The Sizewell C Project

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associated with travelling to/from the construction site. At peak construction it would result in nearly 30% of the workforce living and working in close proximity, rather than needing to travel to and from the main development site. The residents of the campus will be able to walk to work as the site entrance would be just outside the campus boundary.

4.2.4 There is also proposed to be a 400-pitch caravan site at LEEIE in Leiston, which would provide temporary accommodation for 600 construction workers. Whilst a free bus service is proposed from the LEEIE to the main development site, some workers staying at the caravan site may choose to walk or cycle to work. A safe walk/cycle route is being provided by SZC Co. along Lover's Lane, which will enable workers living at the caravan site to walk or cycle to work.

b) Walk and cycle improvements

4.2.5 Walking and cycling improvements have been incorporated within the DCO proposals where practical to encourage walking and cycling as a mode of transport for the construction workforce as well as additional walk and cycle improvements secured via the **DoO** (Doc Ref 8.17(H)).

4.2.6 In the vicinity of the main development site the following improvements are proposed:

- Pedestrian and cycle access to the Sizewell C main development site would be via a new roundabout on the B1122. The proposed design includes signalised toucan (to assist pedestrians and cyclists) and pegasus crossings (to assist equestrian users) on the B1122 north and Eastbridge Road arms.

- A shared footway/cycleway would run along the north side of the primary access road extending into the Sizewell C main development site. This would connect with a new footway/cycleway and bridleway on Eastbridge Road and would be the principal pedestrian and cycle route to/from the Sizewell C main development site.

- For pedestrians, cyclists and equestrians wishing to travel north towards Eastbridge and Westleton Walks, an off-road footway/cycleway and bridleway to the north of the roundabout would connect into the realigned Eastbridge Road where it would run along the east side of Eastbridge as far as the northern end of Bridleway 19 (E-363/019/0).

- A new north-south off-road bridleway, cycleway, and footway would be provided between Sizewell Gap in the south and Eastbridge Road in the north, connecting with the Suffolk Coastal Cycling Route. The route would create a new off-road walking, riding and cycling route between Leiston, LEEIE, the Sizewell C main development site access and Eastbridge. The route would enable workers living in Eastbridge and Leiston to safely access the main development site on foot or by bicycle. It would also enable workers living in the accommodation campus to access Leiston town centre on foot or by bicycle.

- SZC Co. must also provide funding for walk and cycle improvements, which is secured through obligations in the **DoO** (Doc Ref 8.17(H)). The following funding is also secured:

  - a Leiston Scheme to fund pedestrian, cycle and public realm improvements in Leiston;
  - a Wickham Market Scheme to fund pedestrian, cycle and public realm improvements in Wickham Market; and
  - a Little Glemham and Marlesford Scheme to fund improvements for vulnerable road users in Little Glemham and Marlesford;
  - a B1122 Early Years Scheme to fund improvements for pedestrians as well as road safety improvements;
  - a B1122 Corridor Repurposing Scheme to fund improvements for walk and cycling once the Sizewell link road is operational;
  - a B1125 Scheme to fund pedestrian improvements and road safety;
  - a Leiston Walk and Cycle Contribution to fund enhancements to the local walk and cycle network to encourage construction workers to cycle to work; and
  - a Public Right of Way Fund to fund improvements to the existing public rights of way network.

c) Cycle parking

4.2.7 SZC Co. must provide secure, sheltered cycle parking for the construction workforce at the main development site in order to encourage cycling to work. The number of spaces is to be agreed with SCC prior to commencement of construction.

4.2.8 In addition, the following cycle parking spaces are proposed at the associated development sites:

- 120 cycle parking spaces at the accommodation campus;
- 20 cycle parking spaces at the northern park and ride facility; and
- 20 cycle parking spaces at the southern park and ride facility.

4.2.9 Cycle parking utilisation will be regularly monitored by the transport co-ordinator and further cycle parking must be provided by SZC Co. where demand is approaching capacity. The increase in provision of cycle parking will be subject to the review process set out in **Section 5** of this **CWTP**.

d) Storage and shower facilities

4.2.10 Shower, changing, and storage facilities are proposed for construction workers at the main development site. The facilities will mean that any worker who walks or cycles directly to the main development site will be able to wash, change, and store their clothes.

e) Bicycle user group

4.2.11 If through the monitoring and review process demand from the construction workforce is identified, SZC Co. will establish a bicycle user group to enable a channel for cyclists to discuss any issues with the transport co-ordinator that they would like to be addressed. Any existing workers at Sizewell B who cycle to work will also be invited to join the bicycle user group.

f) Cycle repair equipment

4.2.12 Cycle repair equipment must be provided at the main development site and associated development sites in case a cyclist needs to make an emergency repair to their bicycle.

g) Walk and cycle information

4.2.13 SZC Co. must provide the Sizewell C construction workforce with information with regard to walk and cycle facilities as well as the benefits of active travel. This is set out in the Communication Strategy later in this section.

4.3 Bus Measures

a) Securing the bus strategy

4.3.2 SZC Co. is committed to achieving the mode share assessment targets and must provide sufficient buses in order to achieve the targets. The bus service must be fully funded by SZC Co. and must be free to workers on the Sizewell C project during the construction phase. The bus system will be prescriptive, and workers will be required to use the designated services. Therefore, the **CWTP** measures focus on the successful enforcement of the high usage of buses determined by the mode share assessment targets.

b) Direct bus services

4.3.3 SZC Co. must provide a range of direct bus services to the main development site from key locations where there are concentrations of workers.

4.3.4 All direct bus services must be provided exclusively for the movement of the construction workforce, SZC Co. personnel, and business visitors to the main development site and must be free of charge. This will provide a clear financial benefit to encourage workers to use the services provided and will ensure that the services efficiently move workers to and from the main development site.

4.3.5 All direct bus services must operate to timetables designed to meet the requirements of the shift patterns of the workforce, with additional services to meet demand at peak periods and, on some routes, regular but lower frequency services at off-peak periods.

4.3.6 All buses associated with Sizewell C must be fitted with an electronic reader to scan workers' security badges when boarding buses. This will serve the dual purposes of both identifying workers as being authorised to use the bus service and collecting data to enable the transport co-ordinator to monitor the use of and optimise the planning of bus services. It is expected that Sizewell C visitors will be issued with an email prior to their visit to Sizewell C, which will contain details of their authorisation to board the bus on a given day. They will show this email to the driver in electronic or paper format upon boarding.

4.3.7 A number of direct bus services have been assessed in the **Consolidated Transport Assessment** [REP2-052], based on the gravity model and the forecast distribution of construction workers. The direct bus timetables and routes will be subject to ongoing refinement during the construction phase to adapt to the number and distribution of the workforce. Prior to a new direct bus service being implemented by SZC Co., the transport co-

ordinator will submit information to the TRG in terms of the proposed route, bus stops and timetable for their approval by the TRG. Likewise, any refinements to direct bus services once they are operational would also need to be approved by the TRG.

4.3.8 The quarterly TRG monitoring report will include information on direct buses and patronage. Details of the monitoring is included in Section 5 of this **CWTP**.

c) Park and ride facilities

4.3.9 In the early years, a park and ride facility is proposed to be provided at LEEIE with 600 parking spaces. Park and ride buses will travel between LEEIE and the main development site.

4.3.10 The LEEIE park and ride facility will be utilised ahead of the northern or southern park and ride facilities at Darsham and Wickham Market being delivered. Once the northern or southern park and ride facilities and the main site car park are available, the LEEIE park and ride facility must no longer be used.

4.3.11 It is proposed to provide two park and ride facilities to support the construction phase of the Sizewell C Project. The northern park and ride facility is to be located at Darsham and the southern park and ride facility is to be located at Wickham Market. There will be 1,250 proposed car parking spaces at both the northern and southern park and ride facilities.

4.3.12 The locations were chosen with the aim of intercepting construction workforce traffic at strategic locations to reduce traffic through the towns and villages closer to the main development site.

4.3.13 The park and ride buses must route via the A12 and B1122, if the park and ride facilities are operational prior to the Sizewell link road. Once the Sizewell link road is operational, buses from the southern park and ride facility must route via the A12 and Sizewell link road and buses from the northern park and ride facility must route via the A12, B1122, Middleton Moor link road and Sizewell link road.

4.3.14 The following principles will be adopted for the park and ride facilities:

- Any worker living within 1,500 metres (m) of a park and ride facility will be expected to walk or cycle to that park and ride facility and, unless sufficient justification provided, will not be issued with a parking permit.

- Cycling will be encouraged for workers living within cycle distance of the park and ride facilities and secure cycle parking will be provided at the park and ride facilities.
- Secure parking for motorcycling and mopeds will be provided at the park and ride facilities.
- Car sharing will be encouraged as set out later in this section.

4.3.15 As with the direct buses, all park and ride buses must be fitted with an electronic reader to scan workers' security badges when boarding park and ride buses. This will ensure that workers use buses that they are allocated to as well as enable the ongoing monitoring of the park and ride bus services.

4.4 Rail measures

a) Rail shuttle service

4.4.2 The northern park and ride facility at Darsham is adjacent to Darsham railway station. A separate pedestrian access is to be provided into the northern park and ride facility, which will enable any workers wishing to travel by rail to complete their journey to and from the main development site by a park and ride bus service.

4.4.3 In addition, should there be a direct bus service that routes from Ipswich, an interchange between rail and direct bus at Ipswich railway station will be explored.

b) Rail information

4.4.4 SZC Co. must provide information regarding available rail services, including onward bus connections to the main development site, to all workers within the Sizewell C Travel Plan Pack. Information on rail and park and ride transfer must also be provided to business visitors. This is set out in the Communication Strategy later in this section.

4.5 Motorcycle Measures

a) Motorcycle parking

4.5.2 SZC Co. must provide motorcycle parking at the park and ride facilities to encourage workers to motorcycle to work.

4.5.3 The proposed motorcycle parking provision at the park and ride sites is 80 spaces at the northern park and ride site and 80 spaces at the southern park and ride site.

4.5.4 Motorcycle parking utilisation must be monitored by the transport co-ordinator and increased parking must be provided where necessary, in agreement with the TRG.

b) Storage and shower facilities

4.5.5 Shower, changing, and storage facilities are proposed for workers at the main development site and as such, any worker that motorcycles to a park and ride site and continues their journey to work by park and ride bus, will be able to store their clothes and accessories (e.g. helmet, leather clothing) at work and have a shower.

c) Road safety improvements

4.5.6 Workers using a motorcycle will benefit from the proposed road safety improvements as part of the Sizewell C Project.

d) Motorcycle Information

4.5.7 SZC Co. must provide information regarding motorcycle rules and provision to all workers within the Sizewell C Travel Plan Pack. This is set out in the Communication Strategy later in this section.

4.6 Car Share Measures

a) Car share scheme

4.6.2 The fundamental component of any car sharing scheme is how to match potential sharers. A car share scheme must be implemented by SZC Co. allowing workers to search for matches amongst their colleagues.

4.6.3 The selected car share scheme will need to enable SZC Co. to have its own restricted group for its staff, allowing workers to search for matches amongst their colleagues.

b) Car share priority parking paces

4.6.4 Priority car parking spaces must be provided at the main development site and the park and ride facilities in order to encourage construction workers to car share.

4.7 Parking Measures

a) On-site parking constraint

4.7.2 The management of car parking spaces on site, together with the provision of free buses, is a fundamental part of the **CWTP** to reduce car-based trips on the local highway network.

4.7.3 It is proposed to provide a 1,000-space car park at the main development site. During the early years, car parking at the main development site and LEEIE (combined) will be restricted to 650 spaces, which is secured via Requirement 8 of the **DoO** (Doc Ref 8.17(G)).

4.7.4 SZC Co. must implement a permit system to actively manage parking. The number of parking spaces means that at peak construction, only 12% of the construction workforce will be able to park at the main development site. This restricted number of spaces, as well as the proposed parking control measures, will act to reduce the impact of construction workforce trips on the local highway network.

b) Parking permits

4.7.5 During the construction phase of the Sizewell C Project, SZC Co. must operate three different kinds of parking permits:

- parking permits for on-site parking at the main development site;
- parking permits for the park and ride sites; and
- parking permits for the car park at the Sizewell C accommodation campus.

4.7.6 In each case, the issuing of parking permits must be carefully controlled and monitored to ensure effective enforcement of the approach to travel planning.

i. Main development site parking permits

4.7.7 A key parking control measure is that only workers living inside the area bounded by the A12, River Blyth, and River Deben (except those living in Leiston or within 1,500m of the main development site) will be issued a parking permit for the main development site on-site parking. This area is referred to as the 'drive to site' catchment. Workers without a parking permit for the main development site will need to use one of the park and ride sites, a direct bus service, or walk or cycle to the main development site. Some

workers may use light goods vehicles (LGVs) as a personal vehicle. The parking permit system will still apply and they would need to qualify for a parking permit in order to drive to site.

ii. Park and ride parking permits

4.7.8 For those workers allocated to a park and ride site, the principles set out at paragraph 4.3.13 of this **CWTP** will apply. The issue of parking permits for each park and ride site must be recorded, controlled, and monitored. Workers will be required to display their parking permit when entering a park and ride site. Any construction workers leaving the Sizewell C Project, or moving to campus accommodation, will be required to surrender their park and ride parking permit.

4.7.9 Workers allocated to a park and ride site will not be permitted to drive closer to the main development site and change onto another mode of transport (walk, cycle or share a lift). This would lead to a number of issues including increased traffic within the local area and fly parking.

4.7.10 As set out in **Section 4.3** of this **CWTP**, buses must be fitted with an electronic reader to scan workers' security badges when boarding the park and ride and direct buses. The data will be compared against the data for workers entering the main development site in order to enforce the policy that workers assigned to a park and ride or direct bus service should not drive closer to the main development site and change onto another mode of transport. Workers who enter the site but did not board their allocated direct or park and ride bus will be deemed to have contravened that policy, and appropriate action would be taken and the TRG notified.

4.7.11 It should be noted that some workers will not be certain at the time of induction on how they plan to travel to the park and ride site and there are also likely to be some workers who would have mixed mode plans, e.g. they may plan to cycle in summer when there are extended hours of daylight but drive in winter. The parking permit allocation policy must accommodate these variations in a managed way while seeking to encourage the use of non-car modes as far as possible.

iii. Campus parking permits

4.7.12 Only those workers residing at the accommodation campus will be allocated a parking permit for the campus. If their residence changes then they would be required to surrender their campus parking permit. Those workers living at the accommodation campus will be required to walk or cycle to work at the main development site.

c) Fly parking

4.7.13 Fly parking refers to construction workers who live outside of the 'drive to site' catchment area, not using their allocated mode of travel to the main development site and instead driving to a location within the 'drive to site' catchment and either walking, cycling or using a direct bus service to access the main development site.

4.7.14 Fly parking must be monitored by SZC Co. and reviewed by the TRG through the process set out in **Section 5** of this **CWTP**. SZC Co. must employ a fly parking patrol team to carry out daily patrols to identify possible cases of fly parking. They will be both proactive and reactive, following up reports from local residents to the Sizewell C community help line who believe Sizewell C construction workers may be fly parking.

4.7.15 Workers must be provided with Driver Rules that must be adhered to. The Worker Code of Conduct must set out a disciplinary process relating to fly-parking. Where a worker's vehicle is proven to be fly-parking, SZC Co. must adopt a "Just and Fair" culture with regards to disciplinary proceedings with escalation to higher levels of management at each stage. Ultimately this process could lead to the removal of an individual worker from the Sizewell C Project.

4.7.16 Construction worker vehicles parked illegally (in contravention of highway regulations) will be dealt with in the same manner as would be the case for any vehicle parked by a member of the public in this way. East Suffolk Council, who are responsible for parking enforcement in the district, would be able to issue penalty charge notices (PCNs) for any illegally parked vehicles.

d) Electric vehicle parking

4.7.17 Active electric vehicle charging spaces are fully wired and connected, ready to use, charging points at parking spaces. Passive provision is when the necessary underlying infrastructure (e.g. capacity in the connection to the local electricity distribution network and electricity distribution board, as well as cabling to parking spaces) is in place to ensure simple installation and activation of a charging point at a future date.

4.7.18 During the construction phase, temporary car parking on the main development site, the northern park and ride and the southern park and ride sites will have capacity for up to 40% of electric vehicle charging spaces to be provided, with an initial 5% active spaces provided on first occupation and the remaining 35% being passive.

4.7.19 The demand for the electric vehicle parking spaces must be monitored by SZC Co. and passive spaces converted to active spaces when there is 80% utilisation of the active spaces.

4.8 Allocation of Workers to Mode of Travel to Work

4.8.1 The induction of construction workers will involve the allocation of the construction workers to a mode of travel to work based on the following principles:

- Any worker living within 1,500 metres (m) of a park and ride facility or the main development site will be expected to walk or cycle to that site and will, except in exceptional circumstances (e.g. ill health or disability), not be issued with a parking permit for either the park and ride facilities or the main development site.
- All workers living in Leiston will be expected to walk, cycle or use the direct bus to travel to the main development site and will not be issued with a parking permit for the main development site.
- Only workers living inside the area bounded by the A12, River Blyth, and River Deben (except those living in the Leiston area or within 1,500m of the main development site) will qualify for a parking permit for the main development site.
- All workers living within approximately 800m of a direct bus stop will be allocated to the appropriate direct bus service. This will ensure that users of direct bus services are within easy reach of that service and can reach their pick-up point via a relatively short walk (up to approximately 10 minutes).
- All other workers will be allocated to the northern or southern park and ride facilities, depending on which is closest to their place of residence.

4.8.2 As a result, workers will be allocated to a transportation mode which is convenient for them and will understand the principles upon which the allocation is based.

4.8.3 It is recognised that, for a range of reasons but most commonly linked to change of residence, construction workers may need to change their allocated mode of travel while working on the Sizewell C Project. In particular, at the time of induction, some workers will not have established any fixed intentions as to their medium to longer-term accommodation

location or place of residence. There will therefore need to be flexibility to allow workers to switch to a different mode of travel but this will require a clear justification (e.g. in the form of proof of change of residence) and the surrendering of their original parking permit.

4.8.4 A facility must be provided at the main development site where workers can make queries relating to transport issues and apply to change their allocated mode of travel.

4.9 Visitors

4.9.1 Sizewell C visitors will be encouraged to travel to the main development site by sustainable modes. When booking a visit, they will be provided with information on how to access the site, including travel by train to Darsham railway station and transfer to a park and ride bus at the northern park and ride facility.

4.9.2 It is envisaged that visitors to the Visitor Centre will be in a combination of coaches and vehicles. When booking a visit, they will be provided with information on the travel options available to the Visitor Centre.

4.10 Associated Development Construction Workers

4.10.1 The associated development sites will be constructed during the early years. Workers will be encouraged to car share and the use of minibuses to transport workers will be investigated, depending on where the workers are travelling from.

4.11 Communication Strategy

a) Induction process

4.11.2 All workers involved in the construction of the Sizewell C Project must be required to attend an induction session prior to commencing work.

4.11.3 The induction process is proposed to cover a number of security and safety aspects of working on the Sizewell C Project. A specific session during the induction process must cover transport issues and in particular must:

- Explain the overall transport strategy being adopted for the Sizewell C Project and the strong reliance on bus services for the movement of the workforce as well as the approach to the allocation of workers to direct buses and park and ride facilities.

- Explain the on-site parking that would be available at the main development site and the procedures which apply for the allocation of permits for these spaces.
- Explain the Driver Rules and Worker Code of Conduct.
- Explain the importance of compliance with the **CWTP** (Doc Ref 8.8(A)) and the potential consequences of non-compliance.

b) Travel plan pack

4.11.4 At induction each worker must be issued with a Sizewell C Travel Plan Pack in electronic and paper format which will contain the following information:

- A summary of the information on the **CWTP** presented at induction.
- Up-to-date timetables for all direct and park and ride bus services serving the main development site.
- Information on local bus services and rail timetables.
- Information on walk and cycle routes.
- Information on motorcycling and where people can park.
- Information to encourage and facilitate car sharing arrangements, including details of the car share scheme.
- Promotional literature within the Sizewell C Travel Plan Pack covering such things as the benefits of walking and cycling and cost saving associated with car sharing.
- Information for non-home-based workers undertaking journeys to and from their permanent residence and how this could be undertaken using sustainable travel modes and/or avoiding peak periods of congestion.

4.11.5 Information in the Sizewell C Travel Plan Pack is proposed to be updated on a regular basis to ensure it continues to be accurate and relevant to the needs of the construction workforce. Updated information must be circulated electronically to the workforce.

4.11.6 The information supplied will not only enhance adherence to the **CWTP** but will also assist in encouraging the use of sustainable modes in respect of non-work trips made by the construction workforce while resident in the local area.

c) Electronic communication

4.11.7 It is proposed that during the course of the construction phase, regular information will be made available to construction workers electronically both via email and on the SZC Co. intranet.

4.11.8 This information must include:

- updates on bus services, routes, and pick up points;
- updates on walk, cycle, motorcycle, and rail information;
- further details on car sharing or other promotional activity;
- results of monitoring of the **CWTP**; and
- details on any issues and how they are being addressed.

4.11.9 Any other relevant information, news, or alerts with regards to the **CWTP** shall be provided to the construction workforce electronically.

d) Transport information points

4.11.10 A facility must be provided on the main development site for construction to enable workers to make queries about transport issues and arrangements. In addition, the workers will be able to ask transport related questions with regard to their journey to work to SZC Co. staff working at the park and ride sites and accommodation campus.

4.12 Contractual conditions

4.12.1 The requirement for compliance with the **CWTP** must be imposed as a condition of contract on all contractors appointed to work on the Sizewell C Project. These requirements effectively limit the modes by which a construction worker would travel to and from the main development site to the following options:

- car travel for the limited number of workers allocated a permit for one of the 1,000 on-site parking spaces, or are car-sharing with one of those workers;
- walking or cycling for those workers who live sufficiently close to the main development site and are physically able to travel by this mode;
- walking for those workers resident at the accommodation campus; and
- park and ride or direct buses for all other workers not in one of the above categories.

4.13 Summary

4.13.1 Taken together, these measures demonstrate SZC Co.'s commitment to the delivery of the transport strategy associated with the Sizewell C Project and effective implementation of the **CWTP** and provide confidence that the approach proposed will operate successfully in practice. The approach adopted will continue to be refined as the Sizewell C Project progresses and in the light of experience. The review procedures which will be adopted are set out in **Section 5** of this **CWTP**.

5 MONITORING AND REVIEW

5.1 Introduction

5.1.1 The **CWTP** will require monitoring, review, and revision to ensure it remains effective. All monitoring will be the responsibility of SZC Co. The review of the **CWTP** must be undertaken in consultation with the TRG.

5.2 Monitoring strategy

5.2.1 Monitoring must include:

- the extent to which all of the mode share targets set out in this **CWTP** have been achieved and/or are reasonably likely to be achieved; and
- provision of a Transport Monitoring Report to the TRG on a monthly basis for the first 3 months of construction and thereafter every quarter, unless otherwise agreed by the TRG in accordance with this **CWTP**.

a) Data collection

5.2.2 The following methods of automatic data collection are proposed to monitor worker trips by bus and car on a daily basis:

- **Buses:** All Sizewell C buses will be on a fixed timetable and routes but in addition to this the buses will be GPS tracked to enable the profile of buses in and out of the park and ride facilities and main development site to be monitored as well as a swipe card system on the buses to monitor bus patronage.
- **Cars:** All Sizewell C car parks must have a permanent Automatic Traffic Count (ATC) to monitor Sizewell C cars entering and departing the LEEIE park and ride and main development site car parks in the early years; and the main development site car park, campus car park and the northern and southern park and ride sites during peak construction. SZC Co. has agreed with SCC that an ATC is not required at the freight management facility, given the low car traffic flows expected at that access (i.e. primarily site operations staff). The ATCs will be recorded using permanent cameras installed at car park accesses.

5.2.3 In addition to the above, there will be other forms of manual / observational monitoring data collected to monitor such aspects as cycle, motorcycle and electric vehicle parking utilisation, fly parking, walk and cycle trips etc.

5.2.4 **Table 5.1** below summarises the data proposed to be collected in order to monitor the **CWTP**, a summary of which will be included in the monitoring reports.

Table 5.1: CWTP monitoring

Monitoring criteria	Method of monitoring	Frequency of monitoring
Mode share targets for construction workers travel to main development site (assessed and aim targets)	Permanent ATC at car park access points, SZC construction worker security pass/bus pass data and observational surveys/annual travel survey for active modes and rail	Quarterly
Mode share targets for construction workers travel to park and ride sites (assessed and aim targets)	Permanent ATC at car park access points, SZC construction worker security pass/bus pass data and observational surveys/annual travel survey for active modes and rail	Quarterly
Car trips in/out of car parks for LEEIE park and ride and MDS (early years) and MDS, northern and southern park and ride and campus during peak construction	Permanent ATC at car park access points	Daily with weekly summary provided to TRG
Cycle and motorcycle parking utilisation	Observed utilisation	1 weekday, once per month
Patronage of each bus service	Construction worker security pass/bus pass data	Average over a week, once per month for the first 3 months and once per quarter thereafter
Profile of bus arrivals and departures to/from the main development site, which will also provide the TRG with an understanding of the shift pattern.	GPS tracking data on buses	Average over a week, once per month for the first 3 months and once per quarter thereafter

Monitoring criteria	Method of monitoring	Frequency of monitoring
Mode share of construction of associated development sites	Manual count	Quarterly
Sizewell C visitor mode share	Visitor booking system	Continuous (data reported monthly for the first 3 months and thereafter on a quarterly basis)
Visitor centre mode share	Booking system	Quarterly
Fly parking monitoring - breakdown of SZC Co. worker parking legitimately, SZC Co. worker fly parking, non-SZC Co. worker parking and action taken	SZC Co. helpline and investigation by fly parking team	Continuous (data reported monthly for the first 3 months and thereafter on a quarterly basis)
Mode share and construction worker attitude to travel plan measures	Annual staff travel survey	Annual
Number and location of workers	Bi-annual workforce survey	Bi-annual

5.2.5 It should also be noted that any information captured will be subject to compliance with any relevant data protection legislation.

b) Monitoring report

5.2.6 SZC Co. must prepare a monitoring report, summarising the data in **Table 5.1**, and submit it to the TRG for review along with the TRG meeting agenda. The TRG agenda must be provided to the TRG at least 10 working days in advance of the TRG meeting and the monitoring report must be available to TRG members at least five working days in advance of the TRG meeting, unless otherwise agreed with the TRG.

5.2.7 The TRG members will be able to notify the transport co-ordinator if there are any additional members of their organisation that should be issued the TRG monitoring report.

5.2.8 For the first 3 months of the construction period, monitoring reports must be submitted on a monthly basis and thereafter every 3 months unless otherwise agreed with the TRG.

5.2.9 The format of the monitoring report must be agreed with SCC and ESC, in consultation with National Highways and Suffolk Constabulary prior to commencement of the Sizewell C Project. The TRG will review the format of the monitoring reports from time to time, if necessary, agree any amendments.

5.2.10 The monitoring reports as well as TRG meeting minutes will be made publicly available on the East Suffolk Council website.

c) TRG notification

5.2.11 The focus of the TRG should be on risk of non-compliance of the CWTP and other transport management plans as well as any non-compliance. This section sets out the proposed process for monitoring risk of non-compliance and non-compliance and the responsiveness of the TRG, including urgent referrals if required.

i. Weekly summary of car park data

5.2.12 A summary of the car park survey data (along with the DMS data) will be emailed to the TRG members on a weekly basis throughout the construction period. This will enable the TRG to understand the patterns of worker car trips on a regular basis.

ii. Urgent TRG meeting

5.2.13 Any TRG member will be able to call an urgent TRG meeting to discuss the matters of concern and agree any action that must be taken by SZC Co.

5.3 Review

a) TRG review

i. TRG review process

5.3.2 SZC Co. must monitor progress against the mode share targets set out in this CWTP. Mode shares must be reported to the TRG and the review by the TRG will consider whether:

- SZC Co. is meeting or on track to meet the mode share targets and no amendments to the Action Plan or mode share targets are required;
- SZC Co. is not on track to meet the mode share targets and additional actions are needed;

- SZC Co. is not on track to meet the mode share targets but no further action should be taken either because there are remedial actions already in train or because any reasons for divergence from the mode share split are reasonable and legitimate.

5.3.3 The TRG, Community Safety Working Group, parish councils and forums will also play an important role in providing feedback on the implementation of the CWTP and any issues associated with it.

5.3.4 The governance, scope and authority of the TRG is secured through the **DoO** (Doc Ref. 8.17(H)).

ii. Action plan

5.3.5 As part of the monitoring report, an action plan must be provided, which must set out the proposed actions put forward by the transport co-ordinator for the subsequent quarter with regards to the **CWTP**.

5.3.6 The approved actions at each TRG meeting to ensure that the mode share targets are met are to be funded by SZC Co. and managed by the transport co-ordinator.

iii. Change log

5.3.7 Where it is considered by SZC Co. that, in the light of monitoring information or feedback, there is a need to amend or update the **CWTP**, SZC Co. must submit an amended **CWTP** to the TRG for approval.

5.3.8 The TRG shall not be entitled to approve any amendments to the **CWTP** unless it is reasonably satisfied that the amendments are unlikely to give rise to any materially new or materially different environmental effects in comparison with those assessed in granting the DCO.

5.3.9 If any changes to the **CWTP** are made, a change log must be provided within the monitoring report to keep a record of any approved changes to the **CWTP**. The change log must be carried forward and updated as part of each quarterly monitoring report with any changes approved by the TRG at the previous TRG meetings recorded.

b) SZC Co. review

5.3.10 In addition to the TRG review process, internal SZC Co. meetings must take place to discuss the **CWTP**. Continual monitoring and review will be particularly important for a range of reasons. For example, it will be necessary to continually monitor the overall level of demand for and frequency of bus services, the demand for parking, and to consider any

emerging issues of compliance, as well as monitoring the overall level of efficiency of implementation of the **CWTP** as a whole.

6 ENFORCEMENT

6.1 Introduction

6.1.1 This section provides a summary of the mechanisms that will ensure compliance with the **CWTP**

6.1.2 The enforcement of the **CWTP** is considered under the following headings:

- Legal compliance and enforceability: the targets and commitments set out in this **CWTP** are binding and enforceable.
- Best Practice: SZC Co. is under scrutiny from stakeholders and the community to adhere to the requirements of the **CWTP** and demonstrate best practice. SZC Co. must instigate management practices with its contractors to ensure compliance.
- Contractual Conditions: SZC Co. must use contractual conditions to ensure compliance with the **CWTP** (e.g. Worker Code of Conduct).
- Remedial actions: SZC Co. must fund the approved TRG actions to ensure the continued compliance with the **CWTP**.
- Contingent Effects Fund: A Contingent Effects Fund is secured through the **DoO** (Doc Ref 8.17(H)). The contingency fund will be available to mitigate any significant adverse transport effects, should they arise during the construction phase, which were not mitigated through the DCO.

6.2 Legal compliance and enforceability

6.2.1 Paragraph 2, Schedule 16 of the **DoO** (Doc Ref. 8.17(H)) requires SZC Co. to implement and act in accordance with the CWTP throughout the duration of the construction period.

6.2.2 The targets and commitments set out in this **CWTP** are therefore binding and enforceable.

6.3 Best practice

6.3.1 SZC Co. must use internal management procedures to ensure compliance with the requirements of the **CWTP** including:

- Contractor kick off meetings: contractors reminded of SZC Co.'s standards and expectations as set out in contract documentation;

- Induction: worker induction to include briefing on **CWTP** and Worker Code of Conduct; and
- Learning reports: incidences of potential breaches or non-compliance with the **CWTP** will be investigated.

6.4 Contractual conditions

6.4.1 Upon appointment, each contractor must have within their contract a condition of contract to comply with the **CWTP.** Non-compliance could lead to sanctions and enforcement measures by SZC Co., which could lead to workers being removed from the Project.

6.5 Remedial actions

6.5.1 SZC Co. is committed to implementing a comprehensive transport strategy and package of travel plan measures in order to meet the mode share 'assessment' targets.

6.5.2 Notwithstanding this, it should be recognised that the Sizewell C Project is a major and complex construction project within a rural location and the mode share assessment and aim targets are ambitious. As such there may be a need to implement further measures in order to meet the targets.

6.5.3 As set out in **Section 5** of this **CWTP**, as part of the TRG review process, actions will be agreed for the transport co-ordinator to implement. Some of the actions will be associated with the continued implementation of the **CWTP** but others may be proposed as refinements / remedial actions to be agreed by the TRG at the quarterly meeting (or urgent TRG meeting if called) to ensure that the targets set within the **CWTP** are met. The approved actions at each TRG meeting are to be funded by SZC Co. and managed by the transport co-ordinator.

6.6 Contingent Effects Fund

6.6.1 A Contingent Effects Fund is to be established to fund mitigation of any significant adverse transport effects, should they arise during the construction period, which were not mitigated through the DCO. The Contingent Effects Fund will be managed by the TRG. It is not confined to the **CTWP** and is more widely related to Sizewell C construction traffic (i.e. worker and freight traffic) and therefore applies to the **CTMP** (Annex K of the DoO Doc Ref. 8.17(H)) also.

6.6.2 SZC Co. does not consider that there are likely to be significant adverse transport effects which are not mitigated through the DCO. However, in

order to provide further mitigation if it is required, the Contingent Effects Fund is to be secured via the **DoO** (Doc Ref. 8.17(H)). It could be called upon even if the mode share targets in the CWTP (and controls and limits in the **CTMP** (Annex K of the DoO Doc Ref. 8.17(H))) are met/complied with, for example if there is a significant adverse effect on the capacity of a junction, or significant adverse effect on road safety.

6.6.3 The scope of the Contingent Effects Fund, process for identifying a potential unmitigated significant adverse effect, developing mitigation and drawing down from the Contingent Effects Fund is set out in the following section.

a) Scope of the Contingent Effects Fund

6.6.4 The Contingent Effects Fund will be available to be drawn down by the TRG in the event that significant adverse transport effects arise that were not mitigated through the DCO affecting the junctions, highway corridors or areas identified in the **DoO** (Doc Ref. 8.17(H)) as well as to fund proportionate improvements to bus stop infrastructure as part of the delivery of the direct bus strategy.

b) Collecting additional data

6.6.5 Potential Contingent Effects will be able to be raised at TRG meetings, based on ongoing monitoring data, feedback from the community, parish councils, the Community Safety Working Group, forums and TRG members themselves acting in their professional capacity.

6.6.6 Once a potential Contingent Effect has been raised, the TRG will agree if further investigation is required or not based on the monitoring undertaken to date.

6.6.7 If the TRG agree that the potential Contingent Effect is to be further investigated, the TRG will agree the level of evidence that is to be collated by the transport co-ordinator. The level of evidence required to be collated will depend on the significance of the potential effect and potential level of mitigation. Examples of the type of data that could be collected is as follows:

- On-site observations and meetings with stakeholders;
- Personal injury collisions (PICs) involving Sizewell C vehicles and review of PIC trends and causation factors;
- Observed traffic flows and/or speeds;
- Automatic Number Plate Recognition (ANPR) survey at a junction, link or cordon of roads to determine the level of Sizewell C construction

traffic routing through the surveyed area as well as the level of background traffic. The ANPR survey would provide turning movements at the junction as well as queue data;

- Journey time data from the DMS;
- A junction delay survey of the average time (seconds) of vehicles joining the back of the queue on a minor arm to entering the major arm of a junction.

c) Identifying potential unmitigated significant adverse effects

6.6.8 At the subsequent quarterly TRG meeting, the transport co-ordinator must provide a technical note summarising the evidence that has been collated and, based on the evidence, confirming whether the transport co-ordinator considers there to be a significant unmitigated transport effect on the road link or not. That analysis shall assess the extent to which any Contingent Effect relates to Sizewell C traffic. The TRG will review the technical note and suggest amendments or approve it.

6.6.9 The technical note may include the following types of assessment, depending on the type of potential Contingent Effect being investigated (e.g. severance, road safety, delay etc):

- **Environmental transport effects:** If the potential Contingent Effect is with regards to an environmental transport effect (e.g. severance, amenity etc), an ES assessment of the road link would be undertaken in accordance with the Guidelines for the Environmental Assessment of Road Traffic published by the Institute of Environmental Assessment in 1993 (now Institute of Environmental Management and Assessment (IEMA)), which was used for the DCO submission, or more up to date guidance to be agreed with the TRG. The ES assessment would be based on the same methodology as used for the DCO submission and would assess the environmental transport effects of Sizewell C traffic on the road link based on the ANPR data and compare it to the ES assessment undertaken as part of the DCO. Both the percentage change and absolute volumes of traffic would be considered as part of the assessment and comparison with the DCO to determine if the Sizewell C traffic is having a significant adverse effect or not (moderate and major adverse effects would be considered to be significant).
- **Road safety effects**: If the potential Contingent Effect is with regards to road safety, ANPR data may be used, coupled with the PIC data, to undertake a road safety assessment of the effect on Sizewell C

traffic on road safety. The level of Sizewell C traffic and background traffic routing along the link or through the junction would be compared with that assessed in the DCO. The trend in PIC data will also be reviewed to determine if there has been an increase in PICs at the link or junction and what the causation factors have been, including if any of the PICs involved Sizewell C traffic. The road safety assessment could utilise the COBALT methodology utilised for the ES assessment, subject to agreement with the TRG.

- **Diverted traffic:** If the potential Contingent Effect is with regards to the diversion of traffic onto minor roads, an ANPR survey would need to be undertaken of the road or roads in question to determine the level and type of Sizewell C traffic as well as level of background traffic routing through the surveyed area. The data would be able to be compared against the assessment in the **Consolidated Transport Assessment** [REP2-052] to determine if there is a Contingent Effect.

- **Junction capacity/ driver delay:** If the potential Contingent Effect is with regards to junction capacity/ driver delay, the following assessment will be undertaken, subject to agreement with the TRG:

  - If the TRG agree that an investigation of a junction in the **DoO** (Doc Ref. 8.17(H)) is required to assess the effect of Sizewell C traffic on junction capacity / delay, an ANPR survey will be undertaken at the junction for the peak periods (07:00-10:00 and 16:00-19:00 or otherwise agreed with the TRG) to determine the level of background traffic on each arm of the junction as well as the level of Sizewell C traffic routing through the junction.

  - The observed level of Sizewell C traffic and background traffic in the ANPR survey will be compared against the assessed Sizewell C traffic and background traffic in the DCO.

  - A 'driver delay' survey could be undertaken at the junction or the junction model used for the **Consolidated Transport Assessment** [REP2-052] could be utilised to inform the assessment.

  - If the evidence suggests that there is a significant increase in delay at the junction and that this is due to Sizewell C traffic, the transport co-ordinator must put forward proposals for mitigating the impact.

6.6.10 The TRG must approve any direct bus routes as part of the **CWTP** and therefore, depending on the bus stops to be used by the direct bus services,

there may be a need for some improvements to the bus stops, which the TRG would be able to draw down funding for from the Contingent Effects Fund.

6.6.11 SZC Co. shall undertake a review of a number of junctions local to Sizewell C in the final year of the construction phase to consider the impact of the Sizewell C Project on the performance of these junctions during the operational phase of the Sizewell C Project. The scope and extent of this review is to be determined by the TRG. Based on the outcome of this review as reported to the TRG by SZC Co, the TRG shall determine whether any additional mitigation from the Contingent Effects Fund is needed to address Contingent Effects. The junctions which shall be reviewed include:

- Saxmundham signal junction;
- A1094 / B1069 Snape Road junction; and
- B1069 Snape Road / B1078 junction.

d) Developing mitigation

6.6.12 The recommendations for mitigation put forward by the transport co-ordinator should be cognisant of the transport policy set out in National Policy Statement of Energy (EN-1), which states at paragraph 5.13.8 that "*where mitigation is needed, possible demand management measures must be considered and if feasible and operationally reasonable, required, before considering requirements for the provision of new inland transport infrastructure to deal with remaining transport impacts*." Paragraph 5.13.9 of EN-1 goes on to recognise that the decision maker should "*have regard to the cost-effectiveness of demand management measures compared to new transport infrastructure as well as the aim to secure more sustainable patterns of transport development when considering mitigation measures*."

6.6.13 Therefore, demand management measures should be considered ahead of physical highway improvements in order to mitigate the significant adverse effects.

6.6.14 Examples of potential measures that the Contingent Effects Fund could fund are included in the **DoO** (Doc Ref. 8.17(H)) and include but are not limited to:

- Dropped kerbs and tactile paving;
- Pedestrian refuge islands for uncontrolled crossing points;
- Pedestrian crossings;

- Footway widening or provision of new footway;
- Signage;
- Amendments to parking restrictions;
- Speed indicator devices;
- Traffic calming / gateway features;
- Speed limit changes and other traffic regulation orders; and
- Modifications to existing junctions.

e) Drawing down from the Contingent Effects Fund

6.6.15 The level of Contingent Effects Fund to be drawn down for the implementation of an approved scheme will be agreed by the TRG.

6.6.16 SZC Co shall implement any mitigation approved by the TRG unless it is agreed by the TRG that the mitigation will be carried out by SCC, as local highway authority.

6.6.17 The total payments payable by SZC Co. (or SCC) to address Contingent Effects shall not exceed the Contingent Effects Fund.

APPENDIX 1.A: ACTION PLAN

Initial list of early actions to implement

Element	Action
Communication	Prepare Travel Pack.
	Establish Sizewell C intranet site for workers.
	Develop travel input to induction process.
Walk and cycle	Order cycle parking.
Bus	Appoint bus operator.
	Procure swipe card system for workers swiping onto buses.
	Work with the bus operator to develop detailed bus timetables, routes and stops.
	Develop park and ride permit scheme including production of permits.
Motorcycle	Order motorcycle parking.
Car share	Research car share scheme options and select a preferred scheme.
	Establish the car share scheme.
Parking	Develop parking permit system for all sites including production of permits.
Monitoring, review and compliance	Appoint Transport Co-ordinator.
	Establish TRG and hold a pre-commencement TRG meeting.
	Put meetings in TRG diaries.
	Agree with TRG and set up a data collection methodology/system.
	Set up the framework for the monitoring report.
	Include Travel Plan requirements within contractor contracts.

ANNEX M
TRAFFIC INCIDENT MANAGEMENT PLAN

CONTENTS

TABLES

PLATES

FIGURES

None provided

APPENDICES

1 INTRODUCTION

1.1 Background

1.1.1 SZC Co. is proposing to build a new nuclear power station at Sizewell in East Suffolk, known as Sizewell C. Located to the north of the existing Sizewell B power station, the Sizewell C site is located on the Suffolk coast, approximately halfway between Felixstowe and Lowestoft; to the north-east of the town of Leiston.

1.1.2 Once operational, Sizewell C would be able to generate enough electricity to supply approximately six million homes in the United Kingdom (UK). The Sizewell C Project would also generate significant economic benefit for the local area.

1.1.3 SZC Co. recognises that the scale of the Sizewell C Project means that care needs to be taken with the way in which it is designed, constructed and operated.

1.1.4 Level 1 control documents will either be certified under the DCO at grant or annexed to the Deed of Obligation. All are secured and legally enforceable. Some Level 1 documents are compliance documents and must be complied with when certain activities are carried out. Other Level 1 documents are strategies or draft plans which set the boundaries for a subsequent Level 2 document which is required to be approved by a body or governance group. The obligations in the DCO and Deed of Obligation (DoO) set out the status of each Level 1 document.

1.1.5 The **Traffic Incident Management Plan** (**TIMP**) (Annex M of the DoO Doc Ref. 8.17(H)) is a Level 1 document and a draft version accompanied SZC Co.'s application for a Development Consent Order (DCO) to the Planning Inspectorate for the proposed development of Sizewell C [APP-607]. This final **TIMP** will be annexed to the **DoO** (Doc Ref. 8.17(H)) and the implementation of the **TIMP** is secured through an obligation in the **DoO** (Doc Ref. 8.17(H)) (paragraph 2 of Schedule 16).

1.1.6 Where approvals are required, this plan states which body or governance group is responsible for the approval and/or must be consulted. Any approvals by East Suffolk Council, Suffolk County Council or the MMO will be carried out in accordance with the procedure in Schedule 23 of the dDCO. The DoO establishes the governance groups and sets out how these governance groups will run and, where appropriate, how decisions (including approvals) should be made. Any updates to these further documents or details must be approved by the same body or governance group and

through the same consultation and procedure as the original document or details.

1.1.7 Where separate Level 1 or Level 2 control documents include measures that are relevant to the measures within this document, those measures have not been duplicated in this document, but cross-references have been included for context. Where separate legislation, consents, permits and licences are described in this document they are set out in the Schedule of Other Consents, Licences and Agreements (Doc Ref. 5.11) [REP3-011].

1.1.8 For the purposes of this document the term 'SZC Co.' refers to NNB Nuclear Generation (SZC) Limited (or any other undertaker as defined by the dDCO), its appointed representatives and the appointed construction contractors.

1.2 Scope

1.2.1 This **TIMP** sets out the management of the Sizewell C construction traffic during an event or incident occurring on the heavy goods vehicle (HGV) routes to the main development site. The measures outlined in this **TIMP** will minimise potential impacts of traffic associated with Sizewell C construction on response times and delivery of emergency services in the event of an incident.

1.2.2 Unlike the highway authorities and emergency services, SZC Co. has no statutory authority in the event of a traffic incident on the road network and a TIMP is not specifically required by Regulation 5 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations (2009) (Ref 1.1). The production of this **TIMP** demonstrates SZC Co.'s commitment to work constructively with the highway authorities (National Highways and Suffolk County Council (SCC)) and emergency services in order to manage traffic incidents on the highway network.

1.2.3 This document forms part of a package of transport management documents to assist in the management of transport movements for the Sizewell C construction works. The other transport management documents to be implemented for the Sizewell C construction works to complement the **TIMP** are as follows:

- **Construction Traffic Management Plan** (**CTMP**) (Annex K of the DoO Doc Ref. 8.17(H)); and
- **Construction Worker Travel Plan** (**CWTP**) (Annex L of the DoO Doc Ref. 8.17(H)).

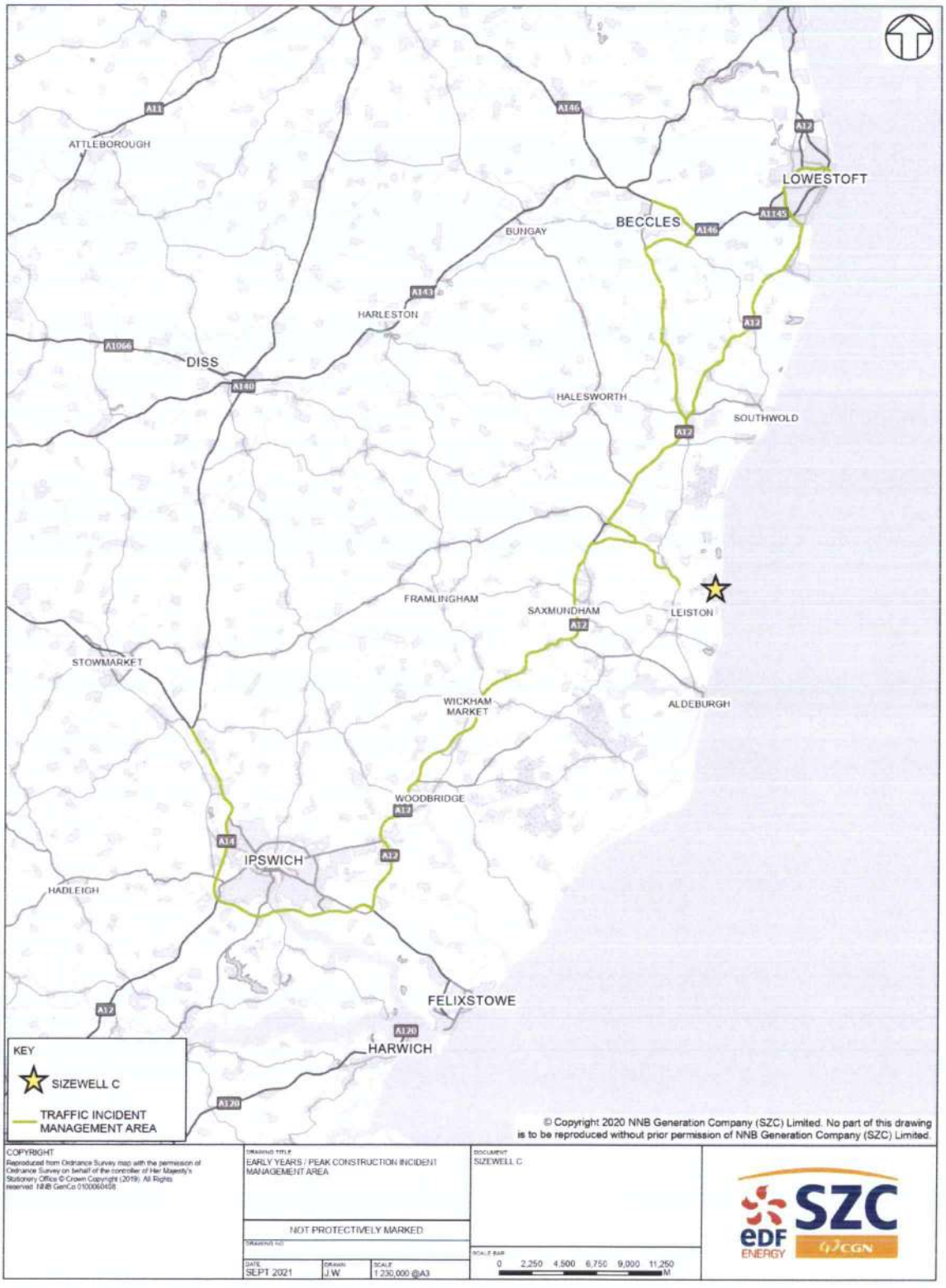
1.2.4 The implementation of the **CTMP** (Annex K of the DoO Doc Ref. 8.17(H)) and the **CWTP** (Annex L of the DoO Doc Ref. 8.17(H)) are also secured through the **DoO** (Doc Ref 8.17(H)).

