

Project:	Highways England Spatial Planning Arrangement 2016-2020	Job No:	60600479/ DF006.001
Subject:	Aquind Interconnector – Initial Review of Documentation		
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Executive Summary

Following an initial review of the Environmental Statement documentation submitted in support of the proposed Aquind Interconnector on-shore works, AECOM recommend that the following information and analysis should be provided in order for Highways England to make an informed response to the proposals.

1. The use of the access from the A27/ A2030 roundabout to the Farlington Marshes car park for construction traffic should be explicitly excluded (para 2.4).
2. Explicit reference should be made to Circular 02/2013 so that Highways England can be assured that its requirements will be met (para 2.6).
3. The consultation material referred to at ES T&T Chapter 22.3.2 appears not to be contained in Appendix 22.2. and its location should be clarified (para 2.7).
4. In respect of the proposed use of the existing access from the A2030 to the Farlington Playing Fields, the following considerations should be addressed (para 2.11):
 - The adequacy of the current layout of this junction or whether any modifications are required to accommodate the vehicles bringing the HDD drilling equipment and taking away spoil – this should be confirmed through the provision of HGV swept path plots;
 - The capacity of the right turn into the site and confirmation using a PICADY model that there is minimal risk of a queue of traffic tailing back out on to the northbound carriageway of Eastern Road;
 - The acceptability of the current in/out arrangements in which vehicles leaving Farlington Playing Fields must return to Eastern Road via either the Holiday Inn access or the Petrol Filling Station Forecourt;
 - The impact of traffic generated by this site access on the A2030/ Walton Road traffic signals and the risk of a queue tailing back towards the A27;
 - The impact on the A27/ A2030 junction of U-turns generated by users of this site access wishing to return north towards Farlington.
5. Dependent upon the scale of the impact reported in the TA, the proposed restrictions on the movement of heavy goods vehicles (HGVs) during peak periods may need to be modified to be more robust. In any case, they should be formalised as protective provisions in the DCO (para 2.13).
6. The significance of the impact of the proposals on the A27/A2030 junction and at other A3(M) and A27 junctions within the study area should be documented. (para 2.14).
7. The potential cumulative impact of this project with the M27 J4 – J11 Smart Motorway Project should be considered and its omission from the document justified (para 2.17).

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8. A local junction capacity model should be provided of the A27/ A2030 junction (para 2.22).
9. In respect of the following junctions, evidence should be provided as to why it was not necessary to include local junction capacity models of these junctions (para 2.22):
 - M27 Junction 12 grade separated junction;
 - M27 Junction 12 roundabout junction with A3 Southampton Road;
 - A3(M) Junction 4;
 - A3(M) Junction 5;
 - The dumb-bell junction linking A3(M) junction 5 with the A27 east.
10. Local junction capacity models of the following junctions should also be considered (or alternatively evidence provided as to why it was not necessary to include them) (para 2.23):
 - The A2030/ Walton Road traffic signal controlled junction;
 - The junction between the A2030 and the access road serving the Farlington Playing Fields/ Holiday Inn.
11. The intended duration of individual location-specific elements of the work (for example the work at HDD-3, where the cable run crosses under the A27) should be explicitly stated (Table 1 item 6).

AECOM advise Highways England to continue to work with WSP, Hampshire County Council, Portsmouth City Council and other stakeholders to resolve the issues identified, with a view to reaching an agreed position in advance of the forthcoming DCO Hearing.

This should include further, more detailed, scrutiny of technical material identified in this TN which relates to specific areas of work which are likely to be of particular interest to Highways England.

