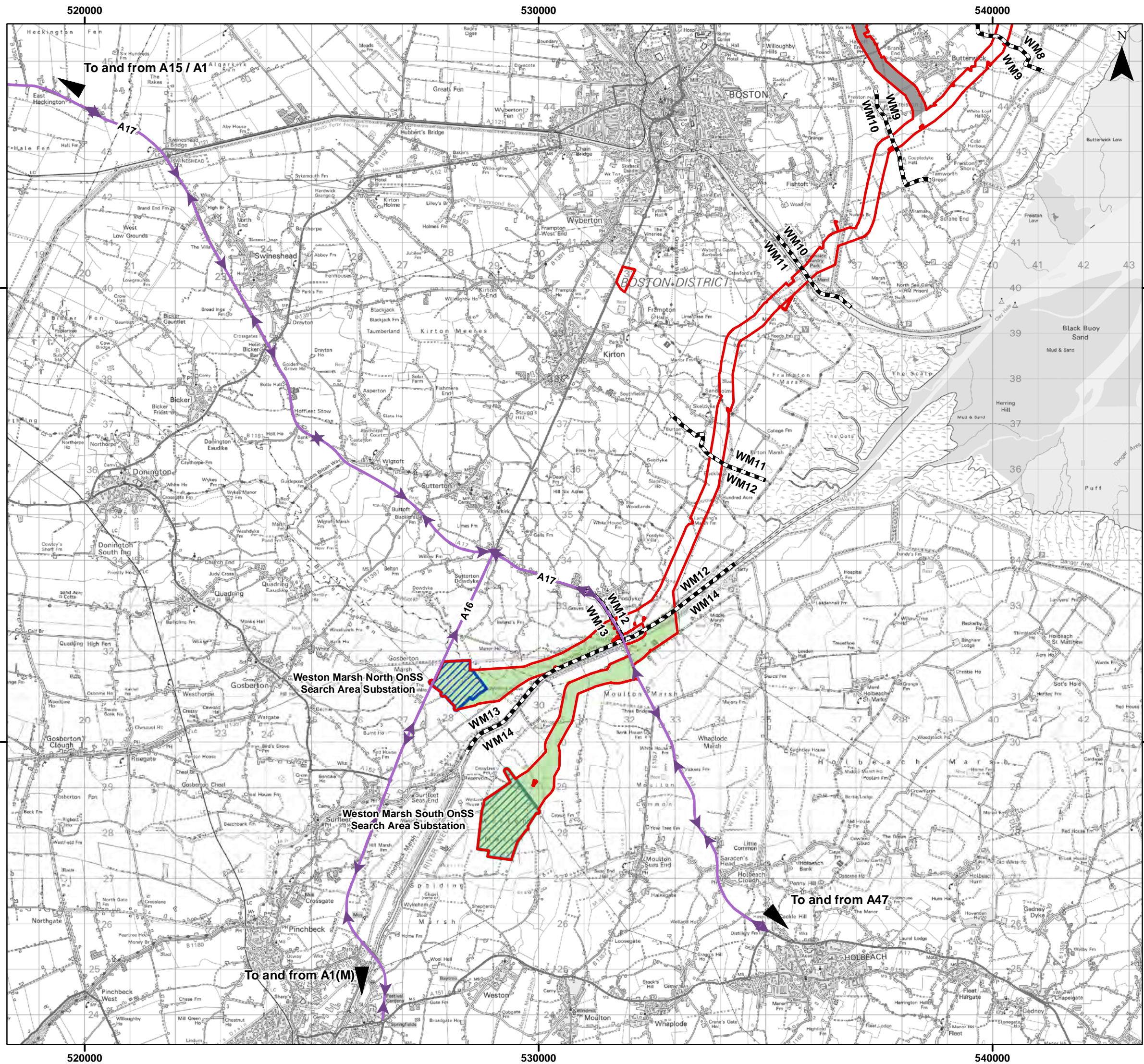
Weston Marsh (south of the A52) Onshore
ECC Construction Vehicle Routes
Segments 11 and 12
Figure 4.1.9