1.3 Incident Management Area

1.3.1 The Incident Management Area (IMA) is the geographical area to which this **TIMP** relates and it aligns with the HGV routes defined in **Plate 3.2** and **Plate 3.3** of the **CTMP** (Annex K of the DoO Doc Ref. 8.17(H)). These routes must be used by Sizewell C HGVs and, in part, by Sizewell C buses. The IMA is illustrated in **Plate 1.1**, and includes:

- A14 between junction 51 for A140 and junction 58 for the A12;
- A12 between A14 junction 58 at Ipswich and Lowestoft port;
- A145 from Beccles to the A145/A12 junction; and
- B1122 (and subsequently Sizewell link road) between the A12 and the main development site access roundabout.

Plate 1.1: Incident management area



1.4 Structure

1.4.1 The structure of this **TIMP** is as follows:

- **section 2** provides a summary of the roles and responsibilities of SZC Co., the highway authorities and the emergency services with respect to traffic incident management;
- **section 3** sets out the proposed management structure for the **TIMP** and the responsibilities of each stakeholder;
- **section 4** sets out the infrastructure and measures proposed by SZC Co. to facilitate the management of incidents within the IMA;
- **section 5** identifies the proposed measures to assist with the management of planned and unplanned traffic incidents within the IMA;
- **section 6** sets out the review process for the measures and commitments detailed within the **TIMP**.

2 ROLES AND RESPONSIBILITIES

2.1 Introduction

2.1.1 In developing an effective **TIMP** it is important to understand the roles that the various organisations would play in incident management within the IMA. In this case, the organisations are:

- The highway authorities (National Highways and SCC);
- The emergency services:
  - Suffolk Constabulary;
  - Suffolk Fire and Rescue Service; and
  - East of England Ambulance Service NHS Trust; and
- SZC Co.

2.2 Roles and responsibilities

a) Highway authorities

2.2.1 The Traffic Management Act 2004 (TMA) places a network management duty on all highway authorities to ensure road networks are managed effectively to minimise congestion and disruption to traffic.

2.2.2 National Highways is responsible for managing the strategic road network. In Suffolk this is comprised of the A11, A12 south of Ipswich, and the A14.

2.2.3 SCC are the local highway authority and responsible for managing the local highway network in Suffolk, including the A12 between the A14 junction 58 at Ipswich and Lowestoft.

2.2.4 In the event of an incident on the strategic road network or local road network the role of National Highways or SCC (depending on road hierarchy) and with the assistance and coordination with Suffolk Constabulary where applicable, is generally to:

- Initiate traffic management strategies on incident impacted facilities;
- Protect the incident scene;
- Provide traffic control;
- Assist motorists with disabled vehicles;

- Provide traveller information;
- Determine road repair needs;
- Establish and operate alternative diversionary routes; and
- Repair highway infrastructure.

b) Emergency services

2.2.5 In the event of an incident, Suffolk Constabulary is often the first organisation to become aware that the highway network is not functioning as it should through reported incidents by the public to their contact and control room. Suffolk Constabulary's key roles and responsibilities in relation to traffic incidents are to:

- Assist with incident detection and verification;
- Secure the incident scene;
- Assist disabled motorists;
- Provide emergency medical aid until help arrives;
- Direct traffic;
- Arrange transportation for the injured;
- Conduct accident investigations;
- Serve as incident commander;
- Safeguard personal property;
- Coordinate clearance and repair resources if requested; and
- Supervise scene clearance if requested and dependent on seriousness of incident.

2.2.6 The contact and control room is the first point of operational command for all major incidents in Suffolk and would contact the other emergency services (i.e. Suffolk Fire and Rescue Service and East of England Ambulance Service NHS Trust), as required, during the management of an incident.

2.2.7 Suffolk Fire and Rescue Service would assist Suffolk Constabulary at the scene of an incident and its roles and responsibilities would be to:

- Protect the incident scene;
- Provide traffic control until police or local authorities arrive;
- Provide emergency medical care;
- Provide initial hazardous material response and containment;
- Suppress any fire;
- Rescue crash victims from wrecked vehicles;
- Rescue crash victims from contaminated environments;
- Serve as incident commander, where appropriate; and
- Assist in incident clearance if requested and dependent on seriousness of incident.

2.2.8 Where required, East of England Ambulance Service NHS Trust would attend the scene of an incident. East of England Ambulance Service NHS Trust's roles and responsibilities relate to the triage, treatment, and transport of injured victims, and would be to:

- Provide advanced emergency medical care;
- Determine the destination and transportation requirements for the injured;
- Coordinate the evacuation with fire and police responders;
- Serve as incident commander for medical emergencies;
- Determine approximate cause of injuries for the receiving medical centres; and
- Remove medical waste from incident scene.

c) SZC Co.

2.2.9 Unlike the highway authorities and emergency services, SZC Co. has no statutory responsibilities in the event of a traffic incident within the IMA. Notwithstanding this, SZC Co. is committed to managing SZC Co. construction traffic in the event of an incident within the IMA in order to reduce queuing and delay on the highway network. This includes the management of SZC Co. HGVs on their approach to the IMA on the SRN.

2.2.10 SZC Co.'s key roles and responsibilities in relation to traffic incidents will be to:

- Assist with incident detection and verification (e.g. if SZC Co. is made aware of an incident involving a SZC Co. vehicle, SZC Co. will notify the emergency services).
- Direct Sizewell C HGVs and buses to a safe location off the highway network;
- Hold Sizewell C HGVs and buses off the public highway network until notified by Suffolk Constabulary to resume normal operations.

2.2.11 Further details of how SZC Co. will assist with incident management planning are set out in **sections 3** and **4** of this **TIMP**.

3 MANAGEMENT STRUCTURE

3.1 Introduction

3.1.1 This section sets out the proposed management structure for the **TIMP** and the responsibilities of each stakeholder.

3.2 Management structure

3.2.1 The overall management and implementation of the **TIMP** will be the responsibility of SZC Co.

3.2.2 A number of groups are proposed to be formed during the construction period of Sizewell C. The following groups and individuals will be involved with the **TIMP**:

- Delivery steering group;
- Transport review group (TRG);
- Transport co-ordinator;
- Delivery co-ordinator; and
- Community Safety Working Group; and
- Parish councils and forums.

3.3 Delivery steering group

3.3.1 On or before commencement, SZC Co. shall establish the Delivery Steering Group which shall exist until the first anniversary of the end of the construction period. The Delivery Steering Group shall meet on a quarterly basis, or different frequency as agreed by the members.

3.3.2 The Delivery Steering Group shall comprise:

- a service director (or equivalent) from ESC;
- a service director (or equivalent) from SCC; and
- up to two representatives to be nominated by SZC Co, including SZC Co's Site Director.

3.3.3 The scope of the Delivery Steering Group in relation to the **TIMP** shall be to:

- consider all implementation, progress and reports submitted to it by the Review Groups or Working Groups;
- monitor and assess the actions taken and decisions made by the Review Groups and/or Working Groups;
- provide assistance, guidance and advice on the action(s) that should be taken by the Review Groups and/or Working Groups;
- decide any areas of disagreement within the Review Groups or where a Review Group has failed to reach a decision; and
- facilitate communication on matters of strategic importance within the Review Groups and/or Working Groups.

3.3.4 Should the TRG refer an urgent matter to the Delivery Steering Group for resolution, the Delivery Steering Group shall meet as soon as reasonably practicable to resolve the relevant matter.

3.3.5 In the event that the Delivery Steering Group is unable to agree on any matters for its determination, it may be treated as a Dispute to be resolved in accordance with Clause 8 of the **DoO** (Doc Ref. 8.17(H)).

3.4 Transport review group

3.4.1 On or prior to commencement, SZC Co. shall establish a Transport Review Group (TRG) with members taken from the key transport stakeholders and SZC Co. The establishment of the TRG is secured through an obligation in the **DoO** (Doc Ref. 8.17(H)) (paragraph 3 of Schedule 16).

3.4.2 The scope of the TRG in relation to the **TIMP** is as follows:

- receive monitoring reports from SZC Co. relating to the implementation of the **TIMP** during incidents in the IMA;
- monitor the implementation and effectiveness of the **TIMP**;
- consider the case for, and approve amendments to the **TIMP** put forward by the transport co-ordinator;
- advise SZC Co. on potential enhancements to the **TIMP**;

- consider the Community Safety Working Group meeting minutes with respect to transport and any actions arising from the meetings for the TRG; and
- consider the views and opinions of the parish councils and forums in relation to incident planning.
- where necessary, report to and refer matters to the Delivery Steering Group, particularly where there are interface issues across topics that require a more strategic approach or where the TRG fails to reach a decision; and
- notify the members of the Delivery Steering Group in the event that the TRG considers that a matter needs to be referred to the Delivery Steering Group for urgent resolution.

3.4.3 The TRG will have further duties with regards to the **CTMP** (Annex K of the DoO Doc Ref. 8.17(H)) and **CWTP** (Annex L of the DoO Doc Ref. 8.17(H)), which are set out in those documents.

3.4.4 The TRG members shall comprise:

- the transport co-ordinator;
- one representative to be nominated by SCC;
- one representative to be nominated by National Highways;
- one representative to be nominated by East Suffolk Council;
- one representative to be nominated by Suffolk Constabulary; and
- three representatives, in addition to the transport co-ordinator to be nominated by SZC Co.

3.4.5 Membership of the TRG does not fetter the members' planning and other statutory duties. The SCC, ESC, National Highways and Suffolk Constabulary nominated TRG representatives will be an officer from each authority with knowledge of the transport aspects of the Sizewell C Project.

3.4.6 The TRG shall operate by consensus and all members of the TRG must participate in the TRG and perform the obligations of the governance group. Schedule 17 paragraph 2 of the **DoO** (Doc Ref. 8.17(H)) requires this of ESC, SCC and SZC Co. and the Deed of Covenants with National Highways and Suffolk Constabulary will also require this. If required from time to time, TRG representatives from SCC, ESC, National Highways and Suffolk

Constabulary will be able to nominate an alternative representative from their authority if they are unable to attend a TRG meeting.

3.4.7 In addition to the TRG members, specialist ad-hoc attendance can be called upon by the TRG to discuss particular agenda items. This could be either specialist representatives from SCC, ESC, National Highways or Suffolk Constabulary or other specialist representatives from bodies such as transport providers, other emergency services and lead contractors.

3.4.8 The TRG must be formed on or prior to commencement of construction and must meet every month for the first 3 months of the construction period and every 3 months thereafter during the construction period unless the TRG decides to meet at a different frequency. The TRG will be able to delegate issues or functions to a sub-group if it decides to.

3.5 Transport co-ordinator

3.5.1 A transport co-ordinator must be appointed by SZC Co. and be in place on or before commencement of construction and throughout the construction period of the Sizewell C Project. The transport co-ordinator will be responsible for the management of the **TIMP** and the other transport management plans (i.e. **CWTP** (Doc Ref. 8.8(B)) and **CTMP** (Annex K of the DoO Doc Ref. 8.17(G))). The appointment of the transport co-ordinator is secured through the **Deed of Obligation** (Doc Ref. 8.17(G)) (paragraph 3 of Schedule 16).

3.5.2 The transport co-ordinator will have the following transport-related responsibilities related to the **TIMP**:

- monitor Sizewell C project actions against the approved **TIMP**;
- report the monitoring of the **TIMP** to the TRG to allow consideration of appropriate mitigation measures and remedial action as required;
- report to the TRG on relevant feedback from the Community Safety Working Group, parish councils and forums with regards to incident planning;
- update the **TIMP** as required in consultation with the TRG; and
- resolve issues and problems through liaison with other parts of SZC Co. and its contractors.

3.5.3 The transport co-ordinator role must be appointed at an appropriate senior level. They could either be an employee of SZC Co. or an independent consultant but they will sit outside of the SZC Co. delivery team.

3.6 Delivery co-ordinator

3.6.1 In addition to the recruitment of the transport co-ordinator role, SZC Co. must appoint a delivery co-ordinator for the duration of the construction of the Sizewell C Project. This appointment is secured through an obligation in Schedule 16 of the **Deed of Obligation** (Doc Ref. 8.17(G)). SZC Co. must also employ a delivery team to assist the delivery co-ordinator with the delivery of the **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)) on a day-to-day basis as well as assist with the implementation of the **TIMP** in the event of an incident in the Incident Management Area.

3.6.2 In relation to the **TIMP**, the delivery co-ordinator and the delivery team will be responsible for:

- Enabling communications with Sizewell C drivers via sub-contractors and hauliers during an incident on the highway network;
- Directing the movement of Sizewell C HGVs and buses, which may involve instructing drivers to wait at a suitable location off the highway network;
- Ensuring effective communications with the emergency services and highway authorities (SCC and National Highways) during an incident; and
- Recording and collating monitoring data to be included in the transport monitoring reports, which will inform the TRG.

3.7 Other groups

a) Community Safety Working Group

3.7.1 There will be a need for synergy between the activities of the TRG and the Community Safety Working Group, which the emergency services will sit on.

3.7.2 In order to minimise overlap and resource demand on the emergency services, it is proposed the Community Safety Working Group will be attended by the transport co-ordinator in order to facilitate an on-going transport agenda item that will provide a quarterly update on the monitoring of the transport management plans. With respect to the **TIMP**, the Community Safety Working Group will be able to provide the transport co-ordinator with any feedback of the effectiveness of the **TIMP**.

3.7.3 The minutes of the Community Safety Working Group must be provided by the transport co-ordinator to the TRG as part of the meeting agenda pack of information for consideration at the TRG meetings.

b) Forums

3.7.4 A main development site forum, northern transport forum and southern transport forum will be established on commencement of construction as secured in the **DoO** (Doc Ref. 8.17(H)) (Schedule 17, paragraph 5). The forums will form the key link between the TRG and the wider community and provide an indication of any transport related issues that are impacting the general public. The forums will meet within the first three months from the commencement date and thereafter on a bi-annual basis.

3.7.5 The purpose of the forums will be to provide project information of relevant construction issues and progress, enable the forums to ask questions and raise issues of concern, and help inform SZC Co. on key issues affecting the local community and to find ways to minimise the impacts and maximise the benefits of the Project to those living and working nearby.

3.7.6 The minutes of the forum meetings must be provided by the transport co-ordinator to the TRG as part of the meeting agenda pack of information for consideration at the TRG meetings.

c) Parish councils

3.7.7 The parish councils not included as part of the forums already meet on a regular basis and they will be able to provide feedback to the TRG, which will provide an indication of the transport related issues that are of concern to the wider community.

3.7.8 The parish councils must be provided with the contact details of the transport co-ordinator and would be able to raise any transport related issues with them, a summary of which will be provided by the transport co-ordinator to the TRG as part of the TRG meeting agenda pack of information for consideration by the TRG.

4 MANAGEMENT OF SIZEWELL C HGVS AND BUSES

4.1 Introduction

4.1.1 This section summarises the arrangements that are proposed to be implemented by SZC Co. to manage Sizewell C HGVs and buses during incidents within the IMA.

4.1.2 All Sizewell C buses are proposed to travel on the local highway network and no Sizewell C buses will travel beyond the IMA. Therefore, in the event of an incident in the IMA, all Sizewell C buses will need to be managed within the IMA. The vast majority of Sizewell C HGVs will be travelling to and from the main development site from beyond the IMA. Therefore, in the event of an incident in the IMA, some of the proposed HGV measures would seek to restrict Sizewell C HGV movements from entering the IMA. As such, this section is structured as follows:

- measures to manage HGVs outside of the IMA; and
- measures to manage HGVs and buses within the IMA.

4.1.3 These measures are secured through the obligation to implement the **TIMP** contained in the **DoO** (Doc Ref. 8.17(H)) (paragraph 2, Schedule 16).

4.2 Measures to manage HGVs outside of the IMA

a) Delivery management system

4.2.1 HGV deliveries to the main development site will be controlled by booking through a web-based delivery management system (DMS). The primary function of the DMS is to regulate the flow of HGVs to the main development site by providing a set number of delivery slots per day and in certain hours. Details of the DMS are included in the **CTMP** (Annex K of the DoO Doc Ref. 8.17(H)).

4.2.2 As part of the DMS, HGVs will be tracked on their route to/from the main development site via GPS technology, including on the Strategic Road Network (SRN) in the final part of their journey as HGVs from the south approach the freight management facility.

4.2.3 The DMS will enable communication with HGV drivers via sub-contractors/ hauliers in the event of an incident on the highway network requiring the activation of the **TIMP** Sizewell C HGV drivers will be requested to stop at a suitable HGV holding point on the SRN until further notice, and may be requested to turn-back at an appropriate location (e.g. roundabout) to return

to the nearest HGV holding point. HGV holding locations outside the IMA are shown in **Table 4.1**, along with capacity, travel distance and journey time to the freight management facility. These holding locations are shown on a map in **Appendix A**.

Table 4.1: HGV holding locations outside the IMA, capacity, travel distance and journey time to the FMA

HGV holding location	HGV capacity	Distance to FMF	Journey time to FMF
Lorry parking behind Tesco Extra, Copdock Exchange	20 spaces	9 miles	14 mins
Junction 51 Services	15 spaces	17 miles	20 mins
Junction 44 Rougham Hill Lorry Park	25 spaces	35 miles	37 mins
Risby Truckstop	20 spaces	40 miles	41 mins
Coopers Cabin Truck Stop	30 spaces	40 miles	41 mins
Boreham Services	35 spaces	42 miles	45 mins
Birchanger Green Services	86 spaces	55 miles	1 hr 4 mins
Swaffham Lorry Park	8 spaces	61 miles	1 hr 20 mins
M25 Junction 30 Thurrock Services	120 spaces	70 miles	1 hr 16 mins
Cambridge Services	78 spaces	71 miles	1 hr 15 mins
M25 Junction 26 Truck Park	50 spaces	72 miles	1 hr 14 mins
Peterborough Extra Services	60 spaces	97 miles	1 hr 39 mins
Stibbington Lorry Park	25 spaces	101 miles	1 hr 39 mins

4.2.4 Suitable HGV holding points on the SRN on the approach to the freight management facility must be agreed with National Highways prior to commencement of construction.

4.2.5 Based on SZC Co. analysis, there would be sufficient capacity within the existing network of lorry parks and services to accommodate Sizewell C HGVs off the highway network during an incident. Depending on the severity of the incident and time of day (e.g. if it is unlikely that the incident would be cleared in time to allow normal operations to proceed within the HGV delivery time restrictions at the main development site), it may be necessary for the delivery team to cancel and reschedule deliveries via the DMS. If a scheduled delivery is cancelled, it would not be counted against the HDV/HGV caps defined in the **CTMP** (Annex K of the DoO Doc Ref. 8.17(H)) as no delivery/movement would have occurred. Any rescheduled HGV movements for subsequent days would be included within the HDV/HGV caps defined in the **CTMP** (Annex K of the DoO Doc Ref. 8.17(H)).

b) Live travel information

4.2.6 Designated HGV routes are proposed by SZC Co., which Sizewell C HGVs must adhere to throughout the construction period. The proposed Sizewell C HGV routes are defined later in this section.

4.2.7 However, beyond these designated Sizewell C HGV routes, haulage companies and their drivers would be responsible for planning their own journeys to the main development site, including checking live travel information and planning the most appropriate route whilst being restricted to delivery slots allocated by the DMS. SZC Co. must notify deliveries via the DMS in the event that there was an incident within the IMA which requires further action.

4.3 Measures to manage vehicles within the IMA

a) HGV routes

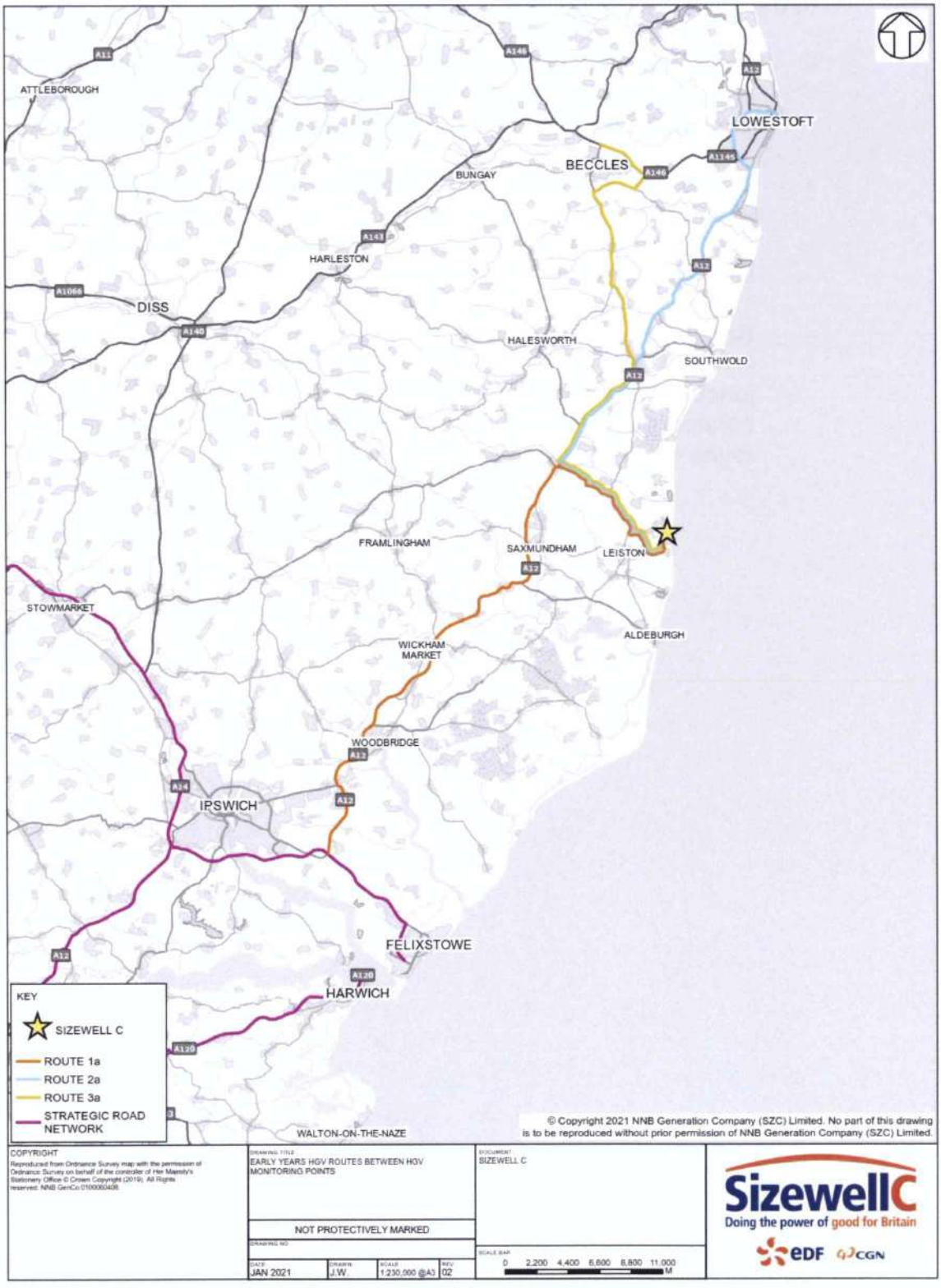
4.3.1 Sizewell C HGVs must use the designated HGV routes and must be monitored by SZC Co. for compliance.

4.3.2 During both the early years and peak construction period, HGVs arriving from the south to the freight management facility must route via the SRN (with the exception of using the local highway network between their origin and their nearest access to the SRN). The SRN in the vicinity of the freight management facility is identified on **Plates 4.1** and **4.2**.

4.3.3 In terms of the HGV routes on the local highway network, HGVs to and from the main development site must use the following HGV routes during the early years, which are illustrated in **Plate 4.1**:

- **Route 1a**: HGV route from the A12/A14 junction at Seven Hills via the A12 to the A12/B1122 junction and then along the B1122 and Lover's Lane to the secondary site entrance or continue along Sizewell Gap to the Sizewell B access.
- **Route 2a**: HGV route from Lowestoft Port via the A12 to the A12/B1122 junction and then along the B1122 and Lover's Lane to the secondary site entrance or continue along Sizewell Gap to the Sizewell B access.
- **Route 3a**: HGV route from Beccles (at A145/A146 junction) via the A145 to the A145/A12 junction, then along the A12, to the A12/B1122 junction, and then along the B1122 and Lover's Lane to the secondary site entrance or continue along Sizewell Gap to the Sizewell B access.

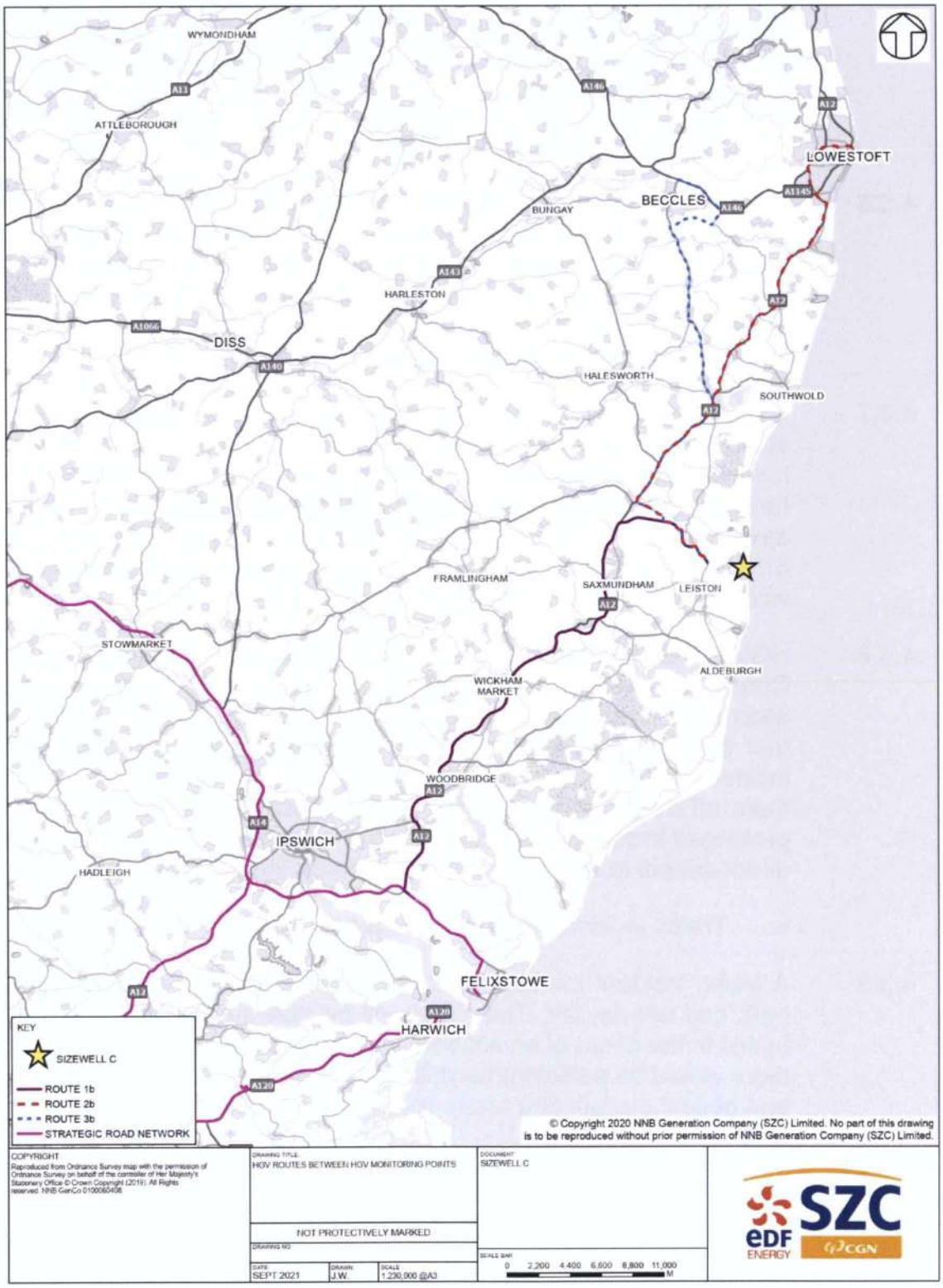
Plate 4.1: Early Years HGV routes prior to two village bypass and Sizewell link road



4.3.4 Once the two village bypass, Sizewell link road, and main development site access are in place, the HGV routes on the local highway network will change to the following roads, which are illustrated in **Plate 4.2**:

- **Route 1b**: HGV route from the A12/A14 junction at Seven Hills via the A12 (two village bypass) to the junction of A12/Sizewell link road and then along the Sizewell link road to the main development site.
- **Route 2b**: HGV route from Lowestoft Port via the A12 to the A12/B1122 junction and then along the B1122 to the Middleton Moor link road, which connects to the Sizewell link road and then along the Sizewell link road to the main development site.
- **Route 3b**: HGV route from Beccles (at A145/A146 junction) via the A145 to the A145/A12 junction, then along the A12 to the A12/B1122 junction, and then along the B1122 to Middleton Moor link road which connects to the Sizewell link road and then along the Sizewell link road to the main development site.

Plate 4.2: Peak construction phase HGV routes once two village bypass and Sizewell link road are operational



b) Holding of HGVs and buses off the highway network

4.3.5 In the event that the **TIMP** is activated, SZC Co. will have the ability to hold Sizewell C HGVs and buses off the highway network until notified by Suffolk Constabulary to proceed with normal operations. The following holding facilities are proposed.

i. Freight management facility

4.3.6 A freight management facility will be provided at Seven Hills to manage HGVs during the construction period of the Sizewell C Project. The primary function of the freight management facility is to control the pattern of deliveries to the main development site. However, in the event of an incident within the IMA, it could also be used to temporarily hold HGVs. The freight management facility has the capacity to hold 154 HGVs.

4.3.7 If the incident is north of the freight management facility, HGVs will be held at the freight management facility on their route to the main development site. If the incident is west / south of the freight management facility, HGVs will be held at the freight management facility on their route from the main development site. The freight management facility would only be used to hold Sizewell C HGVs as the Sizewell C buses are not proposed to route in the vicinity of the freight management facility.

4.3.8 HGVs will be held at the freight management facility until Suffolk Constabulary has communicated that the incident has been cleared or an alternative route has been confirmed. HGV accumulation analysis indicates that the freight management facility will have sufficient capacity during an incident to continue to receive HGVs for approximately four hours, holding them off the highway network. That capacity gives sufficient time during a prolonged incident to activate an alternative response (e.g. cancel deliveries, direct drivers to other holding locations off the highway network).

ii. Traffic incident management area

4.3.9 A traffic incident management area (TIMA) will be located at the southern park and ride facility. The TIMA will be able to hold Sizewell C HGVs and buses in the event of an incident on the highway network. It is estimated that there would be sufficient hardstanding area to accommodate circa 90 HGVs and buses, discounting areas required for access, egress, and circulation.

4.3.10 The TIMA must only be utilised for holding Sizewell C HGVs and buses and only in the event that the **TIMP** is activated.

4.3.11 If the incident is north of the TIMA, HGVs and buses will be held at the TIMA on their route to the main development site. If the incident is south of the

TIMA, HGVs and buses will be held at the TIMA on their route from the main development site.

4.3.12 HGVs and buses will be held at the TIMA until Suffolk Constabulary has communicated that the incident has been cleared or an alternative route has been confirmed.

iii. Park and ride facilities

4.3.13 Two park and ride facilities are proposed: a southern park and ride facility at Wickham Market and a northern park and ride facility at Darsham. The primary function of the park and ride facilities is to intercept construction workforce car trips and transfer workers to dedicated Sizewell C buses to the main development site. However, in the event of an incident within the IMA, when required, the park and ride facilities could also be used to temporarily hold buses off the highway network. There will be 10 bus holding spaces at each of the park and ride facilities. This will be in addition to the holding facility within the TIMA at the southern park and ride facility.

4.3.14 Buses will be held until Suffolk Constabulary has communicated that the incident has been cleared or an alternative route has been confirmed.

iv. Main development site

4.3.15 There will also be capacity around the main development site to hold HGVs and buses off the highway network. HGVs could be held within the main site, or on the LEEIE during the early years. HGVs and buses departing the site could be held at the main development site in the event of an incident occurring on the B1122 or Sizewell link road.

4.3.16 There will be 80 HGV and 20 bus parking spaces provided in the freight management facility at the LEEIE, and this area will be available as a HGV and bus holding area during the early phases of construction (i.e. site establishment).

c) Delivery management system

4.3.17 As set out earlier, all HGVs must be tracked on their route to/from the main development site via GPS technology through the DMS. This will facilitate the implementation and monitoring (real-time and retrospectively) of the **TIMP**.

d) Diversion routes

4.3.18 SZC Co. proposes to hold Sizewell C HGVs and buses off the highway network in the event of the **TIMP** being activated and until notified otherwise

by Suffolk Constabulary. However, there may be residual HGVs and buses on the highway network that are unable to access one of the holding locations (e.g. due to congestion caused by the incident).

4.3.19 Any Sizewell C HGVs and buses not held at one of the holding locations must be required to route along the designated HGV and bus routes unless temporarily instructed not to by Suffolk Constabulary or the highway authority (SCC or National Highways) and instructed to use diversionary routes.

4.3.20 In respect of any given incident, Sizewell C HGVs and buses must use any diversionary routes directed by or agreed with Suffolk Constabulary or the highway authority (SCC or National Highways).

e) Communication

4.3.21 SZC Co. must maintain a site-based delivery management team as a contact point for contractors, emergency services, and the highway authorities. This team will help manage and coordinate SZC Co. and its supply chain's response to an incident in the IMA.

4.3.22 Prior to commencement, SZC Co. must establish appropriate communications protocols with the highway authorities and Suffolk Constabulary so that incidents within the IMA can be effectively communicated and managed.

4.3.23 SZC Co. must establish an appropriate communications protocol for workers, bus drivers transporting construction workers and HGV drivers.

5 MANAGEMENT OF PLANNED AND UNPLANNED INCIDENTS

5.1 Introduction

5.1.1 This section identifies specific planned and unplanned events that could interrupt the movement of HGVs and buses during the construction of Sizewell C. It also considers these events in relation to the arrangements in **section 4** that SZC Co. proposes to put in place to manage incidents within the IMA.

5.1.2 These events would not be normal everyday occurrences but would be in exceptional circumstances comprising the following:

- a traffic or other similar incident on the highway network that delays HGVs such that they miss their allocated slot or fall outside the permitted delivery hours;
- inclement weather (e.g. high winds, flooding, snow, or ice) that significantly disrupts the normal operation of the highway network; and
- circumstances associated with a mass gathering of people such as festivals, demonstrations, or protests.

5.1.3 Any departure from the agreed Sizewell C HGV and bus movements arising from the exceptional circumstances set out above, will be of a temporary nature until the clearing of the traffic incident/weather or event which generated the departure.

5.1.4 Planned incidents/events identified include:

- closure of Orwell Bridge due to high winds or planned maintenance;
- other planned highway maintenance;
- closure of the Port of Felixstowe due to inclement weather and implementation of Operation Stack;
- Latitude Festival.

5.1.5 Unplanned incidents identified include:

- vehicle breakdown;
- traffic collision;

- obstruction on the highway; and
- suicide/attempted suicide (i.e. on Orwell Bridge).

5.2 Planned incidents and events

5.2.1 SZC Co. has worked with SCC, National Highways and Suffolk Constabulary to develop a set of potential incidents which may cause the closure of a part of the highway within the IMA. SZC Co. has considered seven potential incident scenarios, along with proposed actions to be taken by the Sizewell C Delivery Co-ordinator and delivery team. The potential scenarios are:

- **Scenario 1** – Closure of the Orwell Bridge between Junction 56 and 57 of the A14;
- **Scenario 2** – Activation of "Operation Stack" at the port of Felixstowe;
- **Scenario 3** – Incident on the B1122 in the Early Years;
- **Scenario 4** – Incident on the B1122 or Sizewell link road during peak construction;
- **Scenario 5** – Incident on the A12 north of Yoxford;
- **Scenario 6** – Incident on the A12 between Yoxford and the southern park and ride facility; and
- **Scenario 7** – Incident on the A12 between the southern park and ride facility and the A14 Seven Hills interchange.

5.2.2 These incidents, and the proposed responses, are necessarily considered in broad terms at this stage and there is no consideration of the specific nature of the incident nor the road direction, or number of lanes, that would be closed. Further work will be required, working cooperatively with SCC and emergency services, to refine the specific actions on a case-by-case basis in the event of a real incident on the highway network. Lessons learned from real-world incidents and responses will be discussed by the TRG, and any changes required to the TIMP will be incorporated through the TRG review process described in **section 6**.

a) Scenario 1 – Closure of Orwell Bridge and A14 between Junction 56 and Junction 57

5.2.3 The Orwell Bridge forms part of the A12 and crosses the Orwell river between junctions 56 and 57. It is subject to both planned and unplanned closures.

Planned closures of the bridge usually occur as a result of high winds or maintenance.

5.2.4 For planned closures of Orwell Bridge, National Highways will notify SZC Co. in advance. In accordance with the arrangements SZC Co. proposes to put in place, as set out in **section 4**, SZC Co. would then notify Sizewell C contractors and liaise with National Highways and SCC in relation to appropriate diversionary routes. A map demonstrating the proposed response in Scenario 1 is shown in **Appendix B**. An approved diversion route around the north of Ipswich is shown in green on that map, although it is recognised that this route experiences congestion and more strategic diversion routes during a planned closure are likely to be required by the highway authorities.

5.2.5 During a closure of the Orwell Bridge, HGVs from the south heading towards the freight management facility will be directed via the DMS to hold at one of the HGV holding points outside the IMA, or indeed, depending on the incident, hold at the source location to avoid starting the journey. There are a limited number of locations to hold HGVs on the SRN and in some cases HGVs will have already travelled past the last potential holding point on their journey by the time an incident is detected and the driver is notified. It is expected that a number of HGVs therefore may need to find a safe place to u-turn (e.g. roundabout) and travel back to the nearest available holding point.

5.2.6 HGVs departing the main development site would be instructed to either hold at the main development site, or at the TIMA, until the Orwell Bridge was reopened. The freight management facility may also be accessible for HGVs that have departed the main development site, where HGVs have already travelled past the TIMA. The response strategy may however direct those HGVs to u-turn back to the TIMA to avoid contributing to any queuing around the Seven Hills A14/A12 interchange and Orwell Bridge approaches.

5.2.7 Buses would continue to operate on their usual services in this scenario.

5.2.8 It should be noted that planned closures of the Orwell Bridge due to high winds is less frequent since the implementation of a mitigation scheme by National Highways. Electronic signs showing changeable speed limits have been installed so that traffic can travel over the bridge at lower speeds safely even during high winds. This means that the bridge is kept open more often during storms.

b) Scenario 2 – Activation of "Operation Stack" at the port of Felixstowe

5.2.9 Operation Stack is a procedure used to park (or "stack") HGVs destined for the port of Felixstowe when services across the North Sea are disrupted by

bad weather. To anticipate when the port is likely to close, Port Authorities make use of weather forecasts and wind monitoring instrumentation located around the port.

5.2.10 It is understood that Operation Stack is now an infrequent occurrence due to the improved capability of the port to hold HGVs on-site. Notwithstanding this, should Operation Stack be put in place, HGVs destined for the port of Felixstowe would be stacked along Old Felixstowe Road in the vicinity of the proposed Sizewell C freight management facility.

5.2.11 When Operation Stack is activated, the response is implemented in three levels depending on the severity of the disruption: (a) disruption, (b) disruption leading to parking up of HGVs within the port; (c) disruption leading to stacking HGVs on Old Felixstowe Road. Operation Stack is implemented by the port of Felixstowe and communicated to relevant stakeholders and the public when it is deployed. It is understood from stakeholders liaison that level c) is rarely required whereby HGVs are stacked on Old Felixstowe Road.

5.2.12 In the event of Operation Stack being actioned at the first two levels, either (a) or (b) (i.e. Scenario 2a), SZC Co. will not take any immediate action, but will be on standby to respond should the third level of response be implemented (i.e. stacking HGVs on Old Felixstowe Road) – Scenario 2b. In consultation with Suffolk Constabulary, SZC Co. could close the freight management facility to reduce the number of HGVs travelling on Old Felixstowe Road, and thereby reduce the demand in the area during HGV stacking operation. Sizewell C HGVs could instead be directed towards the main development site, or TIMA at the southern park and ride facility. Consideration will need to be given to local traffic management arrangements and signage at the A14 / A12 Seven Hills interchange to ensure it is appropriate when Sizewell C drivers are instructed not to use the freight management facility.

5.2.13 The graduated response provides early warning of the potential for stacking HGVs on Felixstowe Road. It is also understood that it typically takes a number of hours for HGVs stacked on Old Felixstowe Road to extend back towards the freight management facility. Consequently, there would be sufficient early warning for Sizewell C's delivery management team to respond.

5.2.14 HGVs departing the main development site are not required to visit the freight management facility, so there would be no disruption to HGVs departing the main development site.

5.2.15 There would be no change to the operation of Sizewell C buses in this scenario.

5.2.16 A map demonstrating the proposed response in Scenario 2b is shown in **Appendix B**.

c) Scenario 3 – Incident on the B1122 in Early Years

5.2.17 During the Early Years of Sizewell C construction the Sizewell link road, freight management facility, TIMA and park and ride sites will not be available. There is no appropriate alternative to the B1122 and so the response strategy will be to instruct inbound HGVs destined for the main development site to hold at an available location on the SRN, or at their origin, until the incident is cleared.

5.2.18 HGVs departing the main development site will be instructed to hold at their location until the incident is cleared.

5.2.19 As set out in the **CTMP** (Annex K of the DoO Doc Ref. 8.17(H)), SZC Co. is funding Suffolk Constabulary to escort AILs and in the early years all AILs over 2.9m wide will be police escorted. This means that should there be an incident on the B1122, it is likely that roads police will be in the vicinity of the area and will be able to respond quickly and manage the incident.

5.2.20 A map demonstrating the proposed response in Scenario 3 is shown in **Appendix B**.

d) Scenario 4 – Incident on the B1122 or Sizewell link road during peak construction

5.2.21 During peak construction the Sizewell link road, freight management facility, TIMA and park and ride sites will be available. In the event of an incident on the B1122 west of the Middleton Moor Link (Scenario 4a), HGVs and buses will be diverted onto the Sizewell link road. HGVs and buses from the north will be diverted through Yoxford. In the event of an incident on the Sizewell link road west of the Middleton Moor Link (Scenario 4b), HGVs and buses will be diverted onto the B1122 through the Yoxford roundabout, travelling then via the Middleton Moor Link, back onto the Sizewell link road. HGVs and buses from the south will therefore travel through Yoxford during the incident.

5.2.22 In the event of an incident on the Sizewell link road east of Middleton Moor Link HGVs inbound to the main development site will be directed to hold at the freight management facility or TIMA. Any HGVs which have travelled past the TIMA will be instructed to u-turn at a safe location (e.g. one of the roundabouts on the A12) and return to the TIMA. HGVs from the north will be directed south on the A12 to the TIMA.

5.2.23 Inbound buses to the main development site will be instructed to hold at one of the park and ride sites. Outbound bus movements from the main development site will be held until the incident is cleared.

5.2.24 A set of maps demonstrating the proposed response in Scenario 4a, 4b and 4c are provided in **Appendix B**.

e) Scenario 5 – Incident on the A12 North of Yoxford

5.2.25 In the event of an incident on the A12 between Yoxford and the northern park and ride facility (Scenario 5a) inbound HGVs and buses from the south will continue to operate as normal. HGVs from the north will be directed to hold at their origin or hold off the highway network at one of the services or lorry parks identified outside the IMA. Outbound HGVs with a destination on the A12 north will be held at the main development site. Buses from the northern park and ride facility will be held at the site until the incident was cleared.

5.2.26 In the event of an incident closing the A12 north of the northern park and ride access (Scenario 5b), the HGV response strategy will be the same as for Scenario 5a, but buses will continue to operate between the northern park and ride and the main development site.

5.2.27 A set of maps demonstrating the proposed response in Scenario 5a and 5b are provided in **Appendix B**.

f) Scenario 6 – Incident on the A12 between Yoxford and southern park and ride

5.2.28 During an incident on the A12 between Yoxford or the Sizewell link road, and the southern park and ride facility, HGVs and buses from the north to and from the main development site will continue to operate as normal.

5.2.29 Inbound HGVs from the south will be directed to be held at the freight management facility, or at the TIMA if they had already departed the freight management facility. Depending on the location of the incident in this section of the A12, drivers will be instructed to u-turn at one of the roundabouts on the A12 and return to the TIMA until the incident is cleared.

5.2.30 Buses associated with the southern park and ride facility will be held off the highway network either at the southern park and ride facility or at the main development site.

5.2.31 A map demonstrating the proposed response in Scenario 6 is provided in **Appendix B**.

g) Scenario 7 – Incident on the A12 between the southern park and ride and the A14 Seven Hills interchange

5.2.32 In the event of an incident on the A12 between the southern park and ride facility and the A14 Seven Hills Interchange, inbound HGVs will be instructed to hold at the freight management facility or, depending on the location of the incident at a holding location outside the IMA. HGVs will not be released from the freight management facility. Any HGVs that had left the freight management facility destined for the main development site will be instructed to u-turn at one of the roundabouts on the A12 and return to the freight management facility if possible to do so safely.

5.2.33 Outbound HGVs from the main development site to the north will continue to travel as normal, however HGVs with a destination on the A12 south will be held at the main development site. Depending on the nature of the incident on the A12, HGVs from the main development site will be instructed to hold at the TIMA.

5.2.34 Bus movements to and from the northern and southern park and ride facilities will continue to operate with normal services.

5.2.35 A map demonstrating the proposed response in Scenario 7 is provided in **Appendix B**.

h) Latitude festival

5.2.36 The Latitude festival is an annual music event that takes place in Henham Park over four days in July; usually Thursday - Sunday. It has a capacity for 40,000 people. Henham Park is off the A12 and north of the A1095.

5.2.37 SZC Co. must liaise with SCC in advance of the festival to understand peak arrival/departure times for the festival and would minimise HGV movements during these times. Sizewell C HGVs must continue to comply with the designated HGV routes during the Latitude festival.

