

East Anglia THREE

Outline Traffic Management Plan

Document Reference – 8.7

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Date – November 2015
Revision History – Revision A



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1 OUTLINE TRAFFIC MANAGEMENT PLAN

1.1 Introduction

1. This document forms part of the Development Consent Order (DCO) application for the onshore electrical transmission works for the proposed East Anglia THREE project. In respect to transport, the certified plans referred to in the DCO are outlined below:
 - Outline Traffic Management Plan (OTMP): The OTMP sets out the standards and procedures for managing the impact of heavy goods vehicle (HGV) traffic during the construction period, including localised road improvements necessary to facilitate the safe use of the existing road network.
 - Outline Travel Plan (OTP): The OTP sets out how construction personnel traffic would be managed and controlled.
 - Outline Access Management Plan (OAMP): sets out detail on location, frontage, general layout, visibility and embedded mitigation measures for access for each Construction Consolidation Site (CCS), Substation, and points of access to the onshore cable route. It presents the requirements and standards that will be incorporated into the final access design.
2. Plans which accord with these outline documents must be submitted to and approved by the relevant local planning authority (in consultation with the relevant highway authority) prior to commencement of relevant works.
3. The OTMP compliments the OAMP and details additional measures to facilitate vehicles (particularly HGVs) to safely access the main distributor highway network via the local highway network.
4. Once principal contractors have been appointed, these measures would be further developed in consultation with the relevant highway authority and agreed with the relevant planning authority.
5. East Anglia THREE Limited (EATL) would work with the relevant local authorities to ensure that the provisions set out in the OTMP would be monitored and enforced.
6. The OTMP is subdivided into three key parts:
 - Section 1.2: Defines the highway improvements/traffic management measures for the safe and efficient delivery of materials to the onshore cable route; and

- Section 1.3: Defines the controls to ensure the impacts assessed in the Environmental Statement (ES) are not exceeded.
 - Sections 1.4 and 1.5: Outline monitoring and enforcement strategies to ensure the controls required of the appointed principal contractor are implemented.
7. To inform this document, a review of the OTMP plan for the East Anglia ONE project has been undertaken and the measures considered appropriate to the proposed East Anglia THREE project have been taken forward.

1.1.1 Consultation

8. EATL has undertaken pre-application consultation on the proposed East Anglia THREE project in accordance with the requirements of the Planning Act 2008.
9. As part of the pre-application process, a three phase consultation process has been undertaken as follows:
- Phase I , publishing of a Statement of Community Consultation, supported by public information days;
 - Phase IIa, publishing of a Preliminary Environment Report (PEIR) supported by public information days;
 - Phase IIb, targeted landowner/stakeholder consultation on the access strategy presented in the PEIR and development of alternatives;
 - Phase III, publishing of an update on scheme revisions, supported by public information days.
10. The following text describes the evolution of the OTMP through and following the consultation phases outlined above.
11. Preliminary scoping discussions were undertaken with Suffolk County Council (SCC) on the 12th March 2014 to inform the development of the PEIR. The discussions confirmed that the general approach to be taken for the East Anglia ONE DCO application was accepted, with further consideration to be given to matters such as the size of HGV, delivery windows, and assignment of vehicles to CCS and onshore cable route. The requirement for an OTMP was also established at this stage.
12. An access strategy for two construction scenarios (1) pre-installed ducts and (2) trenching, was incorporated into the Traffic and Transport Chapter that formed part of a PEIR submitted in May 2014. The pre-installed ducts scenario (which has been taken forward for the DCO application) set out that 59 accesses that would be

required, typically utilising existing lanes or tracks where possible, although some potentially required temporary road construction. These lanes and tracks provided a link to the local highway network which in turn linked to the main highway distribution network.