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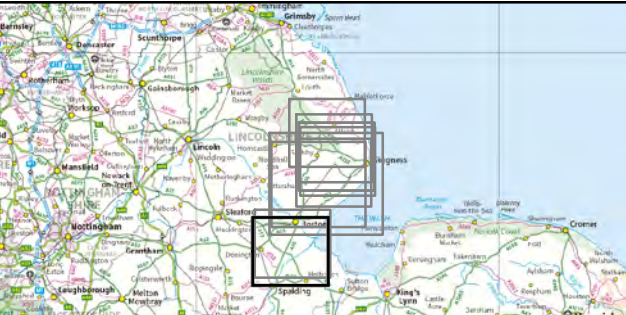
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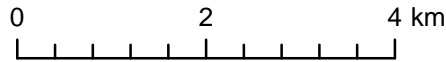
Legend

- Onshore PEIR Boundary
- Weston Marsh North OnSS Search
- Weston Marsh South OnSS Search
- Onshore Segment Break
- Core Construction Access

Sources:



Coordinate System: British National Grid



Scale: 1:80,000

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Weston Marsh (south of the A52) Onshore
ECC Construction Vehicle Routes
Segments 13 and 14
Figure 4.1.10



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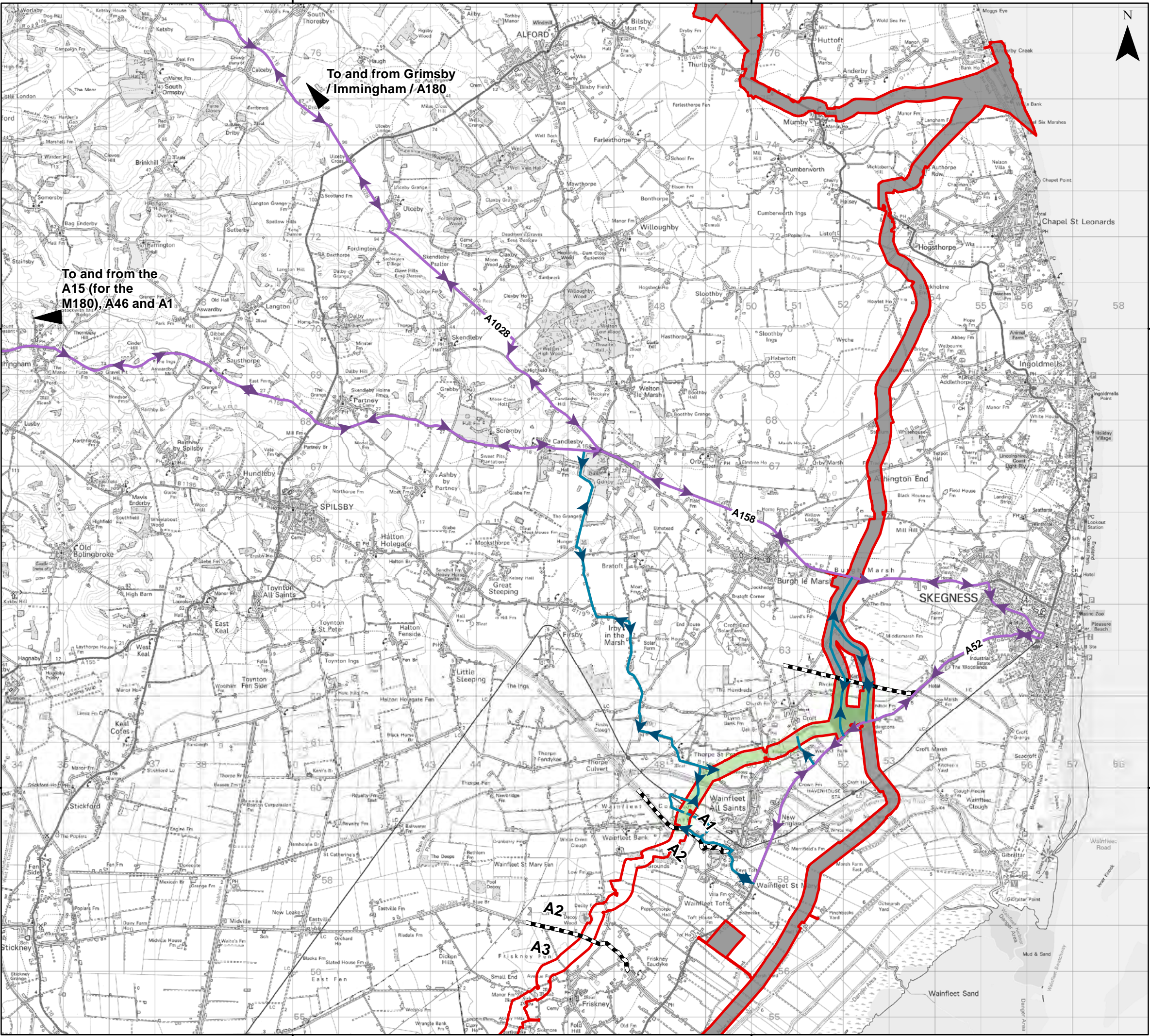