1. Introduction

- 1.1. On behalf of Highways England, this Technical Note (TN) documents AECOM's initial review of the 'Traffic & Transport' chapter of the Environmental Statement (ES) for the proposed Aquind Interconnector. These documents have been accessed from the Planning Inspectorate (PINS) website as part of the documentation accompanying an application for a Development Consent Order (DCO) with PINS Reference: EN020022.
- 1.2. The Aquind Interconnector is a proposed cross-channel electricity cable, which will make landfall at Southsea (Portsmouth) and access the National Grid at a converter station at Lovedean, to the north of Denmead. The cable will cross the A27 Trunk Road to the east of its junction with the A2030 Eastern Road.
- 1.3. AECOM understand that the engineering aspects of providing a cable crossing at this point are to be dealt with by Highways England's maintaining agent and that AECOM's input into the process will relate primarily to the traffic capacity and road safety implications of the wider project on the Strategic Road Network (SRN).
- 1.4. AECOM previously reviewed three documents provided in advance of the DCO application being made. These were:
 - Preliminary Environmental Information Report (PEIR), dated February 2019;
 - The SRTM Data Analysis Report (SRTM DAR), dated September 2019: This provides a summary of the output from a run of the Solent Area Sub-Regional Transport Model (the SRTM) and provides details of the potential impact of the proposals at a number of locations on and close to the SRN within the South Hampshire area.
 - The SRTM DAR contained a copy of the draft Transport Assessment Scoping Note (TASN), dated June 2019.
- 1.5. AECOM's previous review is documented in TN01, dated 14th October 2019, which made a number of recommendations. As well as reporting on a review of the Traffic & Transport chapter of the ES, this TN02 will identify which of AECOM's previous recommendations have been addressed and those that still need to be followed up. This analysis is presented in Table 1 contained within Section 3 of this TN.
- 1.6. The documents reviewed and commented on in this TN are as follows:
 - Environmental Statement (ES) Chapter 22 Transport & Traffic Chapter (ES T&T Chapter);
 - ES Appendix 22.1 - Transport Assessment (TA);
 - ES Appendix 22.1A – Framework Traffic Management Strategy (FTMS);
 - ES Appendix 22.2 - Framework Construction Traffic Management Plan (FCTMP).
- 1.7. The purpose of this TN02 is to report on an initial overview of the documentation provided, identify the areas likely to be of interest to Highways England and, in particular, if there is any information not currently included in the submission, which AECOM consider necessary to allow Highways England to take an informed view on these proposals.
- 1.8. The SRN in this vicinity comprises the following:
 - The M27 Motorway;
 - The A27 Trunk Road; and
 - The A3(M) north of its junction with the A27.
- 1.9. AECOM assume that the whole of the following form part of the Local Road Network (LRN), managed by either Hampshire County Council or Portsmouth City Council:
 - The M275 Motorway; and

- The A3 throughout the study area.
- 1.10. As part of our initial review of the documents, AECOM identified the following locations that might be of interest and could possibly be of concern to Highways England:
- A3(M) Junctions 2, 3, 4 and 5;
 - The dumb-bell junction linking A3(M) J5 with the A27 east towards Havant;
 - The A3/ Dell Piece (west)/ Catherington Lane junction in Horndean (controlling access to the LRN from A3(M) J2);
 - The Hulbert Road/ Frenstaple Road/ Tempest Avenue junction in Waterlooville (controlling access to the LRN from A3(M) J3);
 - The B2177 Portsdown Hill Road/Bedhampton Road/ Maylands Road/ Bedhampton Hill roundabout at Bedhampton (controlling access to the LRN from A3(M) J5);
 - The A27/ A2030 Eastern Road grade-separated junction;
 - The A3/ A27 Portsbridge grade-separated roundabout;
 - M27 Junction 12; and
 - A works site access located off the A2030 immediately to the north of its junction with the A27.
- 1.11. With the exception of the A27/ A2030 junction (which AECOM has previously recommended should be included), these locations were illustrated on the figure at Appendix B of the SRTM DAR, a copy of which is reproduced at Figure 1 on the following page.
- 1.12. The extent to which the ES and TA quantify the impact of the proposals at these locations is considered further in this TN02. The recommendations in this TN are identified by the use of **bold underlined text**.

