



AQUIND Limited

AQUIND INTERCONNECTOR

Appendix B - Email Correspondence between
the Applicant and PCC on the 9 February
2021

The Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure)

Regulations 2009 Regulation 5(2)(c)

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DOCUMENT

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Prepared By	Stacey Gander
Date	05 March 2021
Approved By	Ian Fielding
Date	05 March 2021

From: Williams, Chris
Sent: 09 February 2021 08:17
To: Peter Hayward; 'Flynn, Steven'
Cc: Fielding, Ian; Cowan, Alan
Subject: RE: Aquind highways and transport meeting

Hi Peter / Steven,

Ahead of this afternoon's call I thought it would be worthwhile providing a summary of the main topics which we would like to discuss as below, noting that in our view these are the main issues still outstanding ahead of D8.

Additional mitigation in FTMS

As discussed previously we have given further consideration of how the FTMS can provide for additional measures on wider parts of the highway network, including those not included within the SRTM, to mitigate any potential impacts associated with traffic reassigning away from the Onshore Cable Corridor and onto residential roads. To respond to this we propose that a new sub-section is included within the FTMS that provides a requirement for the contractor to consider the implementation of additional traffic management measures on roads not on the Onshore Cable Corridor, such as but not limited to:

- one-way and / or no-entry orders;
- priority measures and / or road narrowing features;
- placing prohibition on certain turning movements, which can be through physical measures or signage;
- temporary speed limits;
- bolt down speed cushions; and
- suspension of on-street parking to facilitate two-way traffic flow;

It is the intention that these would also be cross-referenced as potential responsive traffic management measures currently Section 2.13 of the FTMS. Furthermore, specific reference would be provided to ensure consideration is given to the implementation of specific areas when developing detailed traffic management plans:

Section 5.1 (Farlington Avenue) to Section 5.5 (Havant Road and Eastern Road to Zetland Fields): Residential Roads east and west of Farlington Avenue, and east and west of A2030 Eastern Road north of Grove Road.

Sections 8.1 and 8.2 (A2030 Eastern Road between Airport Service Road and Eastern Avenue): Residential roads between A2047 London Road / Kingston Road and A288 Copnor Road, residential roads located between Tangier Road, Baffins Road and A2030 Eastern Road and residential roads south of A3 Mile End Road / Church Street / Commercial Road / Hope Street junction.

In terms of implementation of such measures, this is secured by Article 16 of the draft DCO (traffic regulation) which states the following:

- 16.—(1) Subject to the provisions of this article and the consent of the relevant traffic authority in whose area the street is situated, which consent may not to be unreasonably withheld or delayed, the undertaker may, for the purposes of or in connection with the authorised development—
- (a) revoke, amend or suspend in whole or in part any order made, or having effect as if made, under the 1984 Act in so far as it is inconsistent with any prohibition, restriction or other provision made by the undertaker under this article;
 - (b) permit, prohibit or restrict the stopping, parking, waiting, loading or unloading of vehicles on any road;
 - (c) authorise the use as a parking place of any road;
 - (d) make provision as to the direction or priority of vehicular traffic on any road; and
 - (e) permit or prohibit vehicular access to any road;
 - (f) place traffic signs on or near a street, subject to and in conformity with the directions issued by the Secretary of State pursuant to powers conferred by section 64, 65 and 85 of the 1984 Act.

either at all times or at times, on days or during such periods as may be specified by the undertaker.

On this basis it is our view that the these proposed amendments provide a suitable strategy for implementation of additional mitigation through the FTMS but are happy to discuss in detail on the call.

Construction Access

With regards to the comments received at D7 and discussions on our last call we have reviewed the construction access locations and have the following comments.

The concern relating to AC/7/a at Zetland Fields has now been resolved through submission of Joint Bay Feasibility Report (REP7-073) which included the relocation of indicative Joint Bays in this location further south within Zetland Fields so to provide adequate space for vehicles to enter the site.

Vehicles exiting AC/8/b on the A2030 Eastern Road will operate on a left-in / left-out basis. Vehicles exiting the site on the southbound carriageway of the A2030 Eastern Road will be required to use Airport Service Road, Robinson Road and Anchorage Road to access to the A2030 northbound carriageway and exit Portsea Island.

Vehicles exiting AC/9/a on A2030 Eastern Road will also operate on a left-in / left-out basis. Vehicles exiting the site on the southbound carriageway will be required to use Velder Avenue and Rodney Road to complete a u-turn at the Rodney Road / Fratton Road roundabout and then exit Portsea Island via the A2030 Eastern Road northbound carriageway.

This updated construction traffic routing has been incorporated into the FCTMP which we are aiming to submit this to you prior to the hearing on 18th February.

Travel Demand Management Strategy

This TDM Strategy (REP7-079) submitted at D7 provides additional mitigation by focusing on the promotion of travel behaviour change solutions that can be delivered during the works on A3 London Road and A2030 Eastern Road. It sets out an intent to work in partnership with local authorities and other local partners to deliver a comprehensive TDM Strategy to reduce peak hour traffic flows and impacts associated within the implementation of traffic management on these key corridors.

We welcome your comments on this document so we can incorporate any required updates in time for D8.

Other Deadline 7 Submissions

In addition to the items listed above we submitted a Supplementary Transport Assessment Addendum (REP7-065) at D7 to provide an update of traffic and transport assessments completed over the last few months. This was based upon updated technical submissions included in the following documents relevant to PCC:

- Joint Bay Technical Note;
- Portsmouth City Council Road Safety Note; and
- Technical Note 'Collision Analysis on Highways England Roads' completed in response to Annex B of Highways England Deadline 4 submission.

We welcome your comments on this document so we can resolve any outstanding topics prior to D8.

Any Other Business

We would appreciate confirmation if there are any other concerns that that need to be discussed, so we have adequate time to deal with these prior to D8.

Thanks,
Chris

Chris Williams *BSc (Hons) MSc MCIHT*
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From: Peter Hayward [REDACTED]@ihtc.org.uk>
Sent: 04 February 2021 14:13
To: Williams, Chris [REDACTED]@wsp.com>; 'Flynn, Steven' [REDACTED]@portsmouthcc.gov.uk>
Subject: RE: Aquind highways and transport meeting

Hi Chris

I could do Monday or Tuesday next week

Hope one of those suits

Peter

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From: Williams, Chris [REDACTED]@wsp.com>
Sent: 04 February 2021 13:20
To: peter.hayward [REDACTED]@ihtc.org.uk>; Flynn, Steven [REDACTED]@portsmouthcc.gov.uk>
Subject: Aquind highways and transport meeting

Hi Peter / Steven,

As just discussed and further to submission of documents and comments at D7 please can we arrange another highways and transport call next week to discuss outstanding items? I can currently do any time after 1pm on Monday, Tuesday or Wednesday if any of these are suitable?

Thanks,
Chris

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