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540000

550000



Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Core Construction Access
- Local Construction Access
- Local Construction Access Route - Occasional Articulated HGV Use (if required)

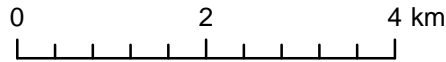
Note

Construction vehicle routes for the alternative route segments for Weston Marsh (north of the A52) route only

Sources:



Coordinate System: British National Grid



Scale: 1:80,000

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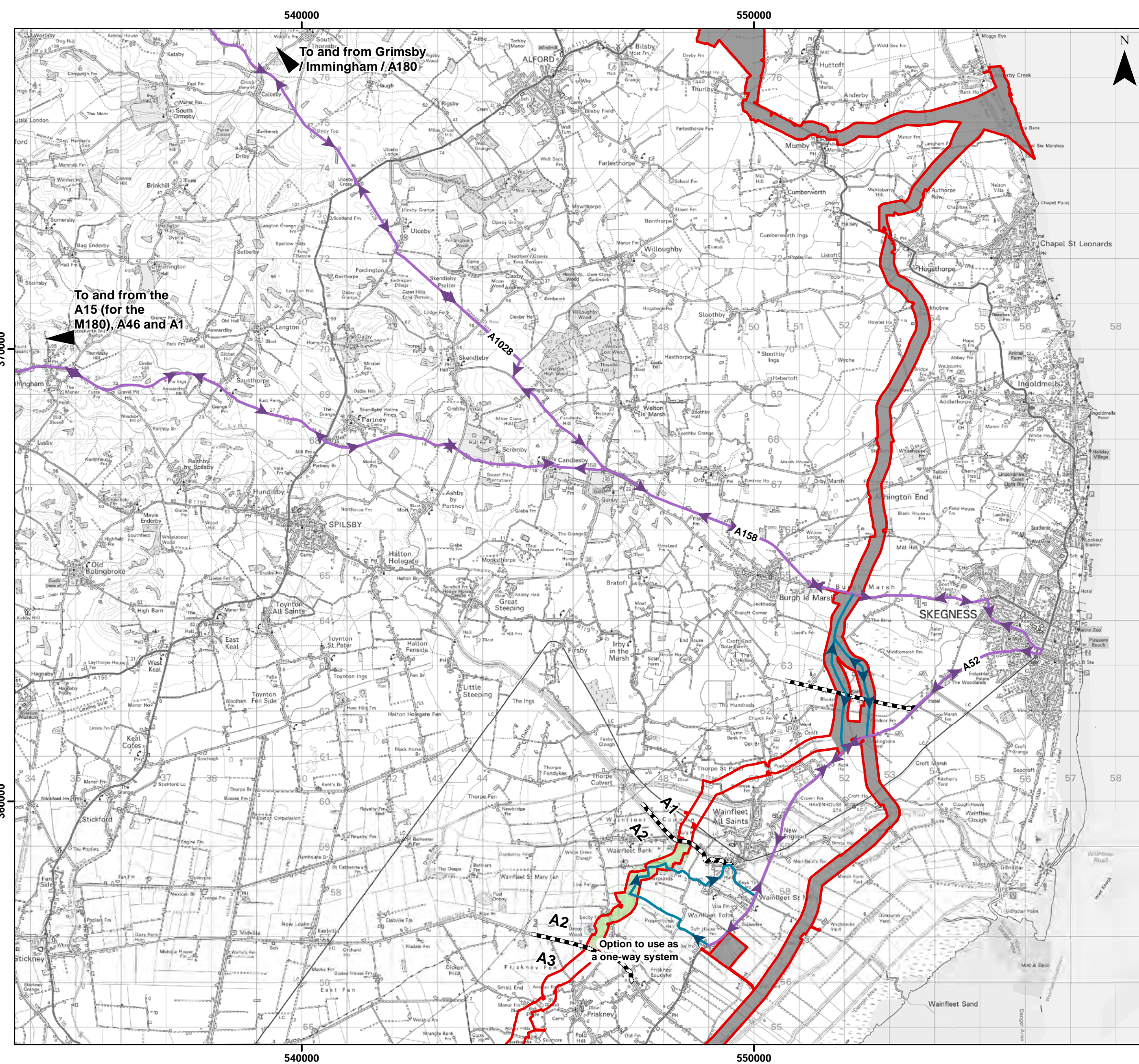
Weston Marsh (north of the A52) Onshore
ECC Construction Vehicle Routes
Segment 1
Figure 4.2.1