13. Phase IIb consultation, in August 2014, considered changes to the accesses identified in the PEIR for construction traffic to gain access to the onshore cable route. Phase IIb consultation included targeted letters to stakeholders, with revised maps showing the proposed new accesses and additional land required for the proposed East Anglia THREE project, which differed to that previously consulted upon in the Phase IIa consultation and for the East Anglia ONE project.
14. This Phase IIb consultation was in part prompted by the feedback received from stakeholders during the Phase IIa consultation. A number of site visits, surveys and observations were undertaken, and the suitability of the accesses proposed was consulted upon with stakeholders and members of the local community.
15. As a result of the feedback and consideration of constraints, the number of accesses required was refined down from 59 to 38, with a resultant reduction in the local highway network to be utilised. The findings were presented in a Phase III consultation report, which was published in June 2015. During Phase III consultation the number of accesses required was further refined down to 37. The Phase III consultation also included a change to the proposed construction approach to include phasing and different electrical solutions for the onshore electrical transmission works.
16. There are two possible approaches for the onshore cable installation that have been assessed for the proposed East Anglia THREE project;

Single Phase: a single phase (up to 1200MW installed in a single construction period);

or

Two Phased: (two phases of up to 600MW each, with each start date separated by no more than 18 months).

17. EATL are currently considering both a High Voltage Direct Current (HVDC) and a Low Frequency Alternating Current (LFAC) electrical solution for the proposed East Anglia THREE project. A decision on the final electrical solution for the project would be made following consent during the final design stage of the project.
18. This document is relevant to the construction of the proposed East Anglia THREE project whichever approach is taken and whichever electrical solution is adopted.

1.2 Highway Improvements and Traffic Management Measures

1.2.1 General Principles

19. Where possible existing points of access situated close to indicative jointing bay locations¹ have been utilised. Where a suitable route/track is not available a temporary haul road is proposed to access the jointing bays. This strategy has resulted in a reduction in the amount of temporary haul road required from approximately 35km for East Anglia ONE to 18.05km for the proposed East Anglia THREE project. Noting that the transport of stone for temporary haul roads is one of the largest traffic generators for the project (approximately 600 two-way HGV movements to install and remove a kilometre of haul road) this strategy serves to significantly reduce the daily demand for HGV traffic.
20. The access strategy is predicated on using the most efficient payload vehicle for delivery of materials (e.g. 20 tonne payload for stone deliveries) and therefore negates the need to downsize to smaller vehicles and double handle materials, minimising potential HGV movements on the highway network.
21. During consultation, the public expressed concerns with regard to highway improvements, fearing large over designed solutions which would look out of character with the surrounding landscape causing irrevocable environmental impacts. With this in mind, all highway solutions have taken a sensitive approach and hard engineering methods have been minimised to reduce impact on the surrounding environment.
22. Under the East Anglia ONE DCO, it was envisaged that temporary accesses and temporary accommodation works would be reinstated following construction. However, it could be agreed that the temporary accesses and temporary accommodation works installed for the East Anglia ONE project would remain in-situ for the duration of construction for the East Anglia THREE project (after which they would be re-instated). If this cannot be agreed, the works set out in section 1.2 and the accompanying OAMP would be implemented.

1.2.2 Route Assessment

23. As outlined, 37 points of access have been identified for the construction and operation of the onshore cable route. The 37 points of access allow HGV traffic to access the entire cable route including two Primary CCS, Five Secondary CCS and up to 62 jointing bay locations.

¹ EATL commissioned AECOM to provide indicative jointing bay locations, these have been used in the assessment, however the final positions would be dictated post-consent by engineering design and installation contractors

24. To assess the suitability of the public highway to serve the access points a route hierarchy within the study area has been defined as set out in *Table 1* and graphically presented in *Appendix 1 Figure 1*. In defining the network, reference has been made to the Suffolk Lorry Route Network (SLRN) which can be viewed at: <http://www.suffolk.gov.uk/roads-and-transport/lorry-management>