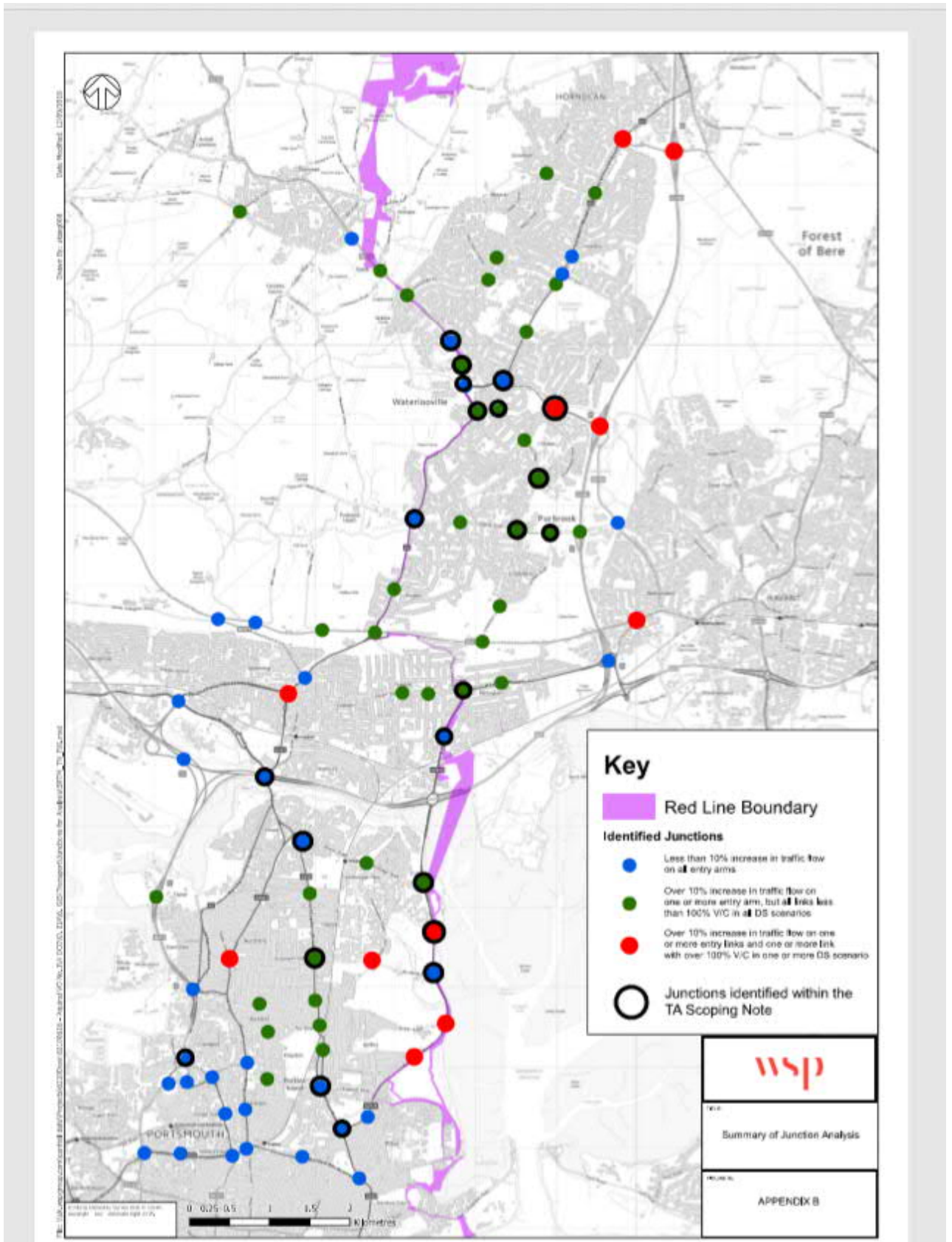


Figure 1: Junctions in the Study Area
(Source: SRTM DAR Appendix B)