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Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Core Construction Access Route
- Local Construction Access Route

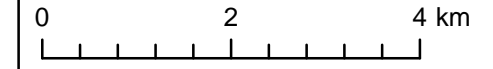
Note

Construction vehicle routes for the alternative route segments for Weston Marsh (north of the A52) route only

Sources:



Coordinate System: British National Grid



Scale: 1:80,000

Preliminary Environmental Information Report

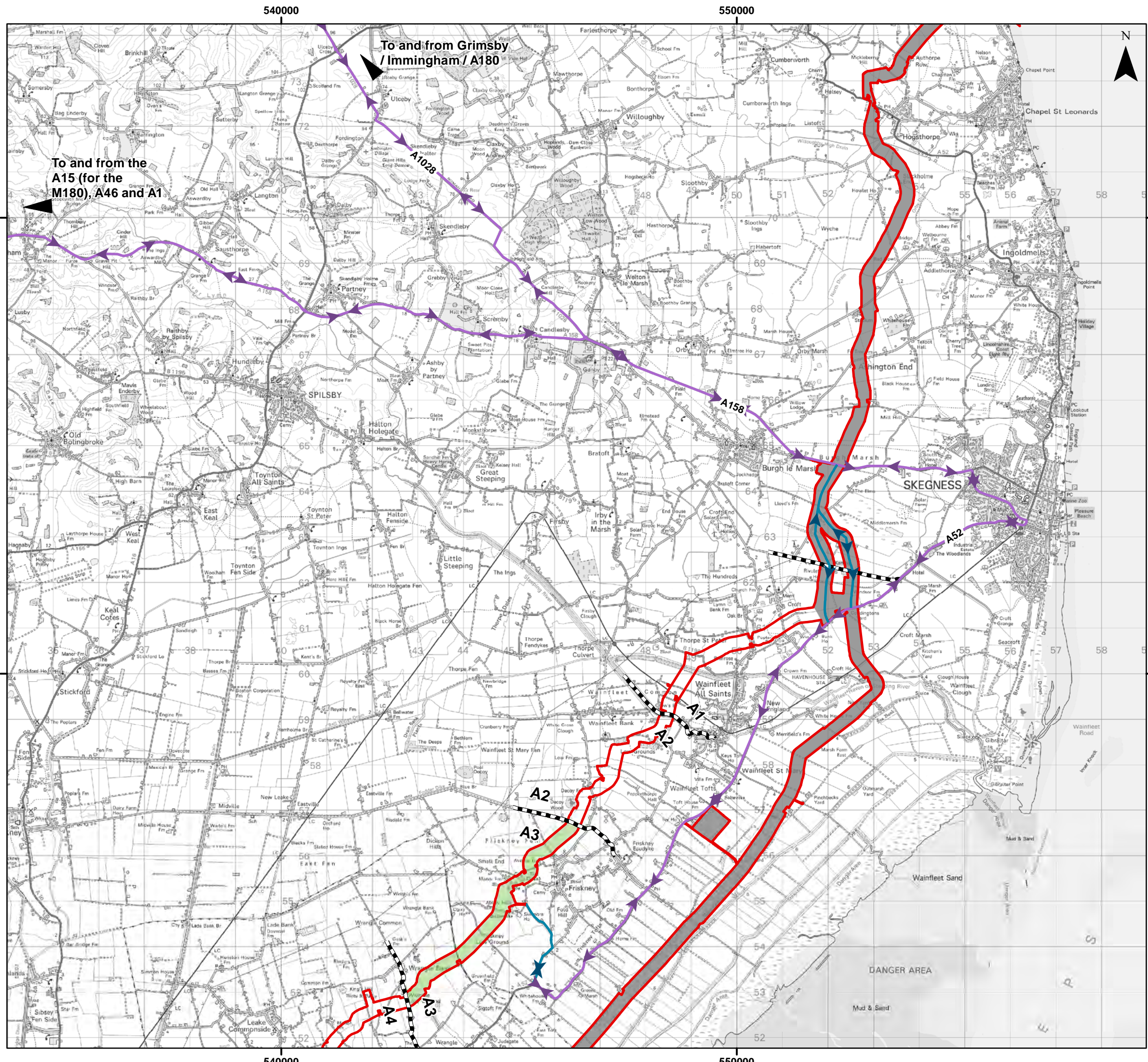
Weston Marsh (north of the A52) Onshore
ECC Construction Vehicle Routes
Segment 2
Figure 4.2.2