5.3 Unplanned incidents

5.3.1 In the event of an unplanned incident that required prolonged closure of a road within the IMA, SZC Co. must provide contractors with the information necessary to contact all deliveries with planned arrivals via the DMS and, where possible, prevent them from entering the IMA. For example, messages can be proactively sent via e-mail and short message services to contractor delivery co-ordinators to cascade to their drivers and put on the DMS internal messaging board, to inform contractors of incidents and provide instructions on what to do with their deliveries.

5.3.2 The DMS would support incident management in the following ways:

- by controlling the number and frequency of HGVs on the approved HGV routes;
- by holding HGVs at the control points (freight management facility, main development site and TIMA);
- by providing incident messages and instructions maintained by SZC Co. (based on information provided by Suffolk Constabulary, highway authorities, site teams, or delivery drivers);
- by contractors cascading information to their delivery drivers via the DMS and haulage companies;
- by having a delivery management team based at the main development site to act as contact point for contractors. This team will help manage and coordinate SZC Co.'s response to an incident in the area;
- by the Sizewell C Delivery Co-ordinator having the ability to amend or cancel bookings in the DMS at any time and all changes automatically being notified to contractors delivering to the Sizewell C. The appointment of the Delivery Co-ordinator during construction will be secured through the **DoO** (Doc Ref. 8.17(H)).

6 REVIEW

6.1 TRG review

6.1.1 The review process for the measures and commitments detailed within the **TIMP** will be through the TRG, who would be responsible for reviewing and approving any amendments to the **TIMP** required during the construction of Sizewell C.

6.1.2 The TRG will meet every month for the first 3 months and every 3 months thereafter throughout the construction phase. Any member of the TRG will also have the ability to call an urgent meeting to respond to a time-critical issue in accordance with Schedule 16 of the **DoO** (Doc Ref. 8.17(H)). The TRG meetings will discuss the monitoring reports and agree any refinements to the **TIMP** that are required. In relation to the **TIMP**, the following will be discussed at each TRG meeting:

- discuss recorded incidents in the IMA during that quarter and the performance and effectiveness of the incident management measures employed;
- discuss any required variations to the **TIMP**; and
- agree information that can be disseminated to the parish councils and other interested parties.

6.1.3 The TRG, Community Safety Working Group, parish councils and forums will also play an important role in providing feedback on the implementation of the **TIMP** and any issues associated with it.

6.1.4 The governance, scope and authority of the TRG is secured through the **DoO** (Doc Ref. 8.17(H)).

a) Action plan

6.1.5 As part of the monitoring report, an action plan must be provided, which will set out the proposed actions put forward by the Transport Co-ordinator and Delivery Co-ordinator for the subsequent quarter with regards to the **TIMP**.

b) Change log

6.1.6 Where it is considered by SZC Co. that, in the light of monitoring information or feedback, there is a need to amend or update the **TIMP**, SZC Co. must submit an amended **TIMP** to the TRG for approval.

6.1.7 If any changes to the **TIMP** are made, a change log must be provided within the transport monitoring report to keep a record of any approved changes to the **TIMP**. The change log must be carried forward and updated as part of each transport monitoring report with any changes approved by the TRG at the previous TRG meetings recorded.

6.2 SZC Co. review

6.2.1 In addition to the TRG review process, regular internal SZC Co. meetings will take place to discuss the **TIMP**. The meetings will take the following format:

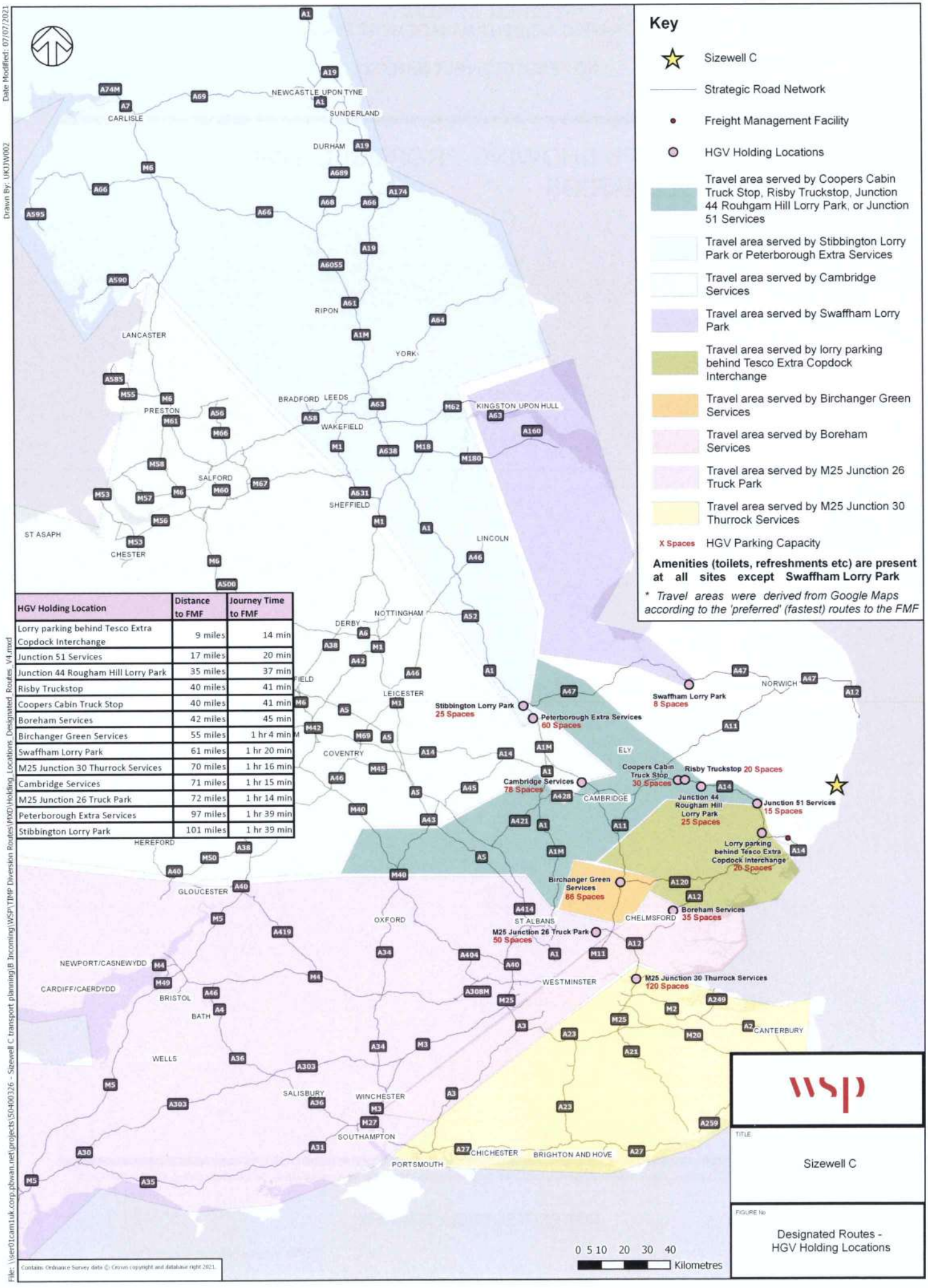
- Monthly meetings: a review of any issues in the previous month and minor amendments made if required for the subsequent month to ensure compliance with the **TIMP** and maximum efficiency.
- Weekly meetings: a review of the incidents in the previous week and ensuring that the priorities of the Sizewell C Project are being met.

- Planned incident meetings: a review of the planned incidents incorporating any measures required.

REFERENCES

1. Regulation 5 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations (2009)

APPENDIX A: MAP OF HGV HOLDING LOCATIONS ON THE STRATEGIC ROAD NETWORK OUTSIDE THE INCIDENT MANAGEMENT AREA



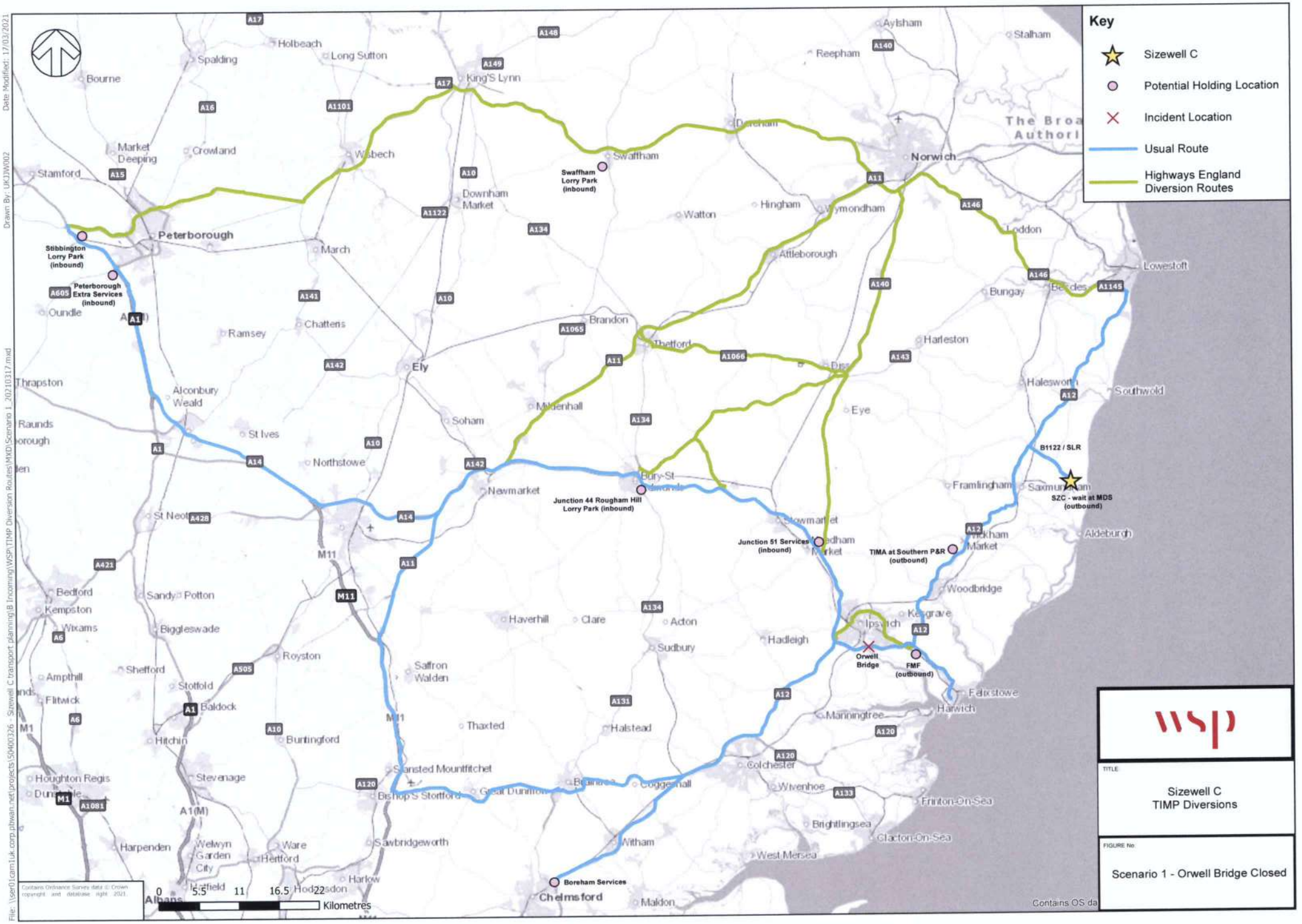
HGV Holding Location	Distance to FMF	Journey Time to FMF
Lorry parking behind Tesco Extra Copdock Interchange	9 miles	14 min
Junction 51 Services	17 miles	20 min
Junction 44 Rougham Hill Lorry Park	35 miles	37 min
Risby Truckstop	40 miles	41 min
Coopers Cabin Truck Stop	40 miles	41 min
Boreham Services	42 miles	45 min
Birchanger Green Services	55 miles	1 hr 4 min
Swaffham Lorry Park	61 miles	1 hr 20 min
M25 Junction 30 Thurrock Services	70 miles	1 hr 16 min
Cambridge Services	71 miles	1 hr 15 min
M25 Junction 26 Truck Park	72 miles	1 hr 14 min
Peterborough Extra Services	97 miles	1 hr 39 min
Stibbington Lorry Park	101 miles	1 hr 39 min

TITLE
Sizewell C

FIGURE No
Designated Routes - HGV Holding Locations

Date Modified: 07/07/2021
Drawn By: UKJW002
File: \\ser01cam1uk.corp.pbwan.net\projects\50400326 - Sizewell C transport planning\B Incoming\WSP\TIMP Diversion Routes\MXD\Holding_Locations_Designated_Routes_V4.mxd

APPENDIX B: MAPS SHOWING PROPOSED TIMP RESPONSE SCENARIOS


Key
Sizewell C
Potential Holding Location
Incident Location
Usual Route
Highways England Diversion Routes
Stibbington Lorry Park (inbound)
Peterborough Extra Services (inbound)
Swaffham Lorry Park (inbound)
Junction 44 Rougham Hill Lorry Park (inbound)
Junction 51 Services (inbound)
TIMA at Southern P&R (outbound)
Orwell Bridge
FMF (outbound)
B1122 / SLR
SZC - wait at MDS (outbound)
Boreham Services
Peterborough
Norwich
Ely
Chelmsford
Ipswich
Lowestoft
Bury St Edmunds
Newmarket
Thetford
Harwich
Felixstowe
Colchester
Aldeburgh
Southwold
Framlingham
Woodbridge
Sudbury
Haverhill
Clare
Halstead
Braintree
Witham
Maldon
Brightlingsea
Clacton-On-Sea
Frinton-On-Sea
Wivenhoe
Manningtree
Hadleigh
Saffron Walden
Bishop's Stortford
Stansted Mountfitchet
Harlow
Hertford
Ware
Welwyn Garden City
Harpenden
Hitchin
Baldock
Royston
Biggleswade
Bedford
Kempston
Wixams
Sandy
Potton
St Neots
Northstowe
St Ives
Ramsey
Chatteris
March
Whittlesey
Thrapston
Oundle
Alconbury Weald
Raunds
Stamford
Market Deeping
Crowland
Spalding
Holbeach
Long Sutton
Bourne
King's Lynn
Wisbech
Downham Market
Watton
Swaffham
Dereham
Reepham
Aylsham
Stalham
Hingham
Wymondham
Attleborough
Loddon
Bungay
Beccles
Harleston
Eye
Diss
Halesworth
Saxmundham
Leiston
Aldeburgh
Felixstowe
Harwich
Contains Ordnance Survey data © Crown copyright and database right 2021
0 5.5 11 16.5 22 Kilometres
Contains OS da
wsp
TITLE
Sizewell C
TIMP Diversions
FIGURE No
Scenario 1 - Orwell Bridge Closed
Date Modified: 17/03/2021
Drawn By: UK1JW002
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Date Modified: 17/03/2021

Drawn By: UKJJW002

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TITLE:

Sizewell C
TIMP Diversions

FIGURE No:

Scenario 2b - FMF closed


Key
Sizewell C
Potential Holding Location
Incident Location
Usual Route
Closed Route
Stibbington Lorry Park (inbound)
Peterborough Extra Services (inbound)
Swaffham Lorry Park (inbound)
Junction 44 Rougham Hill Lorry Park (inbound)
Junction 51 Services (inbound)
Orwell Lorry Park (inbound)
FMF closed
Lowestoft Lorry Park
Boreham Services
Hold HGVs and buses at MDS (outbound)
B1122
SZC
Peterborough
King's Lynn
Swaffham
Norwich
Lowestoft
Ipswich
Felixstowe
Harwich
Colchester
Chelmsford
Bury St Edmunds
Stowmarket
Needham Market
Wickham Market
Woodbridge
Saxmundham
Aldeburgh
Southwold
Halesworth
Framlingham
Newmarket
Bishop's Stortford
Stansted Mountfitchet
Great Dunmow
Witham
Coggeshall
0 5.5 11 16.5 22 Kilometres
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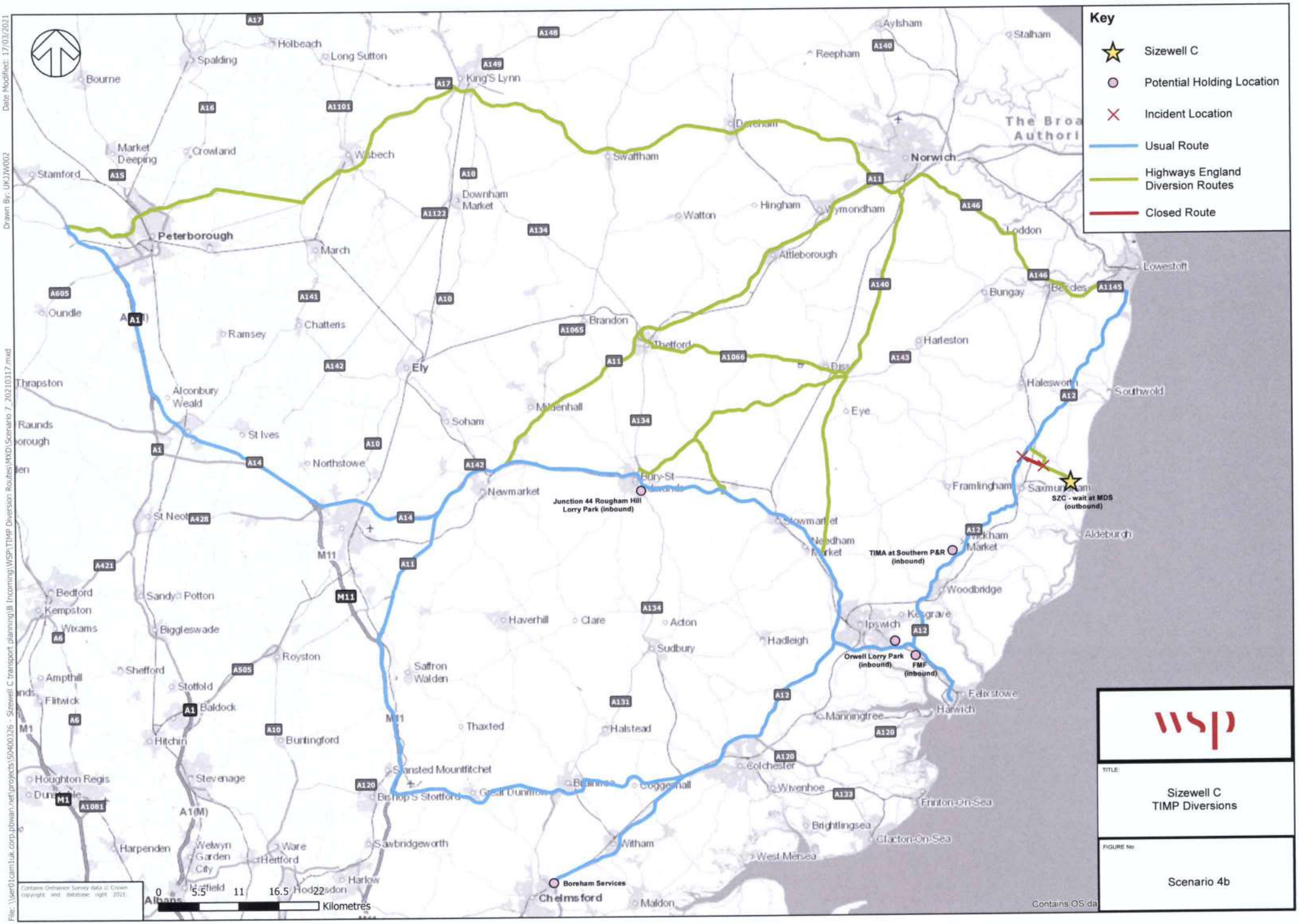
Date Modified: 17/03/2021
Drawn By: UKJJW002
wsp
TITLE:
Sizewell C
TIMP Diversions
FIGURE No:
Scenario 3


Key
Sizewell C
Incident Location
Usual Route
Potential Diversion Route
Closed Route
Divert on to A12 Yoxford on to SLR
B1122
SLR
Peterborough
Norwich
Ely
Ipswich
Colchester
Chelmsford
Bury St Edmunds
Newmarket
Thetford
Lowestoft
Southwold
Aldeburgh
Felixstowe
Harwich
Clacton-On-Sea
Frinton-On-Sea
Brightlingsea
Witham
Braintree
Halstead
Haverhill
Clare
Sudbury
Hadleigh
Woodbridge
Framlingham
Saxmundham
Harleston
Diss
Eye
Bungay
Beccles
Loddon
Attleborough
Swaffham
Dereham
Wymondham
Hingham
Watton
Downham Market
Wisbech
March
Ramsey
Chatteris
Soham
Mildenhall
Brandon
Thrapston
Oundle
Stamford
Market Deeping
Crowland
Spalding
Bourne
Holbeach
Long Sutton
King's Lynn
Reepham
Aylsham
Stalham
Harpenden
Welwyn Garden City
Ware
Hertford
Sawbridgeworth
Harlow
Epping
Hitchin
Stevenage
Letchworth
Baldock
Royston
Buntingford
Saffron Walden
Thaxted
Great Dunmow
Bishop's Stortford
Sandy
Potton
Biggleswade
Bedford
Kempston
Wixams
Ampthill
Flitwick
Shefford
Stotfold
Houghton Regis
Dunstable
Northstowe
St Ives
Alconbury Weald
St Neots
Raunds
Higham Ferrers
Rushden
Wellingborough
Kettering
Corby
Oakham
Uppingham
Melton Mowbray
Grantham
Sleaford
Boston
Spilsby
Skegness
Louth
Horncastle
Lincoln
Gainsborough
Retford
Worksop
Mansfield
Sutton-in-Ashfield
Nottingham
Newark-on-Trent
Southwell
Tuxford
Bawtry
Doncaster
Thorne
Goole
Selby
Tadcaster
Wetherby
Harrogate
Knaresborough
Ripon
Boroughbridge
Northallerton
Thirsk
Malton
Pickering
Whitby
Scarborough
Filey
Bridlington
Driffield
Beverley
Hornsea
Withernsea
Hedon
Hull
Cleethorpes
Grimsby
Immingham
Barton-upon-Humber
Scunthorpe
Brigg
Market Rasen
Caistor
Gainsborough
Bawtry
Doncaster
Thorne
Goole
Selby
Tadcaster
Wetherby
Harrogate
Knaresborough
Ripon
Boroughbridge
Northallerton
Thirsk
Malton
Pickering
Whitby
Scarborough
Filey
Bridlington
Driffield
Beverley
Hornsea
Withernsea
Hedon
Hull
Cleethorpes
Grimsby
Immingham
Barton-upon-Humber
Scunthorpe
Brigg
Market Rasen
Caistor
A1
A1(M)
A10
A11
A12
A14
A120
A134
A140
A143
A146
A148
A149
A1101
A1122
A1145
A1065
A1066
A131
A133
A1081
A15
A16
A17
A141
A142
A428
A421
A505
A6
A605
M1
M11
0
5.5
11
16.5
22
Kilometres
Contains Ordnance Survey data © Crown copyright and database right 2021
Contains OS da
TITLE:
Sizewell C
TIMP Diversions
FIGURE No:
Scenario 4a
wsp
Date Modified: 17/03/2021
Drawn By: UKJW002
File: \\ser01cam1uk.corp.pbwan.net\projects\50400326 - Sizewell C transport planning\8 Incoming\WSP\TIMP Diversion Routes\MXD\Scenario 6b_20210317.mxd


Key
Sizewell C
Potential Holding Location
Incident Location
Usual Route
Highways England Diversion Routes
Closed Route
Junction 44 Rougham Hill Lorry Park (inbound)
SZC - wait at MDS (outbound)
TIMA at Southern P&R (inbound)
Orwell Lorry Park (inbound)
FMF (inbound)
Boreham Services
TITLE:
Sizewell C TIMP Diversions
FIGURE No:
Scenario 4b
0 5.5 11 16.5 22 Kilometres
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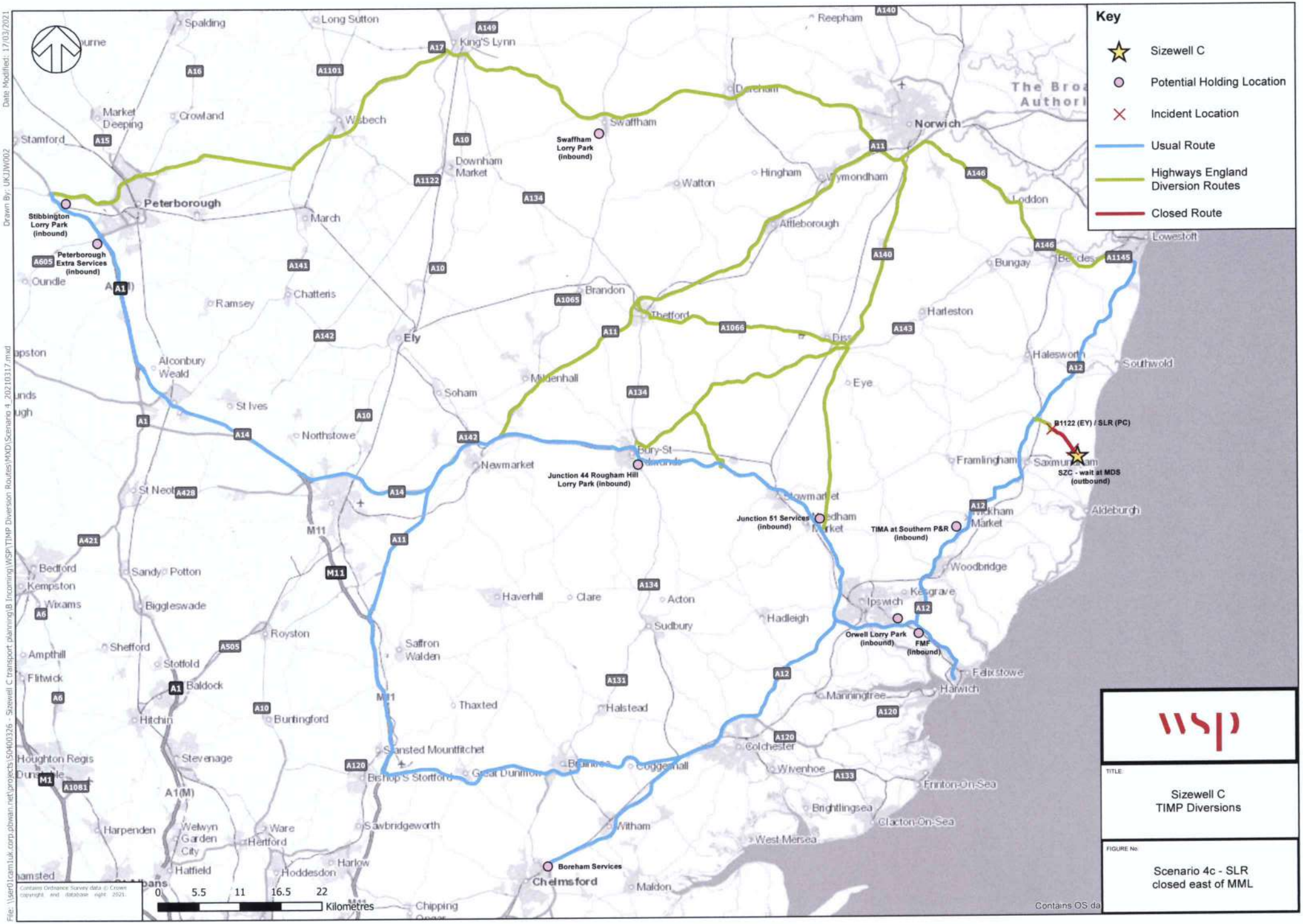
Key
Sizewell C
Potential Holding Location
Incident Location
Usual Route
Highways England Diversion Routes
Closed Route
Stibbington Lorry Park (inbound)
Peterborough Extra Services (inbound)
Swaffham Lorry Park (inbound)
Junction 44 Rougham Hill Lorry Park (inbound)
Junction 51 Services (inbound)
TIMA at Southern P&R (inbound)
Orwell Lorry Park (inbound)
FMF (inbound)
Boreham Services
B1122 (EY) / SLR (PC)
SZC - wait at MDS (outbound)
Peterborough
Norwich
Ipswich
Chelmsford
Colchester
Harwich
Felixstowe
Lowestoft
Southwold
Aldeburgh
Framlingham
Saxmundham
Woodbridge
Bury St Edmunds
Newmarket
Ely
Thetford
Diss
Harleston
Eye
Bungay
Halesworth
Beccles
Loddon
Hingham
Wymondham
Attleborough
Watton
Swaffham
Downham Market
Wisbech
King's Lynn
Reepham
Dereham
Spalding
Long Sutton
Market Deeping
Crowland
Stamford
Oundle
Ramsey
Chatteris
March
Brandon
Mildenhall
Soham
St Ives
Alconbury Weald
Northstowe
St Neots
Bedford
Kempston
Wixams
Biggleswade
Sandy
Potton
Shefford
Stotfold
Ampthill
Flitwick
Baldock
Hitchin
Royston
Saffron Walden
Haverhill
Clare
Acton
Sudbury
Hadleigh
Kesgrave
Manningtree
Halstead
Thaxted
Burntingford
Stansted Mountfitchet
Bishop's Stortford
Great Dunmow
Coggeshall
Wivenhoe
Frinton-On-Sea
Brightlingsea
Clacton-On-Sea
West Mersea
Witham
Maldon
Chipping Ongar
Harlow
Hoddesdon
Ware
Hertford
Welwyn Garden City
Hatfield
Harpenden
Sawbridgeworth
Houghton Regis
Dunstable
Stevenage
A1(M)
M1
M11
A1
A10
A11
A12
A14
A15
A16
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A146
A1145
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A1122
A134
A142
A1065
A1066
A143
A141
A605
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A421
A505
A6
A120
A131
A133
A1081
0
5.5
11
16.5
22
Kilometres
wsp
TITLE:
Sizewell C
TIMP Diversions
FIGURE No:
Scenario 4c - SLR
closed east of MML
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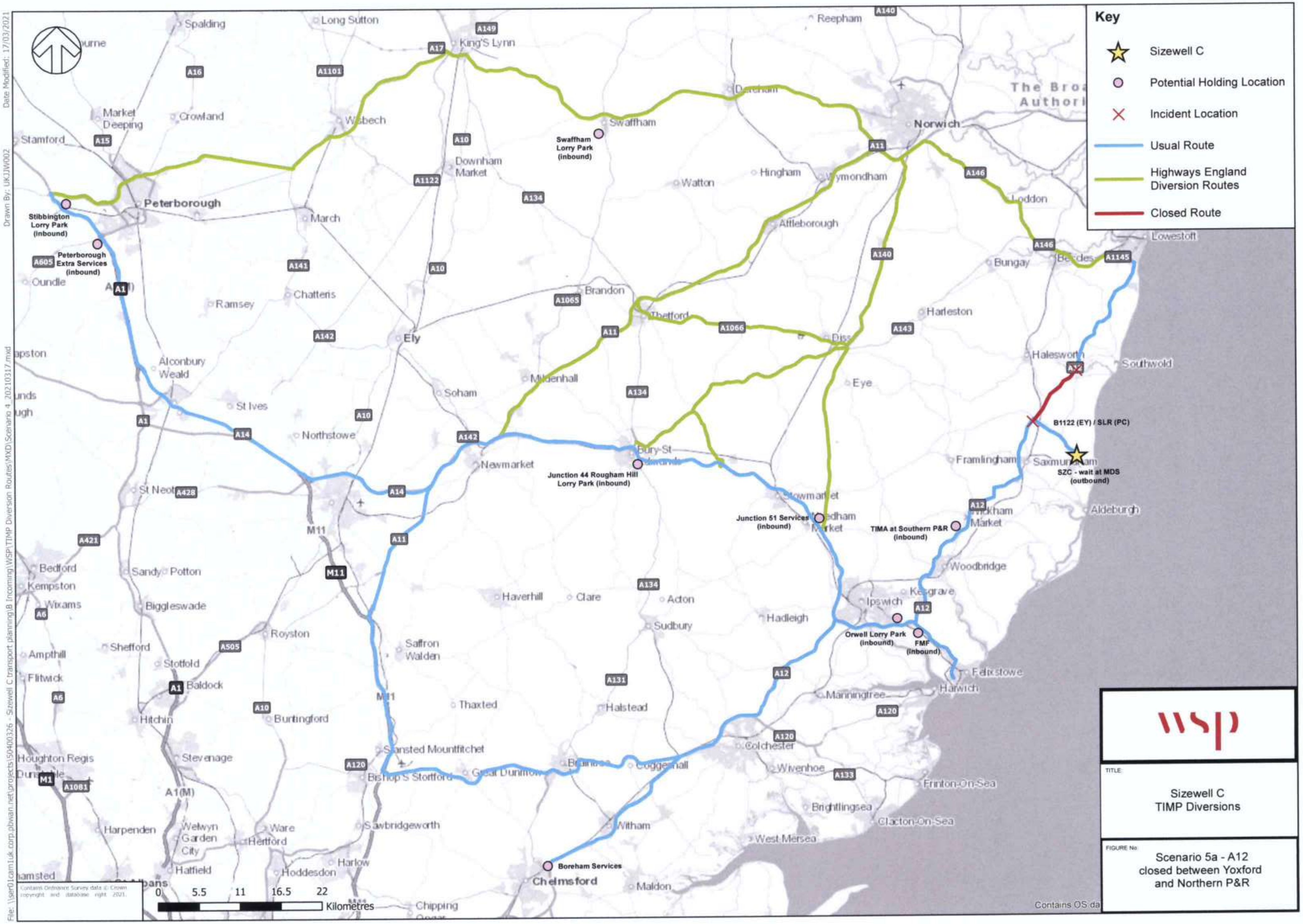
File: \\ser01.cam1uk.corp.pbwan.net\projects\SO400326 - Sizewell C transport planning\8 Incoming\WSP\TIMP Diversion Routes\MXD\Scenario 4_20210317.mxd


Key
Sizewell C
Potential Holding Location
Incident Location
Usual Route
Highways England Diversion Routes
Closed Route
Stibbington Lorry Park (inbound)
Peterborough Extra Services (inbound)
Swaffham Lorry Park (inbound)
Junction 44 Rougham Hill Lorry Park (inbound)
Junction 51 Services (inbound)
TIMA at Southern P&R (inbound)
Orwell Lorry Park (inbound)
FMF (inbound)
Boreham Services
B1122 (EY) / SLR (PC)
SZC - wait at MDS (outbound)
Spalding
Long Sutton
King'S Lynn
Reepham
Market Deeping
Crowland
Stamford
Wisbech
Swaffham
Norwich
Peterborough
Downham Market
Watton
Hingham
Wymondham
March
Attleborough
Loddon
Lowestoft
Oundle
Chatteris
Ramsey
Brandon
Thetford
Bungay
Harleston
Ely
Diss
Halesworth
Southwold
Alconbury Weald
Mildenhall
Soham
Eye
St Ives
Northstowe
Newmarket
Framlingham
Aldeburgh
St Neots
Stowmarket
Needham Market
Wickham Market
Woodbridge
Bedford
Kempston
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Biggleswade
Haverhill
Clare
Acton
Kesgrave
Ipswich
Hadleigh
Sudbury
Royston
Saffron Walden
Shefford
Stotfold
Baldock
Ampthill
Flitwick
Felixstowe
Harwich
Manningtree
Thaxted
Halstead
Hitchin
Buntingford
Houghton Regis
Stevenage
Stansted Mountfitchet
Colchester
Coggeshall
Wivenhoe
Frinton-On-Sea
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Great Dunmow
Brightlingsea
Clacton-On-Sea
Harpenden
Welwyn Garden City
Ware
Hertford
Sawbridgeworth
Witham
West Mersea
Hatfield
Hoddesdon
Harlow
Chelmsford
Maldon
Chipping Ongar
0 5.5 11 16.5 22 Kilometres
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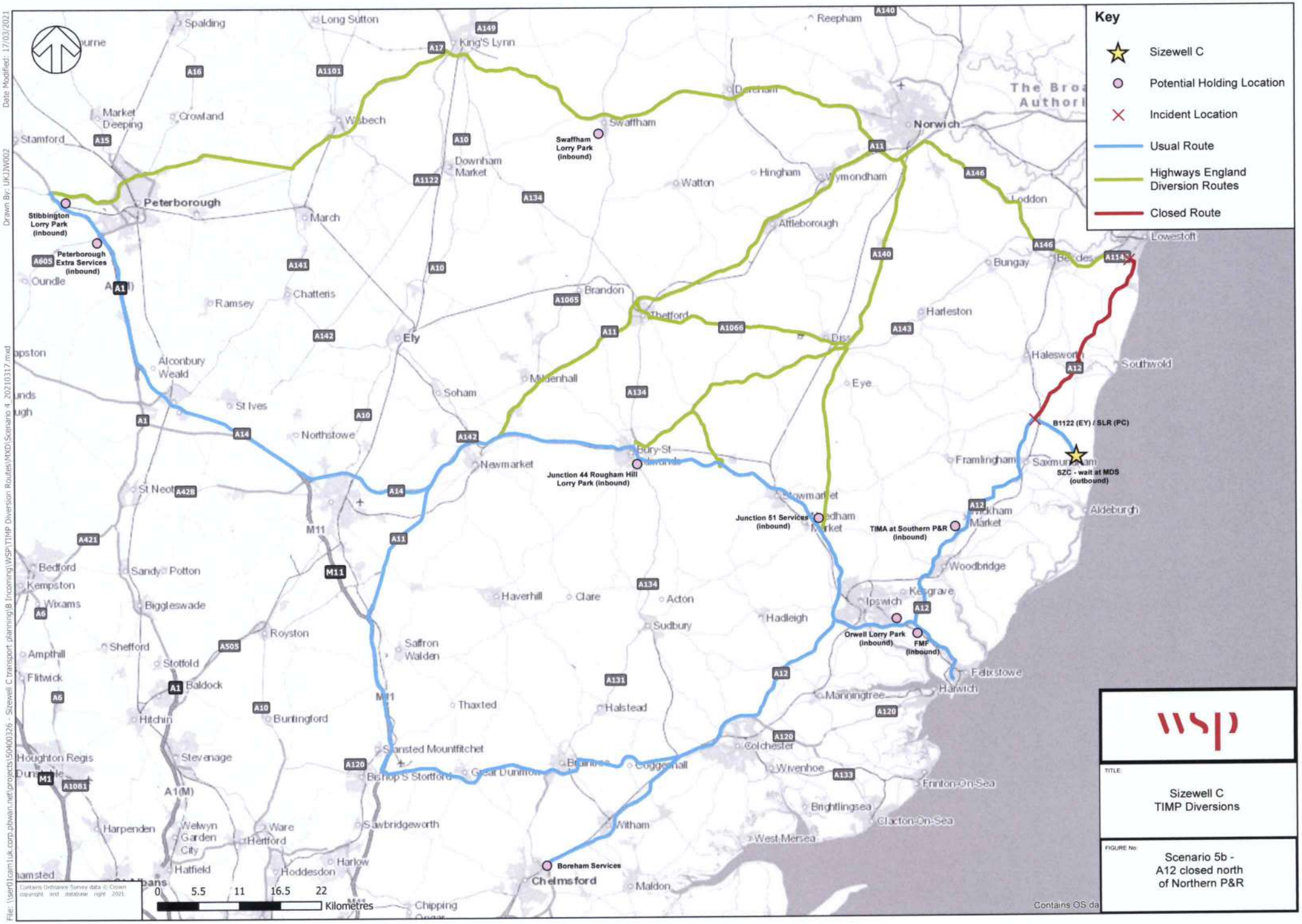
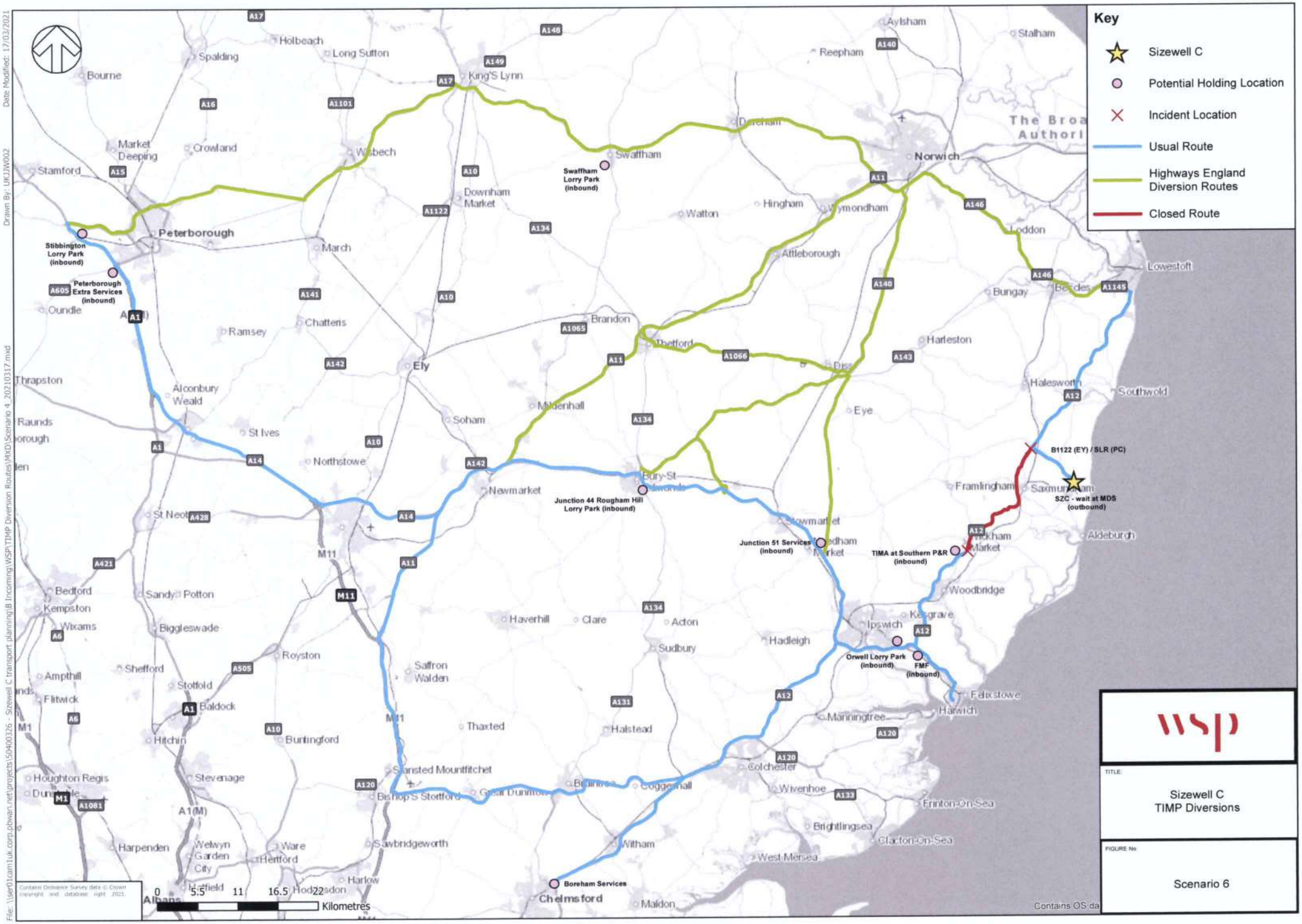
Contains OS data
Date Modified: 17/03/2021
Drawn By: UKJJW002
wsp
TITLE
Sizewell C
TIMP Diversions
FIGURE No:
Scenario 5a - A12 closed between Yoxford and Northern P&R


Key
Sizewell C
Potential Holding Location
Incident Location
Usual Route
Highways England Diversion Routes
Closed Route
Stibbington Lorry Park (inbound)
Peterborough Extra Services (inbound)
Swaffham Lorry Park (inbound)
Junction 44 Rougham Hill Lorry Park (inbound)
Junction 51 Services (inbound)
TIMA at Southern P&R (inbound)
Orwell Lorry Park (inbound)
FMF (inbound)
Boreham Services
B1122 (EY) / SLR (PC)
SZC - wait at MDS (outbound)
Peterborough
Norwich
Ipswich
Chelmsford
Kilometres
0
5.5
11
16.5
22
TITLE:
Sizewell C
TIMP Diversions
FIGURE No:
Scenario 5b -
A12 closed north
of Northern P&R
Date Modified: 17/03/2021
Drawn By: UKJW002
File: \\ser1\cam1uk.corp.pbwan.net\projects\50400326 - Sizewell C transport planning\B Incoming\WSP\TIMP Diversion Routes\MXD\Scenario 4_20210317.mxd