2. Initial Review of Documents

The Proposed Works

- 2.1. Section 22.1 of the ES T&T Chapter provides a description of the scheme. It is evident that the key locations of interest for Highways England will be A3(M) Junction 2, which provides the primary access to the converter station at Lovedean; and the location at which the cables will cross the A27 just to the east of its junction with the A2030.
- 2.2. The converter station at Lovedean is the largest single source/ attractor of construction traffic generated by the scheme and ES T&T Chapter para 22.4.6.9 and TA para 1.8.3.7 both state that the only permitted route to/ from the converter station is accessed from the wider network via A3(M) Junction 2. The impact of construction traffic is implicit in the junction capacity modelling undertaken and this will be reviewed by AECOM in due course as part of our review of the junction capacity modelling.
- 2.3. Para 22.1.2.25 of the ES T&T Chapter states that: '*Horizontal Directional Drilling ('HDD') will be used to cross under the A27*'. Plate 22.10 of the ES T&T Chapter illustrates in general terms the proposal to gain access for the construction of the HDD section through the Farlington Playing Fields and para 1.3.5.39 confirms that the existing access road serving the playing fields will be used to gain access to the work site. Para 5.3.8.1 of the FCTMP also makes this point.
- 2.4. There is no reference to access being gained from the south side of the A27/ A2030 junction, through the Farlington Marshes car park access. For clarity, **AECOM recommend that the use of this access should be explicitly excluded.**
- 2.5. The implication of TA para 1.3.10.6 is that the whole section from Farlington Playing Fields (to the north of the A27) through to Kendalls Wharf (some 1.2km to the south) will be constructed as a single HDD section, whose site access will be through Farlington Playing Fields. In traffic impact terms, this will be preferable to a direct access to the work site from the Trunk Road or from the A2030. However, it does mean that the A2030/ Farlington Playing Fields access (and hence the A27/ A2030 junction) may be more intensively used over a longer period than would otherwise be the case.

Policy

- 2.6. Section 22.2.3 of the ES T&T Chapter contains a list of National Policies that apply to the project. This includes reference to the National Planning Policy Framework (NPPF), but it does not make reference to DfT Circular 02/2013 as well as Highway's England's 'The Strategic Road Network: Planning for the Future (a guide to working with Highway's England on planning matters)'. **AECOM recommend that explicit reference should be made to DfT Circular 02/2013 and Highways England's 'Planning for the future' document in the document so that Highways England can be assured that its requirements will be met.**

Consultation

- 2.7. Section 22.3.2.1 of the ES T&T Chapter refers to consultations that have taken place. Consultation with Highways England took place on:
 - 22nd May 2018 – a meeting to discuss the project in general;
 - 31st May 2019 – a meeting to provide a general project update and discuss the scope of the Transport Assessment.

This section of the ES T&T Chapter states that Appendix 22.2 contains a summary of consultation undertaken and outcome of discussions. **AECOM were unable to find this material in Appendix 22.2 and recommend that its location should be clarified.**

Abnormal Loads

- 2.8. Para 22.4.5.36 of the ES T&T Chapter discusses the issue of abnormal loads and para 22.6.5.20 discusses the implications of routing abnormal loads through A3(M) Junction 2, which AECOM will comment on in due course.

Collision Data

- 2.9. TA para 1.7.3.1 and Plate 29 present a summary of collision data covering A3(M) Junction 2 and 1.7.3.15 & Plate 32 covers the A27/ A2030 junction. The collision data itself is contained in TA Appendix E. The TA states that, in the five year period from January 2014 to December 2018 inclusive, there were 40 slight and 7 serious collisions in the area covered by Plate 29; and 32 slight and 11 serious collisions in Zone 8, which includes the A27/ A2030 junction. AECOM will review the collision analysis in due course.