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Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Core Construction Access Route
- Local Construction Access Route

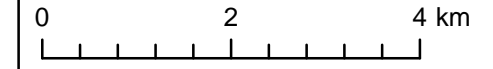
Note

Construction vehicle routes for the alternative route segments for Weston Marsh (north of the A52) route only

Sources:



Coordinate System: British National Grid



Scale: 1:80,000

Preliminary Environmental Information Report

Weston Marsh (north of the A52) Onshore
ECC Construction Vehicle Routes
Segment 3
Figure 4.2.3

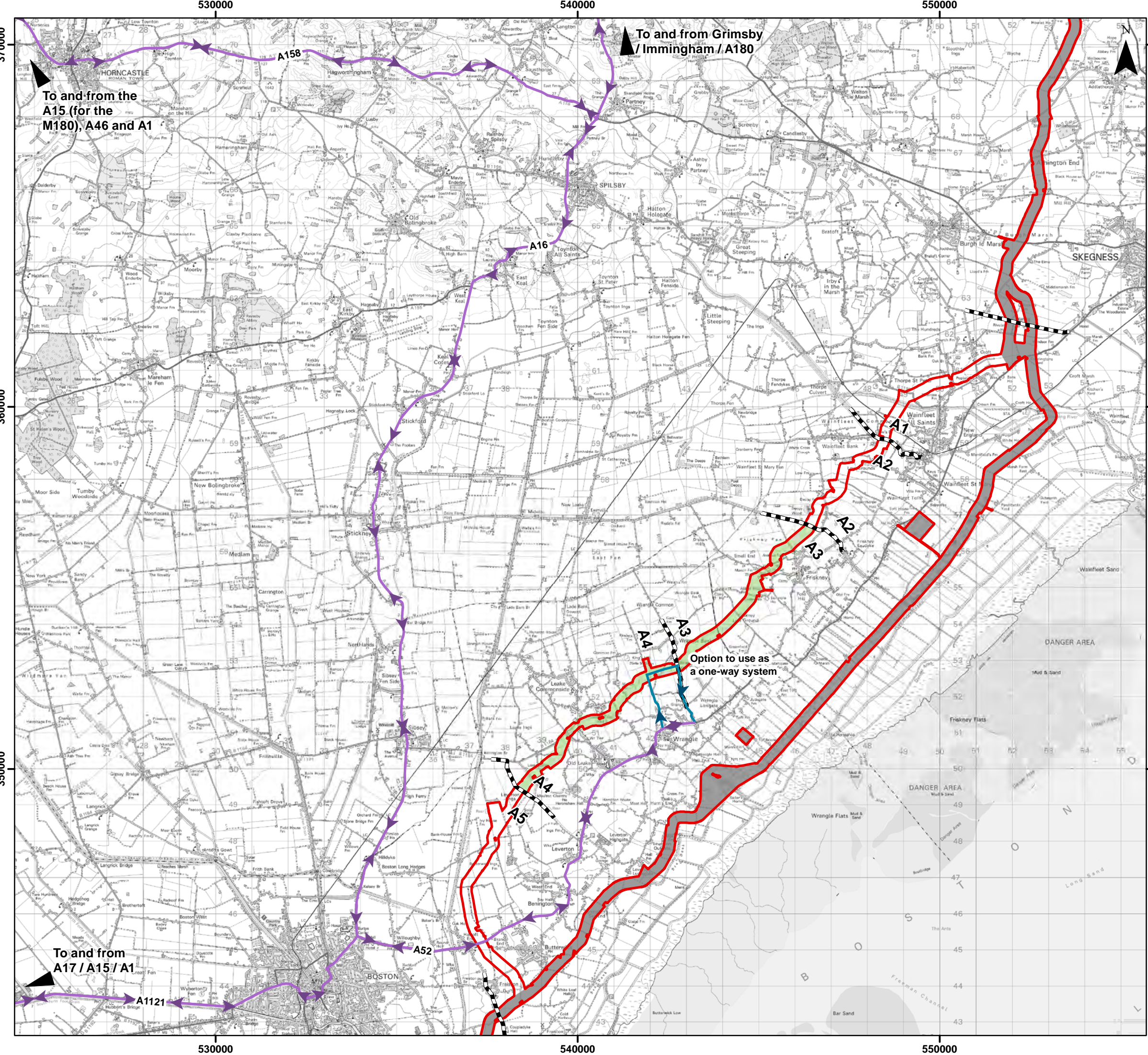


