

Southampton to London Pipeline Project

Deadline 4

Responses to ExA's Further Written Questions -
Traffic and Transport (TT)

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**Southampton to London Pipeline Project
Response to the Examining Authority's Further Written Questions – Traffic
and Transport (TT)**



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1 Response to the Examining Authority's Further Written Questions – Traffic and Transport (TT)

Table 1.1: Applicant response to Question

ExQ2	Question:	Applicant response to Question:
TT.2.1	<p>For streets affected by pipeline construction, explain how highway condition surveys and any necessary mitigation would be secured.</p>	<p>1.1 The Applicant has agreed to follow both Surrey County Council's and Hampshire County Council's permit schemes. In line with this process, the Applicant will therefore undertake pre-construction and post construction condition surveys in order to comply with the permitting system.</p> <p>1.2 The method for securing these surveys sits within the highways permit system.</p> <p>1.3 These surveys will mainly be in the form of photographic surveys.</p> <p>1.4 Road reinstatement will be undertaken to the code of practice New Roads and Street Works Act 1991: Specification for the Reinstatement of Openings in Highways (SRoH) (Department for Transport, 2010).</p> <p>1.5 All of the above has been agreed with the highway authorities.</p>



ExQ2	Question:	Applicant response to Question:
TT.2.2	<p>Supply details of any measures designed to ensure that peak flows of construction related traffic to logistics hubs would not conflict with the network peak hours on the adjacent highway network and how they would be secured.</p>	<p>1.1 The greatest traffic demand at logistics hubs is forecast to arise from commuting associated with construction workers and supervisory staff. It is currently anticipated that these staff would primarily arrive at logistics hubs before 08:00 and depart for the day after 19:00, which would be outside of the network peak hours.</p> <p>1.2 Construction traffic associated with moving construction materials to and from logistics hubs is anticipated to take place throughout each working day. This means that there are no significant peaks throughout each working day. Heavy vehicle peak year Annual Average Daily Traffic is forecast to be 44 two-way vehicle movements at the busiest logistics hub, or 61 two-way vehicle movements with the Change Request - Temporary Logistics Hubs (REP3-022).</p> <p>1.3 The Outline Construction Traffic Management Plan (CTMP) (Document Reference 8.49) includes the following measure: ‘Where practicable, deliveries of construction materials would be timed to fall outside of traditional peak traffic periods (i.e. 08:00 to 09:00 and 17:00 to 19:00 Monday to Friday). In urban areas in particular, this would reduce the number of large vehicles manoeuvring in more constrained areas and around vulnerable users and would also reduce the potential for disruption to traffic.’ Compliance with the outline CTMP is secured through Requirement 7 of the draft DCO (Document Reference 3.1 (5)).</p> <p>1.4 The proposed approach to construction, the low volumes of construction vehicles and the measures to reduce deliveries at sensitive times on public roads would all minimise traffic to logistics hubs during peak hours to the extent that it is practicable to do so.</p>



ExQ2	Question:	Applicant response to Question:
TT.2.3	<p>Highways England in their response to ExA WQ TT.1.3 [REP2-068] asked that construction vehicle movements for the trenchless crossing of the A30 are provided as they may need to access the A30 trunk road.</p> <p>Detail traffic movements associated with this trenchless crossing and anticipated routeing.</p>	<p>1.1 The A30 crossing would be an auger bore of 70m driven from the north side of the dual carriageway. This is a standard length of an auger bore and would not need to be traced from above ground during the drive. The Applicant does not anticipate any impact on the A30 from the works to install the auger beneath the highway.</p> <p>1.2 The Applicant can confirm that all construction traffic would enter and exit Short Lane using the eastbound lane of the A30. The Applicant does not anticipate that any traffic management would be required for the crossing works.</p>
TT.2.4	<p>Surrey Heath Borough Council in their D2 response [REP2-092] state that St. Catherines Road is used to access Tomlinscote School for children both walking and being driven from residential properties to the south of the proposed closure. The</p>	<p>1.1 The Applicant is proposing to maintain principal pedestrian access during the construction period, including along St Catherines Road, through use of signed diversions, in line with commitments OP04 and G79.</p> <ul style="list-style-type: none"> G79, <i>'Pedestrian access to and from residential, commercial, community and agricultural land uses would be maintained throughout the construction period. Vehicle access would be maintained where practicable. This may require signed diversions. The means of access would be communicated to affected parties at least two weeks in advance.'</i> (Secured through DCO Requirement 6 (CEMP) and DCO Requirement 7 (Construction traffic) included within the Outline CTMP.)