Key
Sizewell C
Potential Holding Location
Incident Location
Usual Route
Highways England Diversion Routes
Closed Route
Stibbington Lorry Park (inbound)
Peterborough Extra Services (inbound)
Swaffham Lorry Park (inbound)
Junction 44 Rougham Hill Lorry Park (inbound)
Junction 51 Services (inbound)
TIMA at Southern P&R (inbound)
Orwell Lorry Park (inbound)
FMF (inbound)
Boreham Services
B1122 (EY) / SLR (PC)
SZC - wait at MDS (outbound)
Peterborough
Norwich
Ipswich
Chelmsford
Kilometres
wsp
TITLE:
Sizewell C
TIMP Diversions
FIGURE No
Scenario 6
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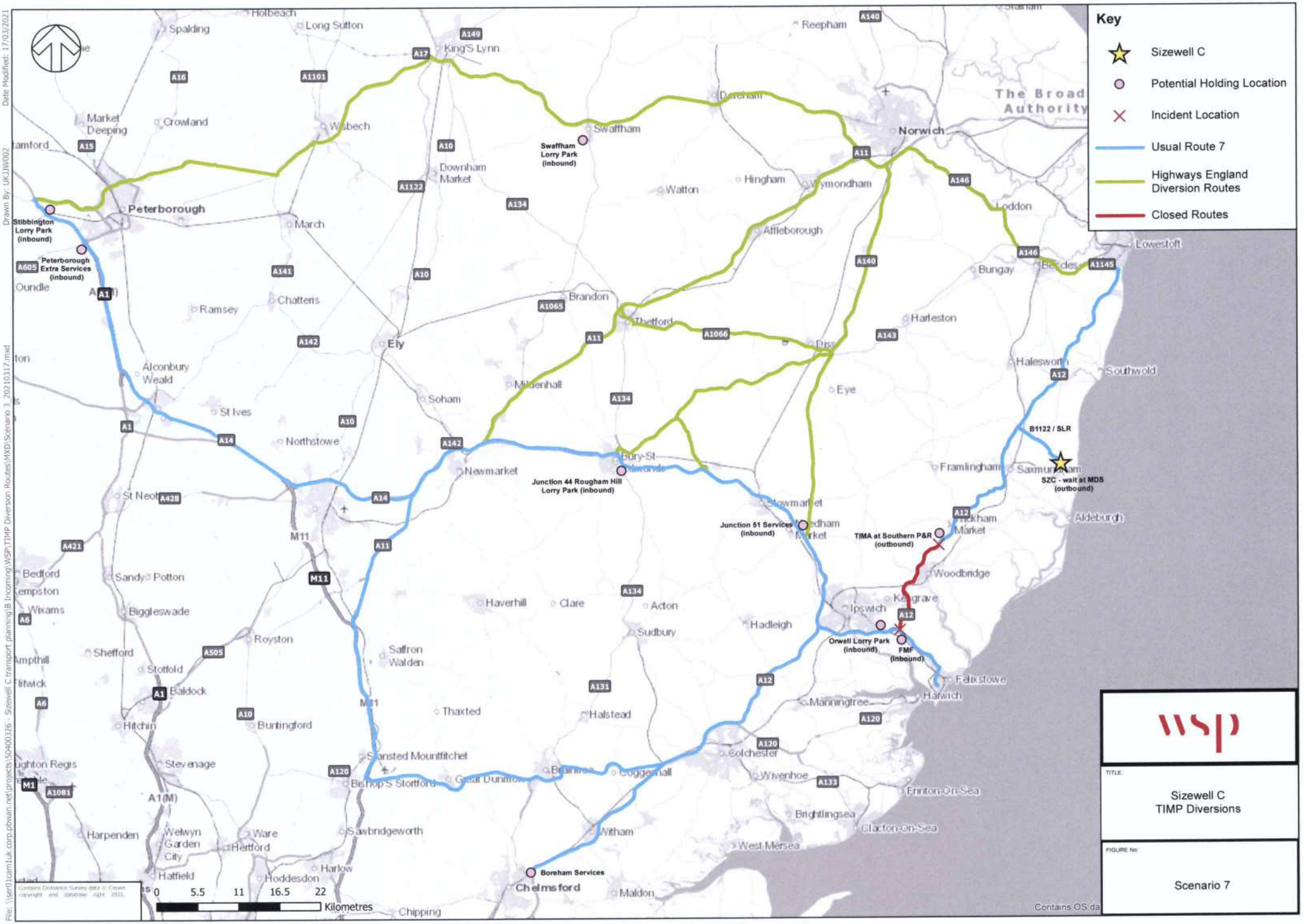
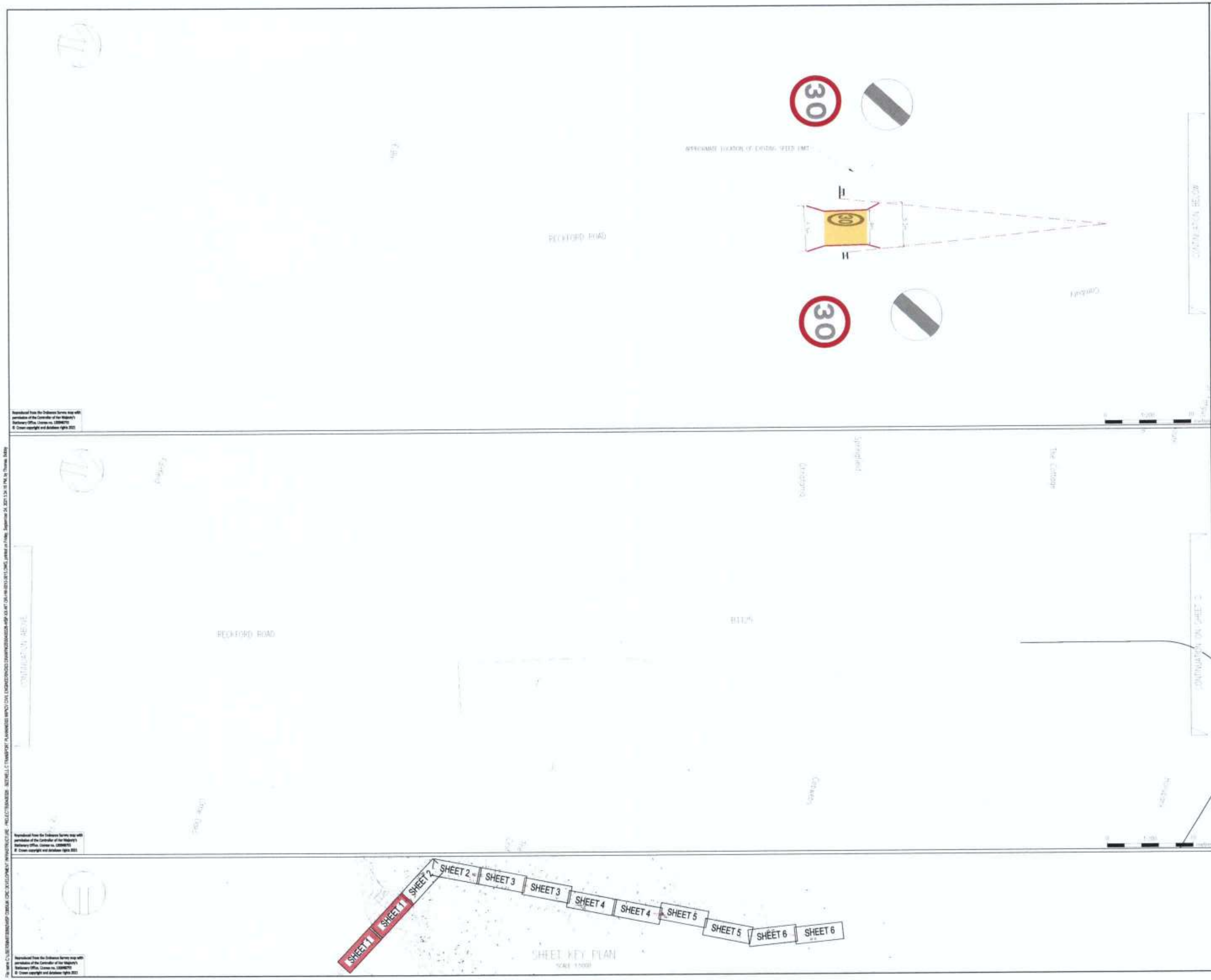

Key
Sizewell C
Potential Holding Location
Incident Location
Usual Route 7
Highways England Diversion Routes
Closed Routes
Stibbington Lorry Park (inbound)
Peterborough Extra Services (inbound)
Swaffham Lorry Park (inbound)
Junction 44 Rougham Hill Lorry Park (inbound)
Junction 51 Services (inbound)
TIMA at Southern P&R (outbound)
Orwell Lorry Park (inbound)
FMF (inbound)
B1122 / SLR
SZC - wait at MDS (outbound)
Boreham Services
Peterborough
Norwich
Chelmsford
Ipswich
Colchester
Kilometres
0 5.5 11 16.5 22
TITLE:
Sizewell C
TIMP Diversions
FIGURE No:
Scenario 7
Date Modified: 17/03/2021
Drawn By: UKJW002
File: \\ser01cam1uk.corp.pbwan.net\projects\504000326 - Sizewell C transport planning\B Incoming\WSP\TIMP Diversion Routes\MXD\Scenario 3_20210317.mxd

ANNEX N
B1125 SCHEME



DO NOT SCALE

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KEY

DRAWING STATUS: S2 - FOR INFORMATION

wsp

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T+ 44 (0) 1223 558 050, F+ 44 (0) 1223 558 051
wsp.com

CLIENT: EDF ENERGY

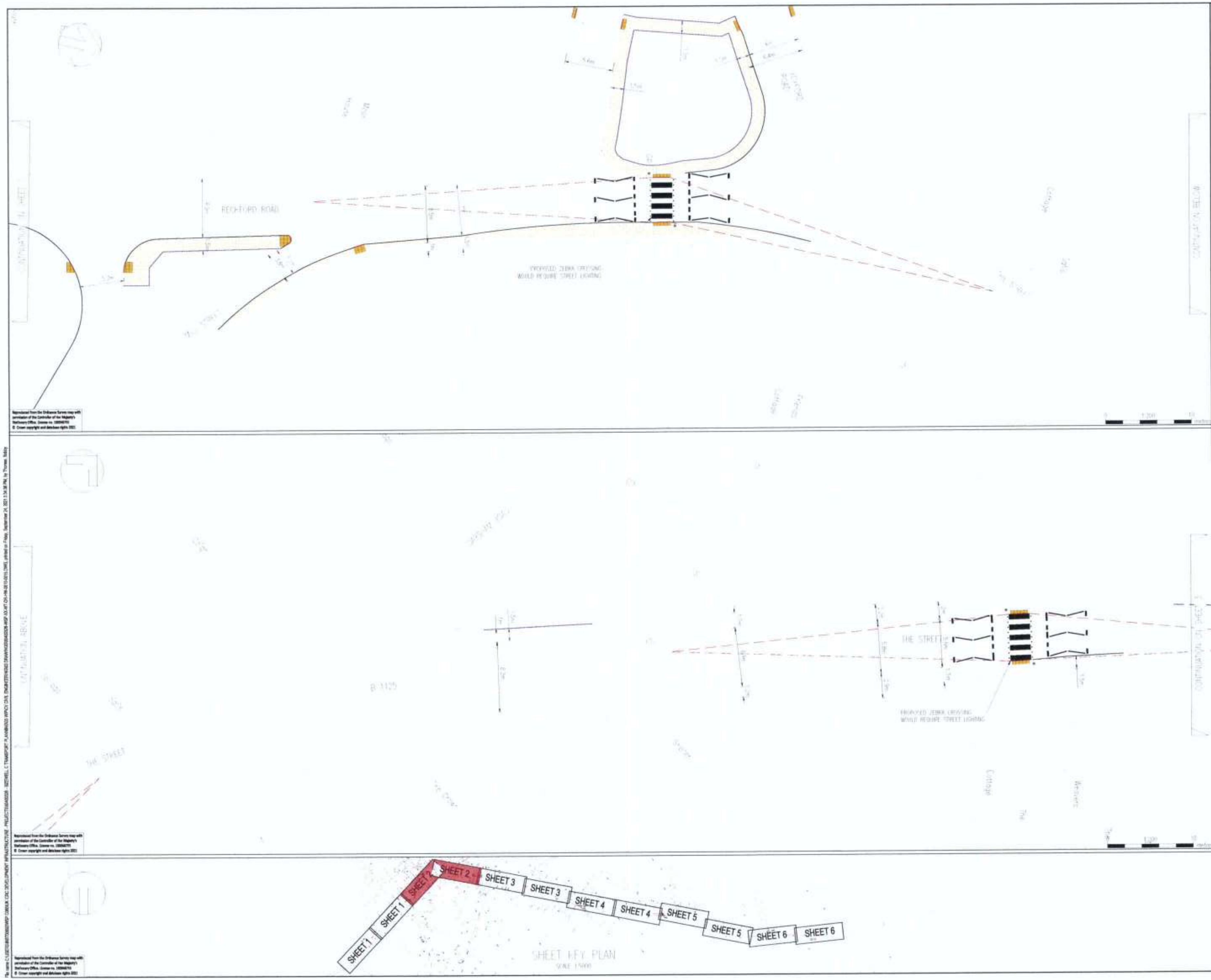
ARCHITECT:

SITE/PROJECT: B1125 SCHEME

TITLE: PROPOSED LAYOUT
B1125 RECKFORD ROAD/THE STREET/ BLYTHBURG ROAD
SHEET 1 OF 6

SCALE @ A1	CHECKED		APPROVED
1:200	JL		JL
PROJECT NO	DESIGNED	DRAWN	DATE
50400326	AS	BT	June 2021

DRAWING No	REV
50400326-WSP-XX-WT-DR-HW-0010	P01



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- PROPOSED JUNCTION VISIBILITY
- PROPOSED CARRIAGEWAY EDGE
- PROPOSED FOOTWAY EDGE
- PROPOSED DOUBLE YELLOW LINES
- PROPOSED WIDENED FOOTWAY PAVING
- PROPOSED DIMENSION
- EXISTING DIMENSION
- FLUSH KERB
- TACTILE PAVING (UNCONTROLLED CROSSING)

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ARCHITECT:

SITE/PROJECT: B1125 SCHEME

TITLE: PROPOSED LAYOUT
B1125 RECKFORD ROAD/THE STREET/ BLYTHBURG ROAD
SHEET 2 OF 6

SCALE @ A1	CHECKED	APPROVED
1:200	JL	JL

PROJECT NO	DESIGNED	DRAWN	DATE
50400326	AS	BT	June 2021

DRAWING No	REV
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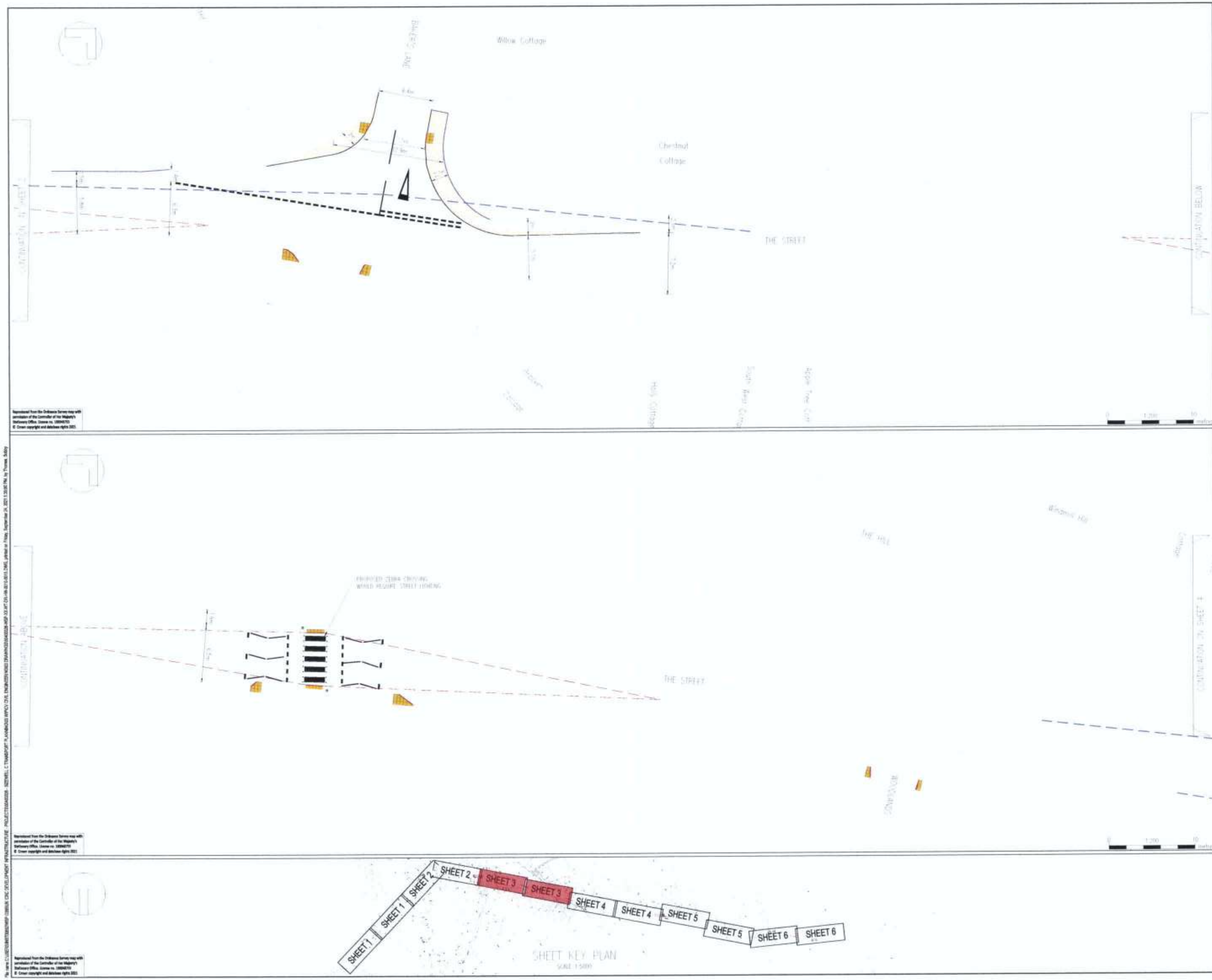

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- VISIBILITY SPLAY (30m) (30mph SPEED LIMIT)
- PROPOSED JUNCTION VISIBILITY
- PROPOSED CARRIAGEWAY EDGE
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- PROPOSED DOUBLE YELLOW LINES
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THERE ARE EXISTING LIVE BURIED SERVICES ACROSS THE SITE WITH A RISK OF CLASH. THE CONTRACTOR MUST VERIFY THE EXACT POSITION, DEPTH AND CONDITION OF ALL EXISTING SERVICES PRIOR TO COMMENCEMENT OF ANY WORKS.

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ARCHITECT:

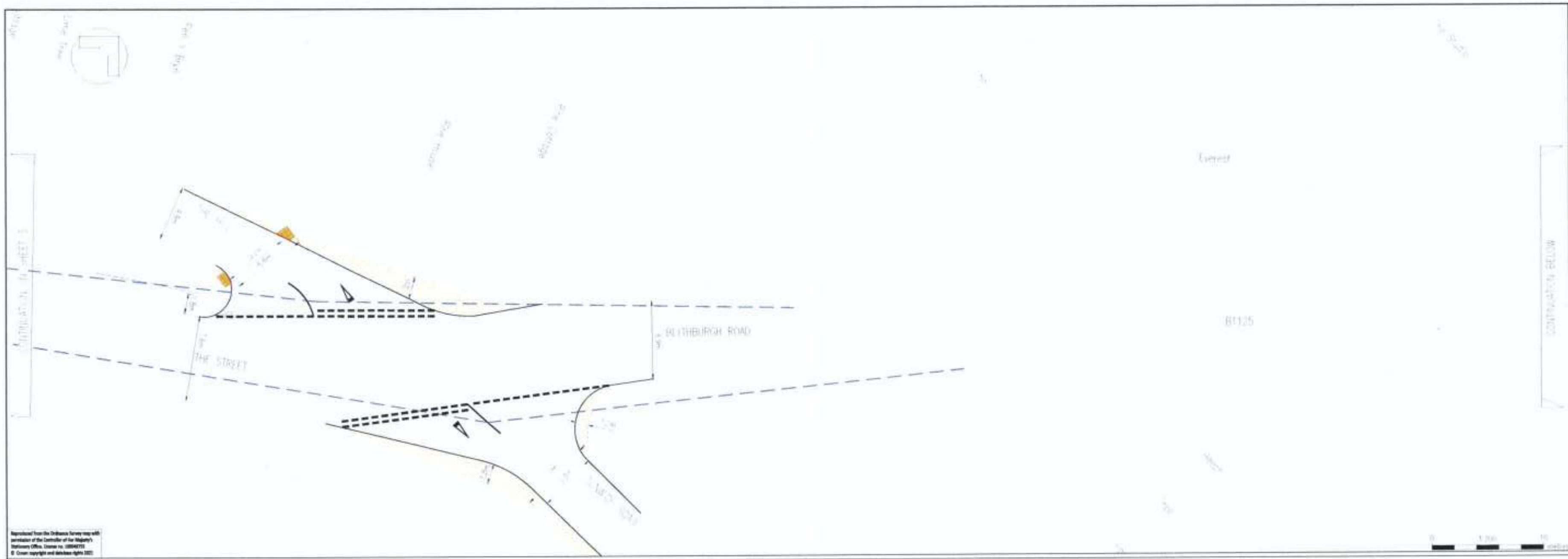
SITE/PROJECT: B1125 SCHEME

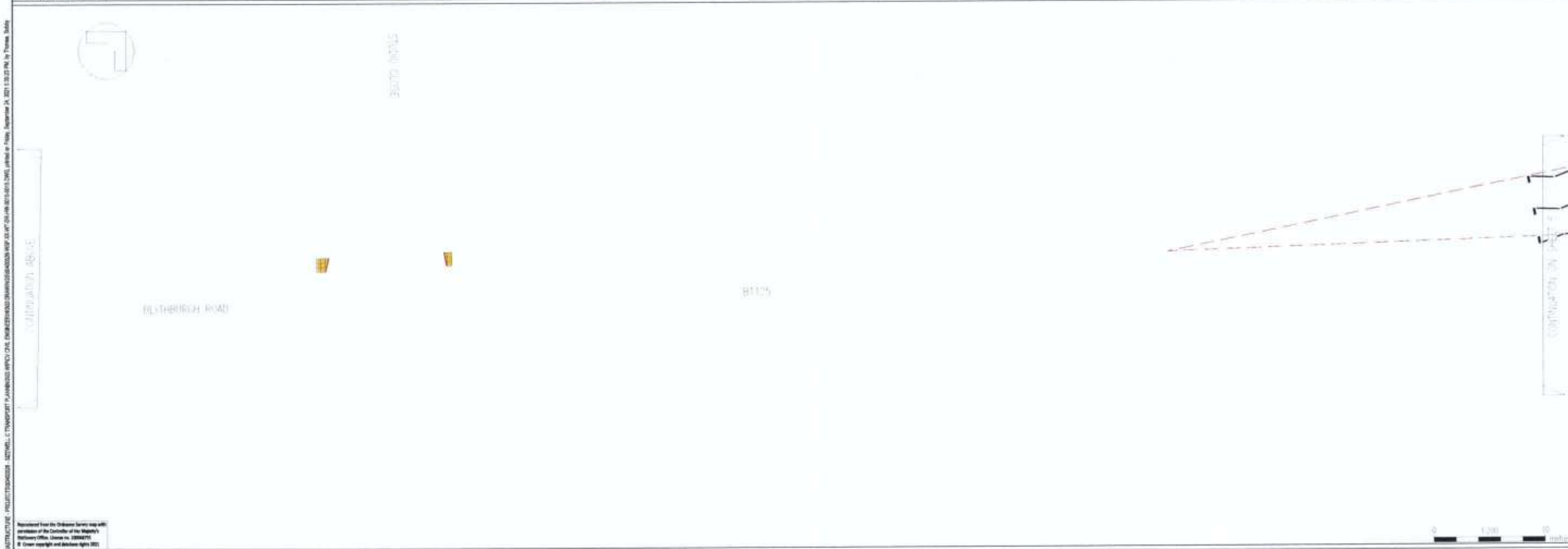
TITLE: PROPOSED LAYOUT
B1125 RECKFORD ROAD/THE STREET/ BLYTHBURG ROAD
SHEET 3 OF 6

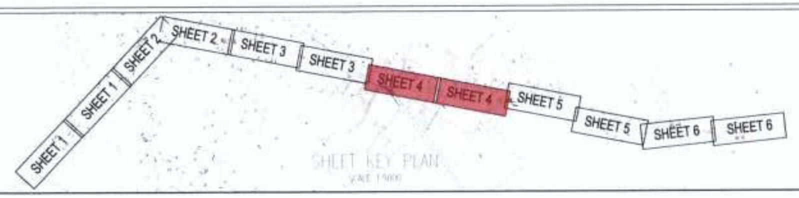
SCALE @ A1	CHECKED	APPROVED
1:200	JL	JL

PROJECT NO	DESIGNED	DRAWN	DATE
50400326	AS	BT	June 2021

DRAWING No	REV
50400326-WSP-XX-WT-DR-HW-0012	P01







SHEET KEY PLAN

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KEY

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REV	DATE	BY	DESCRIPTION	CHK	APP
P01	23/06/2021		FIRST ISSUE		

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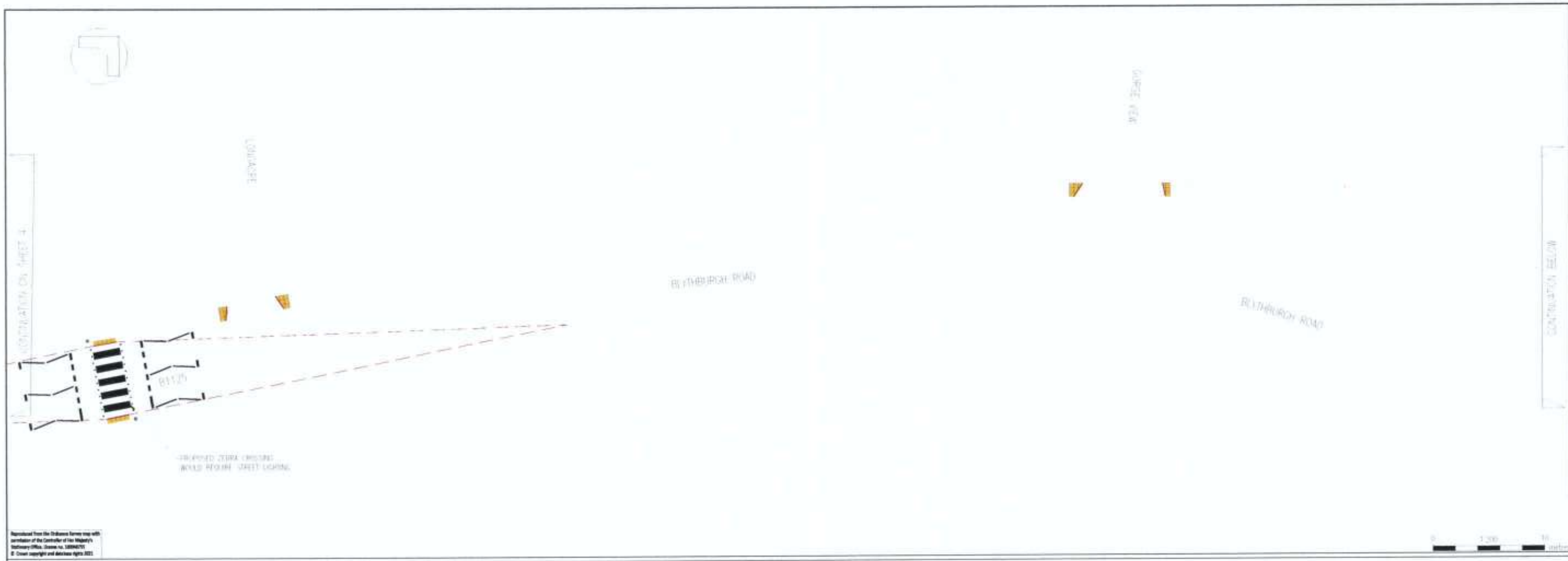
ARCHITECT:

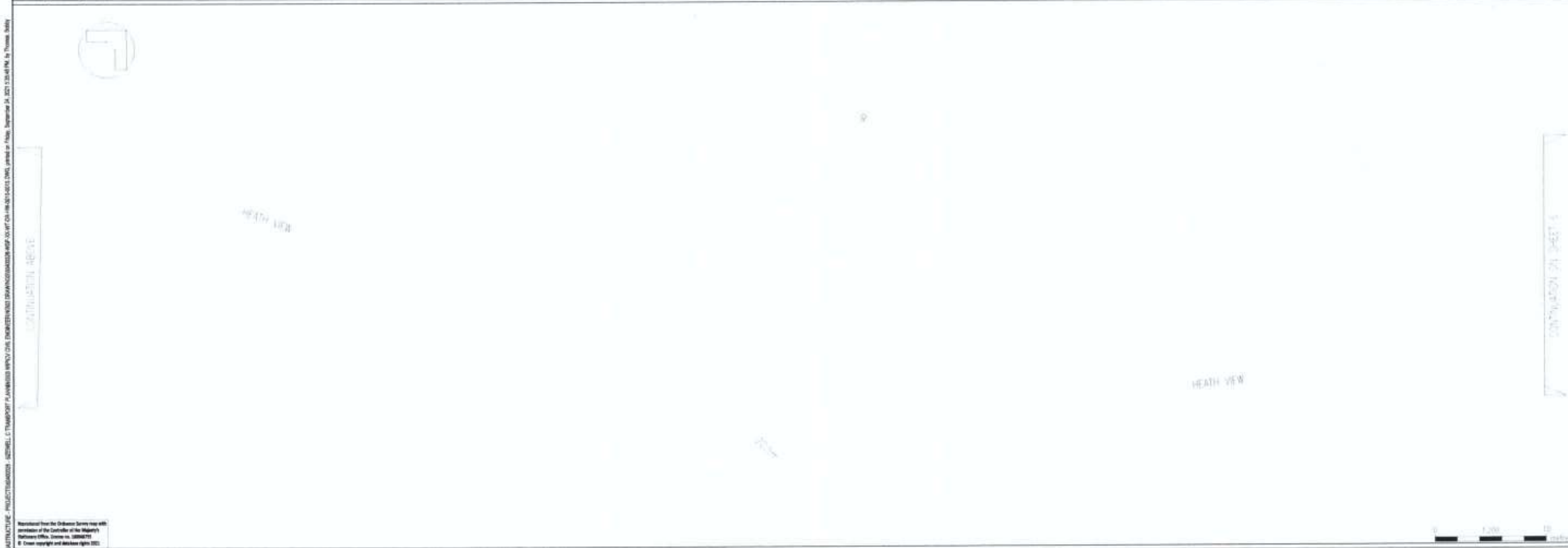
SITE/PROJECT: B1125 SCHEME

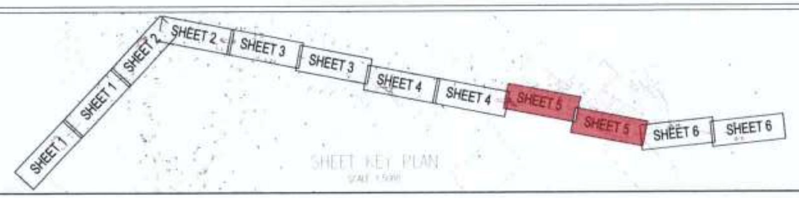
TITLE: PROPOSED LAYOUT
B1125 RECKFORD ROAD/THE STREET/ BLYTHBURG ROAD
SHEET 4 OF 6

SCALE @ A1	CHECKED		APPROVED
1:200	JL		JL
PROJECT NO: 50400326	DESIGNED: AS	DRAWN: BT	DATE: June 2021

DRAWING No: 50400326-WSP-XX-WT-DR-HW-0013 REV: P01







SHEET KEY PLAN
SCALE 1:5000

DO NOT SCALE

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KEY

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- VISIBILITY SPLAY (33m) (30mph SPEED LIMIT)
- PROPOSED JUNCTION VISIBILITY 2.4m x 43m
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- PROPOSED FOOTWAY EDGE
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P01	11/06/2021	BT	FIRST ISSUE	JL	JL

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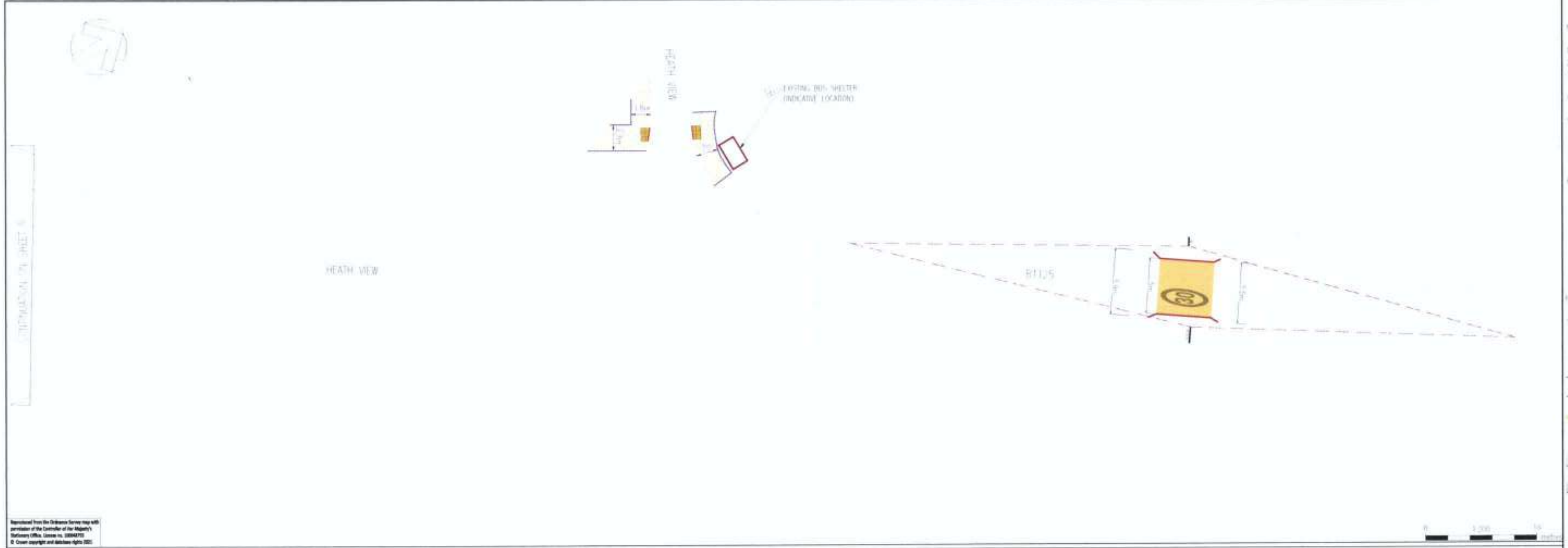
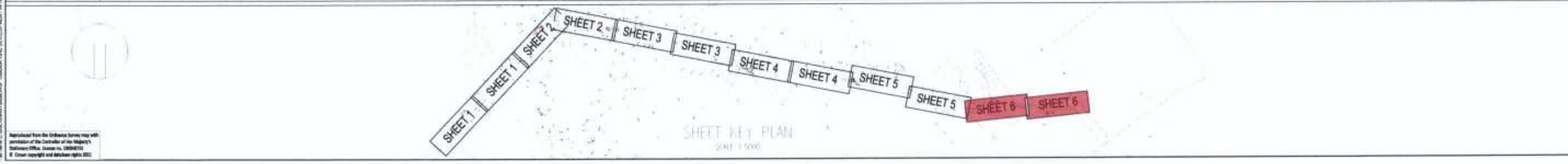
ARCHITECT:

SITE/PROJECT: B1125 SCHEME

TITLE: PROPOSED LAYOUT
B1125 RECKFORD ROAD/THE STREET/ BLYTHBURG ROAD
SHEET 5 OF 6

SCALE @ A1	CHECKED		APPROVED
1:200	JL		JL
PROJECT NO.	DESIGNED	DRAWN	DATE
50400326	AS	BT	June 2021
DRAWING No.			REV
50400326-WSP-XX-WT-DR-HW-0014			P01





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ARCHITECT:

SITE/PROJECT: B1125 SCHEME

TITLE: PROPOSED LAYOUT
B1125 RECKFORD ROAD/THE STREET/ BLYTHBURG ROAD
SHEET 6 OF 6

SCALE @ A1	CHECKED		APPROVED
1:200	JL		JL
PROJECT NO.	DESIGNED	DRAWN	DATE
50400326	AS	BT	June 2021

DRAWING No.	REV
50400326-WSP-XX-WT-DR-HW-0015	P01

ANNEX O
CONTINGENT EFFECTS

ANNEX O

CONTINGENT EFFECTS

1. CONTINGENT EFFECTS AND INDICATIVE PROPOSED MITIGATION

- Column (1) of the below table sets out the potential effects of the Project defined as the "Contingent Effects".
- Columns (2) and (3) provide potential Proposed Mitigation which (subject to the determination of the Transport Review Group at the time that a Contingent Effect is considered to have occurred) could be funded through the Contingent Effects Fund to address each Contingent Effect and associated Cost Estimate.

Contingent Effect	[1]Potential Mitigation	Cost Estimate (£)
B1121/B1119 including Saxmundham town centre	Revisions to signals	50,000
	Modifications to existing junction	100,000
	Introduction of one way system	100,000
	Introduction of or amendments to speed limits	20,000 each
Road safety impacts at A12 junctions with the B1125, A145, A1095, and B1126	Improvement to junctions	50,000 - 200,000 each
	Introduction of or amendments to speed limits	20,000 each
Road safety impacts at A12 Bredfield junction	Improvement to junction	50,000 - 200,000 each
	Installation of signals	100,000 per location
	Introduction of or amendments to speed limits	20,000 each
	Introduction of or amendments to speed limits	20,000 each

[1] The parties agree that the TRG shall consider demand management measures ahead of physical highway improvements.

Road safety and community impacts on A1120 Corridor	Installation of traffic calming measures	50,000 per location
	Installation of gateways	20,000 per location
	Installation of speed indicator device	3,000 each
Road safety and community impacts on A1094 Corridor, excluding 1094/B1069 junctions	Introduction of or amendments to speed limits	20,000 each
	Installation of traffic calming measures	50,000 per location
	Installation of gateways	20,000 per location
	Installation of speed indicator device	3,000 each
Road safety and community impacts on A1152/B1069 Corridor, excluding A1094/B1069 junctions	Introduction of or amendments to speed limits	20,000 each
	Installation of traffic calming measures	50,000 per location
	Installation of gateways	20,000 per location
	Installation of speed indicator device	3,000 each
Road safety impacts at A12/A14/A1156 Seven Hills (on local highway authority roads only)	Introduction of or amendments to speed limits	20,000 each
Traffic diversions and community impacts at the Sizewell C Main Development Site (ie the area east of the A12 - Kelsale, Knodishall, Leiston, Darsham, Walbleswick, Blythburgh (B1125), Aldeburgh, Aldringham, Friston, Sternield, Benhall, Snape, Blaxhall, Thorpness, Eastbridge and others) including minor roads, excluding the B1125 Westleton	Introduction of or amendments to parking restrictions	12,000 per location
	Introduction of or amendments to speed limits	20,000 each
	Provision of new footway	80 – 100 per m^2
Community impacts at Coddenham	Introduction of or amendments to speed limits	20,000 each
	Installation of traffic calming measures	50,000 per location

Road safety and community impacts at B1078 Wickham Market to Tunstall	Introduction of or amendments to speed limits	20,000 each
	Installation of traffic calming measures	50,000 per location
	Installation of gateways	20,000 per location
	Installation of uncontrolled pedestrian crossings	2,500 – 3,500 each
	Speed Indicator Device	3,000 each
Road safety and community impacts at Northern Park and Ride (area bounded by Yoxford, Sibton and Bramfield) excluding the A144, B1122 junctions and A12 Yoxford	Introduction of or amendments to speed limits	20,000 each
	Installation of traffic calming measures	50,000 per location
	Installation of gateways	20,000 per location
	Installation of uncontrolled pedestrian crossings	2,500 – 3,500 each
	Speed Indicator Device	3,000 each
	Introduction of or amendments to parking restrictions	12,000 per location
Road safety and community impacts at Southern Park and Ride (area bounded by Wickham Market, Easton, Hatcheston and Marlesford) excluding the B1078	Signage, speed indicator device	15,000 total
Road safety impacts on the A145 from A12 to Beccles	Improvement to junctions	50,000 - 200,000 each
	Installation of signals	100,000 per location
	Introduction of or amendments to speed limits	20,000 per location
	Installation of gateways	20,000 per location

Effects of use of existing bus stop infrastructure as a result of SZC Co's use of such infrastructure to provide a direct bus service to the Sizewell C Construction Workforce	Improvements to existing bus stop infrastructure	50,000
Other transport effects which are unmitigated by the obligations in Schedule 16 and which can be demonstrated to have arisen as a result of the Project.	As above, along with such other measures as may be required at the time to mitigate the relevant effect.	As above where relevant.

2. BASIS ON WHICH CONTINGENT EFFECTS WILL BE IDENTIFIED

2.1 The Transport Review Group will determine whether a Contingent Effect has arisen based on any data requested from and reported by the Transport Co-ordinator and/or such other information as may be available to the Transport Review Group, including feedback from the Community Groups, Parish Councils, the Community Safety Working Group and the Transport Review Group Members.

2.2 Whenever the Transport Review Group agree that a potential Contingent Effect should be investigated by the Transport Co-ordinator, the Transport Review Group shall also agree the level of evidence to be collated, having regard to the potential effect and potential mitigation.

2.3 The Transport Review Group shall only approve the use of a Proposed Sum to fund Proposed Mitigation where it is demonstrated to the satisfaction of the Transport Review Group, acting reasonable, that the effect which has been monitored has arisen as a result of the Project.

2.4 Reporting demonstrating a road safety impact at a location would be expected to include all or some of the following:

2.4.1 evidence of an increase in personal injury collisions (PICs) on routes used by Sizewell C vehicles and a review of PIC trends and causation factors; observed traffic flows and/or speeds; on-site observations and meetings with stakeholders;

2.4.2 Automatic Number Plate Recognition (ANPR) survey at a junction, link or cordon of roads to determine the level of Sizewell C construction traffic routing through the surveyed area as well as the level of background traffic. The ANPR survey would provide turning movements at the junction as well as queue data;

2.4.3 a road safety assessment, which may use COBALT methodology or a safety audit by suitably qualified engineers; and

2.4.4 speed surveys.

2.5 Reporting demonstrating a community impact at a location would be expected to include all or some of the following:

2.5.1 on-site observations and meetings with stakeholders;

2.5.2 Automatic Number Plate Recognition (ANPR) survey at a junction, link or cordon of roads to determine the level of Sizewell C construction traffic routing through the surveyed area as well as the level of background traffic. The ANPR survey would provide turning movements at the junction as well as queue data;

2.5.3 an ES assessment of the road link in accordance with the Guidelines for the Environmental Assessment of Road Traffic published by the Institute of Environmental Assessment in 1993 (now Institute of Environmental Management and Assessment (IEMA)) setting out the percentage change and absolute volumes of traffic; and

2.5.4 speed surveys.

2.6 Reporting demonstrating a traffic diversion at a location would be expected to include all or some of the following:

2.6.1 Automatic Number Plate Recognition (ANPR) survey at a junction, link or cordon of roads to determine the level of Sizewell C construction traffic routing through the surveyed area as well as the level of background traffic. The ANPR survey would provide turning movements at the junction as well as queue data; and

2.6.2 a comparison against the Consolidated Transport Assessment (Doc Ref. 8.5(B)) or more recent survey data where available.

2.7 Reporting demonstrating an impact on junction capacity or driver delay would be expected to include all or some of the following:

2.7.1 on-site observations and meetings with stakeholders;

2.7.2 Automatic Number Plate Recognition (ANPR) survey at a junction, link or cordon of roads to determine the level of Sizewell C construction traffic routing through the surveyed area as well as the level of background traffic. The ANPR survey would provide turning movements at the junction as well as queue data; and

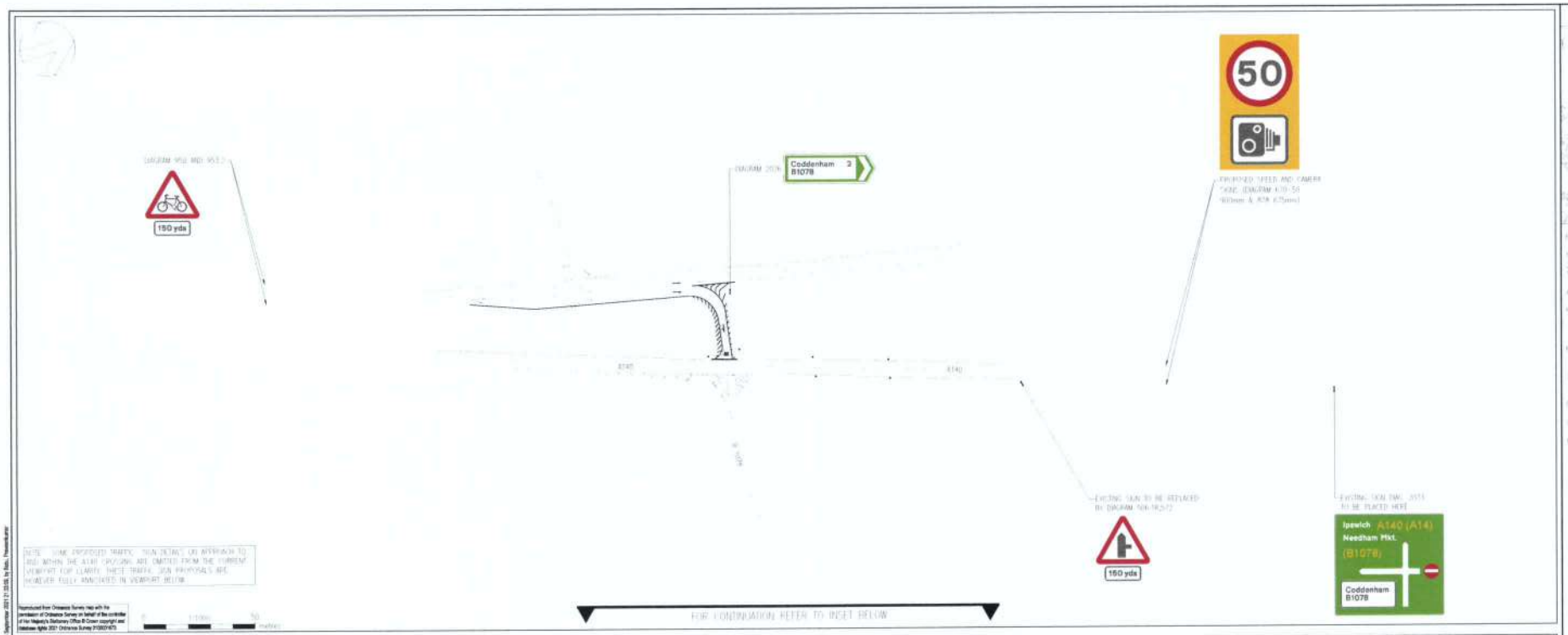
2.7.3 junction delay survey of the average time (seconds) of vehicles joining the back of the queue on a minor arm to entering the major arm of a junction.

2.8 Reporting demonstrating an impact of direct bus stop infrastructure would be expected to include all or some of the following:

2.8.1 an audit of such bus stops as are approved for use as part of the direct bus routes by the Transport Review Group under the CWTP; and

2.8.2 on-site observations and meetings with stakeholders.

ANNEX P
B1078 ROAD SAFETY IMPROVEMENTS



DO NOT SCALE

2D1 LOCATION PLAN
SCALE @ 1:2500

NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED
2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM
3. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS' AND ENGINEERS' DRAWINGS AND DETAILS
4. ALL SIGNS AND ROAD MARKINGS ARE TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016
5. POSITIONS OF SOME EXISTING FEATURES HAVE BEEN INTERPRETED FROM AVAILABLE ORDNANCE SURVEY MAPPING AND FURTHER DETAIL TOPOGRAPHICAL SURVEYS WILL BE REQUIRED TO CONFIRM EXACT LOCATION.
6. ALL WORKS ARE CURRENTLY ASSUMED TO BE WITHIN THE EXISTING HIGHWAY BOUNDARY, BUT THE LAYOUT IS TO BE VERIFIED ONCE THE HIGHWAY BOUNDARY PLAN IS PROVIDED.
7. THE NUMBER OF BACK TO BACK CHEVRON SIGNS (DIAGRAM 609) ARE INDICATIVE AND MAYBE SUBJECT TO CHANGE DURING DETAILED DESIGN.
8. PROPOSED SIGN LOCATIONS ARE INDICATIVE AND MAYBE SUBJECT TO CHANGE AT DESIGN STAGE
9. TYPE OF SIGN POSTS AND FOUNDATION DETAILS FOR NEW SIGN LOCATIONS WILL BE DETERMINED DURING DETAILED DESIGN STAGE
10. THE DETAILED DESIGN STAGE WILL IDENTIFY AND ADDRESS UTILITIES WHICH MAY BE AFFECTED BY PROPOSED WORKS.

REV	DESCRIPTION	BY	CHKD	APP'D	DATE
P01	FOR APPROVAL	SP	NM	JL	24.09.21

DRAWING STATUS: S2 - FOR INFORMATION

wsp
62-64 Hills Road, Cambridge, CB2 1LA, UK
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wsp.com

CLIENT: EDF ENERGY

ARCHITECT:

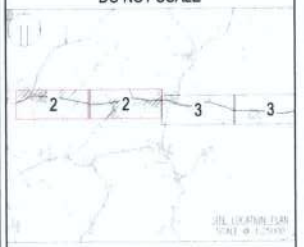
SITE/PROJECT: B1078 ROAD SAFETY IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT SHEET 01

SCALE @ A1	CHECKED	APPROVED
1:1000	NM	JL
PROJECT NO.	DESIGNED / DRAWN	DATE
50400326	SP	September 21

DRAWING No: 50400326-WSP-XX-B1078-DR-CV-000001 REV: P01

DO NOT SCALE



SITE LOCATION PLAN
SCALE @ 1:5000

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM.
3. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS' AND ENGINEERS' DRAWINGS AND DETAILS.
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6. ALL WORKS ARE CURRENTLY ASSUMED TO BE WITHIN THE EXISTING HIGHWAY BOUNDARY BUT THE LAYOUT IS TO BE VERIFIED ONCE THE HIGHWAY BOUNDARY PLAN IS PROVIDED.
7. THE NUMBER OF BACK TO BACK CHEVRON SIGNS (INCLUDING NEW) ARE INDICATIVE AND MAYBE SUBJECT TO CHANGE DURING DETAILED DESIGN.
8. PROPOSED SIGN LOCATIONS ARE INDICATIVE AND MAYBE SUBJECT TO CHANGE AT DESIGN STAGE.
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10. THE DETAILED DESIGN STAGE WILL IDENTIFY ANY STATUTORY UTILITIES WHICH MAY BE AFFECTED BY PROPOSED WORKS.