Site Access Arrangements

- 2.10. The construction work sites are all accessed off the Local Road Network and no direct accesses are proposed on the SRN.

- 2.11. However, Highways England will require assurance that the access to the Farlington Playing Fields work site is adequate to accommodate the types and numbers of vehicles anticipated to use it, since it is an existing minor access point of limited geometry, served by a minor arm off the A2030 some 190m north of its junction with the A27. Any shortcomings in the layout or operation of this access have the potential to affect the operation of the SRN. **AECOM recommend that the following considerations should be addressed in respect of this junction:**

- **the adequacy of the current layout of this junction or whether any modifications are required to accommodate the vehicles bringing the HDD drilling equipment and taking away spoil – this should be confirmed through the provision of HGV swept path plots;**
- **the capacity of the right turn into the site and confirmation using a PICADY model that there is minimal risk of a queue of traffic tailing back out on to the northbound carriageway of Eastern Road;**
- **the acceptability of the current in/out arrangements in which vehicles leaving Farlington Playing Fields must return to Eastern Road via either the Holiday Inn access or the Petrol Filling Station Forecourt;**
- **the impact of traffic generated by this site access on the A2030/ Walton Road traffic signals and the risk of a queue tailing back towards the A27;**
- **the impact on the A27/ A2030 junction of U-turns generated by users of this site access wishing to return north towards Farlington.**

The Management of Construction Traffic

- 2.12. Chapter 1.8 of the TA contains a summary of the FCTMP, the full text of which is contained at Appendix 22.2 of the ES (Appendix F of the TA). AECOM have not, at this stage, reviewed the full text of the FCTMP and the comments which follow are based on the summary at chapter 1.8 of the TA. A more detailed review of the FCTMP and the FTMS will be undertaken by AECOM in due course.

- 2.13. Para 1.8.3.3 and Table 47 of the TA set out the proposed working hours of the construction sites and para 1.8.3.4 sets out hours of work restrictions on HGVs delivering to the sites. In general, HGVs carrying construction materials will either arrive at 07:00 or between 09:00 and 17:00 and will therefore be timed to avoid the conventional peak hours. However, the TA acknowledges that some equipment/ material may be transported away from the sites at 17:00. For the HDD sites (such as that immediately to the north of the A27/ A2030 junction) the proposal is to avoid moving HGVs between 08:00 – 09:00 and 17:00 – 1800 (TA para 1.8.3.4). **Dependent upon the scale of**

the impact reported in the TA, these restrictions may need to be modified to be more robust. In any case, AECOM recommend that they should be formalised as protective provisions in the DCO.

- 2.14. ES T&T Chapter Section 22.4.7.3 and TA paras 1.8.3.6 – 1.8.3.27 contain details of the routes proposed to be used by construction traffic associated with the scheme. The following SRN junctions are listed as the primary points of access between the work sites serving the ten sections of onshore cable corridor route and the wider network:

Route section	SRN junction(s) used
Section 1 (including the converter station at Lovedean)	A3(M) Junction 2
Sections 2 & 3	A3(M) Junction 3
Section 4	A3(M) Junctions 3 and 5
Section 5 (Farlington)	A3(M) Junction 5; A27/ A2030 junction
Sections 6 – 10 inclusive	A27/ A2030 junction

It is evident from the above that the impact of construction traffic will be concentrated at A3(M) Junction 2 and the A27/ A2030 junction at Farlington.

