East Anglia ONE North Offshore Windfarm

Outline Construction Traffic Management Plan

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Glossary of Acronyms

CCS	Construction Consolidation Site
CTMP	Construction Traffic Management Plan
CTMPCo	Construction Traffic Management Plan Co-ordinator
DCO	Development Consent Order
DMRB	Design Manual for Roads and Bridges
ES	Environmental Statement
ESDAL	Electronic Service Delivery for Abnormal Loads System
HDD	Horizontal Directional Drill
HGV	Heavy Goods Vehicle
OAMP	Outline Access Management Plan
OCoCP	Outline Code of Construction Practice
OTP	Outline Travel Plan
OCTMP	Outline Construction Traffic Management Plan
TCo	Transport Coordinator

Glossary of Terminology

Applicant	East Anglia ONE North Limited.
Cable sealing end compound	A compound which allows the safe transition of cables between the overhead lines and underground cables which connect to the National Grid substation.
Cable sealing end (with circuit breaker) compound	A compound (which includes a circuit breaker) which allows the safe transition of cables between the overhead lines and underground cables which connect to the National Grid substation.
Construction consolidation sites	Compounds associated with the onshore works which may include elements such as hard standings, lay down and storage areas for construction materials and equipment, areas for vehicular parking, welfare facilities, wheel washing facilities, workshop facilities and temporary fencing or other means of enclosure.
Contractor	An individual or business in charge of carrying out construction work.
Development area	The area comprising the onshore development area and the offshore development area (described as the 'order limits' within the Development Consent Order).
East Anglia ONE North project	The proposed project consisting of up to 67 wind turbines, up to four offshore electrical platforms, up to one construction, operation and maintenance platform, inter-array cables, platform link cables, up to one operational meteorological mast, up to two offshore export cables, fibre optic cables, landfall infrastructure, onshore cables and ducts, onshore substation, and National Grid infrastructure.
East Anglia ONE North windfarm site	The offshore area within which wind turbines and offshore platforms will be located.
European site	Sites designated for nature conservation under the Habitats Directive and Birds Directive, as defined in regulation 8 of the Conservation of Habitats and Species Regulations 2017 and regulation 18 of the Conservation of Offshore Marine Habitats and Species Regulations 2017. These include candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas.
Horizontal directional drilling (HDD)	A method of cable installation where the cable is drilled beneath a feature without the need for trenching.
HDD temporary working area	Temporary compounds which will contain laydown, storage and work areas for HDD drilling works.
Jointing bay	Underground structures constructed at intervals along the onshore cable route to join sections of cable and facilitate installation of the cables into the buried ducts.
Landfall	The area (from Mean Low Water Springs) where the offshore export cables would make contact with land, and connect to the onshore cables.
Link boxes	Underground chambers within the onshore cable route housing electrical earthing links.

Mitigation areas	Areas captured within the onshore Development Area specifically for mitigating expected or anticipated impacts.
National electricity grid	The high voltage electricity transmission network in England and Wales owned and maintained by National Grid Electricity Transmission
National Grid infrastructure	A National Grid substation, cable sealing end compounds, cable sealing end (with circuit breaker) compound, underground cabling and National Grid overhead line realignment works to facilitate connection to the national electricity grid, all of which will be consented as part of the proposed East Anglia ONE North project Development Consent Order but will be National Grid owned assets.
National Grid overhead line realignment works	Works required to upgrade the existing electricity pylons and overhead lines (including cable sealing end compounds and cable sealing end (with circuit breaker) compound) to transport electricity from the National Grid substation to the national electricity grid.
National Grid overhead line realignment works area	The proposed area for National Grid overhead line realignment works.
National Grid substation	The substation (including all of the electrical equipment within it) necessary to connect the electricity generated by the proposed East Anglia ONE North project to the national electricity grid which will be owned by National Grid but is being consented as part of the proposed East Anglia ONE North project Development Consent Order.
National Grid substation location	The proposed location of the National Grid substation.
Natura 2000 site	A site forming part of the network of sites made up of Special Areas of Conservation and Special Protection Areas designated respectively under the Habitats Directive and Birds Directive.
Onshore cable corridor	The corridor within which the onshore cable route will be located.
Onshore cable route	This is the construction swathe within the onshore cable corridor which would contain onshore cables as well as temporary ground required for construction which includes cable trenches, haul road and spoil storage areas.
Onshore cables	The cables which would bring electricity from landfall to the onshore substation. The onshore cable is comprised of up to six power cables (which may be laid directly within a trench, or laid in cable ducts or protective covers), up to two fibre optic cables and up to two distributed temperature sensing cables.
Onshore development area	The area in which the landfall, onshore cable corridor, onshore substation, landscaping and ecological mitigation areas, temporary construction facilities (such as access roads and construction consolidation sites), and the National Grid Infrastructure will be located.
Onshore infrastructure	The combined name for all of the onshore infrastructure associated with the proposed East Anglia ONE North project from landfall to the connection to the national electricity grid.