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Legend

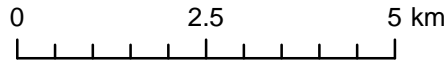
- Onshore PEIR Boundary
- Onshore Segment Break
- Core Construction Access Route
- Local Construction Access Route

Note
Construction vehicle routes for the alternative route segments for Weston Marsh (north of the A52) route only

Sources:



Coordinate System: British National Grid



Scale: 1:100,000

Preliminary Environmental Information Report

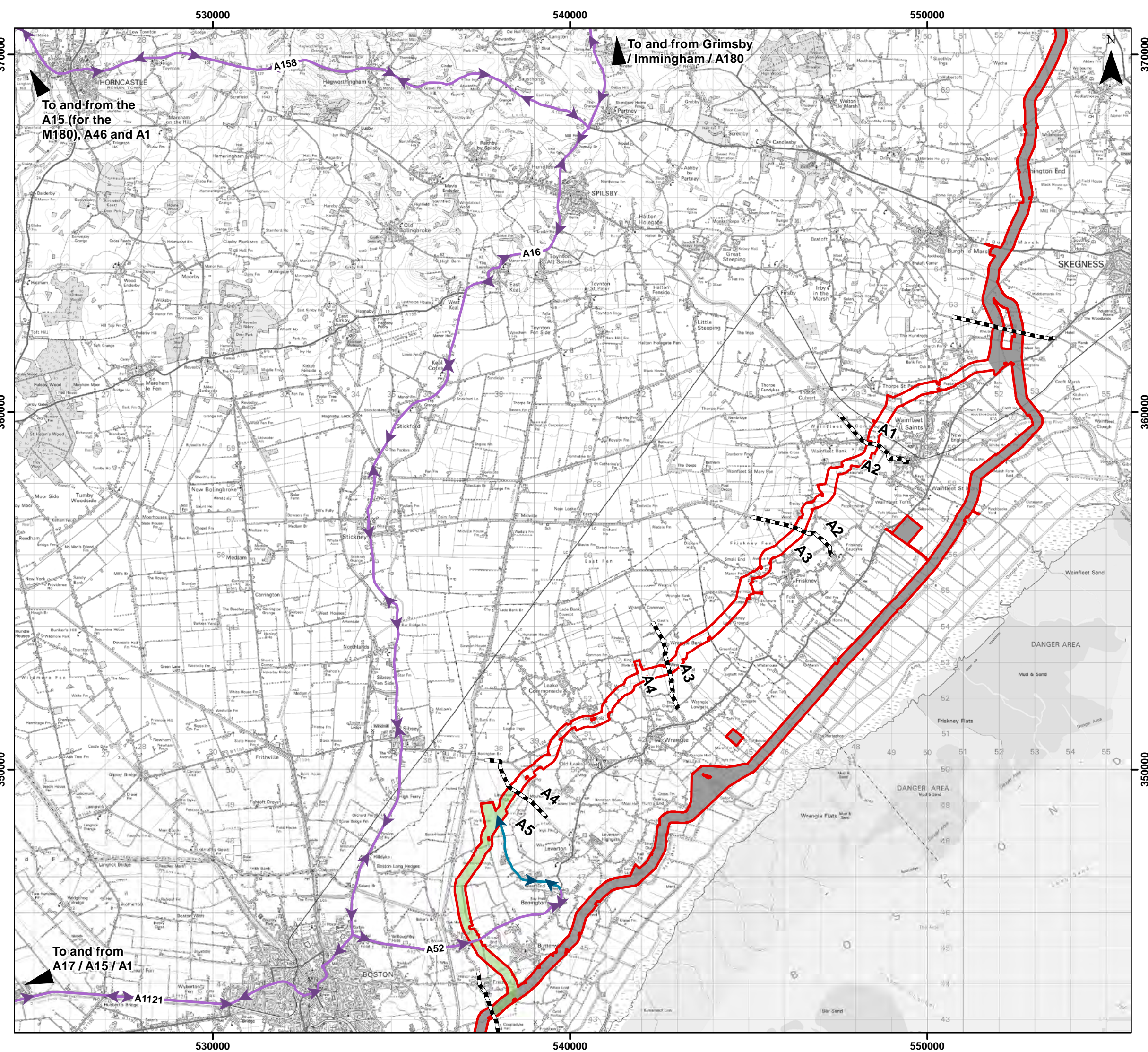
Weston Marsh (north of the A52) Onshore
ECC Construction Vehicle Routes
Segment 4
Figure 4.2.4