Table 1 OTMP Route Hierarchy

Route definition	Description
HGV Strategic Route	As per the SLRN strategic lorry routes
HGV Distributor Route	In general follows the routes identified as Zone distributor routes or specific location HGV routes in the SLRN. Also includes routes not identified in the SLRN but which have acceptable geometry to accommodate HGV traffic. These are: <ul style="list-style-type: none"> • A1156; • A1214; • B1077; • Newbourne Road/ Ipswich Road (part), Waldringfield; • Paper Mill Lane; and • Kirton Road and Trimley Road, Kirton
HGV Local Route	Defined as routes typically close to the onshore cable route access point having constrained geometry which requires detailed assessment and potential mitigation measures to accommodate HGV traffic. Following discussions with SCC the B1079 Grundisburgh Road (a SLRN local HGV route) has also been included in this category recognising carriageway ‘pinch-point’ between Grundisburgh and Woodbridge.

25. The detailed route assessment has concentrated on the HGV local routes, noting the route hierarchy exercise has identified distributor and strategic routes capable of accommodating the project HGV demand without additional measures.
26. To accommodate the forecast HGV demand on the local HGV routes a series of measures has been developed with the least intrusive measures preferred and ‘hard engineering’ solutions only pursued where traffic conditions dictate an absolute requirement.
27. Measures would be applied on a route by route assessment basis in the following order of preference:
- No mitigation required;
 - Temporary Speed limits;

- Traffic Controls (stop/go boards or traffic signals);
 - Mobile Traffic Management (Pilot Vehicle); and
 - Hard engineering solution (Highway widening, passing bay).
28. In some cases a combination of the measures would provide the solution with the least environmental impacts.
 29. In all cases temporary direction and warning signs to advise of construction vehicles will be provided in accordance with the Traffic Signs Manual, Chapter 8, Traffic safety measures and Signs for Road Works and Temporary solutions, Parts 1 and 2, commonly referred to as Chapter 8.
 30. Mobile Traffic Management would be the key measure for controlling low HGV demand on low trafficked narrow roads. The use of mobile traffic management would avoid the need for temporary road closures or road widening which could introduce delays and in many areas would require a full road closure to implement.
 31. Furthermore, the use of mobile traffic management facilitates the use of smaller routes to access the onshore cable route thereby reducing the requirement to import stone to construct temporary haul roads.
 32. It is envisaged that a suitably marked pilot vehicle (with flashing ambers) would exit the site and travel to a designated layby/passing place. The pilot vehicle would then temporarily stop oncoming traffic and radio to the HGV driver to exit the site and navigate to the designated passing place. The desirable distance a HGV would be allowed to travel under pilot vehicle control would be 1km, this is based on a HGV travelling at 20mph for a period of three minutes and deemed an acceptable duration for other road users to be held up. *Appendix 2, Figure 1* visually depicts this traffic measure.
 33. The pilot vehicle routes would be appropriately signed to indicate to motorists the presence of mobile construction traffic.
 34. The following *Table 2* sets out that the peak HGV demand that the pilot vehicle would seek to manage would be 10 two-way HGV movements per hour, i.e. five HGVs in and HGVs out. The Traffic Signs Manual (Chapter 8) sets out that convoy working has been used successfully on single carriageways with two-way peak hour flows of 900 – 1000 vehicles per hour.
 35. A detailed survey of all the local HGV routes has been undertaken using vehicle path analysis augmented by site observations. *Table 2* details each local route and the

measures proposed. The table has been informed by *Appendix 3, Figures 1 - 7*, which details the potential vehicle conflicts identified by the vehicle path analysis contained within *Appendix 4, Figures 1 - 80*.

36. *Table 2* sets out in detail the measures proposed.