REV	DETAILS	BY	DATE	CHK	A
P01	S2	NM	24.09.21	JL	

DRAWING STATUS:
S2 - FOR INFORMATION

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CLIENT:
EDF ENERGY

ARCHITECT:

SITE/PROJECT:
B1078 ROAD SAFETY IMPROVEMENT SCHEME

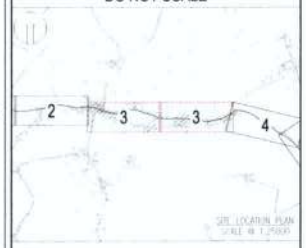
TITLE:
PROPOSED LAYOUT
SHEET 02

SCALE @ A1:	DESIGNED:	CHECKED:	APPROVED:
1:1000		NM	JL
PROJECT NO: 50400326	DESIGNED:	DRAWN: BF	DATE: September 21

DRAWING No:
50400326-WSP-XX-B1078-DR-CV-000002

REV: P01

DO NOT SCALE



SITE LOCATION PLAN
SCALE @ 1:25000

NOTES:

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REV	DATE	BY	PURPOSE	CHK	APP
P01	24/09/2021	BP	FIRST ISSUE	NM	JL

DRAWING STATUS:
S2 - FOR INFORMATION

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CLIENT:
EDF ENERGY

ARCHITECT:

ENTERPRISE/PROJECT:
B1078 ROAD SAFETY IMPROVEMENT SCHEME

TITLE:
PROPOSED LAYOUT
SHEET 03

SCALE @ A1:	CHECKED:	APPROVED:
1:1000	NM	JL

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
50400326		BP	September 21

DRAWING No: 50400326-WSP-XX-B1078-DR-CV-000003 REV: P01

DO NOT SCALE

SITE LOCATION PLAN
SCALE @ 1:25000

NOTES:

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REV	DATE	BY	FIRST ISSUE	CHK	APP
P01	24-09-2021	BP		NM	JL

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ARCHITECT:

SITE/PROJECT: B1078 ROAD SAFETY IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT SHEET 04

SCALE @ A1:	CHECKED:	APPROVED:
1:1000	NM	JL
PROJECT NO:	DESIGNED:	DRAWN:	DATE:
50400326		BP	September 21

DRAWING No: 50400326-WSP-XX-B1078-DR-CV-000004 REV: P01

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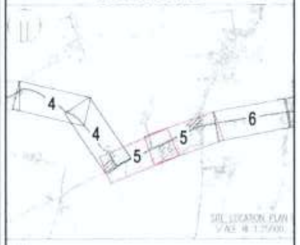
DO NOT SCALE



NOTES

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DRAWING STATUS: S2 - FOR INFORMATION

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ARCHITECT:

SITE/PROJECT: B1078 ROAD SAFETY IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT SHEET 05

SCALE @ A1	CHECKED	APPROVED
1:1000	NM	JL

PROJECT NO.	DESIGNED	DRAWN	DATE
50400326		BP	September 21

DRAWING No.	REV
50400326-WSP-XX-B1078-DR-CV-000005	P01

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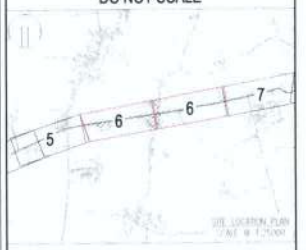

SITE LOCATION PLAN
SCALE @ 1:25000

NOTES:

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5. POSITIONS OF SOME EXISTING FEATURES HAVE BEEN INTERPRETED FROM AVAILABLE ORTHOPHOTO. CARRIAGEWAY MARKINGS AND FURTHER DETAIL TOPOGRAPHICAL SURVEYS WILL BE REQUIRED TO CONFIRM EXACT LOCATION.
6. ALL WORKS ARE CURRENTLY ASSUMED TO BE WITHIN THE EXISTING HIGHWAY BOUNDARY, BUT THE EXTENT IS TO BE VERIFIED ONCE THE HIGHWAY BOUNDARY PLAN IS PROVIDED.
7. THE NUMBER OF BACK TO BACK CHEVRON SIGNS ON EXISTING NEWS ARE INDICATIVE AND MAYBE SUBJECT TO CHANGE DURING DETAILED DESIGN.
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REV	DATE	BY	DESCRIPTION	CHK	APP
P01	24/09/2021	BP	FIRST ISSUE	NM	JL

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wsp.com

CLIENT:
EDF ENERGY

ARCHITECT:

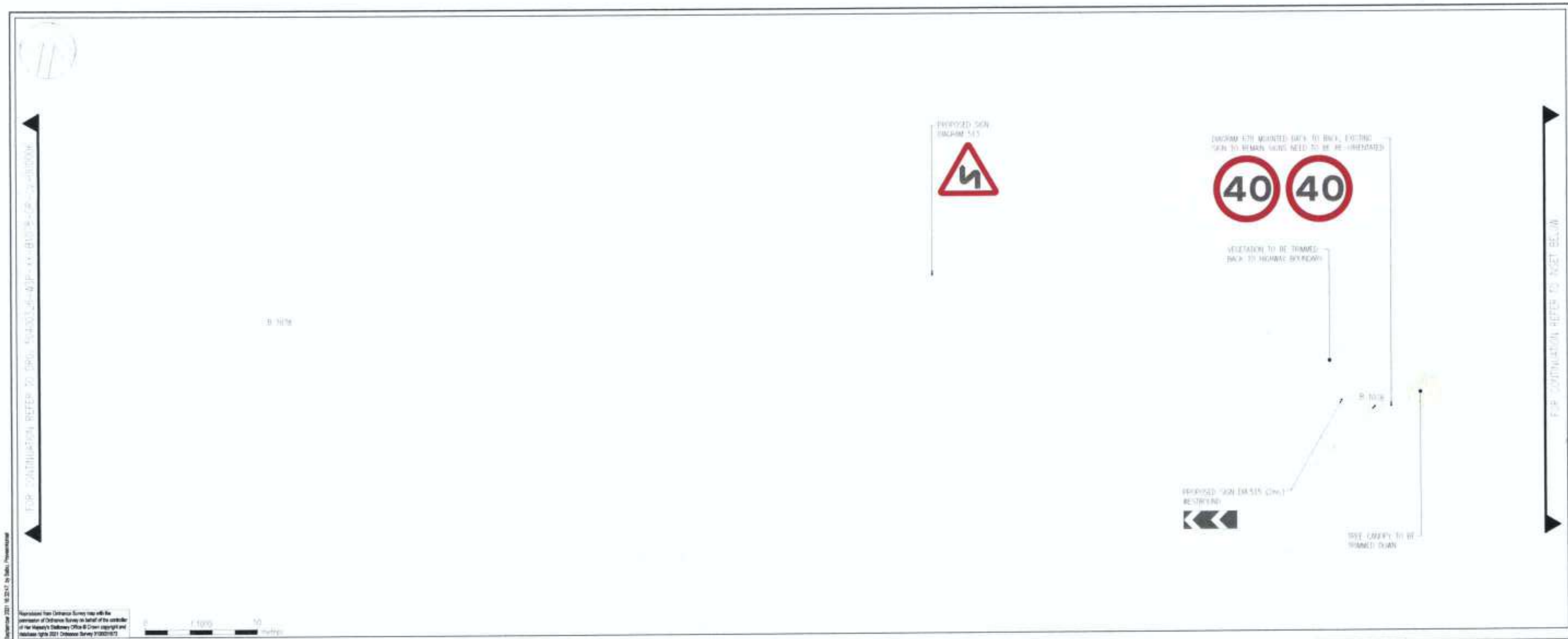
SITE/PROJECT:
B1078 ROAD SAFETY IMPROVEMENT SCHEME

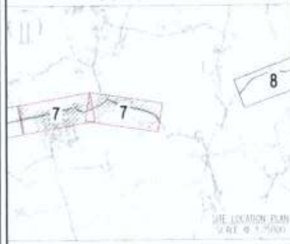
TITLE:
PROPOSED LAYOUT
SHEET 06

SCALE @ A1:	CHECKED:	APPROVED:
1:1000	NM	JL
PROJECT NO:	DESIGNED: / DRAWN:	DATE:
50400326	BP	September 21

DRAWING No:
50400326-WSP-XX-B1078-DR-CV-000006
REV: P01

DO NOT SCALE





NOTES

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REV	DATE	BY	DESCRIPTION	CHK	APP
P01	24/09/2021	BP	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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wsp.com

CLIENT: EDF ENERGY

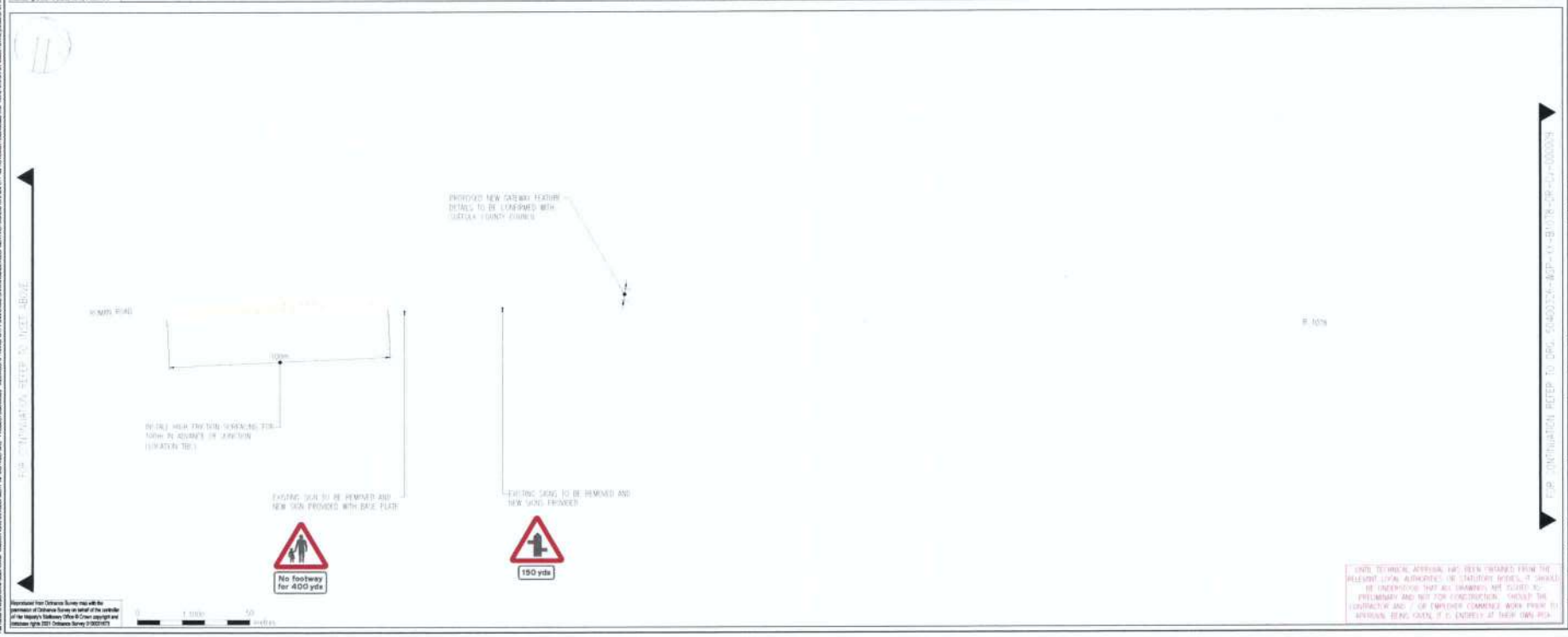
ARCHITECT:

SITE/PROJECT: B1078 ROAD SAFETY IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT SHEET 07

SCALE @ A1: 1:1000	CHECKED: NM		APPROVED: JL
PROJECT NO: 50400326	DESIGNED:	DRAWN: BP	DATE: September 21

DRAWING No: 50400326-WSP-XX-B1078-DR-CV-000007 | REV: P01



DO NOT SCALE

SEE LOCATION PLAN
SCALE @ 1:2,500

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM.
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6. ALL WORKS ARE CURRENTLY ASSUMED TO BE WITHIN THE EXISTING HIGHWAY BOUNDARY, BUT THE LAYOUT IS TO BE VERIFIED ONCE THE HIGHWAY BOUNDARY PLAN IS PREPARED.
7. THE NUMBER OF BACK TO BACK / HEADON SIGNS ON EXISTING NEW ARE INDICATIVE AND MAYBE SUBJECT TO CHANGE DURING DETAILED DESIGN.
8. PROPOSED SIGN LOCATIONS ARE INDICATIVE AND MAYBE SUBJECT TO CHANGE AT DETAIL STAGE.
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REV	DATE	BY	DESCRIPTION	CHK	APP
P01	24.09.2021	JM	FIRST ISSUE	NM	JL

DRAWING STATUS:
S2 - FOR INFORMATION

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CLIENT:
EDF ENERGY

ARCHITECT:

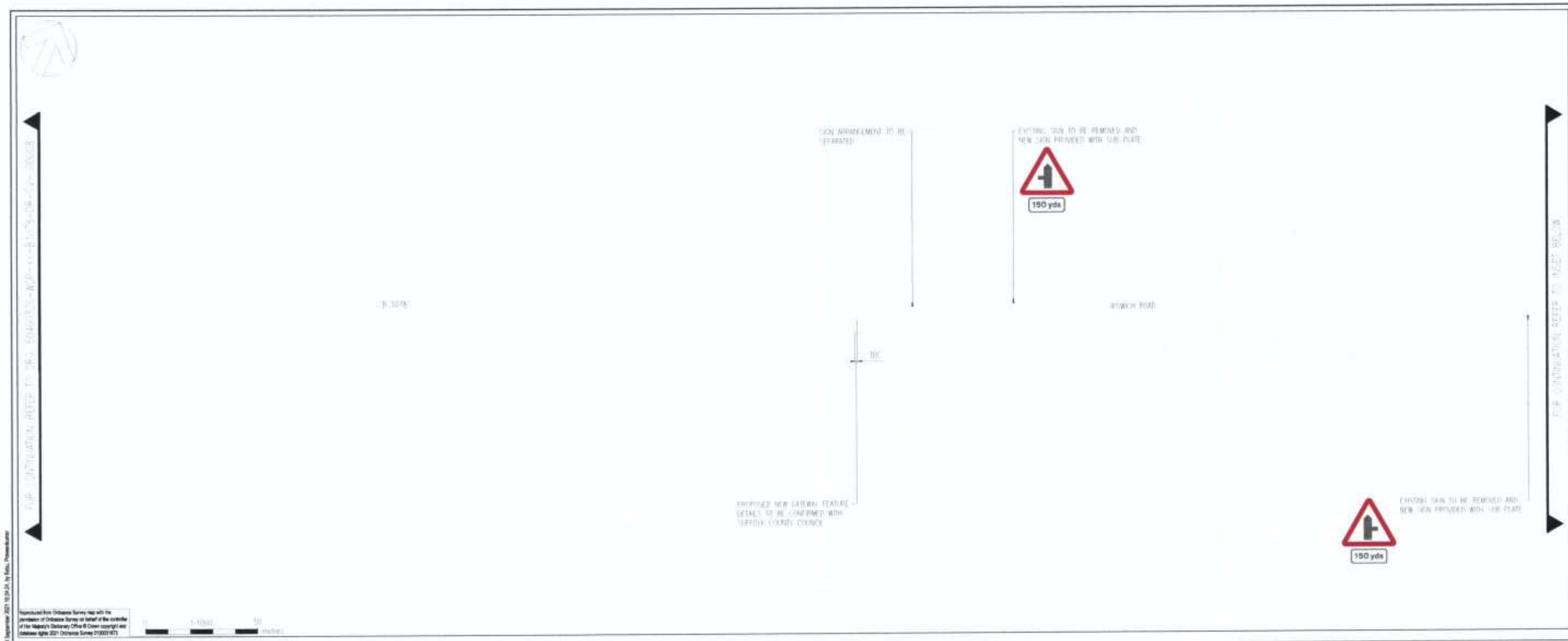
SITE/PROJECT:
B1078 ROAD SAFETY IMPROVEMENT SCHEME

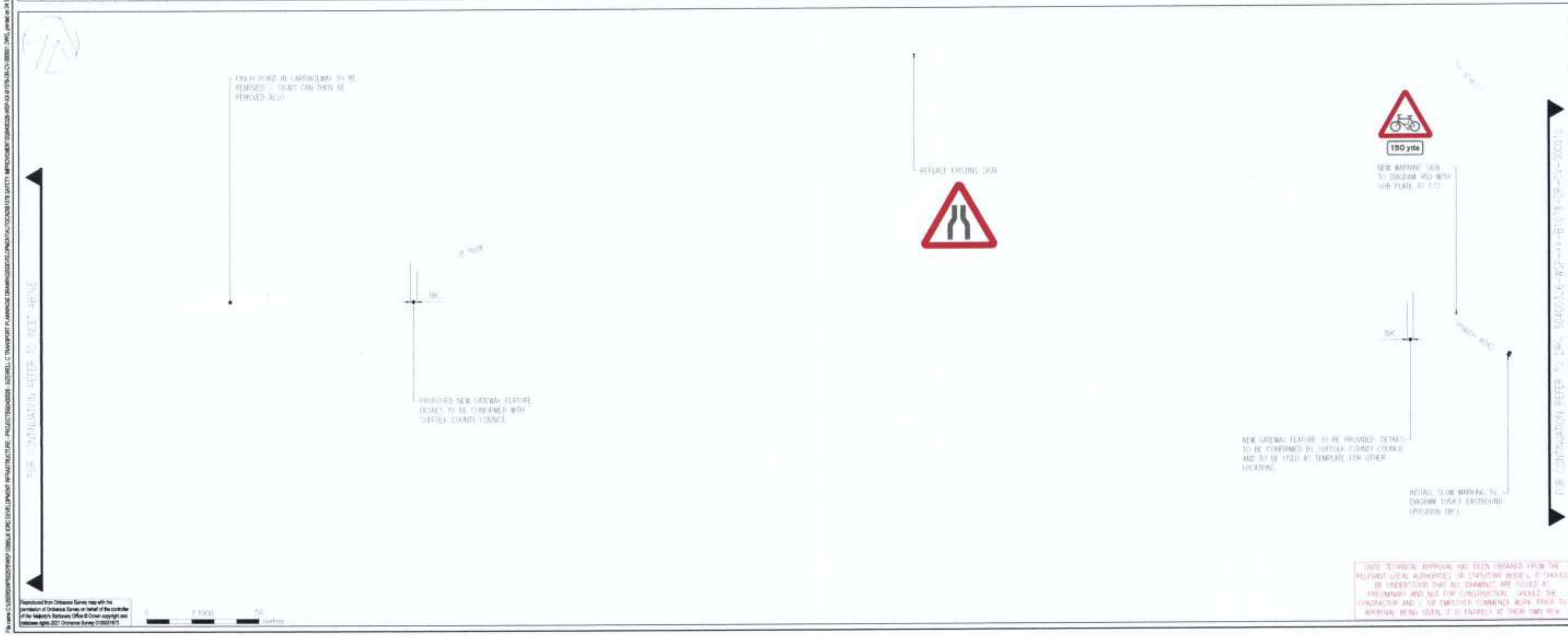
TITLE:
PROPOSED LAYOUT
SHEET 08

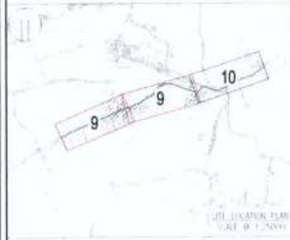
SCALE @ A1:	CHECKED:	APPROVED:
1:1000	NM	JL
PROJECT NO: 50400326	DESIGNED:	DRAWN: BP
DATE: September 21		

DRAWING No: 50400326-WSP-XX-B1078-DR-CV-000008
REV: P01

DO NOT SCALE







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DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: EDF ENERGY

ARCHITECT:

SITE/PROJECT: B1078 ROAD SAFETY IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT SHEET 09

SCALE @ A1: 1:1000	CHECKED: NM	APPROVED: JL
PROJECT NO: 50400326	DESIGNED:	DRAWN: BP	DATE: September 21

DRAWING No:	REV:
50400326-WSP-XX-B1078-DR-CV-000009	P01

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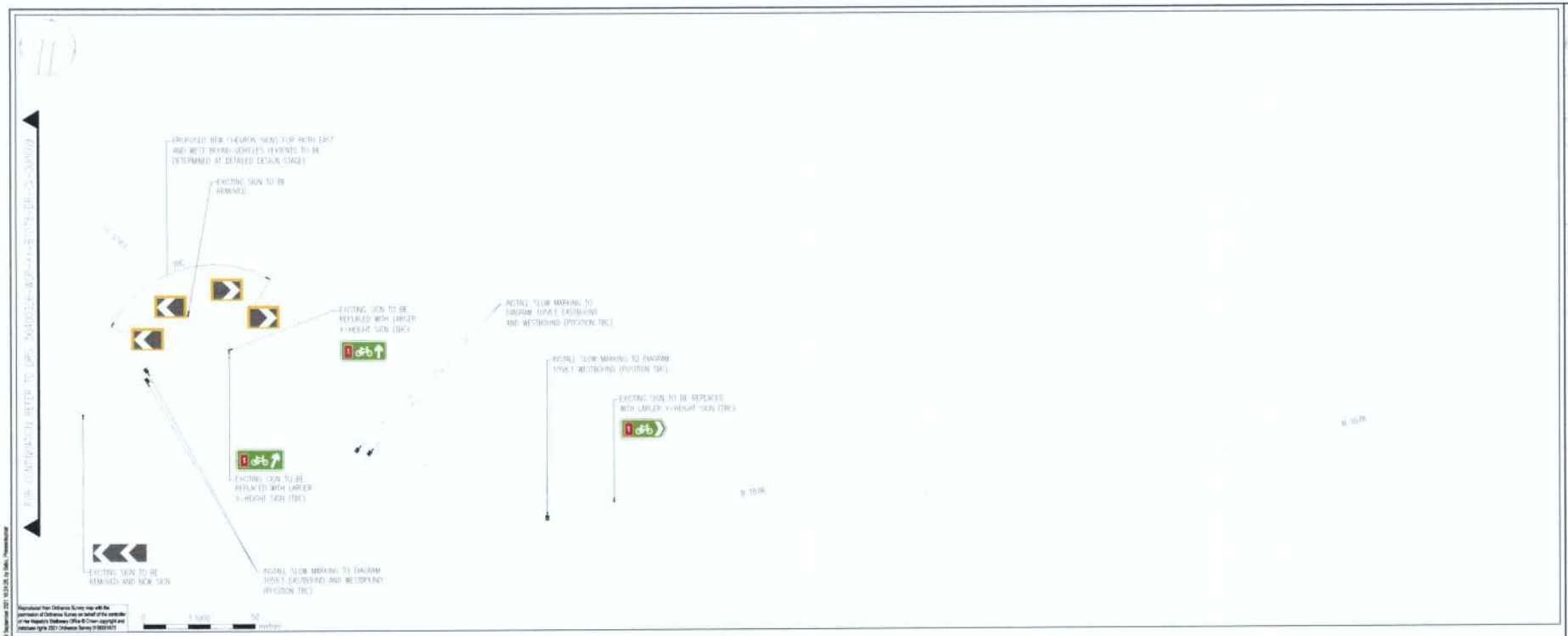

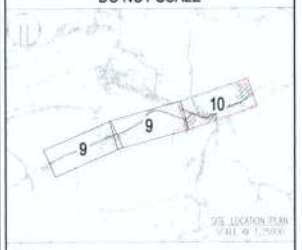

SITE LOCATION PLAN
SCALE @ 1:2500

NOTES:

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REV	DETAILS	BY	DATE	CHK	APP
P01	FOR INFORMATION	BP	24.09.21	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: EDF ENERGY

ARCHITECT:

STEP/PROJECT: B1078 ROAD SAFETY IMPROVEMENT SCHEME

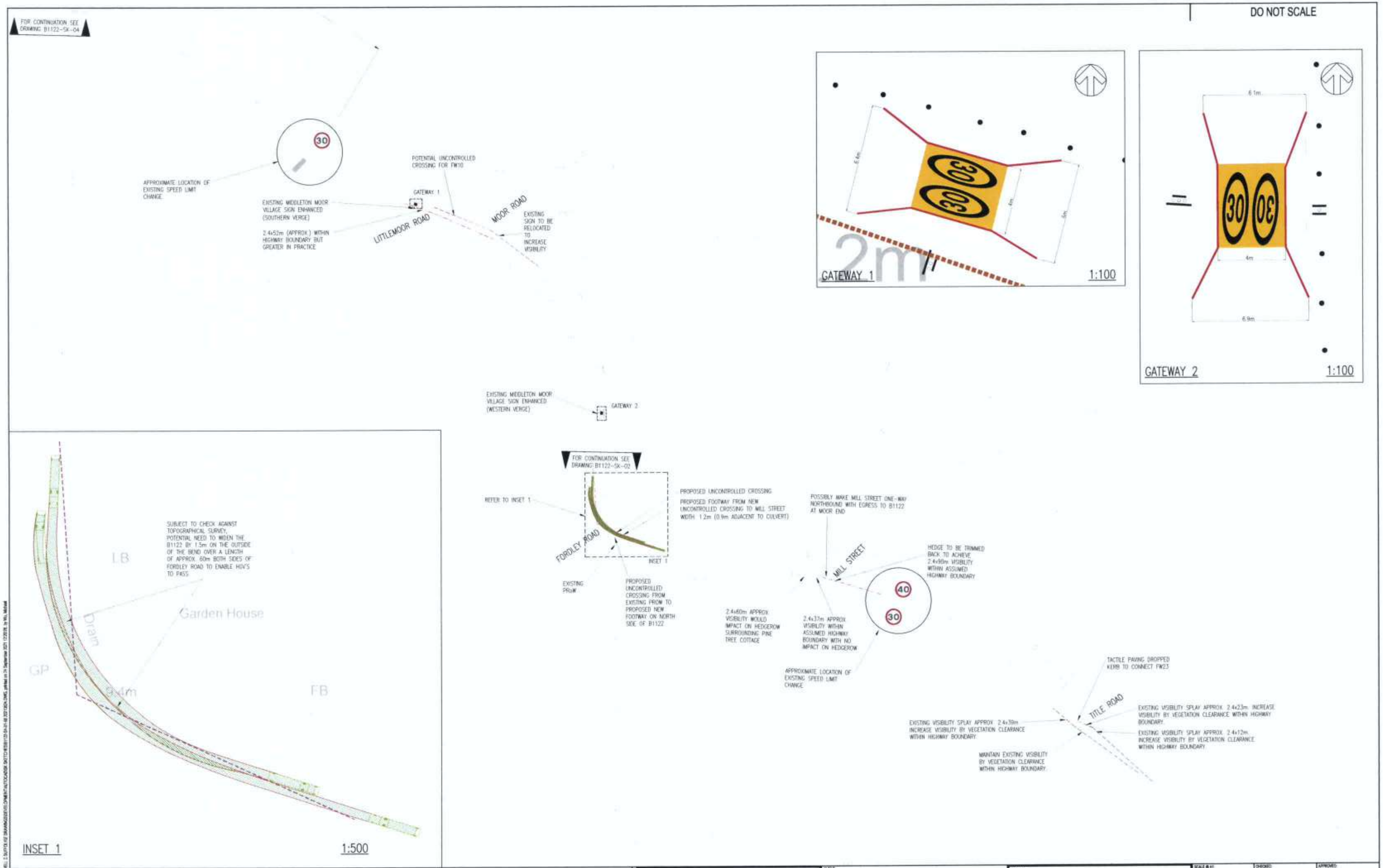
TITLE: PROPOSED LAYOUT SHEET 10

SCALE @ A1:	CHECKED:	APPROVED:
1:1000	NM	JL
PROJECT NO:	DESIGNED: / DRAWN:	DATE:
50400326	BP	September 21

Drawing No: 50400326-WSP-XX-B1078-DR-CV-000010 REV: P01

ANNEX Q
B1122 EARLY YEARS SCHEME

DO NOT SCALE



NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. ALL LEVELS ARE IN METRES.
2. FOR SECTION DETAILS REFER TO DRAWING B1122-SK-04 & B1122-SK-07.

KEY:

- 2.4m x 90m VISIBILITY SPLAY
- 2.4m x 120m VISIBILITY SPLAY
- 2.4m x 215m VISIBILITY SPLAY
- POSSIBLE VISIBILITY SPLAY

REV	DATE	BY	DESCRIPTION	CHK	APP
[illegible]	[illegible]	[illegible]	[illegible] COMMENTS INCORPORATED	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	CLARIFICATIONS	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	CLARIFICATIONS	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	FIRST ISSUE	[illegible]	[illegible]

DRAWING STATUS: S2 - FOR INFORMATION

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wsp.com

CLIENT: SIZEWELL C

ARCHITECT:

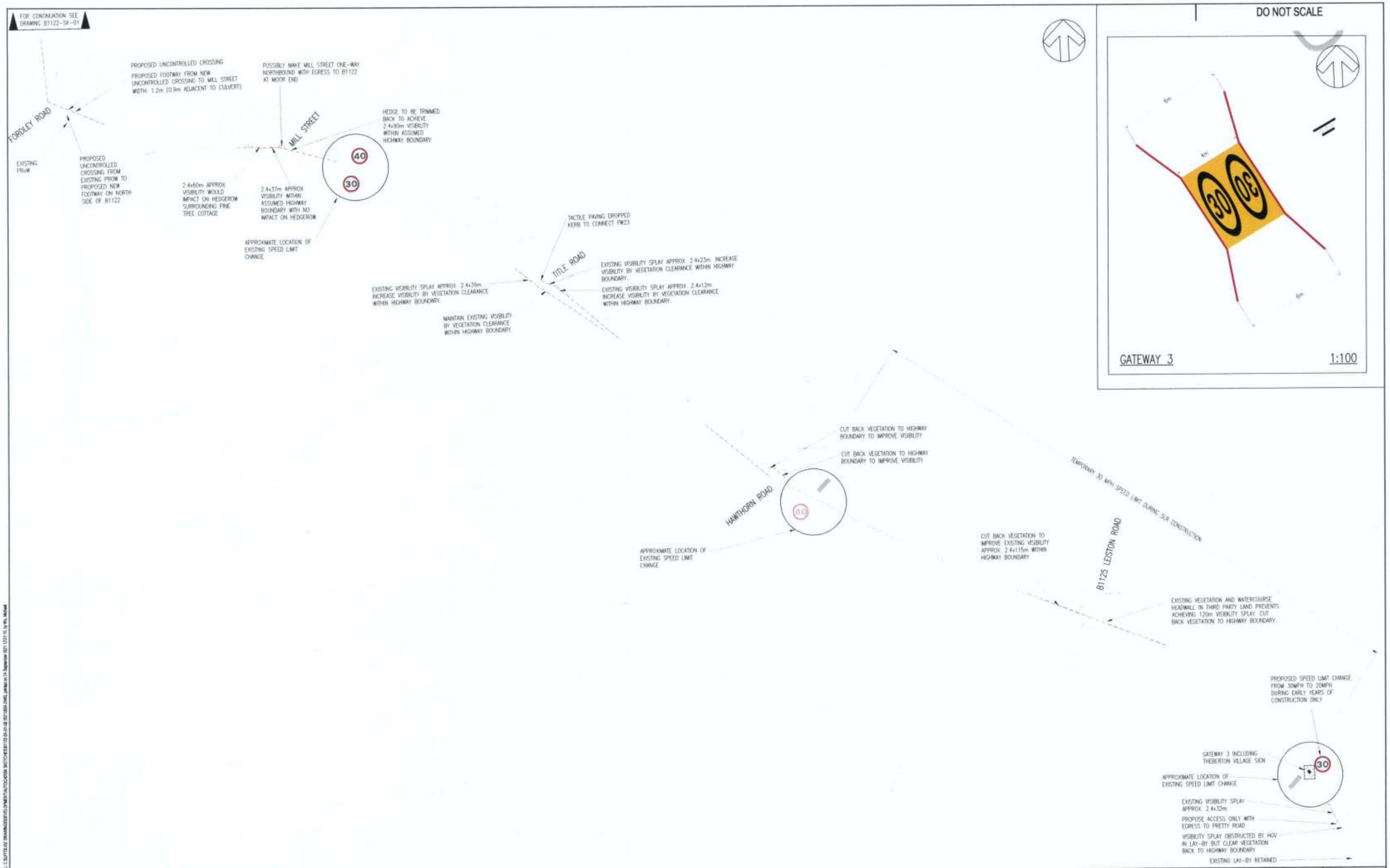
PROJECT: SIZEWELL C

TITLE: B1122 EARLY YEARS MEASURES PLAN 1 OF 4

SCALE @ A1	CHECKED	APPROVED
1:2500	LJM	JH

PROJECT No	DESIGNED	DRAWN	DATE
50400326	KW	KW	JULY 21

DRAWING No	REV
B1122-SK-01	D



DO NOT SCALE
FOR CONTINUATION SEE DRAWING B1122-SK-01
PROPOSED UNCONTROLLED CROSSING
PROPOSED FOOTWAY FROM NEW UNCONTROLLED CROSSING TO MILL STREET WIDTH: 1.2m (0.9m ADJACENT TO CULVERT)
POSSIBLY MAKE MILL STREET ONE-WAY NORTHBOUND WITH EGRESS TO B1122 AT MOOR END
FORDLEY ROAD
MILL STREET
HEDGE TO BE TRIMMED BACK TO ACHIEVE 2.4x90m VISIBILITY WITHIN ASSUMED HIGHWAY BOUNDARY
40
30
EXISTING PRoW
PROPOSED UNCONTROLLED CROSSING FROM EXISTING PROW TO PROPOSED NEW FOOTWAY ON NORTH SIDE OF B1122
2.4x60m APPROX VISIBILITY WOULD IMPACT ON HEDGEROW SURROUNDING PINE TREE COTTAGE
2.4x37m APPROX VISIBILITY WITHIN ASSUMED HIGHWAY BOUNDARY WITH NO IMPACT ON HEDGEROW
APPROXIMATE LOCATION OF EXISTING SPEED LIMIT CHANGE
TACTILE PAVING DROPPED KERB TO CONNECT FW23
TITLE ROAD
EXISTING VISIBILITY SPLAY APPROX. 2.4x23m. INCREASE VISIBILITY BY VEGETATION CLEARANCE WITHIN HIGHWAY BOUNDARY.
EXISTING VISIBILITY SPLAY APPROX. 2.4x39m. INCREASE VISIBILITY BY VEGETATION CLEARANCE WITHIN HIGHWAY BOUNDARY.
EXISTING VISIBILITY SPLAY APPROX. 2.4x12m. INCREASE VISIBILITY BY VEGETATION CLEARANCE WITHIN HIGHWAY BOUNDARY.
MAINTAIN EXISTING VISIBILITY BY VEGETATION CLEARANCE WITHIN HIGHWAY BOUNDARY
GATEWAY 3
1:100
6m
4m
CUT BACK VEGETATION TO HIGHWAY BOUNDARY TO IMPROVE VISIBILITY
CUT BACK VEGETATION TO HIGHWAY BOUNDARY TO IMPROVE VISIBILITY
TEMPORARY 30 MPH SPEED LIMIT DURING SLR CONSTRUCTION
HAWTHORN ROAD
APPROXIMATE LOCATION OF EXISTING SPEED LIMIT CHANGE
CUT BACK VEGETATION TO IMPROVE EXISTING VISIBILITY APPROX. 2.4x115m WITHIN HIGHWAY BOUNDARY
B1125 LEISTON ROAD
EXISTING VEGETATION AND WATERCOURSE HEADWALL IN THIRD PARTY LAND PREVENTS ACHIEVING 120m VISIBILITY SPLAY. CUT BACK VEGETATION TO HIGHWAY BOUNDARY.
PROPOSED SPEED LIMIT CHANGE FROM 30MPH TO 20MPH DURING EARLY YEARS OF CONSTRUCTION ONLY
GATEWAY 3 INCLUDING THEBERTON VILLAGE SIGN
APPROXIMATE LOCATION OF EXISTING SPEED LIMIT CHANGE
EXISTING VISIBILITY SPLAY APPROX. 2.4x32m
PROPOSE ACCESS ONLY WITH EGRESS TO PRETTY ROAD
VISIBILITY SPLAY OBSTRUCTED BY HGV IN LAY-BY BUT CLEAR VEGETATION BACK TO HIGHWAY BOUNDARY
EXISTING LAY-BY RETAINED

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. ALL LEVELS ARE IN METRES.
2. FOR SECTION DETAILS REFER TO DRAWING B1122-SK-05, B1122-SK-07 & B1122-SK-08.

KEY:

- 2.4m x 90m VISIBILITY SPLAY
- 2.4m x 120m VISIBILITY SPLAY
- 2.4m x 215m VISIBILITY SPLAY
- POSSIBLE VISIBILITY SPLAY

REV	DATE	BY	DESCRIPTION	CHK	APP
[illegible]	[illegible]	[illegible]	S2 COMMENTS INCORPORATED	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	CLARIFICATIONS	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	CLARIFICATIONS	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	FIRST ISSUE	[illegible]	[illegible]

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: SIZEWELL C

ARCHITECT:

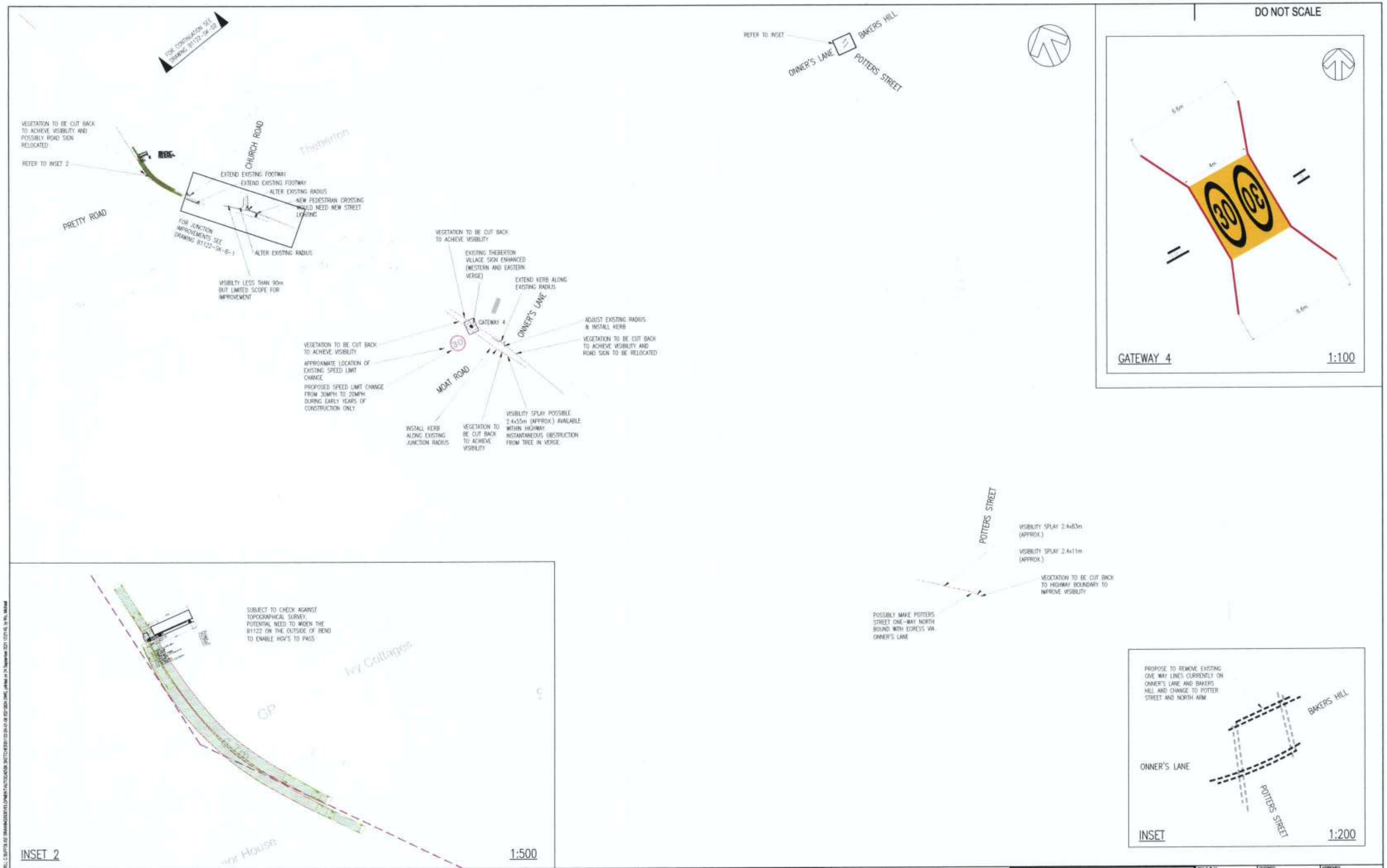
PROJECT: SIZEWELL C

TITLE: B1122 EARLY YEARS MEASURES PLAN 2 OF 4

SCALE @ A1	CHECKED		APPROVED
1:2500	LJM		JH
PROJECT No	DESIGNED	DRAWN	DATE
50400326	KW	KW	JULY 21

DRAWING No: B1122-SK-02 REV: D

DO NOT SCALE



NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. ALL LEVELS ARE IN METRES.
2. FOR SECTION DETAILS REFER TO DRAWING B1122-SK-06 & B1122-SK-08

KEY:

- 2.4m x 90m VISIBILITY SPLAY
- 2.4m x 120m VISIBILITY SPLAY
- 2.4m x 215m VISIBILITY SPLAY
- POSSIBLE VISIBILITY SPLAY

DRAWING STATUS: S2 - FOR INFORMATION

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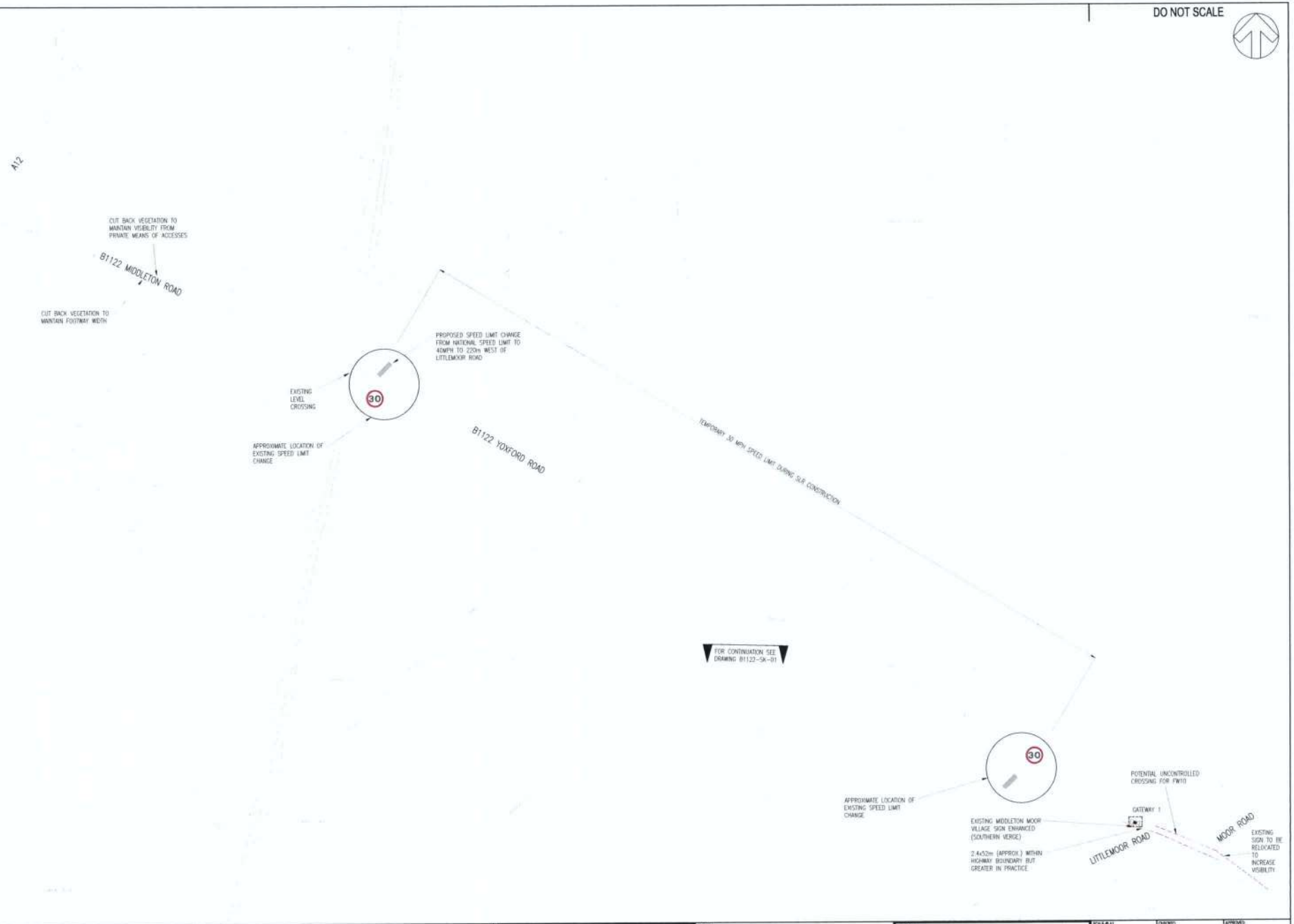
CLIENT:	SIZEWELL C
PROJECT:	SIZEWELL C
TITLE:	B1122 EARLY YEARS MEASURES PLAN 3 OF 4
SCALE @ A1:	1:2500
CHECKED:	LJM
APPROVED:	JH
PROJECT No:	50400326
DESIGNED:	KW
DRAWN:	KW
DATE:	JULY 21
DRAWING No:	B1122-SK-03
REV:	D

DO NOT SCALE



NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. ALL LEVELS ARE IN METRES.
2. FOR SECTION DETAILS REFER TO DRAWING B1122-SK-04 & B1122-SK-07.

KEY:

- 2.4m x 90m VISIBILITY SPLAY
- 2.4m x 120m VISIBILITY SPLAY
- 2.4m x 215m VISIBILITY SPLAY
- POSSIBLE VISIBILITY SPLAY

REV	DATE	BY	DESCRIPTION	CHK	APP
-	15/09/2021	AM	FIRST ISSUE	NC	JH

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: SIZEWELL C

ARCHITECT:

PROJECT: SIZEWELL C

TITLE: B1122 EARLY YEARS MEASURES PLAN 4 OF 4

SCALE @ A1	CHECKED	APPROVED
1:2500	NC	JH
PROJECT No	DESIGNED	DRAWN	DATE
50400326	-	MW	AUG 21

DRAWING No: B1122-SK-04 REV: A

NOTES:

DO NOT SCALE

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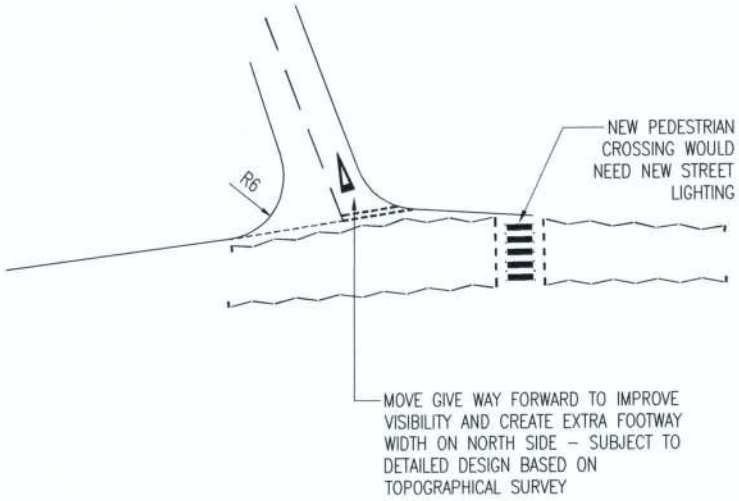

REV	DATE	BY	DESCRIPTION	CHK	APP
C	23/09/2021	MW	JUNCTION PROPOSAL REVISED	LJM	JH
B	20/05/2014	SJF	EXISTING UTILITIES ADDED	LJM	JH
A	09/05/2014	KW	FIRST ISSUE	LJM	JH

DRAWING STATUS: S2 - FOR INFORMATION

wsp

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CLIENT: EDF

ARCHITECT:

PROJECT: B1122 MITIGTION DESIGN

TITLE: PEDESTRIAN PATH AND CROSSING ENHANCEMENTS B1122/CHURCH LANE JUNCTION

SCALE @ A3:	CHECKED:		APPROVED:
1:500	LJM		JH
PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	KW	KW	February 14

DRAWING No: B1122-SK B-1 REV: C

ANNEX R
LEISTON SCHEME

KEY PLAN

DO NOT SCALE

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM.
3. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND DETAILS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE APPROPRIATE STATUTORY UNDERTAKERS PRIOR TO THE COMMENCEMENT OF THE WORKS, TO ESTABLISH THE POSITION OF THEIR PLANT, WHICH SHALL BE CONFIRMED BY HAND DUG TRIAL PITS. ANY SERVICE COVERS IN THE EXISTING VERGE/FOOTWAY WILL BE RAISED TO SUIT NEW LEVELS.
5. ALL SIGNS AND ROAD MARKINGS ARE TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
6. CERTAIN EXTENTS OF THE SITE LAYOUT ARE BASED ON TOPOGRAPHICAL SURVEY COMPLETED BY WARNER SURVEYS [illegible] FOR LEISTON IN DECEMBER 2020. WSP TAKE NO RESPONSIBILITY FOR THE ACCURACY OF THE SURVEY DATA.
7. POSITIONS OF SOME EXISTING FEATURES HAVE BEEN INTERPRETED FROM AVAILABLE ORDNANCE SURVEY MAPPING AND FURTHER DETAIL TOPOGRAPHICAL SURVEYS WILL BE REQUIRED TO CONFIRM EXACT LOCATIONS.
8. ALL DRAINAGE PROPOSALS SHOWN ARE INDICATIVE AND ARE TO BE CONFIRMED FOLLOWING DETAILED DRAINAGE INVESTIGATIONS AT THE LATER SCHEME STAGES.
9. LINES AND LEVELS OF EXISTING BURIED UTILITIES ARE YET TO BE ESTABLISHED AND THE LAYOUTS MAY NEED TO BE REVISED AS PART OF MITIGATION MEASURE TO MINIMISE ANY IMPACT ON EXISTING UTILITIES.
10. ALL WORKS ARE CURRENTLY ASSUMED TO BE WITHIN THE EXISTING HIGHWAY BOUNDARY, BUT THE LAYOUT IS TO BE VERIFIED ONCE THE HIGHWAY BOUNDARY PLAN IS PROVIDED.