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Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Core Construction Access Route
- Local Construction Access Route

Note
Construction vehicle routes for the alternative route segments for Weston Marsh (north of the A52) route only

Sources:

Coordinate System: British National Grid

0 2.5 5 km

Scale: 1:100,000

Preliminary Environmental Information Report

Weston Marsh (north of the A52) Onshore ECC Construction Vehicle Routes Segment 5 Figure 4.2.5

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4.2 Abnormal Indivisible Loads (AILs)

AIL Types

- 4.2.1 The construction of the onshore works would require the delivery of a number of AILs. The AILs can be divided into two main categories as described below.

Onshore Substation Electrical Components

- 4.2.2 The substation construction would require the movement of several AIL components. The heaviest of these would be the transformers, although other large components would also require AIL movements.

Cable Drums

- 4.2.3 The cables that would be installed in the export cable corridor, between the landfall and onshore substation, are delivered in lengths of between 400m and 1,000m, depending upon the final cable design. The longer cable lengths would result in longer drums and with weights of up to 80 tonnes, but fewer movements. Cables are delivered on drums that result in loads exceeding the normal load limits for width and weight.
- 4.2.4 The drums are typically delivered to the TCCs where they are unloaded and stored, then moved along the haul route by a tractor and cable drum trailer to the joint bay at which the cable would be installed.

AIL Routeing and Planning

- 4.2.5 AILs are typically delivered by sea to a convenient port with a heavy load dock and suitable access to a route to the destination. The Project is located relatively close to a number of east coast ports that have a history of receiving large components for power stations and industrial plants, so the necessary port infrastructure and access to the highway network is already in place. The selection of the port would be heavily influenced by the location of the grid connection and OnSS and the routes would be developed post-consent by the relevant construction contractor.
- 4.2.6 The port options include:
- Port of Sutton Bridge (Currently closed);
 - Port of Boston;
 - Port of Grimsby; and
 - Port of Immingham.

- 4.2.7 The routes between the ports and the delivery locations would be assessed in accordance with the requirements for the different classes of loads and the relevant authorities consulted regarding the routes. 'Swept path' drawings would be produced for bends, junctions and features such as roundabouts, within an Abnormal Load Assessment Report (ALAR). The vertical alignment of the roads and bridges would be checked for clearance of the transporters. The relevant local highway authority (or authorities) and bridge engineers would be duly consulted regarding the suitability of the routes. It is likely that some 'street furniture' would need to be temporarily removed at roundabouts and other locations where signs or barriers are within the swept path of the vehicle.
- 4.2.8 The access from the local highway network into the OnSS and the TCCs would be designed to accommodate the AIL transporters and the land taken for access design would be included in the final Project boundary.
- 4.2.9 The ALAR would inform the temporary works and traffic management measures that would need to be identified for the movement of the AIL. All temporary works, such as removal of street furniture, would be subject to discussion with the local highway authority (or authorities) and form part of a delivery plan for each AIL. Each delivery would be planned in advance, escorted and managed such that any impacts are minimised. Such arrangements would be procured through standard processes with the relevant planning authority at the appropriate time.
- 4.2.10 Prior to the movement of AIL, extensive public awareness is required to allow residents to plan and time their journeys to avoid disruption. The haulage Contractor shall remain responsible for obtaining all necessary permits from the relevant road and bridge authorities along the access route.
- 4.2.11 The movement of AILs would be timed to avoid periods of heavy traffic flow (i.e. for those that are able to be transported during the night) to minimise disruption to the public. Specific timing restrictions imposed by the police or local authority have not been determined at this stage.
- 4.2.12 Local residents along the onshore ECC would be informed when the AILs are travelling along the onshore ECC to ensure that interaction between the local community and AIL delivery vehicles is minimised.
- 4.2.13 Due to the size of vehicles required to transport these loads, escorts may be required for the entire route to control oncoming and conflicting traffic.
- 4.2.14 It is noted that the AIL deliveries are usually undertaken in convoys. The usual make-up of a convoy is three AIL vehicles accompanied by three escort vehicles. The escort vehicles are in place to provide manoeuvring assistance, warning of hazards and to report information on clearances etc to the drivers of the AIL vehicles.
- 4.2.15 If a road closure is required, arrangements would be put in place to facilitate local access to properties on the closed route and to ensure safe passage of any emergency vehicles which may require access.
- 4.2.16 To further improve driver information, NH would be approached as operators of Variable Message Signs on the trunk road network to investigate whether existing signs could be used to warn drivers of AILs and to warn them of potential delays.