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Table 2 Proposed Traffic Management Measures

Link ID	Route	AADT Base Flows	HGV movements (two-way)*					Traffic management measures (Y / N)	Highway widening (Y / N)	Mitigation notes
			Daily peak	Hourly peak	Peak duration (weeks)	Daily ave.	Average duration (weeks)			
29	29 to A & B	<500	25	4	2	14	21	Yes	No	From access B north for approximately 500m the existing road is not wide enough for two vehicles to pass, it is therefore proposed to provide a pilot vehicle to guide HGVs until the road widens sufficiently for two vehicles to pass.
31	31 to C	<500	19	3	2	10	21	Yes	Yes	From access C to the nearest distributor route approximately 2.5km away, the route is not wide enough for two vehicles to pass, however, the route is lightly trafficked and therefore it is considered that introducing passing places with a pilot vehicle employed to guide HGVs between passing places to the distributor route would be appropriate.
32	32 to D	<500	23	4	4	14	10	No	No	From access D to the distributor route a HGV can pass an oncoming vehicle for the majority of the route. It is considered that as the route is lightly trafficked and there is generally good forward visibility that traffic will be able to give way to oncoming vehicles where the road narrows.
33	33 to	<500	31	5	4	19	10	Yes	No	From the distributor route a HGV can pass an

Link ID	Route	AADT Base Flows	HGV movements (two-way)*					Traffic management measures (Y / N)	Highway widening (Y / N)	Mitigation notes
			Daily peak	Hourly peak	Peak duration (weeks)	Daily ave.	Average duration (weeks)			
	E, F & G									oncoming vehicle for the first 100m (approximately), after this point the road narrows and two vehicles cannot pass until they reach access E. However, as the route is lightly trafficked it is considered that a pilot vehicle would be appropriate to guide HGVs to and from the distributor route.
34	34 to I	<500	55	7	1	29	9	No	Yes	From the distributor route to accesses H and I the majority of the route is only wide enough for a single vehicle. However, the route has existing passing places with good intervisibility; therefore it is proposed that the existing passing bays be utilised and upgraded where required.
	I to H		33	5		18				
13	13 to K	2398	66 (11 to K)	9 (2 to K)	1	35 (6 to K)	9	Yes	No	From access K to the distributor route a HGV can pass an oncoming vehicle for the majority of the route, however, the last 200m prior to access K narrows. It is therefore considered that a pilot vehicle would be appropriate to guide HGVs to and from the distributor route.
30 (no	Link 30 to	2024 on	55	7	2	49	6	Yes	Yes	From the most southern access to the nearest distributor route approximately 3.5km away, the

Link ID	Route	AADT Base Flows	HGV movements (two-way)*					Traffic management measures (Y / N)	Highway widening (Y / N)	Mitigation notes
			Daily peak	Hourly peak	Peak duration (weeks)	Daily ave.	Average duration (weeks)			
haul road)	P,	Link 30 <500 on Quiet Lane								majority of the route is not wide enough for two vehicles to pass, however, the route is lightly trafficked and therefore it is proposed to introduce a series of passing places with a pilot vehicle also employed to guide HGVs between passing places to the distributor route.
	P to O		22	3		22				
	O to N		16	2		16				
	N to M		11	2		11				
	M to L		6	1		6				
30 (with haul road)	Link 30 to P,	2024 on Link 30 <500 on Quiet Lane	112	14	2	75	6	Yes	Yes	From the most southern access to the nearest distributor route approximately 1.5km away, approximately half of the route is not wide enough for two vehicles to pass, however, the route is lightly trafficked and therefore it is proposed to introduce a series of passing places with a pilot vehicle also employed to guide HGVs between passing places to the distributor route.
	P to O		0	0		0				
	O to N		0	0		0				
	N to M		0	0		0				
	M to L		0	0		0				
35	35 to	<1000	22	3	2	17	7	Yes	No	A HGV can pass an oncoming vehicle from access Q

