The Great Grid Upgrade

BT-NG-020621-545-0235

Bramford to Twinstead Reinforcement

Volume 8: Examination Submissions

Document 8.6.6: Transport Assessment Construction Vehicle Profile Data

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1. Introduction

1.1 Purpose of this Data

1.1.1 This document has been produced at the request of Suffolk and Essex County Councils through the ongoing discussions regarding impacts of the project on the local road network and as raised in their Local Impact Report [**REP1-045** and **REP1-039** respectively]. The councils have asked for the construction vehicle numbers that were assumed in the Transport Assessment (TA) [**APP-061**] and that these are provided for each access point on the project, split into months and vehicle classification. This information is provided in Appendix A.

1.1.2 The construction vehicle forecast is based on the Alternative Scenario presented in Environmental Statement Appendix 4.2: Construction Schedule [**APP-091**], as this generated the worst-case traffic figures for the TA [**APP-061**]. The Alternative Scenario assumes that the grid supply point (GSP) substation construction is included as part of the main works delivered pursuant to the DCO. This would mean that works at the GSP substation would commence subject to the successful granting of the DCO.

1.2 Construction Vehicle Profile Data

1.2.1 The forecasted traffic numbers have been developed by one of the Applicant's framework contractors based on the assumed vehicle numbers that would be required for constructing the project, as shown on the General Arrangement Plans [**APP-018**]. It only includes construction vehicles and does not include staff commuting vehicles. Assumptions that sit behind these traffic numbers can be found in Appendix C of the TA [**APP-061**].

1.2.2 The Construction Vehicle Profile Data Spreadsheet provided in Appendix A starts at month 20 to reflect the Alternative Scenario presented in Environmental Statement Appendix 4.2: Construction Schedule [**APP-091**]. This is because in the Alternative Scenario the works at the GSP substation would commence subject to the successful granting of the DCO. The baseline construction schedule presented in Environmental Statement Appendix 4.2: Construction Schedule [**APP-091**] assumes that the GSP substation is constructed in advance of development consent, i.e. prior to month 20.

1.2.3 The access points referenced in Appendix A of this document are shown in the Access Rights of Way and Public Rights of Navigation Plans [**APP-012**] along with the name of the road (road reference). The table in Appendix A then sets out the anticipated vehicles that would use this access point and the vehicle classification as follows:

- Light goods vehicles (LGV): 2 axles, up to 3.5 tonnes gross weight;
- Heavy goods vehicles (HGV) (OGV1): 2 axles, over 3.5 tonnes and up to 7.5 tonnes gross weight; and
- HGV (OGV2): 2 or more axles, over 7.5 tonnes gross weight.

1.2.4 Each access point has a unique identifier which comprise the project geographical section, the works that would be required from the access point and a unique number.

1.2.5 The geographical sections of the project are referenced as follows:

- A/B: Bramford Substation/Hintlesham;
- C: Brett Valley;
- D: Polstead;
- E: Dedham Vale Area of Outstanding Natural Beauty (AONB);
- F: Leavenheath/Assington;
- G: Stour Valley; and
- H: GSP Substation

1.2.6 The main access point work activities are referenced as follows:

- AP: an access point serving the main construction works, for example constructing the proposed 400kV overhead line or underground cable (LGV and HGV assumed);
- DAP: an access point associated with the removal of the 132kV overhead line (LGV and HGV assumed);
- EAP: an access point associated with environmental mitigation and/or enhancement areas (only LGV assumed);
- YLAP: an access point associated with the minor modifications to, and realignment of sections of the existing 400kV overhead line such as the arcing horns (LGV and HGV assumed); and
- BM: a crossing point only associated with the construction of the 400kV underground cables (LGV and HGV assumed).

1.2.7 The numbers of the access point are typically (but not always) consecutive from east to west along the Order Limits. For example, reference F-DAP1 would be the most eastern access point located in Section F: Leavenheath/Assington and would be used for removal of 132kV overhead line.

1.2.8 It should be noted that some accesses perform multiple functions, such as being required for both the removal of the 132kV overhead line and for installation of new overhead line or underground cables. In these cases, accesses have been categorised according to their main function.

1.2.9 There are five access points that would be used by abnormal indivisible loads (AIL) serving the cable sealing end (CSE) compounds and the GSP substation. These are:

- D-AP2 (Millwood Road): Serving Dedham Vale East CSE compound;
- F-AP5 (A134): Serving Dedham Vale West CSE compound;
- G-AP4 (B1508): Serving Stour Valley East CSE compound;
- H-AP20 (A131): Serving Stour Valley West CSE compound; and
- H-AP1 (A131): Serving the GSP substation.

1.2.10 H-AP20 is the access point serving the proposed temporary access route off the A131. This crosses points on the local road network at H-AP10 to H-AP19 and at G-AP11. The TA [**APP-061**] considers that no LGV and HGV traffic is assigned to the latter access points (no construction traffic will join or leave the local road network at these points), as HGV routes are secured by the Construction Traffic Management Plan [**REP3-030**] and LGV will be encouraged to use temporary access routes and identified construction routes during construction (this also applies to staff vehicles). Adding additional numbers of vehicles at each intervening access/crossing point would artificially inflate the numbers, as it would be the same LGV and HGV entering the temporary access route at H-AP20.

1.2.11 H-AP1 is the access point primarily serving HGV and LGV traffic for the GSP substation construction and includes construction vehicle numbers for the pylon modification works associated with access points H-AP5 to H-AP9. Construction vehicle numbers have not been further subdivided from H-AP1 across access points H-AP5 to H-AP9, as the numbers of vehicles are expected to be small and would have an insignificant impact on the results of the TA [**APP-061**].

1.2.12 Some access points, have no vehicle numbers assigned to them for the reasons outlined below:

- To provide access for environmental mitigation areas, which would be undertaken after the main works, would involve low numbers of vehicles and would typically only involve LGV. These works would also occur outside the peak months considered in the TA **[APP-061]** and would therefore not impact on the result of this assessment. For example, access point D-EAP1;
- To provide a crossing point between two opposite access points, in which case no construction vehicles would join, or leave the local road network at these points. For example, at access point G-AP7 and G-AP8; and
- To provide a permanent access point only, in which case construction traffic would access via a temporary access point at another location. For example, at access point F-AP4.

1.2.13 Reference should be made to the comments section of Appendix A regarding details for individual access points.

Appendix A – Construction Vehicle Profile Data Spreadsheet

Stanford to Tamalpais/Environment

Weekday service, effective September 2022 (with 2022-23 school calendar)

Trains start/end/operate with varying routes for Tamalpais Express/Commuter between Mill/SF/Mill Valley

All trains operate to and from Mill Valley, except trains that start/end/operate only with Tamalpais Express/Commuter between Mill Valley and Mill Valley Express/Commuter trains may run to Sausalito only, to Larkspur only, or to Larkspur and Sausalito.

Trains start/end/operate at Stanford only as EXPRESS trains to/from SF.

Trains start/end/operate at Mill Valley only as EXPRESS trains to/from SF.

Trains start/end/operate at Mill Valley only as COMMUTER trains to/from SF.

| Key Journey Name | Weekday or Route | Head Address(es) | Comments | Mon-Fri Weekday | | |

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