Impacts

- 2.15. Section 22.6.5 of the ES T&T Chapter summarises in general terms the anticipated impacts of the proposals on the highway network. The impacts at A3(M) Junction 2 and at the A27/ A3 Portsbridge Roundabout are rated ‘Significant’ whilst at A3(M) Junction 3 they are rated ‘Negligible’. No impact rating is stated at the A27/ A2030 junction or at the other A3(M) and A27 junctions located within the study area. **AECOM recommend that the significance of the impact of the proposals on the A27/A2030 junction and at other A3(M) and A27 junctions within the study area should be documented.**
- 2.16. Section 1.10 of the TA sets out the methodology for assessing the impact of the scheme on the highway network. This is based on a number of ‘bespoke’ runs of the Solent Sub-Regional Transport Model (the SRTM) for a number of representative construction phases and traffic management scenarios. These were assessed in the year 2026, which is the closest available model run year in the SRTM to the anticipated construction period. Appendix B of the TA contains details of the SRTM run. AECOM will review the material available in due course.
- 2.17. It is evident from Appendix B that a number of committed developments and infrastructure schemes have been included in the SRTM model run. However, there appears to be no reference in either the ES T&T Chapter or the TA to the potential cumulative impact of the Aquind Interconnector with the M27 J4 – J11 Smart Motorway scheme, should their construction periods overlap. **AECOM recommend that this omission should be justified.**
- 2.18. Section 1.11 of the TA contains details of the strategic impact of the proposals. This is expressed as a series of journey time changes extracted from the SRTM for 8 different route corridors. These are summarised in Table 63 of the TA. Route corridors 4 (A3(M) Junction 2 – M27 Junction 12) and 8 (A2030 between Havant and Portsmouth) are likely to be of interest to Highways England.
- 2.19. For route corridor 4, the model shows minimal change in journey times between the ‘Do Minimum’ and ‘Do Something’ scenarios whereas Route Corridor 8 records journey time increases of up to 60 seconds (around 4%).

- 2.20. Section 1.12 of the TA records the results of local junction capacity models for key junctions. The following relate to junctions previously identified as being of interest to Highways England:
- A3(M) junction 2 (Tables 105 – 107);
 - A3 London Road/ B2149 Dell Piece West junction (Tables 108 – 110);
 - A3(M) Junction 3 (Tables 111 – 114);
 - Hulbert Road/ Frenstaple Road junction (Tables 117 – 119);
 - B2177 Portsdown Hill/ Bedhampton Hill junction (Tables 132 – 134);
 - A3 Southampton Road/ Spur Road roundabout (Tables 135 – 137);
 - M27/ A3 Portsbridge roundabout (Tables 138 – 140).
- 2.21. AECOM will comment on the significance of these results in due course.
- 2.22. Local junction capacity models for the following junctions, which were identified as potentially of interest in AECOM TN01, are not included in the TA:
- A27/ A2030 Farlington junction;
 - M27 Junction 12 grade separated junction;
 - M27 Junction 12 roundabout junction with A3 Southampton Road;
 - A3(M) Junction 4;
 - A3(M) Junction 5; and
 - The dumb-bell junction linking A3(M) junction 5 with the A27 east.
- 2.23. No rationale appears to have been given in the TA for the exclusion of these junctions from the junction capacity modelling study. **In respect of the A27/ A2030 junction, AECOM recommend that a local junction capacity model should be provided. In respect of the other junctions on the list in para 2.21, AECOM recommend that evidence is provided as to why it was not necessary to include them.**
- 2.24. In addition, in view of the presence of a construction site access serving the proposed HDD crossing under the A27, **AECOM recommend that local junction capacity models of the following junctions should also be considered (or alternatively evidence provided as to why it was not necessary to include them):**
- **The A2030/ Walton Road traffic signal-controlled junction; and**
 - **The junction between the A2030 and the access road serving the Farlington Playing Fields/ Holiday Inn.**

3. Summary of Issues raised in Technical Note 01

- 3.1. As detailed earlier in this report, AECOM's previous review is documented in TN01, dated 14th October 2019, which made a number of recommendations. Table 1 below identifies which of AECOM's previous recommendations have been addressed and those that still need to be followed up.