Link ID	Route	AADT Base Flows	HGV movements (two-way)*					Traffic management measures (Y / N)	Highway widening (Y / N)	Mitigation notes
			Daily peak	Hourly peak	Peak duration (weeks)	Daily ave.	Average duration (weeks)			
	Q									to the distributor route, however, from access Q to R the road is not wide enough for two vehicles to pass. Therefore it is proposed to use a pilot vehicle to guide the HGV from access R to a point where the road widens out.
	Q to R		11	2		9				
15	S & T	7522	430	54	Theoretical peak	272	29	No	No	Accesses S and T are located directly off a HGV distributor route and as such the exiting highway geometry is considered suitable.
36	36 to U	<500	22	3	3	18	7	Yes	No	A HGV cannot pass an oncoming vehicle for approximately half of the route, it is therefore proposed to utilise a pilot vehicle to guide HGV between these narrow areas.
	36 to V	<1000	15	2		12				
37	37 to Y	<1000	46	6	2	27	8	Yes	No	A HGV can pass an oncoming vehicle for the majority of the route with the exception of a few areas of local narrowing, it is therefore proposed to utilise a pilot vehicle to guide HGV through these narrow areas. However, east of Grundisburgh there is a section of the B1079 where the road narrows, recognising the higher background flows and
	Y to X		28	4		16				
	X to W		19	3		11				
38	38 to Z	<1000	28	4	2	16	8			

Link ID	Route	AADT Base Flows	HGV movements (two-way)*					Traffic management measures (Y / N)	Highway widening (Y / N)	Mitigation notes
			Daily peak	Hourly peak	Peak duration (weeks)	Daily ave.	Average duration (weeks)			
	Z to AA		19	3		11			approach speeds it is proposed that temporary traffic management measures (traffic signals / stop go boards, temporary speed limits) are used to manage traffic through this section.	
	AA to AB		10	2		6				
19 (part of)	19 to 20	6697	74	10	2	43	8	Yes	No	East of Grundisburgh there is a section of the B1079 where the road narrows, recognising the higher background flows and approach speeds it is proposed that temporary traffic management measures (traffic signals / stop go boards, temporary speed limits) are used to manage traffic through this section.
20	37 & 38	6697	74	10	2	43	8	Yes	No	A HGV can pass an oncoming vehicle for the majority of the route with the exception of a few areas of local narrowing, it is therefore proposed to utilise a pilot vehicle to guide HGV through these narrow areas.
21	21 to AC	4237	55	7	3	35	17	No	No	Access AC is located directly off a HGV distributor route and as such the exiting highway geometry is considered suitable.
39	21 to AD	<2000	27	4	3	17	17	No	No	From access AD to the distributor route a HGV can pass an oncoming vehicle for the majority of the route, with just a few localised points of conflict. However, there is generally good forward visibility

Link ID	Route	AADT Base Flows	HGV movements (two-way)*					Traffic management measures (Y / N)	Highway widening (Y / N)	Mitigation notes
			Daily peak	Hourly peak	Peak duration (weeks)	Daily ave.	Average duration (weeks)			
										and as such it is considered that traffic will be able to give way to oncoming vehicles where the road narrows.
40	40 to AE	<1000	19	3	1	11	11	No	No	The geometry of the existing highway allows a HGV to pass an oncoming vehicle at all points; therefore, no mitigation is required.
6	6 to AF & AG	2116	309	39	Theoretical peak	148	29	No	No	The geometry of the existing highway allows a HGV to pass an oncoming vehicle at all points; therefore, no mitigation is required.
7	7 to AH & AI	4669	206	26	Theoretical peak	99	29	No	No	Accesses AH and AI are located directly off a HGV distributor route and as such the exiting highway geometry is considered suitable.
41	41 to AJ	<1000	52	7	2	35	8	No	Yes	The geometry of the existing highway allows a HGV to pass an oncoming vehicle at all points with the exception of a short 50m stretch, recognising the character of the road it would be proposed to undertake further measurement to confirm if localised widening would be required.
	AJ to AK		18	3		12				
42	42 to AL	<500	112	14	1	21	47	Yes	No	From access AL to the distributor route a HGV can pass an oncoming vehicle for the majority of the route, with the exception of one short length. However, as existing traffic flows are relatively low

Link ID	Route	AADT Base Flows	HGV movements (two-way)*				Traffic management measures (Y / N)	Highway widening (Y / N)	Mitigation notes
			Daily peak	Hourly peak	Peak duration (weeks)	Daily ave.			
									<p>and there is generally good forward visibility it is considered that traffic will be able to give way to oncoming vehicles where the road narrows.</p> <p>In addition, highway improvement works as identified by East Anglia ONE to include the provision of a 'ghost island' at the junction of Bullen Lane will be implemented.</p>
*Single Phase worst case traffic scenario									
									Links where a pilot vehicle will be required.
									Estimated daily traffic flows
									Peak hourly HGV demand to be managed by pilot vehicle

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37. It should be noted that the measures set out in *Table 2* are outline, following the appointment of a contractor and detailed design work, different solutions may be identified. These solutions would be discussed and agreed with SCC through the development OTMP to a full plan.