KEY:

- PROPOSED DRAINAGE GULLY (LOCATION TO BE CONFIRMED)
- EXISTING PEDESTRIAN GUARD RAIL TO BE REMOVED
- PROPOSED LINEAR DRAINAGE CHANNEL/SLOT DRAIN (LOCATION TO BE CONFIRMED)
- PROPOSED KERB
- BOLLARD
- FLUSH KERB
- TACTILE PAVING (UNCONTROLLED CROSSING)
- TACTILE PAVING (CONTROLLED CROSSING)
- ONE WAY VEHICULAR TRAFFIC
- TWO WAY VEHICULAR TRAFFIC

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK.

DRAWING STATUS: S2 - FOR INFORMATION

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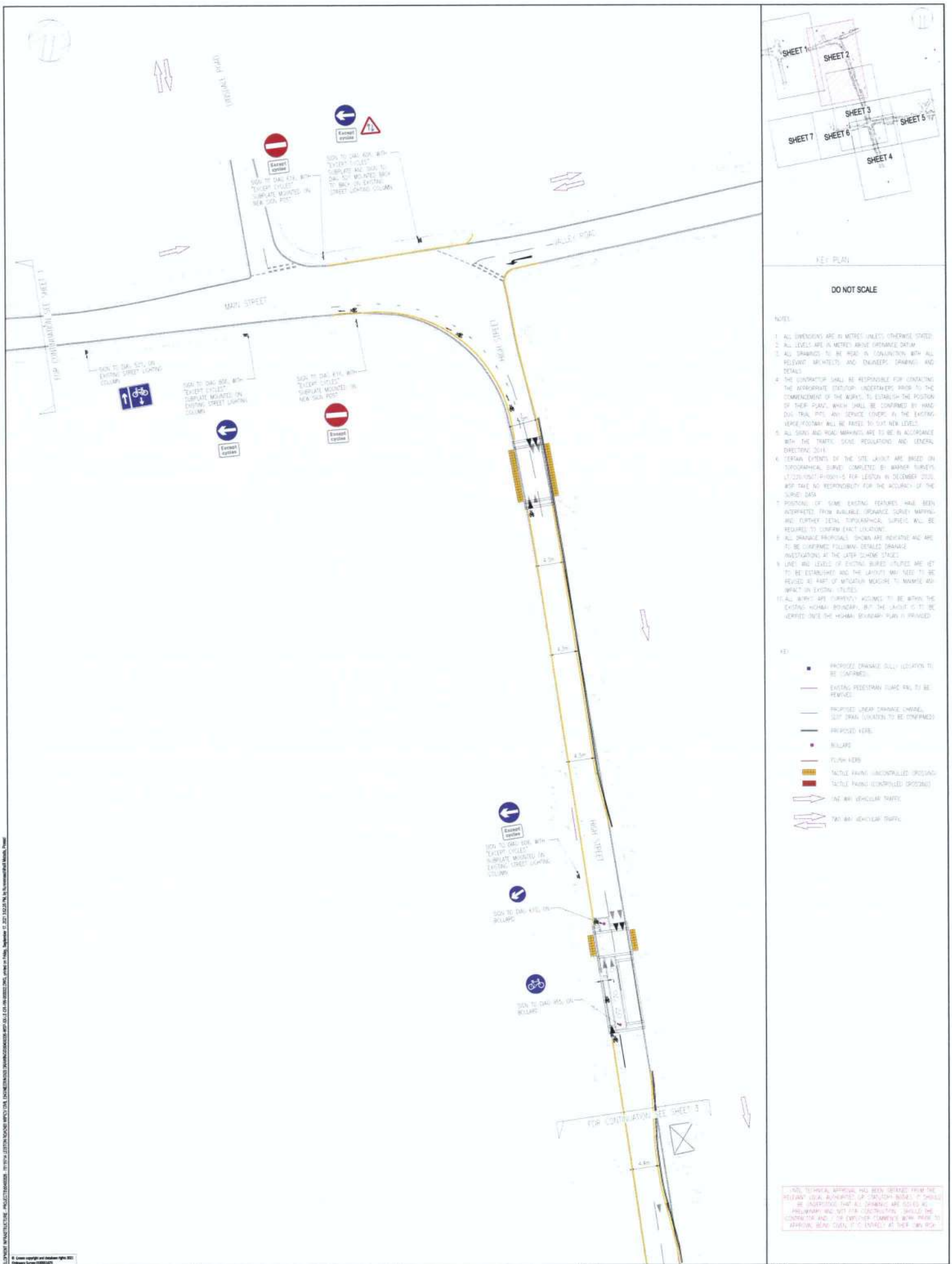
CLIENT	EDF ENERGY
ARCHITECT	
PROJECT	LEISTON IMPROVEMENT SCHEME
TITLE	PROPOSED LAYOUT MAIN STREET/HIGH STREET/ CROSS STREET/SIZEWELL ROAD SHEET 1

SCALE @ A1	CHECKED		APPROVED
1:250	NM		JL
PROJECT No	DESIGNED	DRAWN	DATE
50400326	PK	PK	June 2021
DRAWING No			REV
50400326-WSP-XX-LE-DR-HW-000001			P03



P03	16/09/2021	PK	FOR CONSULTATION	NM	JL
P02	24/08/2021	PK	ADDRESSED CLIENT COMMENT	NM	JL
P01	23/07/2021	PK	FIRST ISSUE	NM	JL
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: EDF ENERGY

ARCHITECT:

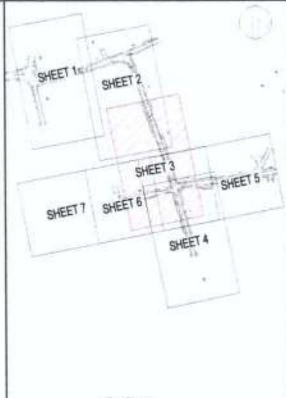
PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT
MAIN STREET/HIGH STREET/
CROSS STREET/SIZEWELL ROAD
SHEET 2

SCALE @ A1:	CHECKED:	APPROVED:
1:250	NM	JL

PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	PK	PK	June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000002 REV: P03



DO NOT SCALE

NOTES:

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2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM.
3. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND DETAILS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE APPROPRIATE STATUTORY UNDERTAKERS PRIOR TO THE COMMENCEMENT OF THE WORKS, TO ESTABLISH THE POSITION OF THEIR PLANT, WHICH SHALL BE CONFIRMED BY HAND DUG TRIAL PITS. ANY SERVICE COVERS IN THE EXISTING VERGE/FOOTWAY WILL BE RAISED TO SUIT NEW LEVELS.
5. ALL SIGNS AND ROAD MARKINGS ARE TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
6. CERTAIN EXTENTS OF THE SITE LAYOUT ARE BASED ON TOPOGRAPHICAL SURVEY COMPLETED BY WARNER SURVEYS LT/220/2507/P/0001-5 FOR LEISTON IN DECEMBER 2020. WSP TAKE NO RESPONSIBILITY FOR THE ACCURACY OF THE SURVEY DATA.
7. POSITIONS OF SOME EXISTING FEATURES HAVE BEEN INTERPRETED FROM AVAILABLE ORDNANCE SURVEY MAPPING AND FURTHER DETAIL TOPOGRAPHICAL SURVEYS WILL BE REQUIRED TO CONFIRM EXACT LOCATIONS.
8. ALL DRAINAGE PROPOSALS SHOWN ARE INDICATIVE AND ARE TO BE CONFIRMED FOLLOWING DETAILED DRAINAGE INVESTIGATIONS AT THE LATER SCHEME STAGES.
9. LINES AND LEVELS OF EXISTING BURIED UTILITIES ARE YET TO BE ESTABLISHED AND THE LAYOUTS MAY NEED TO BE REVISED AS PART OF MITIGATION MEASURE TO MINIMISE ANY IMPACT ON EXISTING UTILITIES.
10. ALL WORKS ARE CURRENTLY ASSUMED TO BE WITHIN THE EXISTING HIGHWAY BOUNDARY, BUT THE LAYOUT IS TO BE VERIFIED ONCE THE HIGHWAY BOUNDARY PLAN IS PROVIDED.

KEY:

- PROPOSED DRAINAGE GULLY (LOCATION TO BE CONFIRMED)
- EXISTING PEDESTRIAN GUARD RAIL TO BE REMOVED
- PROPOSED LINEAR DRAINAGE CHANNEL/ SLOT DRAIN (LOCATION TO BE CONFIRMED)
- PROPOSED KERB
- BOLLARD
- FLUSH KERB
- TACTILE PAVING (UNCONTROLLED CROSSING)
- TACTILE PAVING (CONTROLLED CROSSING)
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REV	DATE	BY	DESCRIPTION	CHK	APP
P03	[illegible]	PK	FOR CONSULTATION	[illegible]	[illegible]
P02	[illegible]	PK	ADDRESSED COUNCIL COMMENTS	[illegible]	[illegible]
P01	[illegible]	PK	FIRST ISSUE	[illegible]	[illegible]

DRAWING STATUS: S2 - FOR INFORMATION

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wsp.com

CLIENT: EDF ENERGY

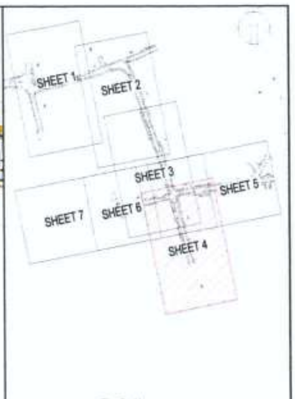
ARCHITECT:

PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT MAIN STREET/HIGH STREET/ CROSS STREET/SIZEWELL ROAD SHEET 3

SCALE @ A1: 1:250	CHECKED: NM		APPROVED: JL
PROJECT No: 50400326	DESIGNED: PK	DRAWN: PK	DATE: June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000003 REV: P03



KEY PLAN

DO NOT SCALE

NOTES

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3. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND DETAILS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE APPROPRIATE STATUTORY UNDERTAKERS PRIOR TO THE COMMENCEMENT OF THE WORKS, TO ESTABLISH THE POSITION OF THEIR PLANT, WHICH SHALL BE CONFIRMED BY HAND DUG TRIAL PITS. ANY SERVICE COVERS IN THE EXISTING VERGE/FOOTWAY WILL BE RAISED TO SUIT NEW LEVELS.
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7. POSITIONS OF SOME EXISTING FEATURES HAVE BEEN INTERPRETED FROM AVAILABLE ORDNANCE SURVEY MAPPING AND FURTHER DETAIL TOPOGRAPHICAL SURVEYS WILL BE REQUIRED TO CONFIRM EXACT LOCATIONS.
8. ALL DRAINAGE PROPOSALS SHOWN ARE INDICATIVE AND ARE TO BE CONFIRMED FOLLOWING DETAILED DRAINAGE INVESTIGATIONS AT THE LATER SCHEME STAGES.
9. LINES AND LEVELS OF EXISTING BURIED UTILITIES ARE YET TO BE ESTABLISHED AND THE LAYOUTS MAY NEED TO BE REVISED AS PART OF MITIGATION MEASURE TO MINIMISE ANY IMPACT ON EXISTING UTILITIES.
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KEY:

- PROPOSED DRAINAGE GULLY (LOCATION TO BE CONFIRMED)
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- PROPOSED KERB
- BOLLARD
- FLUSH KERB
- TACTILE PAVING (UNCONTROLLED CROSSING)
- TACTILE PAVING (CONTROLLED CROSSING)
- ONE WAY VEHICULAR TRAFFIC
- TWO WAY VEHICULAR TRAFFIC

DRAWING STATUS: S2 - FOR INFORMATION

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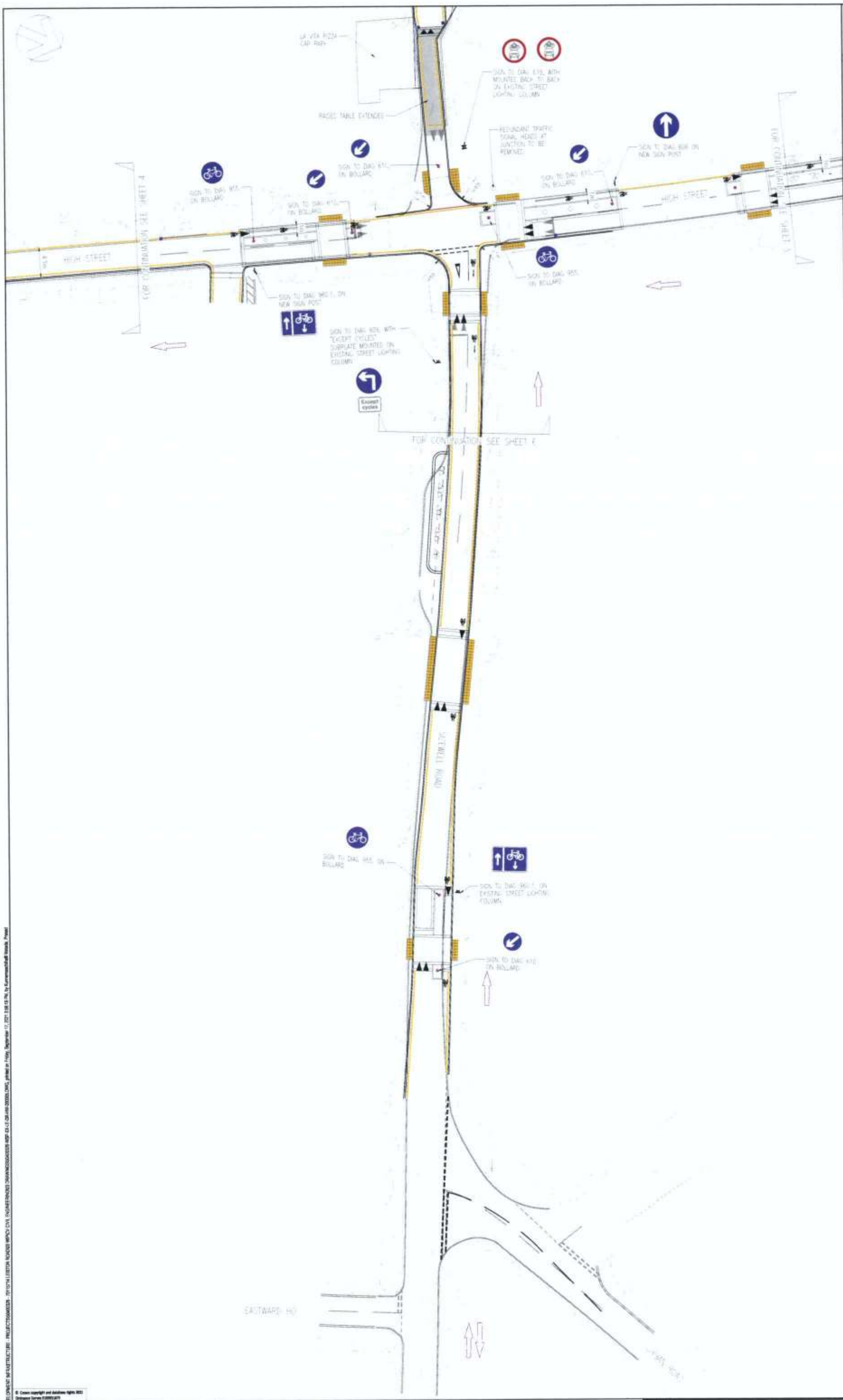
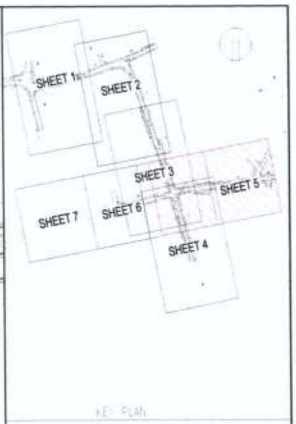
wsp.com

CLIENT:	EDF ENERGY
PROJECT:	LEISTON IMPROVEMENT SCHEME
TITLE:	PROPOSED LAYOUT MAIN STREET/HIGH STREET/ CROSS STREET/SIZEWELL ROAD SHEET 4

SCALE @ A1:	CHECKED:		APPROVED:
1:250	NM		JL
PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	PK	PK	June 2021
DRAWING No:			REV:
50400326-WSP-XX-LE-DR-HW-000004			P03





DO NOT SCALE

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10. ALL WORKS ARE CURRENTLY ASSUMED TO BE WITHIN THE EXISTING HIGHWAY BOUNDARY, BUT THE LAYOUT IS TO BE VERIFIED ONCE THE HIGHWAY BOUNDARY PLAN IS PROVIDED.

KEY:

- PROPOSED DRAINAGE GULLY (LOCATION TO BE CONFIRMED)
- EXISTING PEDESTRIAN GUARD RAIL TO BE REMOVED
- PROPOSED LINEAR DRAINAGE CHANNEL/SLOT DRAIN (LOCATION TO BE CONFIRMED)
- PROPOSED KERB
- BOLLARD
- FLUSH KERB
- TACTILE PAVING (UNCONTROLLED CROSSING)
- TACTILE PAVING (CONTROLLED CROSSING)
- ONE WAY VEHICULAR TRAFFIC
- TWO WAY VEHICULAR TRAFFIC

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REV	DATE	BY	DESCRIPTION	CHK	APP
P03	[illegible]/2021	PK	FOR CONSULTATION	NM	JL
P02	[illegible]/2021	PK	ADDRESSED COUNCIL COMMENTS	NM	JL
P01	[illegible]/2021	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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wsp.com

CLIENT: EDF ENERGY

ARCHITECT:

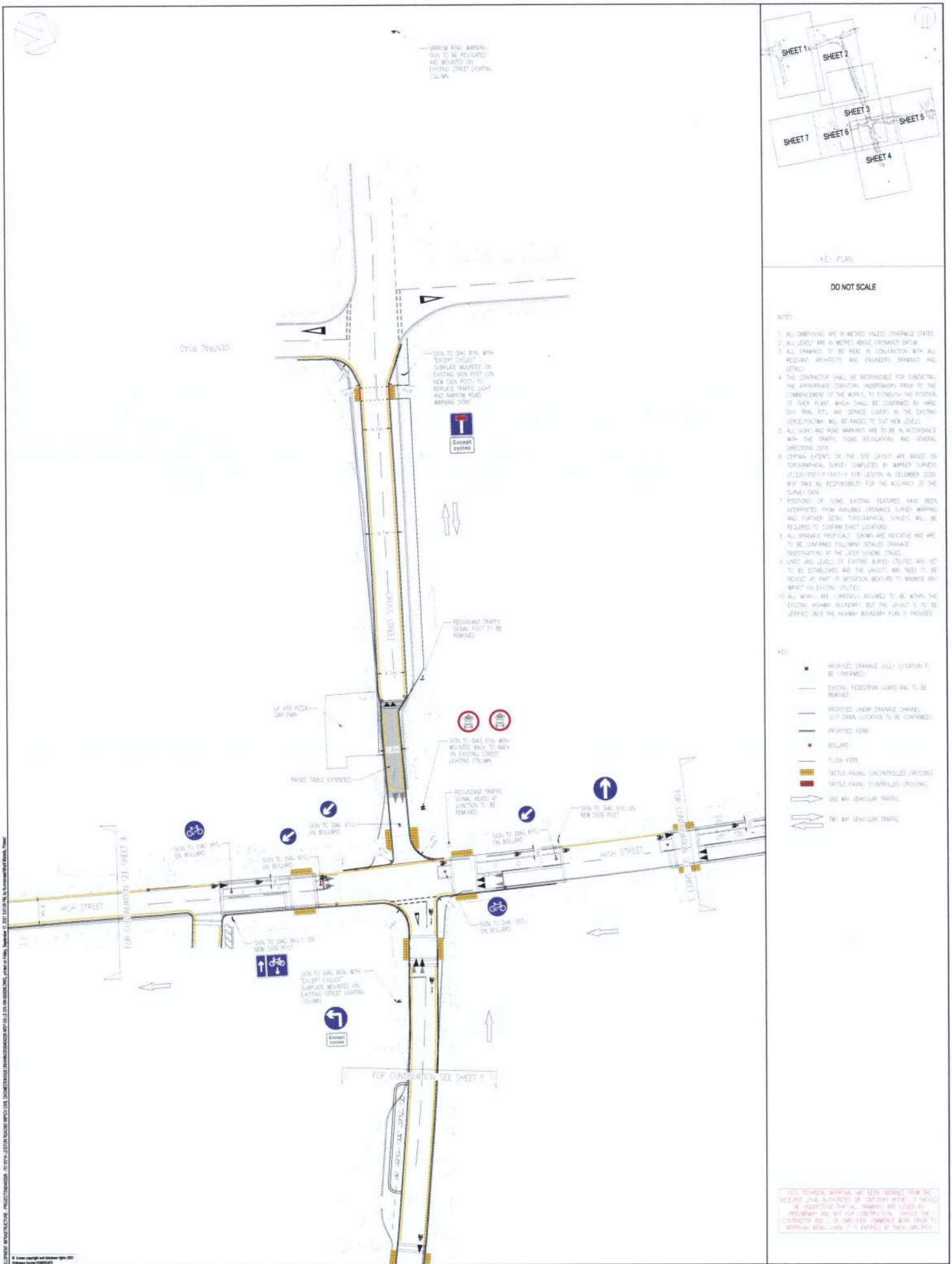
PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT
MAIN STREET/HIGH STREET/
CROSS STREET/SIZEWELL ROAD
SHEET 5

SCALE @ A1	CHECKED	APPROVED
1:250	NM	JL

PROJECT No	DESIGNED	DRAWN	DATE
50400326	PK	PK	June 2021

DRAWING No	REV
50400326-WSP-XX-LE-DR-HW-000005	P03



No.	Date	By	Description	Chk	Appd
P01	16.09.2021	PK	FOR CONSULTATION	NM	JL
P02	04.08.2021	PK	ADDRESS ENGINEERS COMMENTS	NM	JL
P01	27.07.2021	PK	FIRST ISSUE	NM	JL

DRAWING STATUS
S2 - FOR INFORMATION

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wsp.com

CLIENT: EDF ENERGY

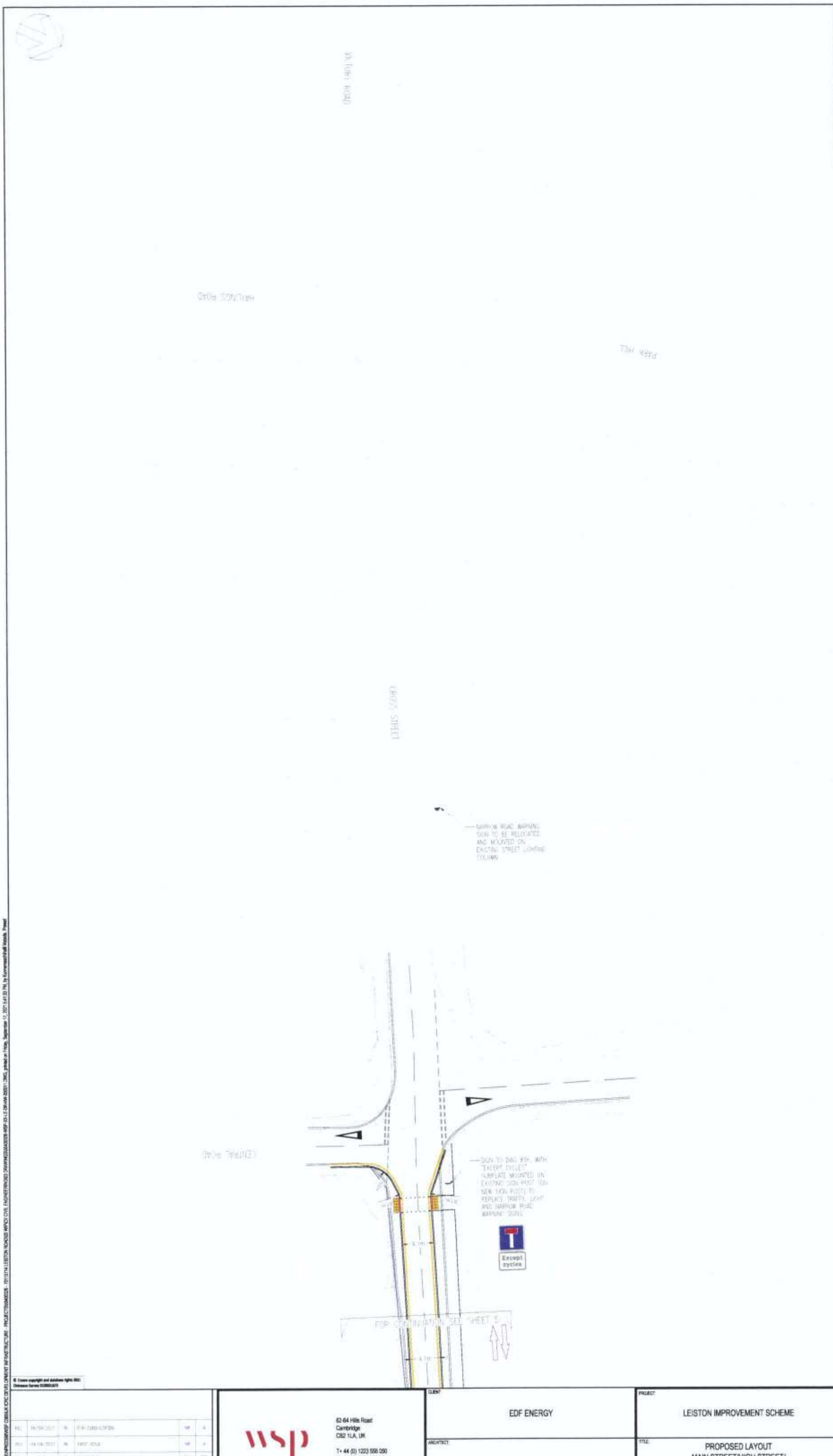
ARCHITECT:

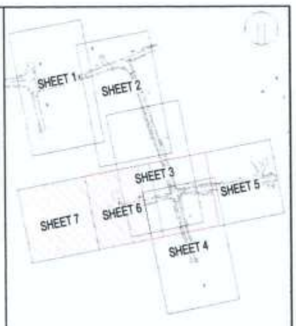
PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT
MAIN STREET/HIGH STREET/
CROSS STREET/SIZEWELL ROAD
SHEET 6

SCALE @ A1	CHECKED	APPROVED
1:250	NM	JL
PROJECT No	DESIGNED	DRAWN	DATE
50400326	PK	PK	June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000006 REV: P03





KEY PLAN

DO NOT SCALE

NOTES:

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2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM.
3. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND DETAILS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE APPROPRIATE STATUTORY UNDERTAKERS PRIOR TO THE COMMENCEMENT OF THE WORKS, TO ESTABLISH THE POSITION OF THEIR PLANT, WHICH SHALL BE CONFIRMED BY HAND DUG TRIAL PITS. ANY SERVICE COVERS IN THE EXISTING VERGE/FOOTWAY WILL BE RAISED TO SUIT NEW LEVELS.
5. ALL SIGNS AND ROAD MARKINGS ARE TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
6. CERTAIN EXTENTS OF THE SITE LAYOUT ARE BASED ON TOPOGRAPHICAL SURVEY COMPLETED BY WARNER SURVEYS LT/220-0567/P/0001-3 FOR LEISTON IN DECEMBER 2020. WSP TAKE NO RESPONSIBILITY FOR THE ACCURACY OF THE SURVEY DATA.
7. POSITIONS OF SOME EXISTING FEATURES HAVE BEEN INTERPRETED FROM AVAILABLE ORDNANCE SURVEY MAPPING AND FURTHER DETAIL TOPOGRAPHICAL SURVEYS WILL BE REQUIRED TO CONFIRM EXACT LOCATIONS.
8. ALL DRAINAGE PROPOSALS SHOWN ARE INDICATIVE AND ARE TO BE CONFIRMED FOLLOWING DETAILED DRAINAGE INVESTIGATIONS AT THE LATER SCHEME STAGES.
9. LINES AND LEVELS OF EXISTING BURIED UTILITIES ARE YET TO BE ESTABLISHED AND THE LAYOUTS MAY NEED TO BE REVISED AS PART OF MITIGATION MEASURE TO MINIMISE ANY IMPACT ON EXISTING UTILITIES.
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KEY

- PROPOSED DRAINAGE GULLY LOCATION TO BE CONFIRMED
- EXISTING PEDESTRIAN GUARD RAIL TO BE REMOVED
- PROPOSED LINEAR DRAINAGE CHANNEL / SLOT DRAIN (LOCATION TO BE CONFIRMED)
- PROPOSED KERB
- BOLLARD
- FLUSH KERB
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REV	DATE	BY	DESCRIPTION	CH	APP
P02	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
P01	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

DRAWING STATUS: S2 - FOR INFORMATION

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wsp.com

CLIENT: EDF ENERGY

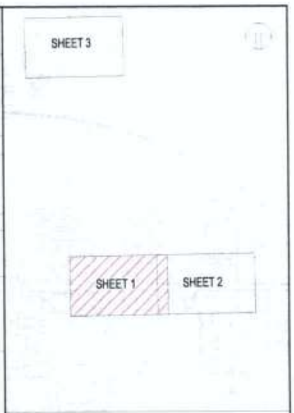
ARCHITECT:

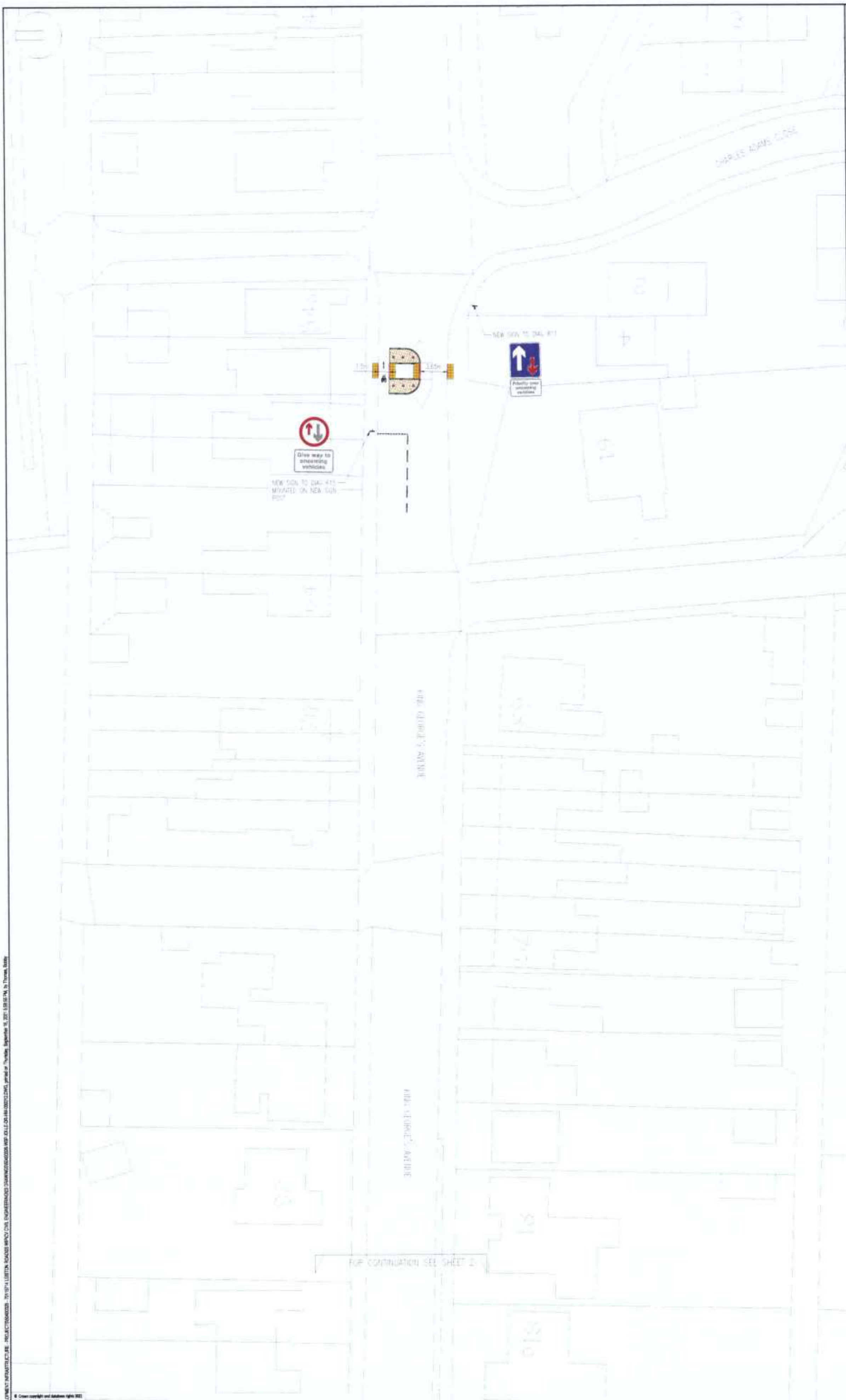
PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT MAIN STREET/HIGH STREET/ CROSS STREET/SIZEWELL ROAD SHEET 7

SCALE @ A1	CHECKED		APPROVED
1:250	NM		JL
PROJECT No	DESIGNED	DRAWN	DATE
50400326	PK	PK	June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000011 REV: P02





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REV	DATE	BY	DESCRIPTION	CHK	APP
P02	16.09.2021	PK	FOR CONSULTATION	NM	JL
P01	04.06.2021	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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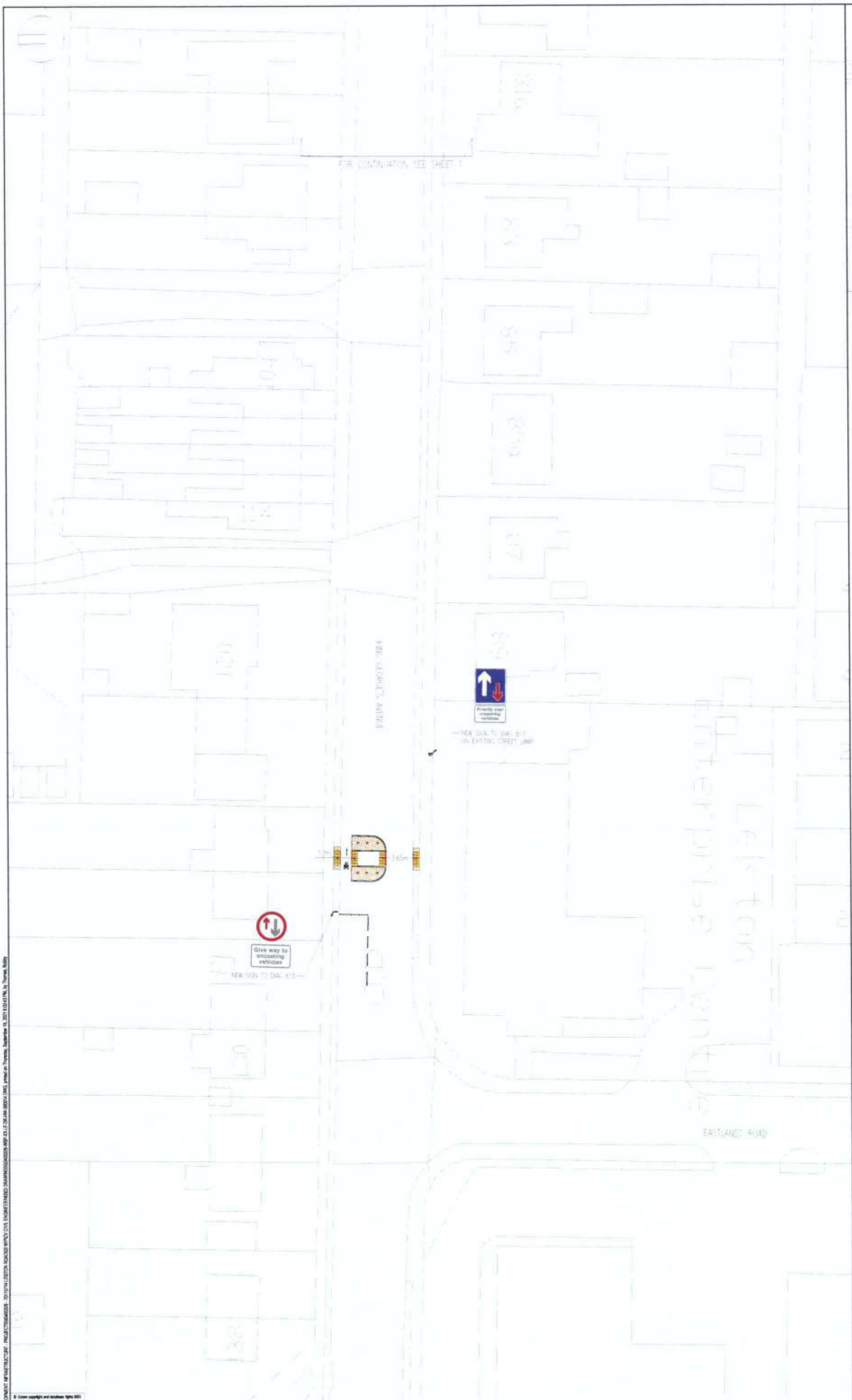
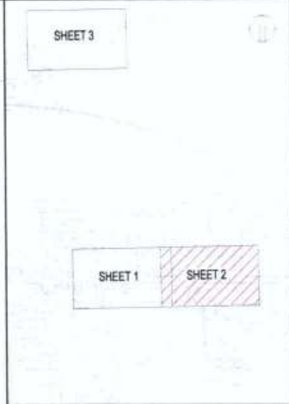
CLIENT	EDF ENERGY
ARCHITECT	
PROJECT	LEISTON IMPROVEMENT SCHEME
TITLE	PROPOSED LAYOUT KING GEORGE AVENUE/VALLEY ROAD SHEET 1 OF 3
SCALE @ A1	1:250
CHECKED	NM
APPROVED	JL
PROJECT No	50400326
DESIGNED	PK
DRAWN	PK
DATE	June 2021
DRAWING No	50400326-WSP-XX-LE-DR-HW-000012
REV	P02





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P02	[illegible]	PK	FOR CONSULTATION	NM	JL
P01	[illegible]	PK	FIRST ISSUE	NM	JL
REV	DATE	BY	DESCRIPTION	CH	APP

DRAWING STATUS: S2 - FOR INFORMATION

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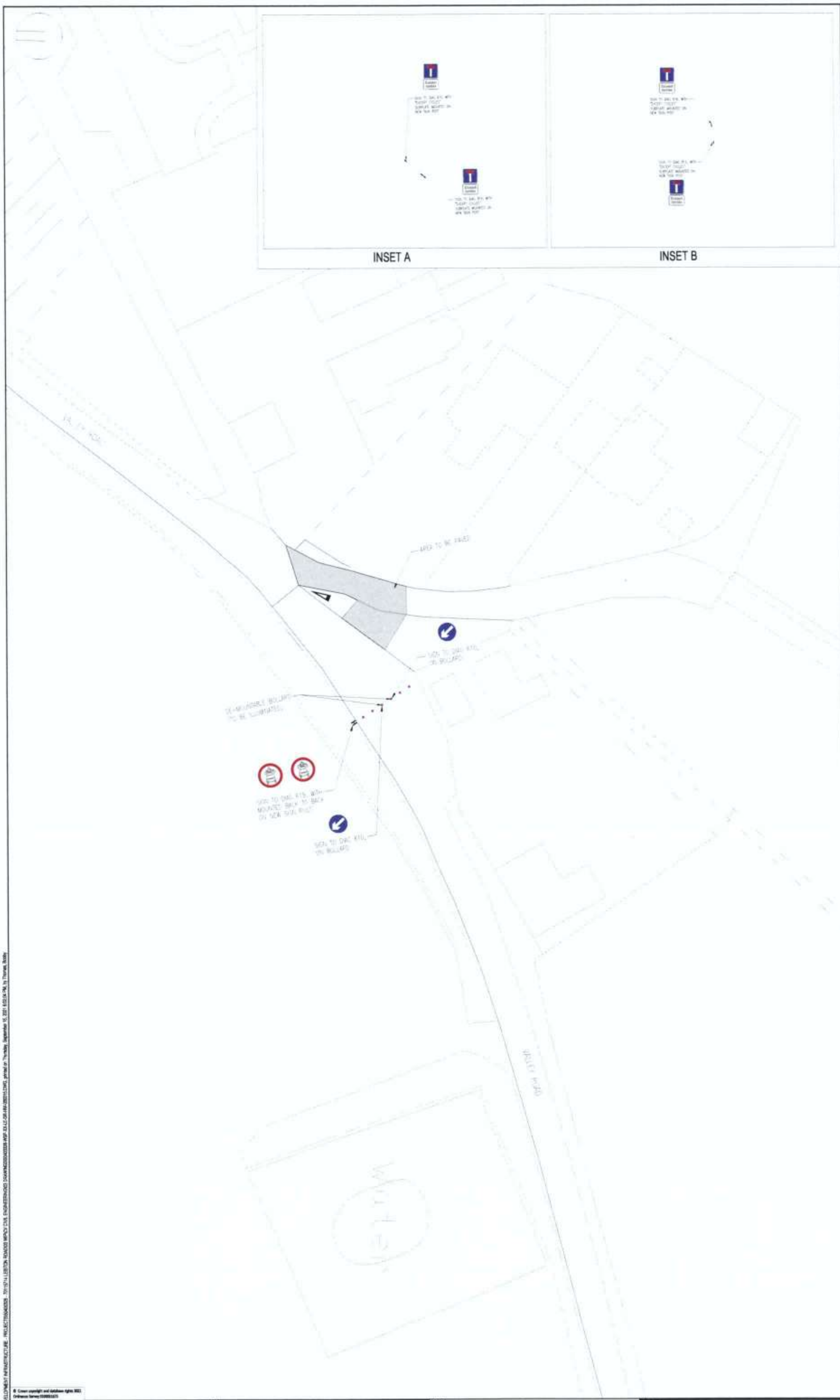
CLIENT: EDF ENERGY

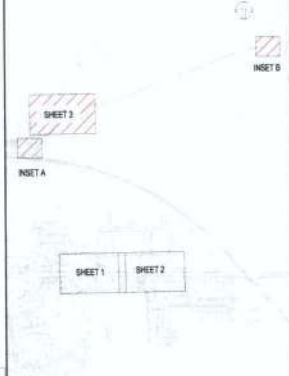
ARCHITECT:

PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT
KING GEORGE AVENUE/VALLEY ROAD
SHEET 2 OF 3

SCALE @ A1	CHECKED		APPROVED
1:250	NM		JL
PROJECT No	DESIGNED	DRAWN	DATE
50400326	PK	PK	June 2021
DRAWING No			REV
50400326-WSP-XX-LE-DR-HW-000014			P02





KEY PLAN

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DRAWING STATUS: S2 - FOR INFORMATION

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wsp.com

CLIENT: EDF ENERGY

ARCHITECT:

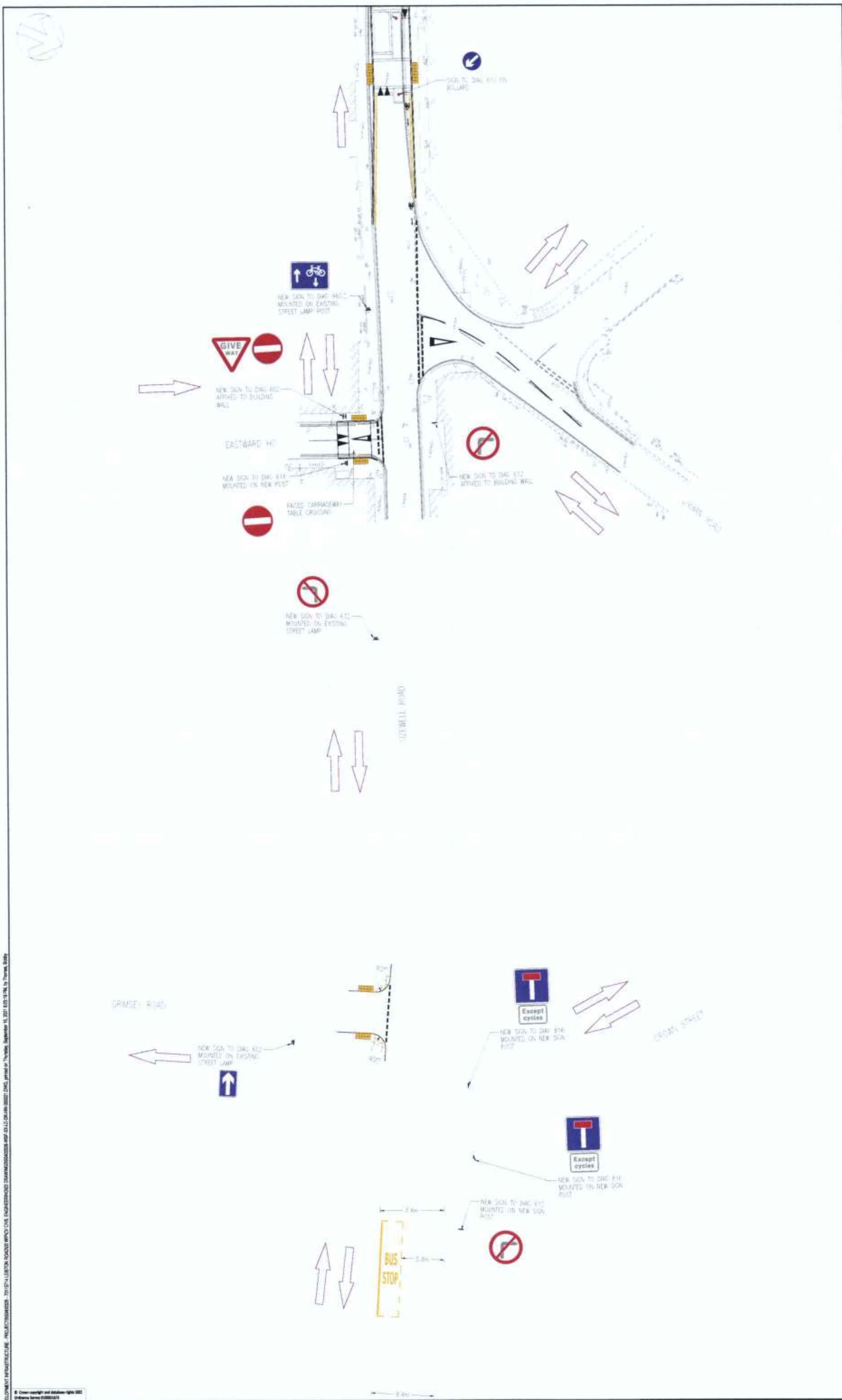
PROJECT: LEISTON IMPROVEMENT SCHEME

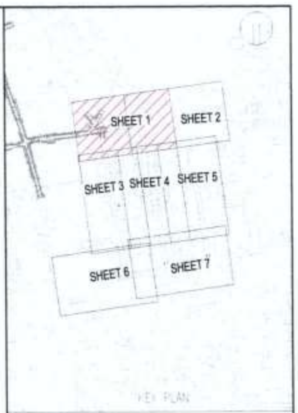
TITLE: PROPOSED LAYOUT
KING GEORGE AVENUE/VALLEY ROAD
SHEET 3 OF 3

SCALE @ A1	CHECKED	APPROVED
1:250	NM	JL

PROJECT No	DESIGNED	DRAWN	DATE
50400326	PK	PK	June 2021

DRAWING No	REV
50400326-WSP-XX-LE-DR-HW-000015	P02





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KEY

- PROPOSED KERB
- BOLLARD
- FLUSH KERB
- TACTILE PAVING (UNCONTROLLED CROSSING)
- TACTILE PAVING (CONTROLLED CROSSING)
- PROPOSED WIDENED FOOTWAY PAVING
- ONE WAY VEHICULAR TRAFFIC
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REV	DATE	BY	DESCRIPTION	CHK	APP
P03	14/09/2021	PK	FOR CONSULTATION	NM	JL
P02	04/08/2021	PK	COMMENTS INCORPORATED	NM	JL
P01	04/06/2021	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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wsp.com

CLIENT: EDF ENERGY

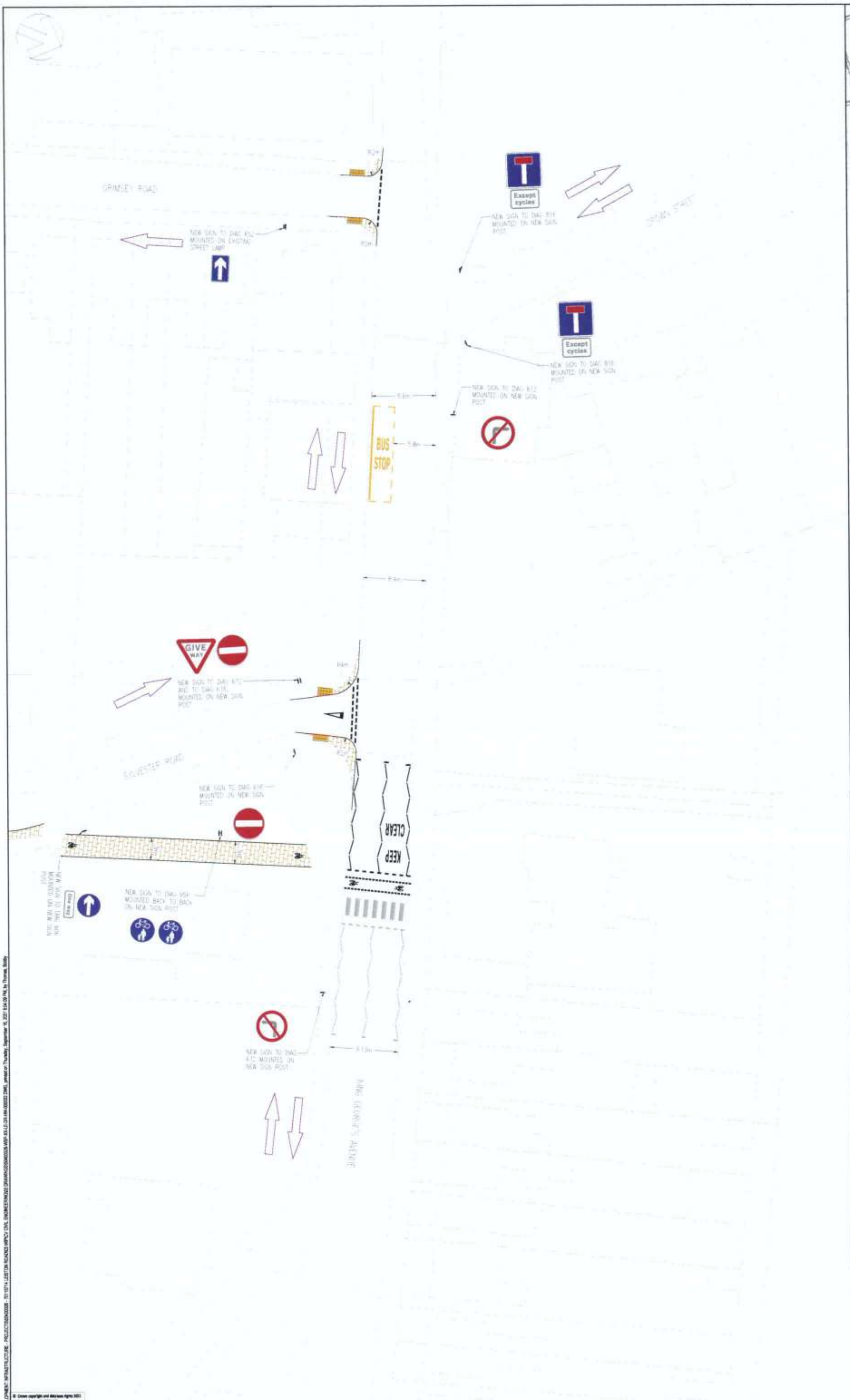
ARCHITECT:

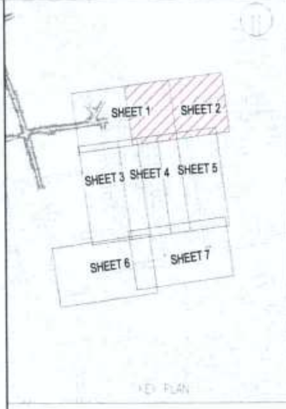
PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT
SIZEWELL ROAD / EASTWARD HO / GRIMSEY ROAD / SLYVESTER ROAD /SEAWARD AVENUE
SHEET 1 OF 7

SCALE @ A1:	CHECKED:		APPROVED:
1:250	NM		JL
PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	PK	PK	June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000021 REV: P03





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8. ALL DRAINAGE PROPOSALS SHOWN ARE INDICATIVE AND ARE TO BE CONFIRMED FOLLOWING DETAILED DRAINAGE INVESTIGATIONS AT THE LATER SCHEME STAGES.
9. LINES AND LEVELS OF EXISTING BURIED UTILITIES ARE YET TO BE ESTABLISHED AND THE LAYOUTS MAY NEED TO BE REVISED AS PART OF MITIGATION MEASURE TO MINIMISE ANY IMPACT ON EXISTING UTILITIES.
10. ALL WORKS ARE CURRENTLY ASSUMED TO BE WITHIN THE EXISTING HIGHWAY BOUNDARY, BUT THE LAYOUT IS TO BE VERIFIED ONCE THE HIGHWAY BOUNDARY PLAN IS PROVIDED.

