Briefing Note 02

Project:	**Highways England Spatial Planning Arrangement 2016-2020**	Job No:	**60600479 / DF006.003**
Subject:	**Aquind Interconnector – Review of Revised Framework Construction Traffic Management Plan**		
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1. Introduction

1.1. On behalf of Highways England, this Briefing Note (BN02) documents AECOM's review of the revised Framework Construction Traffic Management Plan (FCTMP), dated October 2020, produced by WSP in support of the proposed Aquind Interconnector. The original FCTMP is contained within the Environmental Statement (ES) at Appendix 22.1 (dated November 2019). The ES (November 2019) document has 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. The revised FCTMP (dated October 2020) has been received directly from the developer's consultant, WSP, together with a supplementary Transport Assessment and a revised Framework Traffic Management Strategy.

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. In pursuit of this objective, AECOM previously reviewed eight documents provided in support of the DCO application. 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.
- Environmental Statement (ES) Chapter 22 Transport & Traffic Chapter (ES T&T Chapter) dated 14 November 2019;
- ES Appendix 22.1 - Transport Assessment (TA) dated 14 November 2019;
- ES Appendix 22.1A – Framework Traffic Management Strategy (FTMS) dated 14 November 2019;
- ES Appendix 22.2 - Framework Construction Traffic Management Plan (FCTMP) dated 14 November 2019; and
- Supplementary Transport Assessment (STA).

1.5. AECOM's previous reviews are documented in Technical Notes TN01 - TN03. The issues identified in TN01 and TN02 have largely been closed out, with TN03 detailing the remaining issues outstanding as at the time of its issue, 21st August 2020. TN03 raised some issues relating to the wider impact of traffic flow increases on the capacity of SRN junctions within the study area. These are still to be addressed. However, other issues related primarily to traffic management issues and the way these had been addressed in the FCTMP. The purpose of this BN02 is to undertake a review of the STA and the revised FCTMP and FTMS to see whether AECOM's recommendations in TN03 with regard to traffic management issues have been resolved. The capacity of the SRN will not be considered within this BN.

1.6. 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.

1.7. 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.

1.8. The recommendations in this BN are identified by the use of **bold underlined text**.

2. Recommendations previously identified in AECOM's TN03 (Relating to traffic management issues)

AECOM Recommendation 3.

For both access and egress at the Farlington playing fields with regard to oversized vehicles, traffic management should be used.

Discussion:

2.1. The STA provides significantly more detail on the question of access to the Farlington Playing Fields work site by oversized vehicles ('abnormal loads'). Paras 3.9.4.39 – 3.9.4.43 of the STA refer. Drawing 0616-ATR-002 illustrates the swept paths of such vehicles into and out of the playing fields. The drawing shows and the text acknowledges that some over-running of kerb lines and overhang of verges will occur and that temporary removal of bollards, traffic islands and a small earth bank would be required to facilitate this. Paras 3.9.4.39 and 3.9.4.43 of the TA confirm that abnormal load vehicles would enter and leave the site under the control of a banksman. This is particularly important when such vehicles leave the site, since they will return to A2030 Eastern Road in a 'contra-flow' direction (i.e. against a 'no entry' sign). Table 6 of the Revised FCTMP states that construction traffic will not be permitted to turn right out of the playing fields car park to return to Eastern Road, therefore the provision for oversized vehicles will be an exception to this rule.

2.2. The revised FCTMP does not appear to directly address this issue. It does, however, provide details of the individual CTMPs, which will set out site-specific details of traffic management requirements, including the use of banksmen and escort vehicles, so as to facilitate access to the sites by the types of vehicles required to access them. In AECOM's view, this provides sufficient comfort to allow **Recommendation 3 of AECOM's TN03 to be considered resolved.**

AECOM Recommendation 4.

Access by a 20t tipper/11.7m rigid vehicle at the Farlington playing fields should also take place under traffic management control.

Discussion:

2.3. Neither the STA nor the Revised FCTMP appear to directly address this issue, which arises from the fact that the access to the Farlington Playing Fields car park uses a road which is of limited width and that the swept path plots previously provided show that the regular sized heavy goods vehicles listed above would take up the whole width of the access road serving the playing fields when they enter and leave the site. AECOM TN03, para 2.10 refers. Table 6 of the Revised FCTMP states that construction traffic will not be permitted to turn right out of the playing fields car park to return to Eastern Road. However, this does not address the whole of this issue, which also relates to HGVs making left turns into and out of the playing fields car park access road. Table 6 also refers to construction traffic marshalling, although it does not specify what this will include in respect of the Farlington Playing fields. The FCTMP does, however, provide details of the individual CTMPs, which will set out site-specific details of traffic management requirements, including the use of banksmen and escort vehicles, so as to facilitate access to the sites by the types of vehicles required to access them. **AECOM recommend that more details are provided on this point before Recommendation 4 of AECOM's TN03 can be considered to be resolved.**

AECOM Recommendation 5.

Proposed restrictions on the movement of HGV's during peak periods will still need to be more robust and should be formalised as protective provisions in the DCO.

Discussion:

2.4. Sections 3.3.4, 3.3.5 and 3.3.6 of the FCTMP set out a series of working hours restrictions for the movement of heavy goods vehicles into and out of the various work sites associated with the project. This appears to be a firm and comprehensive commitment to avoid the generation of additional HGV movements during the AM and PM peak hours. **Recommendation 5 of AECOM's TN03 can therefore considered resolved**.

AECOM Recommendation 6.

The promoter of the Aquind Interconnector should work collaboratively with Highways England to coordinate matters such as temporary traffic signage in the event that the construction phases of the M27 J4 – J11 Smart Motorway Project and Aquind Interconnector scheme overlap.

Discussion:

2.5. It is to be noted that there is no mention of the Smart Motorway in the STA or the revised FCTMP. However, it is stated in the SOCG that any overlap is unlikely given that the SMART Motorway scheme is due to open to traffic in winter 2021. The examination of the DCO does not end until April 2021, after which there will be a minimum period of 6 months for a decision. It can therefore be inferred that the risk of an overlap between the construction phases of the two projects is minimal. **Recommendation 6 of AECOM's TN03 can therefore be considered resolved.**

AECOM Recommendation 7.

Once a construction contractor is appointed, the exact details of the construction phasing and duration of works should be provided.

Discussion:

2.6. The revised FCTMP provides an indicative programme of works and notes that construction programme is anticipated to extend over three years. As per AECOM's recommendation in TN03, **AECOM recommend that once a construction contractor is appointed, the exact details of the construction phasing and duration of works should be finalised.**