1.3 Environmental Impact Controls

1.3.1 General Principles

38. Chapter 27 Traffic and Transport of the ES assessed the environmental impact of traffic on the routes within the project study area across a range of effects, namely:
- Severance;
 - Pedestrian amenity;
 - Driver delay; and
 - Road safety.
39. The assessment was predicated on a TMP being implemented as embedded mitigation that would manage the daily delivery profiles and control movements and routing. The assessment concluded that appropriate TMP measures would ensure that the environmental impacts would not be 'significant'.
40. This OTMP provides a level of detail as to the traffic management measures that would be implemented to control HGV movements during the construction phase. In doing so, the OTMP will set the standards required of the principal contractor for the project.

1.3.2 Delivery Times

41. To control delivery times and routes to the proposed East Anglia THREE project all HGV traffic would be required to first report to either Primary CCS B or E before then transferring to their respective points of access. Once HGVs have made their deliveries they would then return to the original origin of their journey rather than back to the Primary CCSs.
42. HGVs would be permitted to arrive at the Primary CCSs from between 8am and 6pm. To manage the impact of deliveries from the Primary CCSs to the points of access (and back from the points of access to their original origin) deliveries would be scheduled to avoid network peak hours (8am to 9am and 5pm to 6pm). In addition for some of the most sensitive links the ES identified that there would also be a requirement for deliveries to avoid school finish times (typically 3pm to 4pm).

43. *Table 3* below summarises the times at which deliveries will be permitted, the table also includes an allowance for the travel time from the points of access back to the strategic highway network.

Table 3 HGV Delivery Windows

Delivery to Primary CCS		Delivery to point of access		Return to wider Network
Destination	Delivery window	Access ID	Onward delivery movement permitted from Primary CCS*	Return movement permitted from Point of Access*
E - Top Street	8am – 6pm	A, B, C	9:00am – 2:30pm 4:00pm – 4:30pm	9:00am – 2:30pm 4:00pm – 4:30pm
		D, E, F, G	9:00am – 2:45pm 4:00pm – 4:45pm	9:00am – 2:45pm 4:00pm – 4:45pm
		H, I, K-V	9:00am – 4:45pm	9:00am – 4:45pm
		W-AB	9:00am – 4:30pm	9:00am – 4:30pm
B – Paper Mill Lane	8am – 6pm	AC, AD	9:00am – 4:30pm	9:00am – 4:30pm
		AE	9:00am – 2:45pm 4:00pm – 4:45pm	9:00am – 2:45pm 4:00pm – 4:45pm
		AF-AL	9:00am – 4:45pm	9:00am – 4:45pm
*Permitted delivery windows				

44. In addition to avoiding peak hours and sensitive hours for particular routes the contractor will establish a line of communication with SCC’s Emergency Planning Officer and Traffic Manager. If notified of a major incident obstructing the highway the contractor would liaise directly with suppliers to suspend HGV deliveries along affected routes.
45. If the obstruction is likely to be longer term, in the first instance the programme would be reviewed to ascertain if resource could be diverted to an alternative onshore cable route section. Failing that, the contractor would liaise with SCC to identify and assess alternative temporary access arrangements.
46. The contractor will also work closely with the local liaisons groups to identify the dates of local planned events, e.g. harvests that could impact upon the project and seek to effectively manage deliveries during these events.