Table 1 (Summary of Issues raised in Technical Note 01)

TN01 Recommendation	Response	Comments
<p>1</p> <p>The A27/ A2030 grade separated junction should be included in the study area and the impact of the scheme at this junction should be examined. Alternatively, justification should be provided for its exclusion (para 2.13)</p>	<p>No junction capacity model, nor justification for its exclusion from the study area has been provided. Although ES T&T Chapter para 22.1.2.25 states that the A2030 Eastern Road between the access junction to Farlington Playing Fields and the A27 Havant Bypass will be impacted only by construction traffic associated with the cable installation process and perhaps this is meant to explain its absence from the study.</p>	<p>The statement at ES 22.1.2.25 is not fully accurate – access to the HDD compound at Farlington Playing fields will also use this section and TA para 1.8.3.20 -1.8.3.35 makes it clear that a substantial part of the works in sections 5 – 10 will have their primary access via the A27/ A2030 junction. In AECOM's view, the capacity of this key junction should have been assessed. <u>The recommendation for a capacity assessment of this junction is repeated in this TN02 at para 2.22.</u></p>
<p>2</p> <p>The existence or otherwise of a construction site access on the east side of the A2030, to the north of its junction with the A27 should be confirmed (para 1.10). If a site access is proposed here, further details should be provided as follows:</p> <ul style="list-style-type: none"> • Its proposed layout, including HGV swept path analysis; • Its capacity tested using a PICADY model; • Confirmation that the risk of a queue back from this junction to the A27/ A2030 grade separated junction is minimal; and • If this is not the case, details of traffic management measures designed to minimise such queueing. 	<p>ES T&T Chapter para 22.1.2.25 and TA para 1.3.10.6 both state that HDD will be used to cross under the A27 and Langstone Harbour. TA para 1.3.5.39 states that access to the HDD site will be taken from the A2030 via the existing Farlington Playing fields access road and car park north of the Holiday Inn. No details have been provided with regard to the adequacy of the current layout of this junction or whether any modifications are required to accommodate the construction traffic.</p> <p>(Other site access locations have been identified in the Framework Construction Traffic Management Plan, the site access at Lovedean (Converter Station) is the only drawing provided).</p>	<p>Whilst this is an existing access and therefore some of the issues raised in AECOM TN01 may not apply, the following considerations would:</p> <ul style="list-style-type: none"> • the adequacy of the current layout of this junction or whether any modifications are required to accommodate the vehicles brining the HDD drilling equipment and taking away spoil; • the capacity of the right turn into the site and confirmation using a PICADY model that there is minimal risk of a queue of traffic tailing back out on to the northbound carriageway of Eastern Road; • the acceptability of the current in/out arrangements in which vehicles leaving Farlington playing fields must return to Eastern Road via either the Holiday Inn access or the Petrol Filling Station Forecourt; • the impact of traffic generated by this site access on the A2030/ Walton Road traffic signals and the risk of a queue tailing back towards the A27; • the impact on the A27/ A2030 junction of U-turns generated by users of this site access wishing to return north towards Farlington. <p>In AECOM's view, these aspects should have been addressed. <u>Para 2.11 of this TN02 recommends further assessment of this site access.</u></p>