- 4.2.17 The Liaison Officer in consultation with the haulier would be responsible for disseminating AIL information to key stakeholders.

4.3 Driving and Speed Restrictions

- 4.3.1 Drivers of all vehicles (cars, Light Goods Vehicles (LGVs), HGVs and AILs) would be encouraged to drive in a safe and defensive manner at all times within speed limits. A zero-tolerance policy would be adopted by all contractors, such that any infringement results in that person not returning to Site.
- 4.3.2 All cars and drivers of site operative vehicles used for commuting to and from site must be road worthy and legally compliant. All commercial vehicles and drivers must be road worthy and legally compliant.

4.4 Pre and Post Construction Surveys

- 4.4.1 Prior to the start, and following completion, for each stage of the onshore works of the construction works, road condition surveys for minor roads would be undertaken and agreed with the LCC. These surveys would inform any works that may be required to rectify specific damage to the road network as a direct result of construction work.

4.5 Walking, Cycling and Horse-Rider (WCH) Management

- 4.5.1 Where reasonably practicable and where it is safe to do so, the Applicant would aim to maintain access for WCHs along the public highway at locations such as at construction accesses and haul road crossings.
- 4.5.2 Specific locations where management measures might be required on the public highway would be identified in an updated version of the Outline CTMP submitted with the DCO application.

4.6 Emergency Planning

- 4.6.1 An emergency plan would be developed to address a possible major incident, that should wherever possible include use of “A” and “B” classified roads in order to gain access to or egress from the cable route.
- 4.6.2 The Applicant would be required to identify a local recovery service which would be used in the event of a contractor vehicle breakdown.

4.7 Coordination With Other Developments

- 4.7.1 The Applicant would ensure liaison takes place by the Principal Contractor(s) with LCC to ensure that where construction works would take place at the same time as other developments cumulative impacts would be avoided or minimised wherever practical.

5 Complaints and Enquiries Procedure

5.1 Enquiries and Complaints

- 5.1.1 It is important that members of the public or interested parties are able to make enquiries or valid complaints about the transport elements of the construction works. Such complaints and enquiries can provide a valuable feedback mechanism which helps reduce potential impacts on sensitive features and also allows the construction techniques to be refined and improved.
- 5.1.2 It is anticipated that the complaints and enquiries procedure can be made either directly to the Applicant or via LCC, who in turn would provide feedback to the Applicant.
- 5.1.3 All complaints and enquiries would be logged promptly by the Applicant and kept on site for review by LCC upon request.

5.2 Checking and Corrective Action

- 5.2.1 As outlined above, it is intended for the Final CTMP(s) to be a 'living document' which is updated periodically as and when required.
- 5.2.2 Each contractor would be responsible for establishing a programme of monitoring and the results of which would be fed back for inclusion within the CTMP(s) if necessary.
- 5.2.3 Any checking or corrective action required would also be monitored. This methodology would ensure that the construction activities are being undertaken in accordance with the CTMP.
- 5.2.4 The procedure for addressing non-conformance/compliance and ensuring that corrective actions are undertaken is outlined below:
 - Completion of a Non-Conformance Report – this would record any traffic related incident and work that has not been carried out in accordance with the CTMP or Method Statement;
 - Completion of a Corrective Action Report – this would record any identified deficiency as a result of monitoring, inspection, surveillance and valid complaint; and
 - Action – any necessary actions identified as a result of the above would be allocated to a responsible person, along with a timescale for the action to be undertaken.
- 5.2.5 Records of the above would be retained by the Applicant throughout the construction process. The records would be maintained either in hard copy or electronically in such a manner that they are readily identifiable, retrievable and protected against damage, deterioration or loss.

6 References

Traffic Signs Manual, Chapter 8, Traffic Safety Measures and Signs for Road Works and Temporary Situations (Department for Transport (DfT), 2009).