1.3.3 Delivery Route Compliance

47. The delivery routes will be communicated by the contractor to all individuals and companies involved in the transport of materials and plant to and from site.
48. Appropriate signage would be installed to direct suppliers and contractors vehicles along appropriate routes, this would minimise the impact of deliveries on local residents. Information signs will also be erected which will include a telephone number for the public to report concerns.
49. A scheme will be put in place with the aim of enabling residents to identify if a vehicle is engaged on work on the project. This scheme shall be submitted to and approved by SCC.
50. Restrictions would be put in place prohibiting movements of construction HGVs through Coddendam and Sproughton, and to the south of Sandy Lane (south of Woodbridge) under the railway bridge.

1.3.4 Booking System

51. The Contractor will be responsible for managing the demand for deliveries and exports for their own fleet and that of their supply chain partners to ensure they comply with agreed daily traffic profiles contained within the supporting ES.
52. The proposed delivery schedule will be prepared weekly in advance by the contractor with limited spaces reserved for short notice deliveries.
53. The contractor will be required to keep an up to date record of deliveries and exports from the proposed East Anglia THREE project, this will take the form of delivery receipts. This information will be retained to be provided to SCC upon request.

1.3.5 Abnormal Loads

54. Timing and notice periods for abnormal load deliveries will be agreed with SCC and Highways England in reasonable time. Post construction surveys and follow up reinstatement will be undertaken to ensure that any damage is remediated.

1.3.6 Other Control Processes

55. No daytime or overnight parking of site or construction vehicles outside of any pre-determined construction compounds or work sites shall be allowed without the prior agreement of SCC.
56. A highway condition survey would be undertaken of all the local HGV routes in accordance with the UK Pavement Management System (UKPMS) standard, the survey would most likely comprise of a Coarse Visual Inspection survey with more

detailed surveys (such as the use of Defelctograph) for specific areas. The exact specification of surveys required would be agreed with SCC prior to commencement.

57. Any damage to the existing road network or public highway as a consequence of the construction activities, will be made good to the reasonable satisfaction of SCC in accordance with such requirements (as to specification of materials and standard) as prescribed by regulations under the New Roads and Street Works Act 1991 (as amended).
58. Any damages to street furniture as a consequence of the construction activities will be made good to the reasonable satisfaction of SCC.
59. Where proposed construction access routes use existing tracks which are also Public Rights of Way (PRoW) additional safe working practices will need to be implemented. These may include tool box talks for site personnel on how to drive carefully in these areas, early warning signage alerting construction workers to the presence of a PRoW and warning signs for members of the public to be aware of construction traffic.
60. No works that would affect the public highway or rights of way shall be commenced until all traffic safety measures required are fully operational and to the satisfaction of SCC.
61. The ES assessed the impact of the proposed East Anglia THREE project construction on Driver Delay (i.e. congestion on the highway network). *Table 4* details the junctions which were assessed as having the potential for significant impacts, and which would be re-assessed by the appointed principal contractor when developing the final TMP. If this assessment identifies significant impacts further controls would be agreed with SCC.

Table 4 Potentially Sensitive Junctions

Junction Number	Description
5	Roundabout junction of the A12 and A1214
6	Roundabout junction of the A12 and Newbourne Road
8	Priority junction of the B1079 and Manor Road
11	Roundabout junction of the A12 and B1438
12	Roundabout junction of the A14 and A12 (south)

1.3.7 Contractor Commitments

62. The provision of the OTMP would form part of the contractual agreement between EATL and its contractor. EATL will therefore require its appointed contractor to make the following commitments:

- Operate within the agreed freight and delivery profiles as set out within the Environmental Statement;
- Only use the designated delivery routes;
- Record deliveries and departures for plant and materials with the booking system;
- Contribute towards the monitoring regime;
- Implement the agreed corrective processes, as set out in section 1.5).

63. An information pack will be distributed to all individuals involved in the transport of materials. The pack will be a convenient size so it can be stored in a truck cab.

64. The pack will include key information on delivery routes and procedures for dealing with emergencies and disciplinary measures for non-compliance.