KEY:

- PROPOSED KERB
- BOLLARD
- FLUSH KERB
- TACTILE PAVING (UNCONTROLLED CROSSING)
- TACTILE PAVING (CONTROLLED CROSSING)
- PROPOSED WIDENED FOOTWAY PAVING
- ONE WAY VEHICULAR TRAFFIC
- TWO WAY VEHICULAR TRAFFIC

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REV	DATE	BY	DESCRIPTION
P03	16/09/2021	PK	FOR CONSULTATION
P02	14/06/2021	PK	INCORPORATED THE COUNCIL COMMENTS
P01		PK	FIRST ISSUE

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: EDF ENERGY

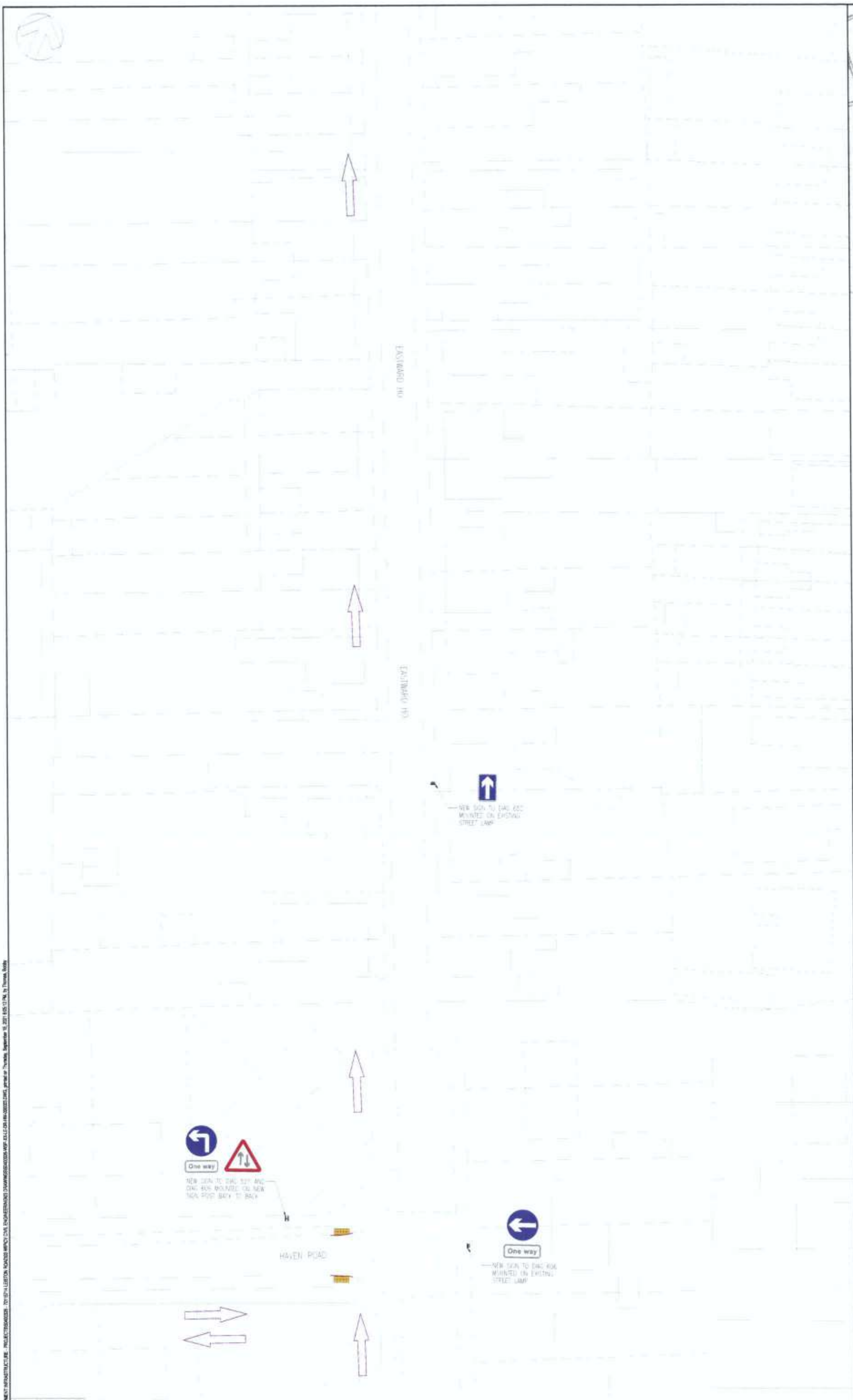
ARCHITECT:

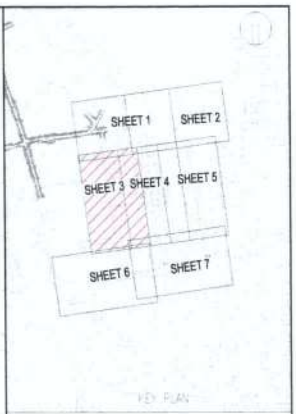
PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT
SIZEWELL ROAD / EASTWARD HO / GRIMSEY ROAD / SLYVESTER ROAD /SEAWARD AVENUE
SHEET 2 OF 7

SCALE @ A1	CHECKED		APPROVED
1:250	NM		JL
PROJECT No	DESIGNED	DRAWN	DATE
50400326	PK	PK	June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000022 — REV: P03





DO NOT SCALE

NOTES:

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2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM.
3. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND DETAILS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE APPROPRIATE STATUTORY UNDERTAKERS PRIOR TO THE COMMENCEMENT OF THE WORKS, TO ESTABLISH THE POSITION OF THEIR PLANT, WHICH SHALL BE CONFIRMED BY HAND DUG TRIAL PITS. ANY SERVICE COVERS IN THE EXISTING VERGE/FOOTWAY WILL BE RAISED TO SUIT NEW LEVELS.
5. ALL SIGNS AND ROAD MARKINGS ARE TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
6. CERTAIN EXTENTS OF THE SITE LAYOUT ARE BASED ON TOPOGRAPHICAL SURVEY COMPLETED BY WARNER SURVEYS (7/220-1507/R/3001-5) FOR LEISTON IN DECEMBER 2020. WSP TAKE NO RESPONSIBILITY FOR THE ACCURACY OF THE SURVEY DATA.
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REV	DATE	BY	DESCRIPTION	CHK	APP
P03	15/09/2021	PK	FOR CONSULTATION	NM	JL
P02	04/06/2021	PK	COMMENTS INCORPORATED	NM	JL
P01	28/04/2021	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: EDF ENERGY

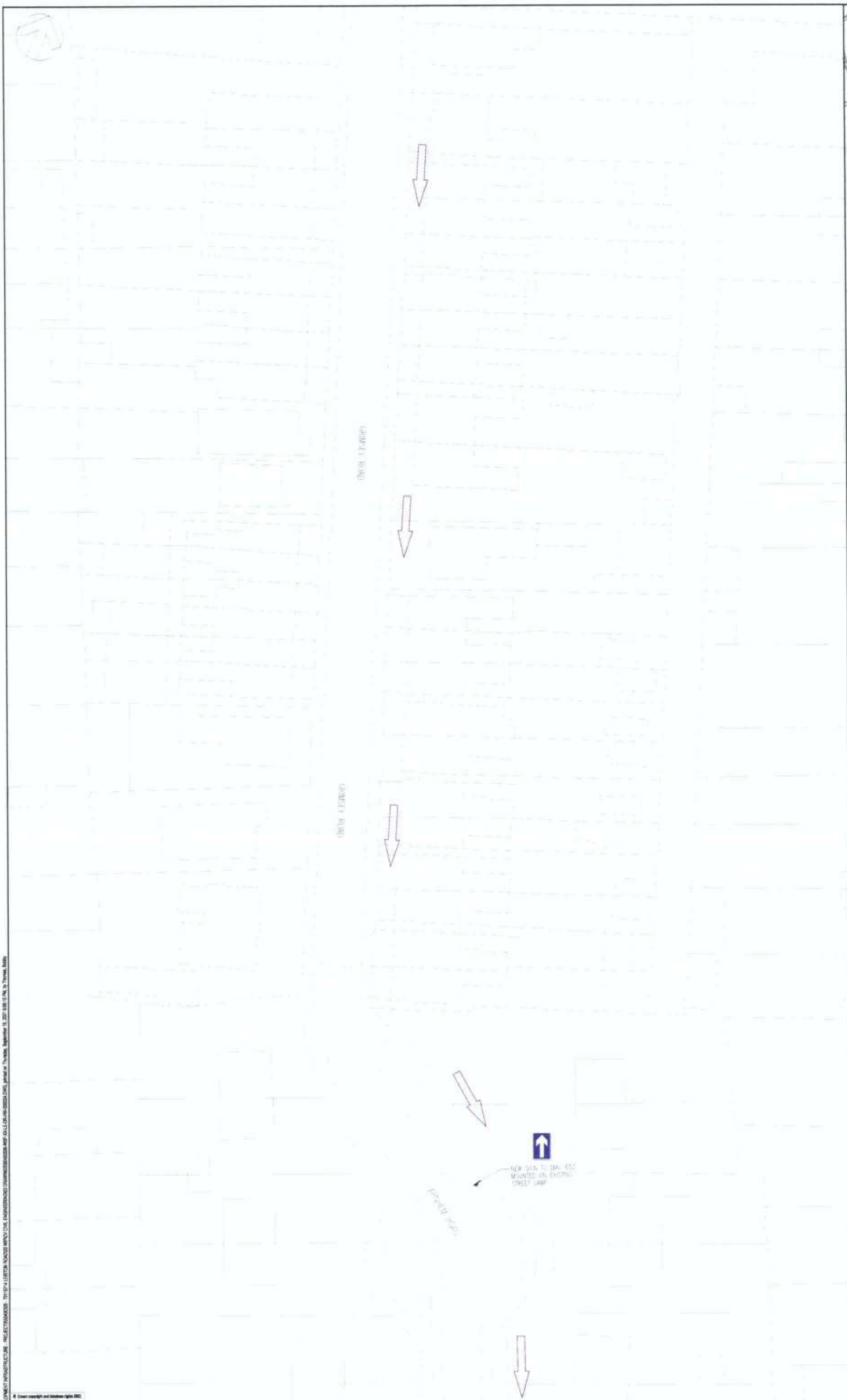
ARCHITECT:

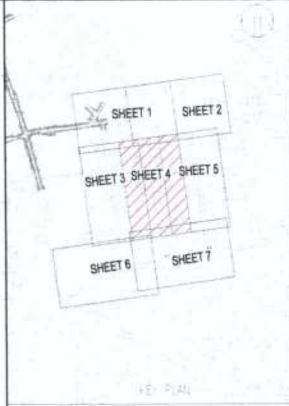
PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT
SIZEWELL ROAD / EASTWARD HO / GRIMSEY ROAD / SLYVESTER ROAD /SEAWARD AVENUE
SHEET 3 OF 7

SCALE @ A1	CHECKED		APPROVED
1:250	NM		JL
PROJECT No	DESIGNED	DRAWN	DATE
50400326	PK	PK	June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000023 REV: P03





DO NOT SCALE

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6. CERTAIN EXTENTS OF THE SITE LAYOUT ARE BASED ON TOPOGRAPHICAL SURVEY COMPLETED BY WARNER SURVEYS LT/20/0507/P/0001-5 FOR LEISTON IN DECEMBER 2020. WSP TAKE NO RESPONSIBILITY FOR THE ACCURACY OF THE SURVEY DATA.
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KEY:

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REV	DATE	BY	DESCRIPTION	CHK	APP
P03	[illegible]	PK	FOR CONSULTATION	NM	JL
P02	[illegible]	PK	COMMENTS INCORPORATED	NM	JL
P01	[illegible]	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: EDF ENERGY

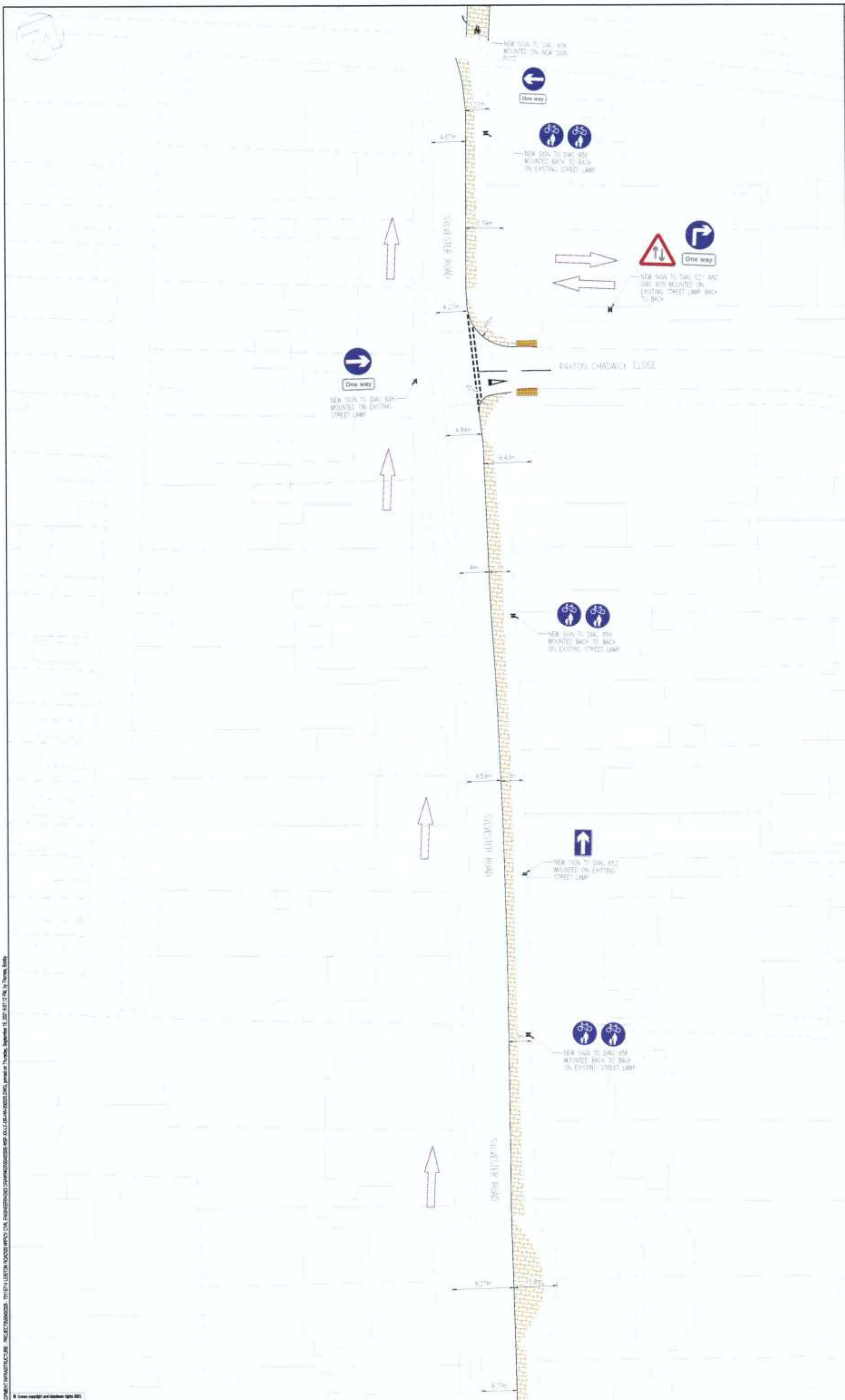
ARCHITECT:

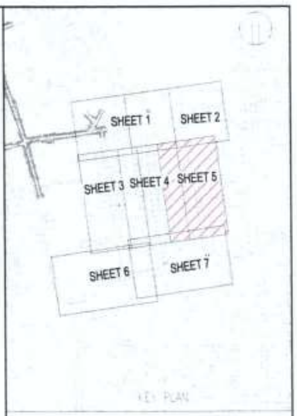
PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT
SIZEWELL ROAD / EASTWARD HO / GRIMSEY ROAD / SLYVESTER ROAD /SEAWARD AVENUE
SHEET 4 OF 7

SCALE @ A1	CHECKED		APPROVED
1:250	NM		JL
PROJECT No	DESIGNED	DRAWN	DATE
50400326	PK	PK	June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000024 REV: P03





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REV	DATE	BY	DESCRIPTION	CHK	APP
P03	[illegible]	PK	FOR CONSULTATION	NM	JL
P02	[illegible]	PK	ADDRESSED COUNCIL COMMENTS	NM	JL
P01	[illegible]	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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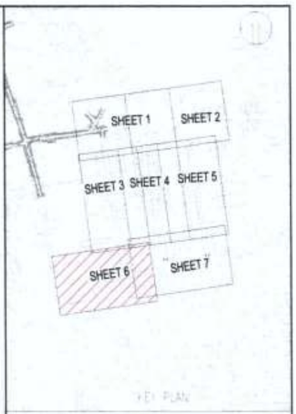
CLIENT	EDF ENERGY
ARCHITECT	
PROJECT	LEISTON IMPROVEMENT SCHEME
TITLE	PROPOSED LAYOUT SIZEWELL ROAD / EASTWARD HO / GRIMSEY ROAD / SLYVESTER ROAD /SEAWARD AVENUE SHEET 5 OF 7
SCALE @ A1	1:250
CHECKED	NM
APPROVED	JL
PROJECT No	50400326
DESIGNED	PK
DRAWN	PK
DATE	June 2021
DRAWING No	50400326-WSP-XX-LE-DR-HW-000025
REV	P03



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REV	DATE	BY	DESCRIPTION	CHK	APP
P02	16/09/2021	PK	FOR CONSULTATION	NM	JL
P01	09/06/2021	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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wsp.com

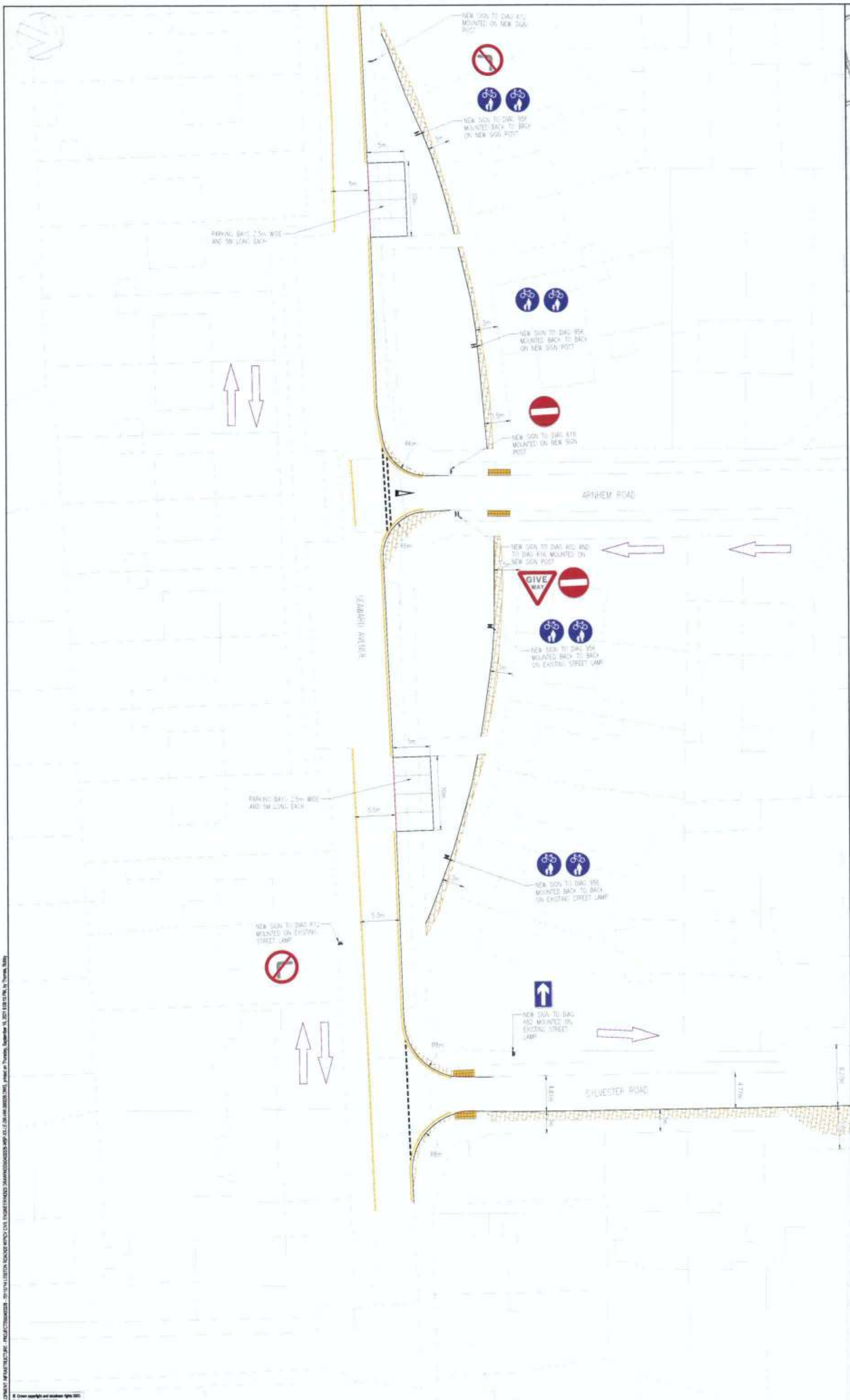
CLIENT: EDF ENERGY

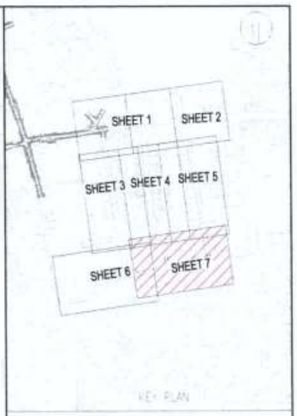
ARCHITECT:

PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT
SIZEWELL ROAD / EASTWARD HO / GRIMSEY ROAD / SLYVESTER ROAD /SEAWARD AVENUE
SHEET 6 OF 7

SCALE @ A1: 1:250	CHECKED: NM	APPROVED: JL	
PROJECT No: 50400326	DESIGNED: PK	DRAWN: PK	DATE: June 2021
DRAWING No: 50400326-WSP-XX-LE-DR-HW-000027			REV: P02





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REV	DATE	BY	DESCRIPTION	CHK	APP
P02	16/08/2021	PK	FOR CONSULTATION	NM	JL
P01	18/06/2021	BT	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: EDF ENERGY

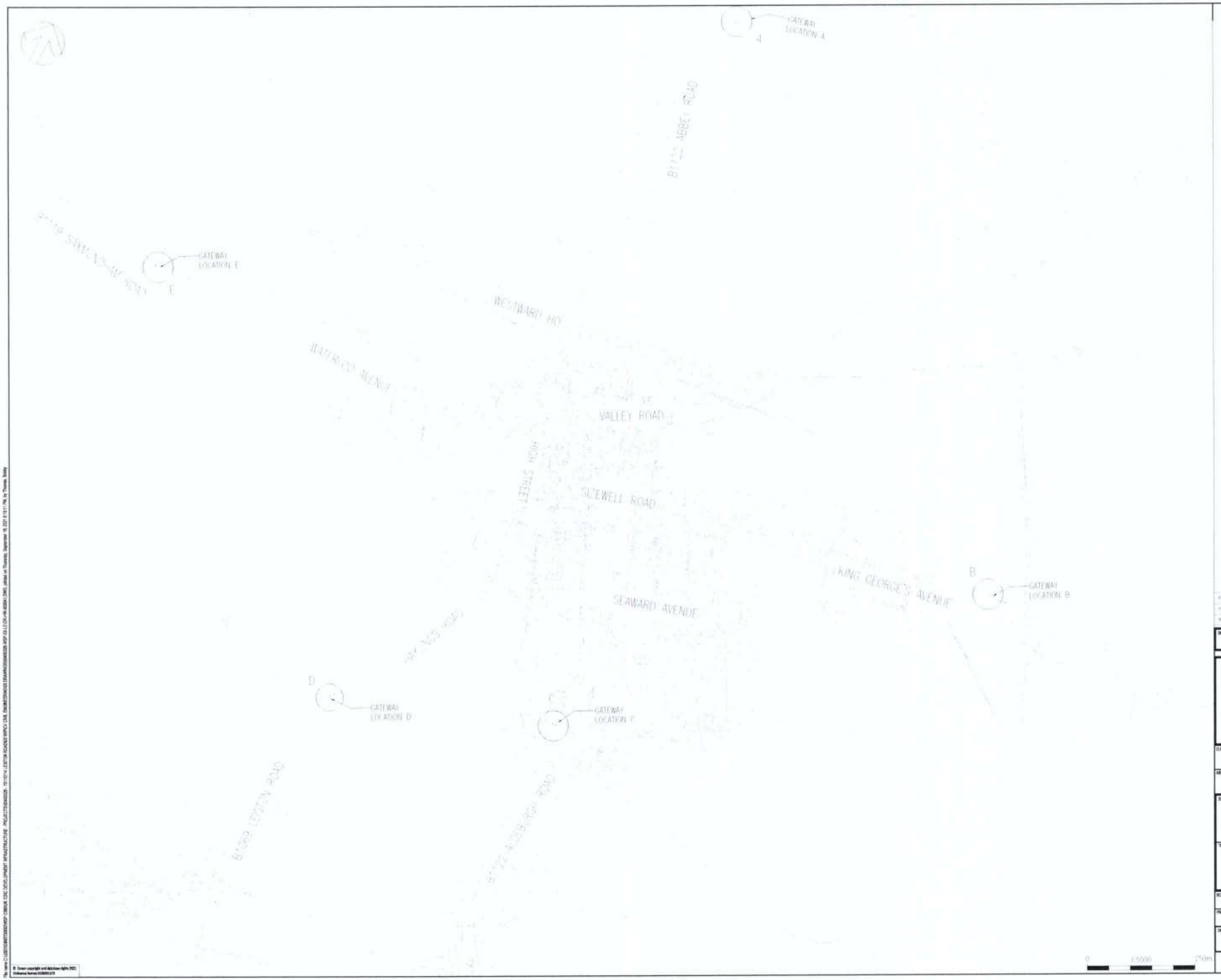
ARCHITECT:

PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT
SIZEWELL ROAD / EASTWARD HO / GRIMSEY ROAD / SLYVESTER ROAD /SEAWARD AVENUE
SHEET 7 OF 7

SCALE @ A1	CHECKED		APPROVED
1:250	NM		JL
PROJECT No	DESIGNED	DRAWN	DATE
50400326	PK	BT	June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000028 REV: P02



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REV	DATE	BY	DESCRIPTION	CHK	S
P02	30/06/2021	PK	EDF CONSULTATION	NM	S
P01	22/07/2020	PK	FIRST ISSUE	NM	S

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: EDF ENERGY

ARCHITECT:

STEP PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: GATEWAY LOCATION PLAN

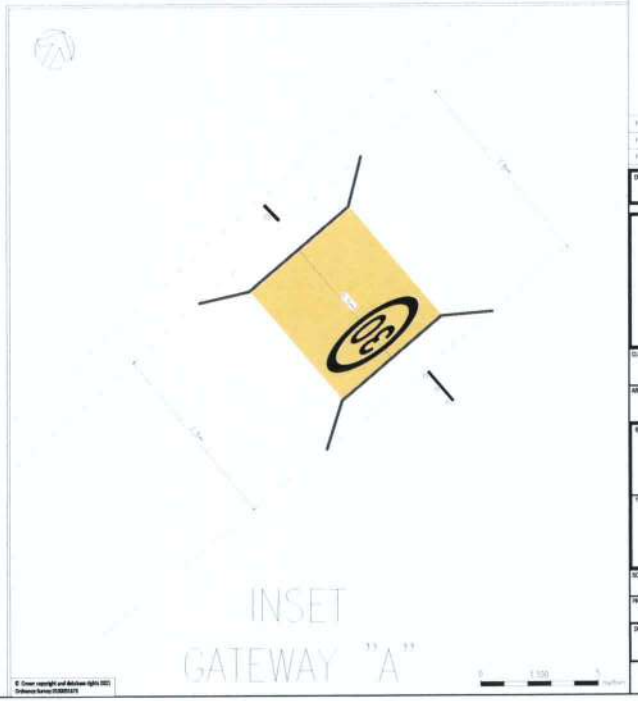
SCALE @ A1	CHECKED	APPROVED
1:5000	NM	JL

PROJECT NO.	DESIGNED	DRAWN	DATE
50400326	PK	PK	July 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000041

REV: P02

GATEWAY "A"



INSET
GATEWAY "A"

0 1:500 25 metres

0 1:100 5 metres

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DO NOT SCALE

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KEY:

—— PROPOSED ROAD MARKING

THERE ARE EXISTING LIVE BURIED SERVICES ACROSS THE SITE WITH A RISK OF CLASH. THE CONTRACTOR MUST VERIFY THE EXACT POSITION, DEPTH AND CONDITION OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF ANY WORKS.

THIS PROVISIONAL DRAWING DETAILS FOR PLANNING PURPOSES ONLY AND ACCEPTS NO LIABILITY FOR ANY DAMAGE, LOSS, EXPENSES OR COST INCURRED AS A RESULT OF RELYING ON THE INFORMATION PROVIDED IN THE DESIGN APPROVAL ELEMENTS. THE APPROVAL ELEMENTS ARE PROVIDED FROM A SNAPSHOT OF THIRD PARTY INFORMATION AND THE APPLICATION OF WSP'S PROFESSIONAL SKILL AND CARE, BUT MAY BE SUBJECT TO OTHER DATA, INFORMATION AND LIMITATIONS OF WHICH WSP IS UNAWARE. THE DESIGN APPROVAL ELEMENTS SHOULD NOT BE RELIED UPON FOR ANYONE OF ENFORCEMENT PURPOSES. FOR ACCURATE RESULT A DETAILED DESIGN SHOULD BE CARRIED OUT AT THE APPROPRIATE DETAILED STAGE. THEREFORE, USE OF THE INFORMATION IS ENTIRELY AT YOUR OWN RISK.

REV	DATE	BY	DESCRIPTION	CHK	APP
P01	15.09.2021	PK	FOR CONSULTATION	NM	JL
P02	17.09.2021	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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wsp.com

CLIENT: EDF ENERGY

ARCHITECT:

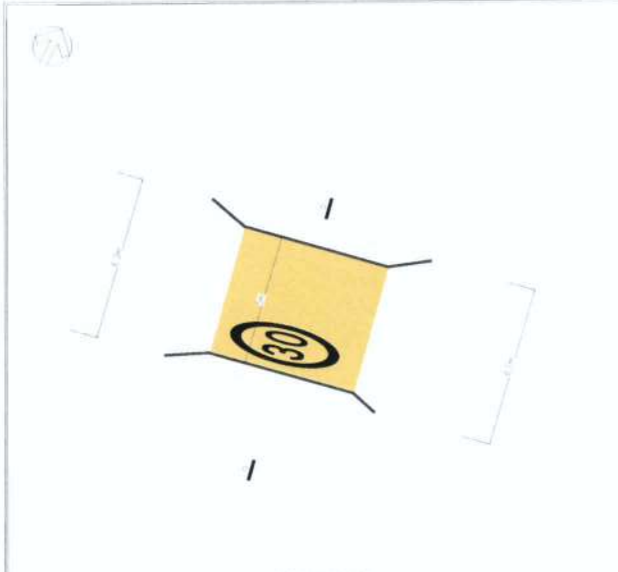
WSP PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: GATEWAY LOCATION A

SCALE @ A1	CHECKED	APPROVED
AS SHOWN	NM	JL
PROJECT NO.	DESIGNED / DRAWN	DATE
50400326	PK / PK	July 2021

DRAWING No.: 50400326-WSP-XX-LE-DR-HW-000042 REV: P02

GATEWAY "B"



INSET
GATEWAY "B"

DO NOT SCALE

NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM.
3. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS AND DETAILS.

KEY

—— PROPOSED ROAD MARKING

THERE ARE EXISTING LIVE BURIED SERVICES ACROSS THE SITE WITH A RISK OF CLASH. THE CONTRACTOR MUST VERIFY THE EXACT POSITION, DEPTH AND CONDITION OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF ANY WORKS.

REV	DATE	BY	DESCRIPTION	CHK	APP
P02	[illegible]	PK	FOR CONSULTATION	NM	JL
P01	[illegible]	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: EDF ENERGY

ARCHITECT:

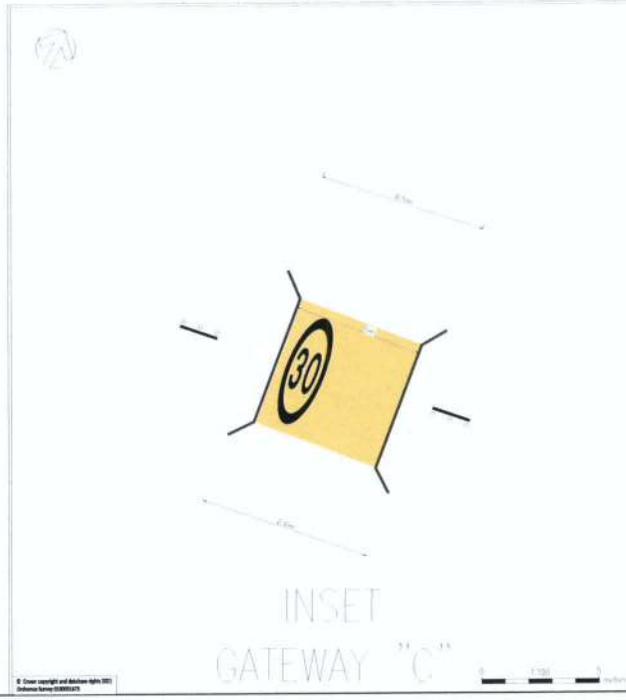
SITE/PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: GATEWAY LOCATION B

SCALE @ A1	CHECKED	APPROVED
AS SHOWN	NM	JL

PROJECT NO	DESIGNED	DRAWN	DATE
50400326	PK	PK	July 2021

DRAWING No	REV
50400326-WSP-XX-LE-DR-HW-000046	P02



DO NOT SCALE

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM.
3. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS AND DETAILS.

KEY:

—— PROPOSED ROAD MARKING

THERE ARE EXISTING LIVE BURIED SERVICES ACROSS THE SITE WITH A RISK OF CLASH. THE CONTRACTOR MUST VERIFY THE EXACT POSITION, DEPTH AND CONDITION OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF ANY WORKS.

REV	DATE	BY	DESCRIPTION	CHK	APP
P02	[illegible]	PK	FOR CONSULTATION	NM	JL
P01	[illegible]	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: EDF ENERGY

ARCHITECT:

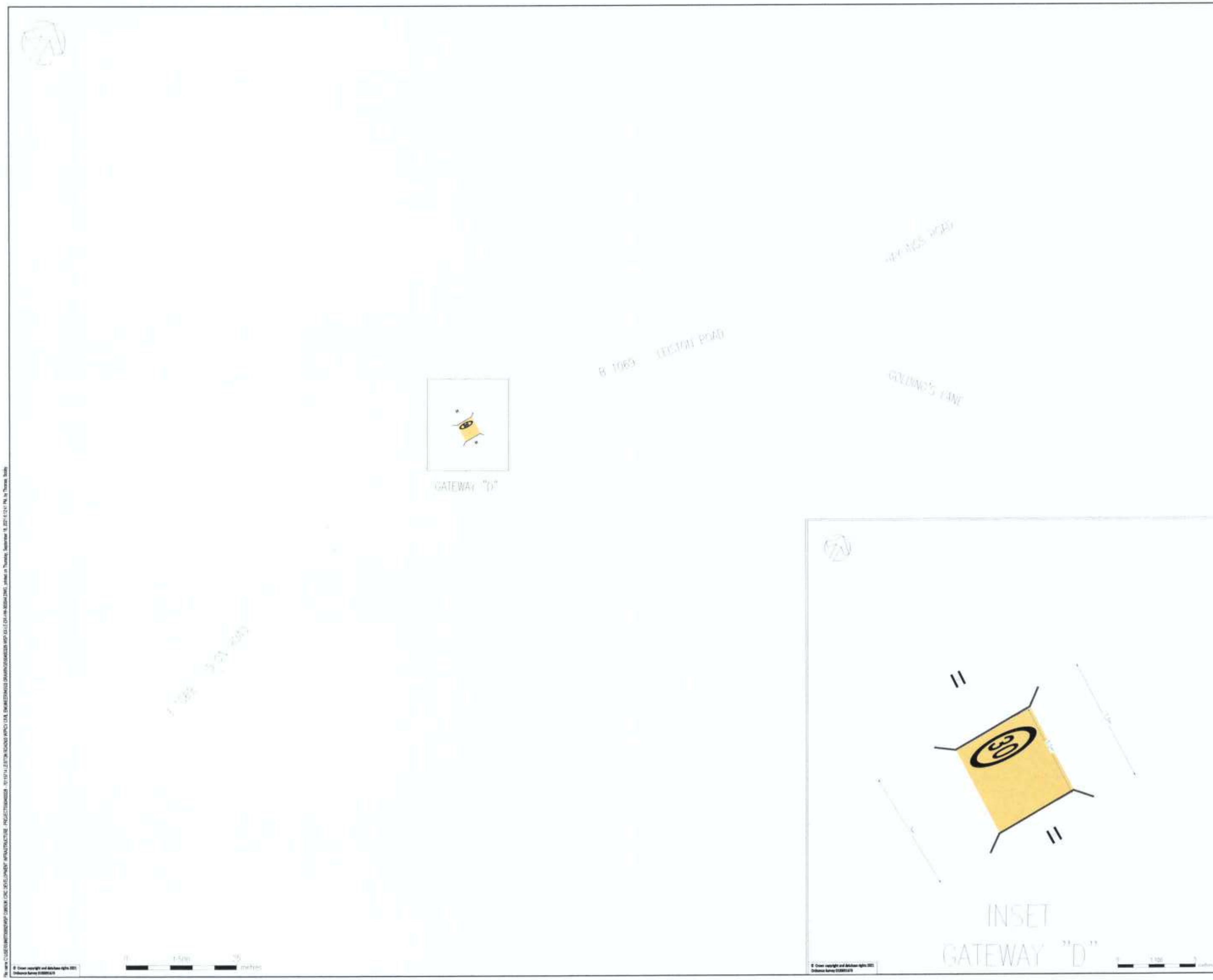
SITE/PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: GATEWAY LOCATION C

SCALE @ A1	CHECKED	APPROVED
AS SHOWN	NM	JL

PROJECT NO.	DESIGNED	DRAWN	DATE
50400326	PK	PK	July 2021

DRAWING No.	REV
50400326-WSP-XX-LE-DR-HW-000043	P02



DO NOT SCALE

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM.
3. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS AND DETAILS.

KEY:

PROPOSED ROAD MARKING

THERE ARE EXISTING LIVE BURIED SERVICES ACROSS THE SITE WITH A RISK OF STRIKE. THE CONTRACTOR MUST VERIFY THE EXACT POSITION, DEPTH AND CONDITION OF ALL EXISTING SERVICES PRIOR TO COMMENCEMENT OF ANY WORKS.

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: EDF ENERGY

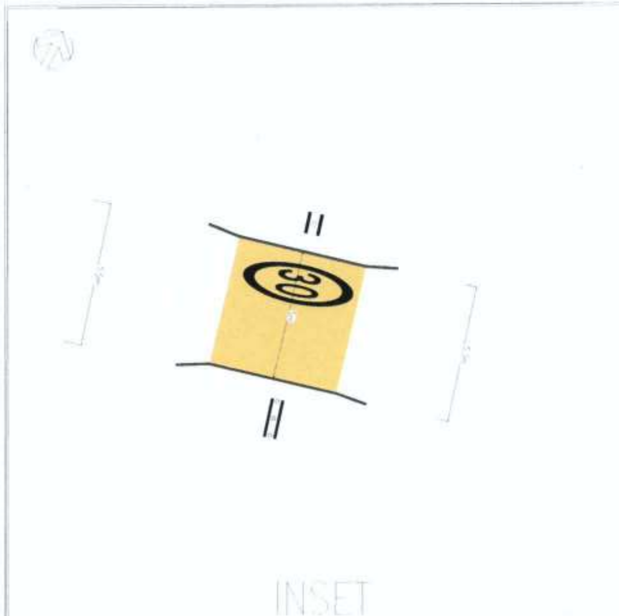
ARCHITECT:

SITE/PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: GATEWAY LOCATION D

SCALE @ A1	CHECKED		APPROVED
AS SHOWN	NM		JL
PROJECT NO	DESIGNED	DRAWN	DATE
50400326	PK	PK	July 2021

DRAWING No	REV
50400326-WSP-XX-LE-DR-HW-000044	P02



INSET
GATEWAY "E"

DO NOT SCALE

NOTES

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2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM
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KEY

—— PROPOSED ROAD MARKING

THERE ARE EXISTING LIVE BURIED SERVICES ACROSS THE SITE WITH A RISK OF CLASH. THE CONTRACTOR MUST VERIFY THE EXACT POSITION, DEPTH AND CONDITION OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF ANY WORKS.