TN01 Recommendation	Response	Comments
<p>3</p> <p>Details of the performance of the following junctions in each assessment scenario, extracted from the SRTM runs already undertaken (para 2.13):</p> <ul style="list-style-type: none"> • A3/ A27 Portsbridge roundabout; • M27 Junction 12 grade separated junction; • M27 Junction 12 roundabout junction with A3 Southampton Road/ Western Road; • A3(M) Junction 4; • A3(M) Junction 5; and • The dumb-bell junction linking A3(M) J5 with the A27 east towards Havant. 	<p>The TA contains details of an ARCADY model run of the A3/ A27 Portsbridge roundabout. This reveals that the RFC of the M27 off-slip road roundabout entry is predicted to increase from 0.92 to 0.98 (queue from 9 to 16 PCUs) in 2026 whilst the works are under way.</p> <p>AECOM will review this model in due course and comment in detail on the model and the results presented.</p> <p>No information has been provided with regard to performance of the other stated junctions.</p> <p>(Journey time assessments have been provided for the A27 and A3(M) as well as a capacity assessment).</p>	<p>Justification for its absence has not been provided although the TA states that only junctions that have experienced an increase in 10% or more on one approach have been included.</p> <p>AECOM would welcome confirmation, possibly using more detailed output from the SRTM, that the other junctions on this list did not warrant junction capacity models. <u>Para 2.22 of this TN02 recommends this.</u></p>
<p>4</p> <p>Further details of the performance of the following junctions, for each scenario, extracted from the SRTM runs already undertaken, to include arm-by-arm analysis (including circulatory stop lines on signal-controlled roundabouts) of capacity and queueing (para 2.12)</p> <ul style="list-style-type: none"> • A3(M) Junction 2; • A3/ Dell Piece (west)/ Catherington Lane junction; • A3(M) Junction 3; • Hulbert Road/ Frenstaple Road/ Tempest Avenue junction; • A3 Southampton Road/ London Road/ Spur Road junction; and • B2177 Portsdown Hill/ Bedhampton Hill junction. 	<p>TA section 1.11 contains details of ARCADY, PICADY and LinSig models (as appropriate) assessing the impact of the proposals on each of these junctions.</p>	<p>AECOM to review these models in due course and comment in detail on the models and the results presented.</p>

TN01 Recommendation	Response	Comments	
5	Where these SRTM results disclose a potentially severe impact, detailed junction capacity models using industry-standard software such as ARCADY or LinSig should be provided so as to examine in more detail the performance of the junction under the traffic flows predicted (para 2.14).	Junction capacity assessments have been taken on 31 existing junctions as defined in Section 10 of the TA. TA section 1.11 contains details of ARCADY, PICADY and LinSig models (as appropriate) assessing the impact of the proposals on each of these junctions.	AECOM to review these models in due course and comment in detail on the models and the results presented.
6	Clarification should be provided on the durations over which the impacts reported are likely to arise (para 2.6).	The programme of works is defined in TA para 1.1.5.1 & Table 1 as lasting from Q3 2021 to Q4 2024. The total duration of the works being 27 months. The peak construction year is defined as 2022. The construction stage of the proposed development has been assessed using a 2026 future scenario as this was the most appropriate model scenario available within the SRTM (as stated in the Traffic and Transport Chapter of the ES). The proposed hours of working of the construction sites and proposed restrictions on peak hour heavy goods vehicle movements are set out in TA section 1.8.	Appendix F of the TA contains the construction programme. However, the intended duration of individual location-specific elements of the work (for example the work at HDD-3, where the cable run crosses under the A27) is not explicitly stated. <u>AECOM recommend that this information is provided.</u>

4. Conclusion

- 4.1. This TN02 documents an initial review of the Traffic & Transport chapter within the Environmental Statement (ES) for the proposed Aquind Interconnector and has commented on the potential impacts on the Strategic Road Network during its construction. The ES supports a Development Consent Order (DCO) application for the proposed cross-channel electricity cable.
- 4.2. This TN02 has identified the information within the ES that is likely to be of interest to Highways England and has highlighted a number of omissions which AECOM consider necessary to allow Highways England to take an informed view on these proposals.
- 4.3. This TN02 also provides a summary of the recommendations made in our TN01 which reported on a review of previous documents issued in support of the DCO application and highlights any outstanding points.
- 4.4. **AECOM advise Highways England to continue to work with WSP, Hampshire County Council, Portsmouth City Council and other stakeholders to resolve the issues identified, with a view to reaching an agreed position in advance of the forthcoming DCO Hearing.**
- 4.5. **This should include further, more detailed, scrutiny of technical material identified in this TN which relates to specific areas of work which are likely to be of particular interest to Highways England.**