1.4 Monitoring

1.4.1 Monitoring Strategy

65. The HGV movements associated with the works will be continuously monitored through the use of the Booking System. This will require the Contractor to keep an up to date record of deliveries and exports from the works.

66. The information will be made available to SCC upon request, for checking against the application profile.

1.4.2 Stakeholder Input

67. EATL are committed to providing clear communication to the local residents and would manage public relations with local residents and businesses that may be affected by construction traffic. Construction information relating to the type and timings of works involved, the transport routes associated with the works, the hours of likely construction traffic movements and key traffic management measures would be provided in the form of posters and parish meetings.

68. Establishment of local liaison groups within areas impacted by construction activities would deal with specific issues such as avoiding any overlap with harvest or local events
69. A designated East Anglia THREE local community liaison officer will field and respond to any public concerns as set out by a project community and public relations procedure which will be submitted for comment to the local authorities.
70. Contact names, addresses and telephone numbers will be provided to parish councils and local liaison groups in case of complaint or queries. All enquiries will be logged, investigated and rectifying action will be taken when deemed appropriate.

1.5 Enforcement

1.5.1 Introduction

71. The consequences of not complying with the Traffic Management Measures and Environmental Impact Controls and contained within this OTMP could be result in an increase in HGV traffic on the highway network and road safety concerns, potentially impacting on sensitive receptors, leading to significant environmental effects.
72. It is therefore essential that that the OTMP can quickly react to any breaches and implement corrective processes. This section therefore provides a summary of the mechanisms that would ensure that the OTMP is effectively enforced.

1.5.2 Potential Breaches

73. To ensure that the OTMP can be effectively enforced it is important to define what would constitute a breach. The OTMP therefore considers that the following would constitute a breach whereby corrective measures would be required:
 - 1) Failure to implement or use the agreed traffic management measure;
 - 2) Failure to follow the agreed delivery routes;
 - 3) Failure of the HGV to display its unique identifier;
 - 4) Exceeding the agreed freight and delivery profiles as set out within the Environmental Statement; and
 - 5) Failure to record deliveries and departures for plant and materials with the booking system.

1.5.3 Corrective Process

74. On receipt of a report of a potential breach EATL would investigate the circumstances and compile a report for the relevant authorities within seven

working days. The report would outline the outcome of the investigation and what corrective action (if necessary) had been implemented.

75. A three stage correction process is proposed:
- Stage one – This would be a formal warning to the principal contractor at this stage. The principal contractor would be responsible for identifying the individuals/sub-contractors/suppliers and passing on the formal warning.
 - Stage two – If a further material breach is identified the principle contractor would be given a further warning and required to involve individuals/sub-contractors/suppliers to produce an action plan to outline how the issue would be rectified and any additional mitigation measures proposed. The action plan should identify a strategy with a duration of not more than seven working days to correct the breach.
 - Stage three – Should further breaches still occur the principal contractor would be required to remove the offender from site.
76. Failure to follow the performance standards (including the correction process) or continued breaches would be addressed by formal dispute procedures of the contract between EATL and the principal contractor.
77. Individual employee breaches will be addressed through UK employment law whereby the three stage process outlined will form the basis for disciplinary proceedings.

APPENDIX 1: PROPOSED HGV ROUTES TO POINTS OF ACCESS

Appendix 1 is provided in document 8.7 (1-3) File name: 8.7 Outline traffic management plan appendix 1-3

APPENDIX 2: PILOT VEHICLE CONCEPT

Appendix 2 is provided in document 8.7 (1-3) File name: 8.7 Outline traffic management plan appendix 1-3

APPENDIX 3: VEHICLE CONFLICT PLANS

Appendix 3 is provided in document 8.7 (1-3) File name: 8.7 Outline traffic management plan appendix 1-3

APPENDIX 4: VEHICLE CONFLICT SWEPT PATH ANALYSIS PLANS

Appendix 4 is provided in document 8.7 (4) File name: 8.7 Outline traffic management plan appendix 4

Document 8.7 Ends Here