REV	DATE	BY	DESCRIPTION	CHK	APP
P02	[illegible]	PK	FOR CONSULTATION	NM	JL
P01	[illegible]	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: EDF ENERGY

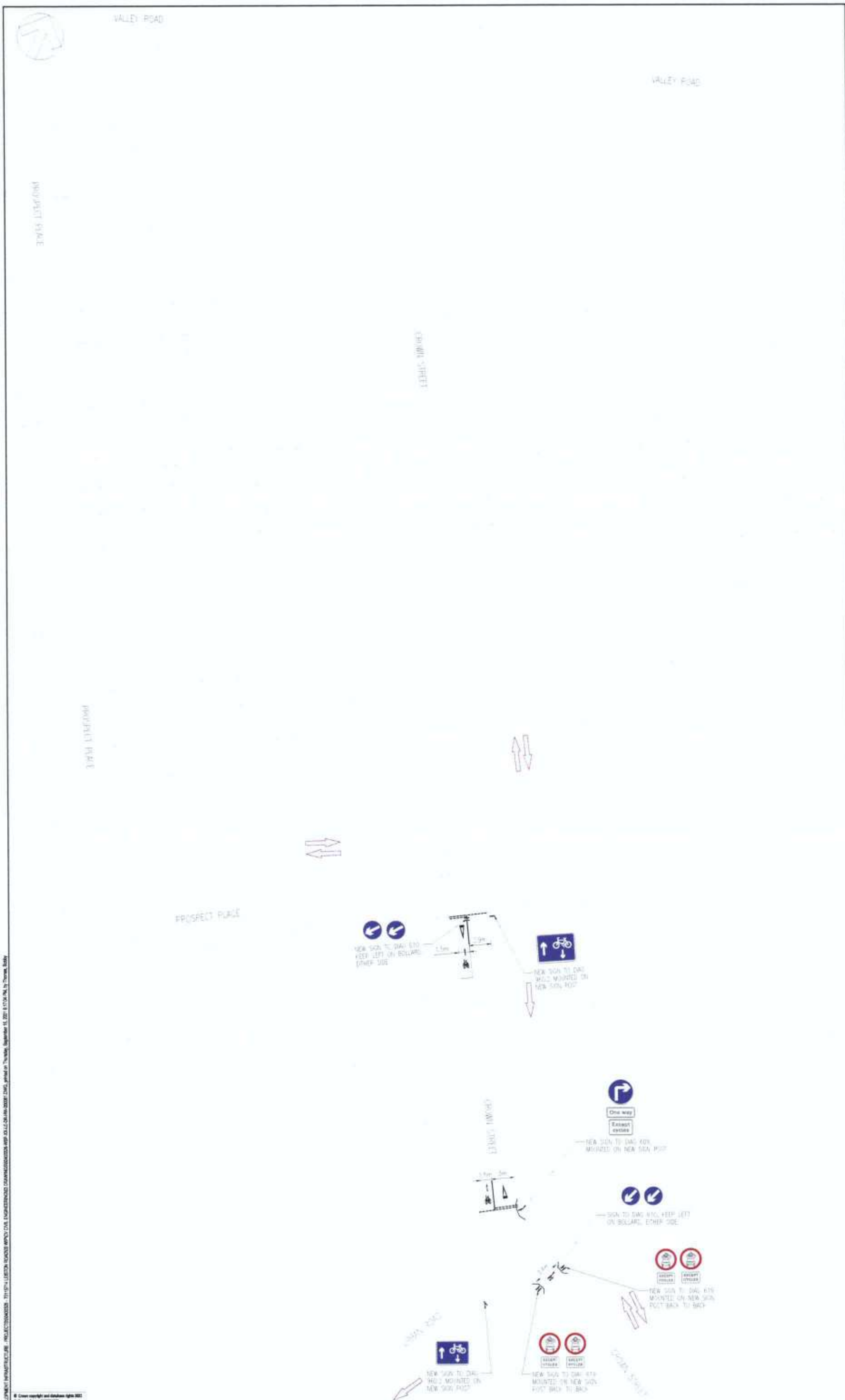
ARCHITECT:

SITE/PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: GATEWAY LOCATION E

SCALE @ A1	CHECKED		APPROVED
AS SHOWN	NM		JL
PROJECT NO	DESIGNED	DRAWN	DATE
50400326	PK	PK	July 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000045 | REV: P02



DO NOT SCALE

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM.
3. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND DETAILS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE APPROPRIATE STATUTORY UNDERTAKERS PRIOR TO THE COMMENCEMENT OF THE WORKS, TO ESTABLISH THE POSITION OF THEIR PLANT WHICH SHALL BE CONFIRMED BY HAND DUG TRIAL PITS. ANY SERVICE COVERS IN THE EXISTING VERGE/FOOTWAY WILL BE RAISED TO SUIT NEW LEVELS.
5. ALL SIGNS AND ROAD MARKINGS ARE TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
6. CERTAIN EXTENTS OF THE SITE LAYOUT ARE BASED ON TOPOGRAPHICAL SURVEY COMPLETED BY WARNER SURVEYS (I/225/0507/P/2001-5) FOR LEISTON IN DECEMBER 2020. WSP TAKE NO RESPONSIBILITY FOR THE ACCURACY OF THE SURVEY DATA.
7. POSITIONS OF SOME EXISTING FEATURES HAVE BEEN INTERPRETED FROM AVAILABLE ORDNANCE SURVEY MAPPING AND FURTHER DETAIL TOPOGRAPHICAL SURVEYS WILL BE REQUIRED TO CONFIRM EXACT LOCATIONS.
8. ALL DRAINAGE PROPOSALS SHOWN ARE INDICATIVE AND ARE TO BE CONFIRMED FOLLOWING DETAILED DRAINAGE INVESTIGATIONS AT THE LATER SCHEME STAGES.
9. LINES AND LEVELS OF EXISTING BURIED UTILITIES ARE YET TO BE ESTABLISHED AND THE LAYOUTS MAY NEED TO BE REVISED AS PART OF MITIGATION MEASURE TO MINIMISE ANY IMPACT ON EXISTING UTILITIES.
10. ALL WORKS ARE CURRENTLY ASSUMED TO BE WITHIN THE EXISTING HIGHWAY BOUNDARY, BUT THE LAYOUT IS TO BE VERIFIED ONCE THE HIGHWAY BOUNDARY PLAN IS PROVIDED.

KEY:

ONE WAY VEHICULAR TRAFFIC

TWO WAY VEHICULAR TRAFFIC

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN IT IS ENTIRELY AT THEIR OWN RISK.

REV	DATE	BY	DESCRIPTION	CHK	APP
P03	[illegible]	PK	FOR CONSULTATION	NM	JL
P02	[illegible]	PK	AMENDED COUNCIL COMMENTS	NM	JL
P01	[illegible]	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: EDF ENERGY

ARCHITECT:

PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT
CROWN STREET/URBAN ROAD
SHEET 1 OF 2

SCALE @ A1:	CHECKED:		APPROVED:
1:250	NM		JL
PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	PK	PK	May 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000061
REV: P03

KEY PLAN

DO NOT SCALE

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM.
3. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND DETAILS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE APPROPRIATE STATUTORY UNDERTAKERS PRIOR TO THE COMMENCEMENT OF THE WORKS, TO ESTABLISH THE POSITION OF THEIR PLANT WHICH SHALL BE CONFIRMED BY HAND DUG TRIAL PITS. ANY SERVICE COVERS IN THE EXISTING VERGE/FOOTWAY WILL BE RAISED TO SUIT NEW LEVELS.
5. ALL SIGNS AND ROAD MARKINGS ARE TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
6. CERTAIN EXTENTS OF THE SITE LAYOUT ARE BASED ON TOPOGRAPHICAL SURVEY COMPLETED BY WARNER SURVEYS LT/220/0607/F/0001-5 FOR LEISTON IN DECEMBER 2020. WSP TAKE NO RESPONSIBILITY FOR THE ACCURACY OF THE SURVEY DATA.
7. POSITIONS OF SOME EXISTING FEATURES HAVE BEEN INTERPRETED FROM AVAILABLE ORDNANCE SURVEY MAPPING AND FURTHER DETAIL TOPOGRAPHICAL SURVEYS WILL BE REQUIRED TO CONFIRM EXACT LOCATIONS.
8. ALL DRAINAGE PROPOSALS SHOWN ARE INDICATIVE AND ARE TO BE CONFIRMED FOLLOWING DETAILED DRAINAGE INVESTIGATIONS AT THE LATER SCHEME STAGES.
9. LINES AND LEVELS OF EXISTING BURIED UTILITIES ARE YET TO BE ESTABLISHED AND THE LAYOUTS MAY NEED TO BE REVISED AS PART OF MITIGATION MEASURE TO MINIMISE ANY IMPACT ON EXISTING UTILITIES.
10. ALL WORKS ARE CURRENTLY ASSUMED TO BE WITHIN THE EXISTING HIGHWAY BOUNDARY, BUT THE LAYOUT IS TO BE VERIFIED ONCE THE HIGHWAY BOUNDARY PLAN IS PROVIDED.

KEY:

ONE WAY VEHICULAR TRAFFIC

TWO WAY VEHICULAR TRAFFIC

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK.

REV	DATE	BY	DESCRIPTION	CHK	APP
P02	16/09/2021	PK	FOR CONSULTATION	NM	JL
P01	24/05/2021	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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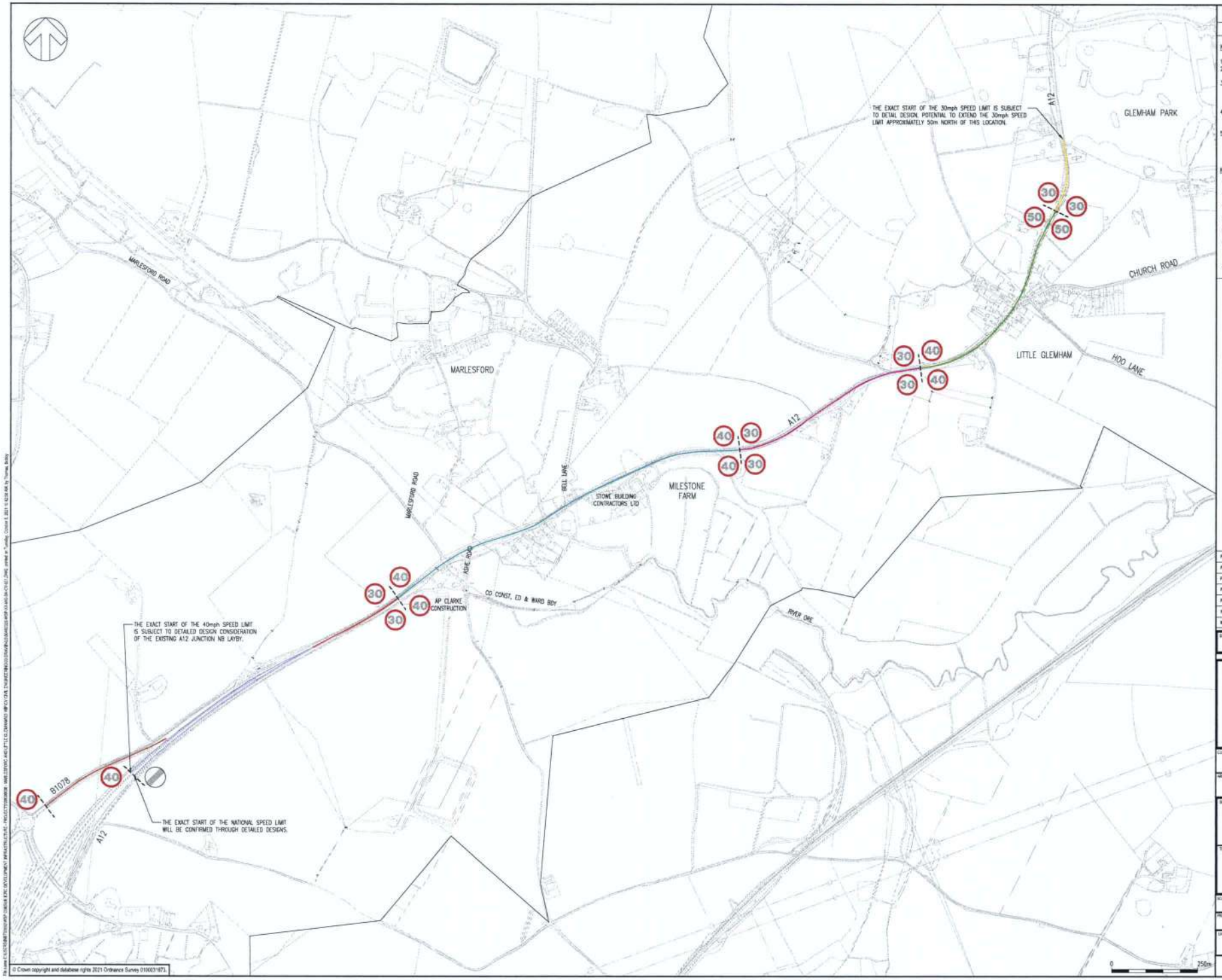
CLIENT:	EDF ENERGY
ARCHITECT:	
PROJECT:	LEISTON IMPROVEMENT SCHEME
TITLE:	PROPOSED LAYOUT CROWN STREET/URBAN ROAD SHEET 2 OF 2
SCALE @ A1:	1:250
CHECKED:	NM
APPROVED:	JL
PROJECT No:	50400326
DESIGNED:	PK
DRAWN:	PK
DATE:	May 2021
DRAWING No:	50400326-WSP-XX-LE-DR-HW-000063
REV:	P02

ANNEX S
MARLESFORD AND LITTLE GLEMHAM SCHEME



DO NOT SCALE

NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS AND DETAILS.
3. LOCATIONS OF ALL EXISTING FEATURES ARE INTERPRETED FROM AVAILABLE ORDNANCE SURVEY MAPPING AND FURTHER DETAIL TOPOGRAPHICAL SURVEYS WILL BE REQUIRED TO CONFIRM EXACT POSITIONS.
4. THE SPEED LIMIT EXTENTS HAVE BEEN ASSESSED TO ENSURE A MINIMUM LENGTH FOR EACH SPEED LIMIT SECTION BE AT LEAST 600 METRES.
5. VERTICAL TERMINAL SPEED LIMIT SIGNS ARE TO BE INSTALLED AT EACH CHANGE OF SPEED SIGN LOCATION IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.

KEY

- EXTENDED 40mph (640m)
- EXTENDED 40MPH TO ROUNDABOUT (400m)
- EXISTING 40mph (300m)
- NEW 30mph (1100m)
- EXISTING 40mph (600m)
- EXISTING 30mph (640m)
- POSSIBLE NEW 30mph (TBC)
- SPEED LIMIT CHANGE

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

REV	DATE	BY	DESCRIPTION	CHK	APP
P06	05/10/2021	BT	FOR CONSULTATION	---	---
P05	16/09/2021	BT	FOR CONSULTATION	---	---
P04	02/07/2021	BT	FOR SCC REVIEW	---	---
P03	25/06/2021	BT	REVISED DETAILS	---	---
P02	18/06/2021	PK	REVISED DETAILS	---	---
P01	09/02/2021	PK	FIRST ISSUE	---	---

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: EDF ENERGY

ARCHITECT:

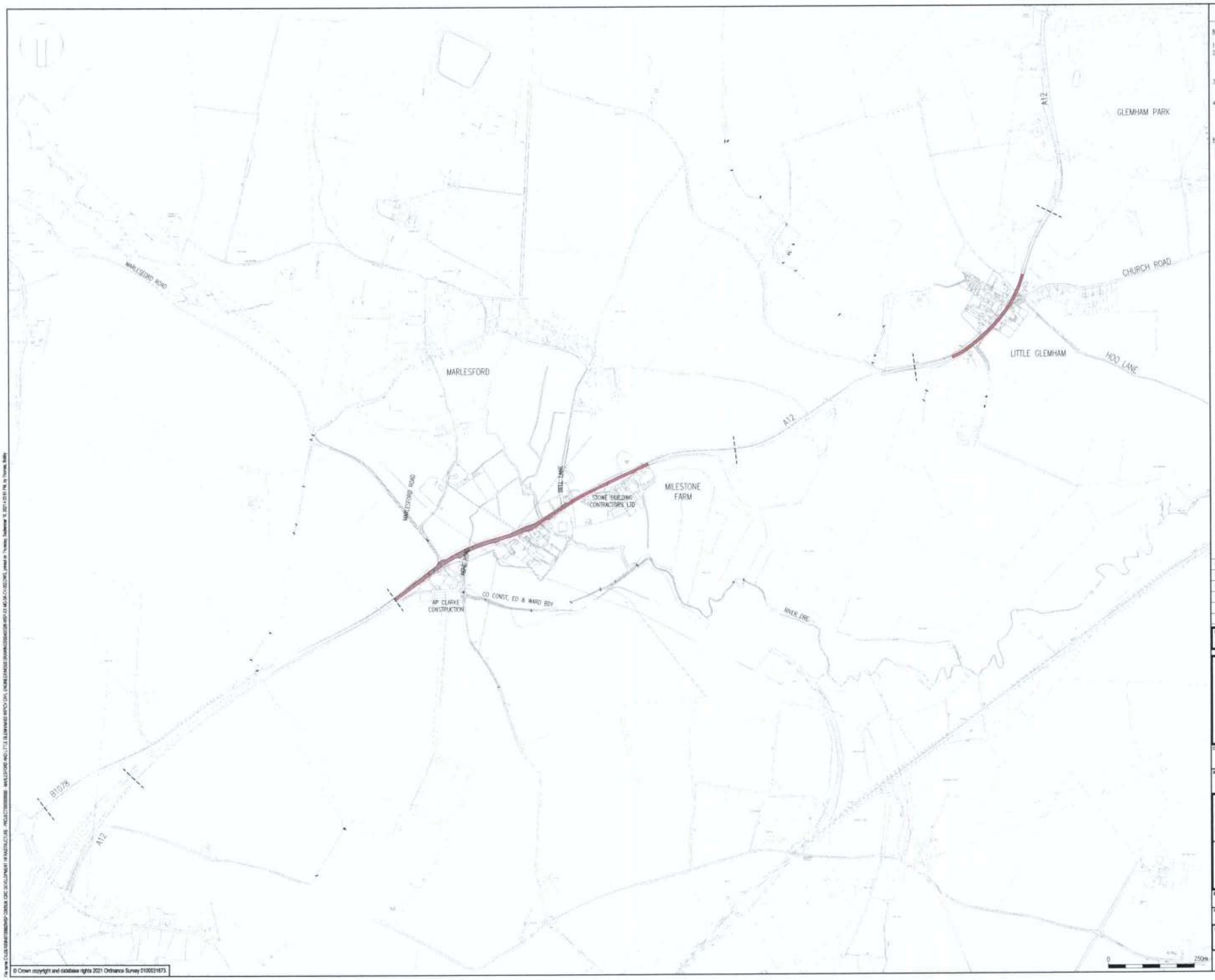
DEVELOPMENT: MARLESFORD AND LITTLE GLEMHAM IMPROVEMENT SCHEME

TITLE: MARLESFORD AND LITTLE GLEMHAM SPEED LIMITS

SCALE @ A1:	DRAWN:	APPROVED:
1:5000	NM	JL

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
50400326	PK	PK	May 2021

DRAWING No: 50400326-WSP-XX-MG-SK-CV-001 REV: P06



DO NOT SCALE

NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS OF ALL EXISTING FEATURES ARE INTERPRETED FROM AVAILABLE ORDNANCE SURVEY MAPPING AND FURTHER DETAIL TOPOGRAPHICAL SURVEYS WILL BE REQUIRED TO CONFIRM EXACT POSITIONS.
3. LAYOUT DETAILS SHOWN ARE ONLY ILLUSTRATIVE AND ARE SUBJECT TO REVIEW FOLLOWING FULL ASSESSMENT OF THE PROPOSALS ON THE BASIS OF A DETAILED TOPOGRAPHICAL SURVEY.
4. EXTENTS AND DETAILS OF PROPOSED SURFACING ARE INDICATIVE AND ARE TO BE INVESTIGATED FURTHER WHEN A DETAILED PAVEMENT INVESTIGATION IS COMPLETED.

KEY

NEW QUIET SURFACING

SPEED LIMIT CHANGE

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK.

REV	DATE	BY	DESCRIPTION	CHK	APP
P05	16/09/2021	EF	FOR CONSULTATION		
P04	02/07/2021	EF	FOR SCC REVIEW		
P03	25/06/2021	EF	SCC COMMENTS		
P02	18/05/2021	PK	REVISED DETAILS		
P01	09/02/2021	PK	FIRST ISSUE		

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: EDF ENERGY

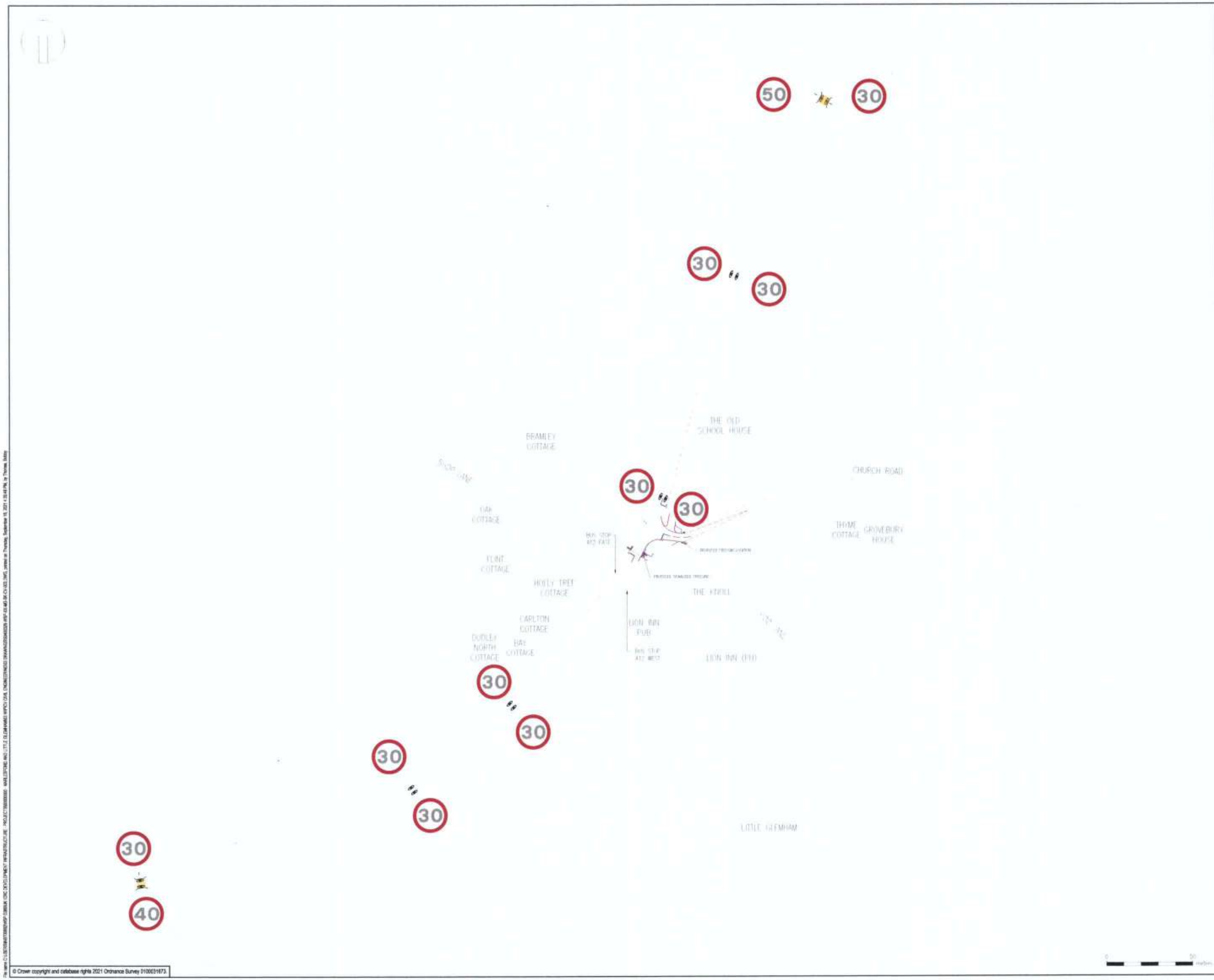
ARCHITECT:

BTS/PROJECT: MARLESFORD AND LITTLE GLEMHAM IMPROVEMENT SCHEME

TITLE: MARLESFORD AND LITTLE GLEMHAM POTENTIAL AREAS OF QUIET SURFACING

SCALE @ A1	CHECKED	APPROVED
1:5000	NM	JL
PROJECT NO	DESIGNED / DRAWN	DATE
50400326	PK / PK	May 2021

DRAWING No: 50400326-WSP-XX-MG-SK-CV-002 REV: P05



DO NOT SCALE

NOTES:

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3. LOCATIONS OF ALL EXISTING FEATURES ARE INTERPRETED FROM AVAILABLE ORDNANCE SURVEY MAPPING AND FURTHER DETAIL TOPOGRAPHICAL SURVEYS WILL BE REQUIRED TO CONFIRM EXACT POSITIONS.
4. LINES AND LEVELS OF EXISTING BURIED UTILITIES ARE YET TO BE ESTABLISHED AND THE LAYOUTS MAY NEED TO BE REVISED AS PART OF MITIGATION MEASURE TO MINIMISE ANY IMPACT ON EXISTING UTILITIES.
5. LAYOUT DETAILS SHOWN ARE ONLY ILLUSTRATIVE AND ARE SUBJECT TO REVIEW FOLLOWING FULL ASSESSMENT OF THE PROPOSALS ON THE BASIS OF A DETAILED TOPOGRAPHICAL SURVEY.
6. FOOTWAYS ARE INDICATED AS 1.5m WIDE MINIMUM (LESS THAN THE 2M MINIMUM REQUIRED BY DMRB CD 143 BUT COMPLIANT WITH THE ABSOLUTE MINIMUM REQUIRED BY THE DFT MOBILITY GUIDANCE). THIS IS SUBJECT TO SCC REVIEW AND ACCEPTANCE.
7. EXTENTS AND DETAILS OF EARTH RETAINING SOLUTION ARE INDICATIVE AND ARE TO BE INVESTIGATED FURTHER WHEN A DETAILED TOPOGRAPHICAL SURVEY PLAN AND GEOTECHNICAL INVESTIGATION REPORT BECOME AVAILABLE.
8. THE INDICATIVE POSITIONS OF PROPOSED SPEED LIMIT SIGNS AND GATEWAY FEATURE ARE ASSUMED TO BE WITHIN THE HIGHWAY BOUNDARY, BUT THIS WILL NEED TO BE VERIFIED FROM SCC HIGHWAY BOUNDARY INFORMATION WHEN THIS BECOMES AVAILABLE.
9. EXISTING 30MPH SPEED LIMIT ROUNDEL ROAD MARKINGS ARE TO BE RETAINED. WHERE THE EXISTING ROUNDEL SPACING IS OVER 250 METRES, ADDITIONAL ROUNDEL MARKINGS ARE TO BE PROVIDED IN BETWEEN.

KEY:

- PROPOSED DROPPED KERB CROSSING
- VISIBILITY LINES
- VISIBILITY LINE SHOWN
- PROPOSED COMPOSITE VILLAGE GATEWAY SIGN
- 30 — EXISTING SPEED ROUNDEL MARKINGS TO REMAIN
- DROPPED KERB
- RAISED KERB
- PROPOSED FOOTWAY
- SIGNAL POST

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK.

REV	DATE	BY	DESCRIPTION	CHK	APP
P05	[illegible]	[illegible]	FOR CONSULTATION	[illegible]	[illegible]
P04	[illegible]	[illegible]	FOR SCC REVIEW	[illegible]	[illegible]
P03	[illegible]	[illegible]	SCC COMMENTS	[illegible]	[illegible]
P02	[illegible]	PK	REVISED ISSUE	[illegible]	[illegible]
P01	[illegible]	PK	FIRST ISSUE	[illegible]	[illegible]

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: EDF ENERGY

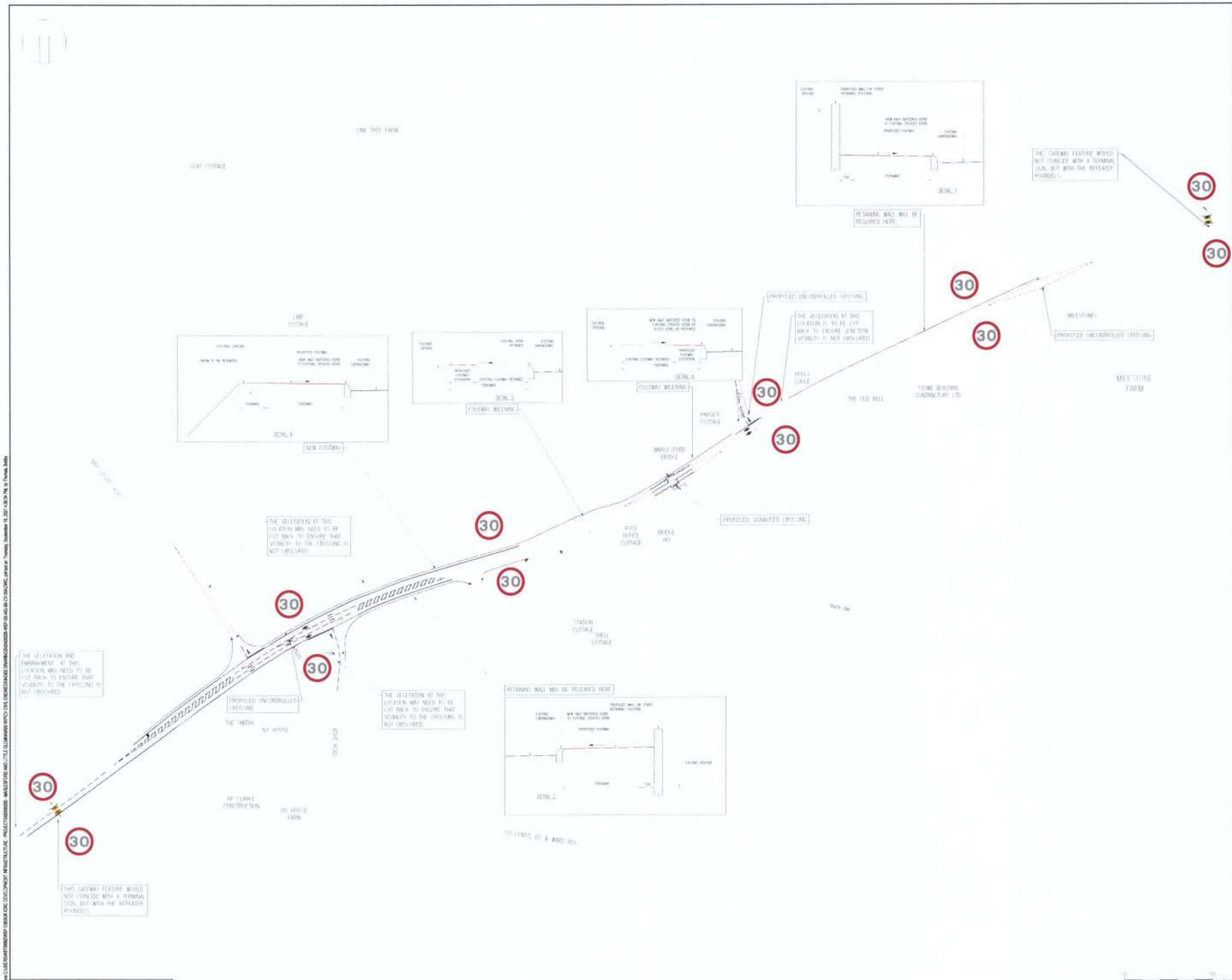
ARCHITECT:

SITE/PROJECT: MARLESFORD AND LITTLE GLEMHAM IMPROVEMENT SCHEME

TITLE: LITTLE GLEMHAM GATEWAYS AND POTENTIAL CROSSINGS

SCALE @ A1: 1:1000	CHECKED: NM		APPROVED: JL
PROJECT NO: 50400326	DESIGNED: PK	DRAWN: PK	DATE: May 2021

DRAWING No: 50400326-WSP-XX-MG-SK-CV-003 — REV: P05



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NOTES

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4. LINES AND LEVELS OF EXISTING BURIED UTILITIES ARE YET TO BE ESTABLISHED AND THE LAYOUTS MAY NEED TO BE REVISED AS PART OF MITIGATION MEASURES TO MINIMISE ANY IMPACT ON EXISTING UTILITIES.
5. LAYOUT DETAILS SHOWN ARE ONLY ILLUSTRATIVE AND ARE SUBJECT TO REVIEW FOLLOWING FULL ASSESSMENT OF THE PROPOSALS ON THE BASIS OF A DETAILED TOPOGRAPHICAL SURVEY.
6. FOOTWAYS ARE INDICATED AS 1.5m WIDE MINIMUM (LESS THAN THE 2M MINIMUM REQUIRED BY DMRB CD 143 BUT COMPLIANT WITH THE ABSOLUTE MINIMUM REQUIRED BY THE DFT MOBILITY GUIDANCE). THIS IS SUBJECT TO SCC REVIEW AND ACCEPTANCE.
7. EXTENTS AND DETAILS OF EARTH RETAINING SOLUTION ARE INDICATIVE AND ARE TO BE INVESTIGATED FURTHER WHEN A DETAILED TOPOGRAPHICAL SURVEY PLAN AND GEOTECHNICAL INVESTIGATION REPORT BECOME AVAILABLE.
8. THE INDICATIVE POSITIONS OF PROPOSED SPEED LIMIT SIGNS AND GATEWAY FEATURE ARE ASSUMED TO BE WITHIN THE HIGHWAY BOUNDARY, BUT THIS WILL NEED TO BE VERIFIED FROM SCC HIGHWAY BOUNDARY INFORMATION WHEN THIS BECOMES AVAILABLE.
9. EXISTING 30MPH SPEED LIMIT ROUNDEL ROAD MARKINGS ARE TO BE RETAINED. WHERE THE EXISTING ROUNDEL SPACING IS OVER 250 METRES, ADDITIONAL ROUNDEL MARKINGS ARE TO BE PROVIDED IN BETWEEN.

KEY

- PROPOSED DROPPED KERB CROSSING
- VISIBILITY LINES
- VISIBILITY LINE SPLAYS
- PROPOSED COMPOSITE VILLAGE GATEWAY SIGN
- PROPOSED FOOTWAY
- DROPPED KERB
- PROPOSED SPEED ROUNDEL MARKINGS
- SIGNAL POST

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK.

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: EDF ENERGY

ARCHITECT:

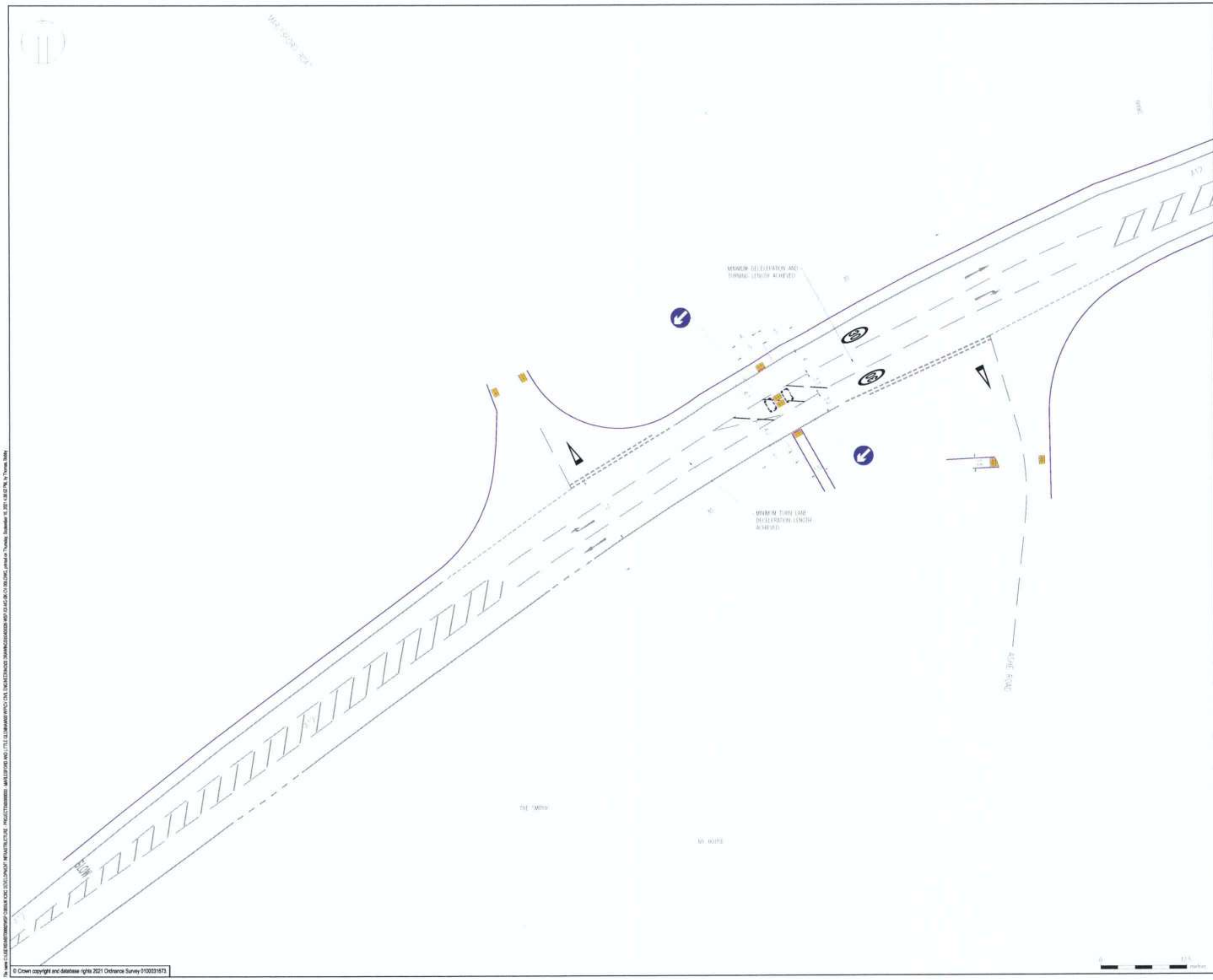
SITE/PROJECT: MARLESFORD AND LITTLE GLEMHAM IMPROVEMENT SCHEME

TITLE: MARLESFORD FOOTWAYS AND POTENTIAL CROSSINGS

SCALE @ A1	CHECKED	APPROVED
1:1250	NM	JL

PROJECT NO	DESIGNED	DRAWN	DATE
50400326	PK	PK	May 2021

DRAWING No	REV
50400326-WSP-XX-MG-SK-CV-004	P05



DO NOT SCALE

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. ALL SIGNS AND ROAD MARKINGS ARE TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
3. LOCATIONS OF ALL EXISTING FEATURES ARE INTERPRETED FROM AVAILABLE ORDNANCE SURVEY MAPPING AND FURTHER DETAIL TOPOGRAPHICAL SURVEYS WILL BE REQUIRED TO CONFIRM EXACT POSITIONS.
4. JUNCTION LAYOUT DETAILS SHOWN ARE ONLY ILLUSTRATIVE AND ARE SUBJECT TO REVIEW FOLLOWING FULL ASSESSMENT OF THE PROPOSALS ON THE BASIS OF A DETAILED TOPOGRAPHICAL SURVEY.
5. NOTE THAT ONLY THE RIGHT TURN LANE LAYOUTS HAVE BEEN REVIEWED, AND THIS IS AGAINST THE MINIMUM DECELERATION AND TURNING LENGTHS REQUIRED BY DMRB CD 123 FOR A [illegible] KPH DESIGN SPEED (BASED ON A [illegible]MPH SPEED LIMIT).

KEY:

- PROPOSED DROPPED KERB CROSSING
- PROPOSED COMPOSITE VILLAGE GATEWAY SIGN
- DROPPED KERB
- RAISED KERB
- PROPOSED FOOTWAY

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK.

REV	DATE	BY	DESCRIPTION	CHK	APP
P06	[illegible]	[illegible]	FOR INFORMATION	[illegible]	[illegible]
P05	[illegible]	[illegible]	REVISED DETAILS	[illegible]	[illegible]
P04	[illegible]	[illegible]	[illegible] REVIEW	[illegible]	[illegible]
P03	[illegible]	[illegible]	[illegible] COMMENTS	[illegible]	[illegible]
P02	[illegible]	[illegible]	REVISED DETAILS	[illegible]	[illegible]
P01	[illegible]	[illegible]	FIRST ISSUE	[illegible]	[illegible]

DRAWING STATUS: S2 - FOR INFORMATION

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ARCHITECT:

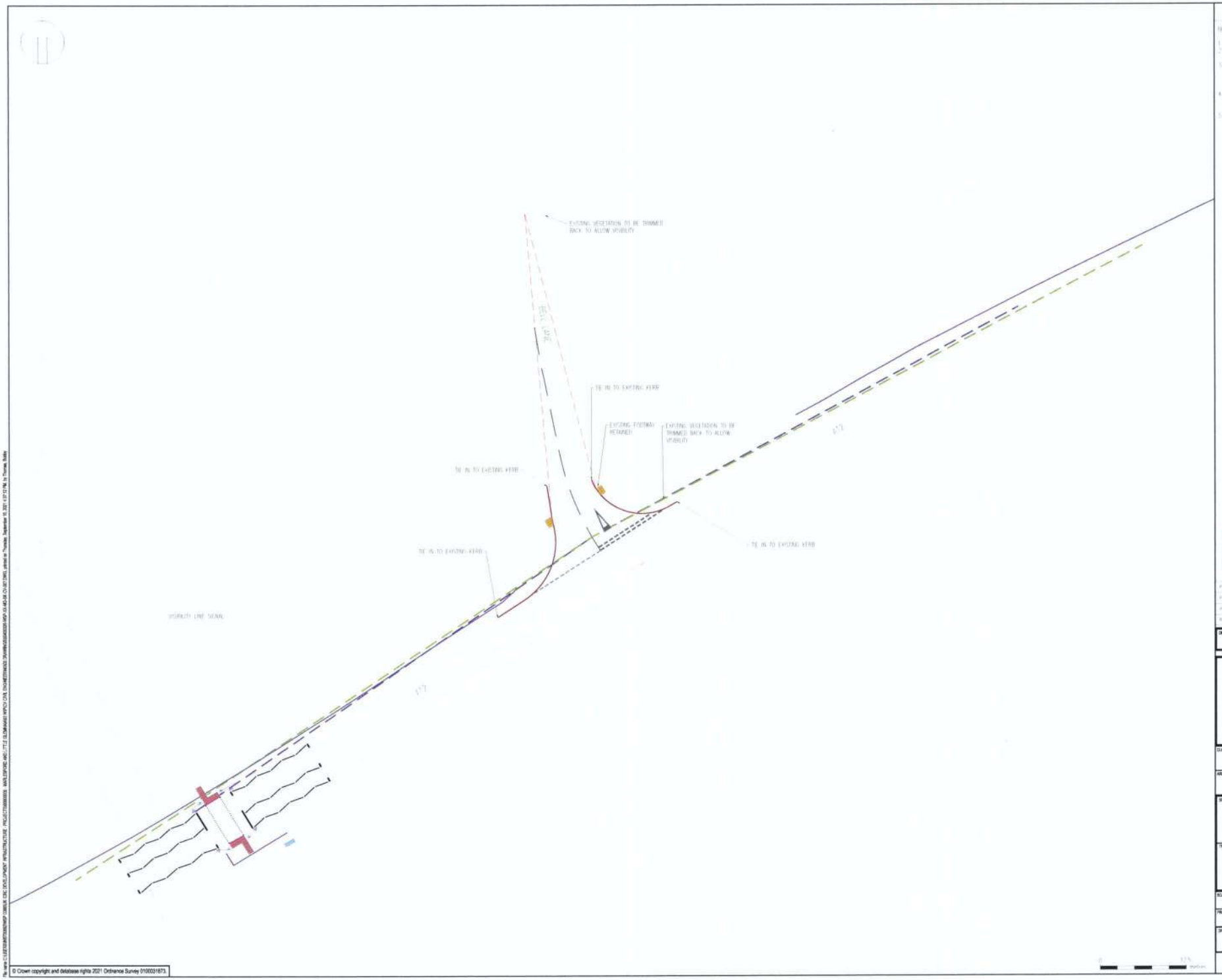
SITE/PROJECT: MARLESFORD AND LITTLE GLEMHAM IMPROVEMENT SCHEME

TITLE: A12 MARLESFORD RD JUNCTION

SCALE @ A1	CHECKED	APPROVED
1:250	NM	JL

PROJECT NO	DESIGNED	DRAWN	DATE
50400326	PK	PK	May 2021

DRAWING No: 50400326-WSP-XX-MG-SK-CV-005 — REV: P06



DO NOT SCALE

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. ALL SIGN AND ROAD MARKINGS ARE TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
3. LOCATIONS OF ALL EXISTING FEATURES ARE INTERPRETED FROM AVAILABLE ORDNANCE SURVEY MAPPING AND FURTHER DETAIL TOPOGRAPHICAL SURVEY WILL BE REQUIRED TO CONFIRM EXACT POSITIONS.
4. CROSSING LAYOUTS DETAILS SHOWN ARE ONLY ILLUSTRATIVE AND ARE SUBJECT TO REVIEW FOLLOWING FULL ASSESSMENT OF THE PROPOSALS ON THE BASIS OF A DETAILED TOPOGRAPHICAL SURVEY.
5. FULL RESURFACING WILL BE REQUIRED FOR THE FOOTPRINT OF THE CROSSING AND APPROACHES.

UNDER TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION UNLESS THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IF IT CHOOSES AT THEIR OWN RISK.

REV	DATE	BY	DESCRIPTION	CHK	APP
P03	16/06/2021	MT	FOR CONSULTATION	JL	JL
P02	03/05/2021	MT	FOR TCP REVIEW	JL	JL
P01	14/04/2021	PK	FIRST ISSUE	NM	JL
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: EDF ENERGY

ARCHITECT:

SITE/PROJECT: MARLESFORD AND LITTLE GLEMHAM IMPROVEMENT SCHEME

TITLE: A12 BELL LANE ROAD JUNCTION LAYOUT

SCALE @ A1	CHECKED	APPROVED
1:250	NM	JL

PROJECT NO.	DESIGNED	DRAWN	DATE
50400326	PK	PK	June 2021

DRAWING No: 50400326-WSP-XX-MG-SK-CV-007 REV: P03

DO NOT SCALE

NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED
2. ALL SIGNS AND ROAD MARKINGS ARE TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016
3. LOCATIONS OF ALL EXISTING FEATURES ARE INTERPRETED FROM AVAILABLE ORDNANCE SURVEY MAPPING AND FURTHER DETAIL TOPOGRAPHICAL SURVEYS WILL BE REQUIRED TO CONFIRM EXACT POSITIONS
4. CROSSING LAYOUTS DETAILS SHOWN ARE ONLY ILLUSTRATIVE AND ARE SUBJECT TO REVIEW FOLLOWING FULL ASSESSMENT OF THE PROPOSALS ON THE BASIS OF A DETAILED TOPOGRAPHICAL SURVEY
5. FULL RE-SURFACING WILL BE REQUIRED FOR THE FOOTPRINT OF THE CROSSING AND APPROACHES

KEY

- VISIBILITY LINE PEDESTRIAN CROSSING - 40m
- VISIBILITY LINE SIGNAL - 70m
- VISIBILITY LINE SIGN - 40m
- DROPPED KERB
- RAISED KERB
- PROPOSED FOOTWAY
- JUNCTION INTERVISIBILITY ZONE
- PROPOSED CABINET BOX
- SIGNAL POST

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK.

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CLIENT: EDF ENERGY

ARCHITECT:

SITE/PROJECT: MARLESFORD AND LITTLE GLEMHAM IMPROVEMENT SCHEME

TITLE: A12 & CHURCH ROAD JUNCTION LAYOUT

SCALE @ A1	CHECKED	APPROVED
1:250	NM	JL

PROJECT NO.	DESIGNED	DRAWN	DATE
50400326	PK	PK	June 2021

DRAWING No	REV
50400326-WSP-XX-MG-SK-CV-008	P03