ExQ2	Question:	Applicant response to Question:
	<p>alternative vehicle diversion is understood but can you outline the arrangements for pedestrian access along the road during construction.</p> <p>If there is no pedestrian route being provided, detail alternative arrangements for pedestrian access to the school for properties to the south of the closure.</p>	<ul style="list-style-type: none"> • OP04, 'Principal pedestrian routes within SANGs crossing the working area would be managed with access only closed for short periods while construction activities occur. Additional signage for diversions on to alternative existing paths will be utilised as appropriate.' (Secured through DCO Requirement 5 (CoCP).) <p>1.2 The Applicant would also adopt a Community Engagement Plan (see commitment G31 in the Code of Construction Practice (Document Reference 6.4 Appendix 16.1 (3)), secured through Requirement 15 included in dDCO), which would manage the process to inform residents of the proposed works and impacts locally.</p>
TT.2.5	<p>On sheet TC-020 of the submitted crossing drawings [REP3-026], there is a note indicating that it may be necessary for pre welded pipe to be strung out across Frimley Green Road that would require a closure of Frimley Green Road.</p> <p>For the Applicant:</p>	<p>1.1 The Applicant would only consider this approach as a last resort. There are a number of mitigation measures which would need to have been exhausted to have arrived at a full road closure as the solution.</p> <p>1.2 Hierarchically:</p> <ul style="list-style-type: none"> • The Applicant would avoid the need for a long Horizontal Directional Drill (HDD) string. • The Applicant would consider installing a temporary below-highway culvert which would allow the HDD string to be pulled through that highway, allowing the highway to remain operational. (The culvert could be installed using traffic management to Frimley Green Road).



ExQ2	Question:	Applicant response to Question:
	<p>i) In the event of it being required confirm the estimated duration of this possible closure and whether the closure has been discussed and agreed with the Surrey County Council.</p> <p>For Surrey County Council:</p> <p>ii) Given expressed concern about congestion effects of works impact on Frimley Green Road confirm that this possible closure has been agreed, along with any necessary diversion routes that may be needed.</p>	<ul style="list-style-type: none"> • The option/solution of closing the road and laying the pipe over the highway. <p>1.3 In terms of the duration, the Applicant anticipates that, in the unlikely event that it were required, Frimley Green Road would be closed for potentially 2/3 days. However this would be a partial closure only under traffic management. The works being undertaken would be the welding, testing and coating, along with all associated inspections and testing required to the replacement pipe.</p> <p>1.4 The Applicant has discussed this approach with Surrey County Council, and in principal it was agreed, but the Council would, as part of the permit application, review the duration and timing of the closure and would be in a position to place conditions on the permit being approved.</p>



ExQ2	Question:	Applicant response to Question:
TT.2.6	<p>Provide an update on the discussions/agreement to deleting the proposed construction access from Celia Crescent to Woodthorpe Road [REP3-045, para 1.35].</p>	<p>1.1 The Applicant has discussed the potential for an access to Fordbridge Park from Woodthorpe Road with both Surrey County Council and Spelthorne Borough Council. Both Councils accept that this is a potential solution to the concerns raised by residents in Celia Crescent.</p> <p>1.2 The Applicant proposes to secure the use of this access through the land agreement with the council. The Applicant will submit a plan to show the proposed arrangement at Deadline 5.</p>



References

Department for Transport (2010). New Roads and Street Works Act 1991: Specification for the Reinstatement of Openings in Highways. Accessed January 2020.