Onshore preparation works	Activities to be undertaken prior to formal commencement of onshore construction such as pre–planting of landscaping works, archaeological investigations, environmental and engineering surveys, diversion and laying of services, and highway alterations.
Onshore substation	The East Anglia ONE North substation and all of the electrical equipment within the onshore substation and connecting to the National Grid infrastructure.
Onshore substation location	The proposed location of the onshore substation for the proposed East Anglia ONE North project.
Transition bay	Underground structures at the landfall that house the joints between the offshore export cables and the onshore cables.
Two-way movement	A movement is the process of transporting goods from a source location to a predefined destination. A two-way movement represents the inbound (laden trip from source) and the outbound unladen trip (back to source). For example, 20 two-way movements comprise 10 laden trips from source and 10 outbound unladen trips back to source.

Outline Construction Traffic Management Plan

1 Introduction

1. This Outline Construction Traffic Management Plan (OCTMP) relates to the onshore infrastructure of the proposed East Anglia ONE North project.

2. The OCTMP forms part of a set of documents that supports the Environmental Statement (ES) (document reference 6.1) submitted by the Applicant as part of the Development Consent Order (DCO) application.

3. A final detailed Construction Traffic Management Plan (CTMP) will be produced post-consent, prior to commencement of the onshore construction of the proposed East Anglia ONE North project, and will be in line with this OCTMP (as required by the draft DCO). Once contractors[1] have been appointed, the final CTMP measures would be further developed in consultation with Suffolk County Council (as the local highway authority) and agreed with East Suffolk Council (as the relevant local planning authority), prior to the commencement of works.

4. The final CTMP sets out the standards and procedures for managing the impact of Heavy Goods Vehicles (HGV) traffic during the construction period, including localised road improvements and traffic management necessary to facilitate the safe use of the existing road network.

5. This OCTMP reinforces commitments made in the ES and presents the requirements and standards that will be incorporated into the final CTMP.

6. In respect to traffic and transport, the two certified plans referred to in the draft DCO, which support the OCTMP, are outlined below:

    - Outline Access Management Plan (OAMP): The OAMP sets out detail on location, frontage, general layout, visibility and embedded mitigation measures for access points to the onshore development area. It presents the requirements and standards that will be incorporated into the final access design; and

[1] The term contractor is used throughout this report. The term contractor in relation to contractor responsibilities relates to either a Principal Contractor(s) or sub-contractors(s) and will be defined within the final CTMP.

- Outline Travel Plan (OTP): The OTP sets out how construction personnel traffic would be managed and controlled.

7. Management of dust emissions, and examples of dust suppression measures are provided in the Outline Code of Construction Practice (OCoCP), submitted with this DCO application.

8. Management of Public Rights of Way (PRoW) are detailed within the Outline Public Rights of Way Strategy (OPRoWS), submitted with this DCO application.

1.1 OCTMP Scope

9. Works within the scope of this OCTMP relate to works undertaken from the commencement of construction (as defined in the draft DCO) and include site construction, commissioning and re-instatement of the proposed East Anglia ONE North project for onshore infrastructure. This is relevant from the landfall to the onshore substation (inclusive). Activities include:

- Export cable installation from the landfall location to the transition bays, including Horizontal Directional Drilling (HDD);
- Temporary works associated with landfall HDD and transition bay excavation;
- Onshore cable installation along the onshore cable route including jointing bays and potential HDD;
- Temporary works associated with the onshore cable route and onshore substation including establishment of a haul road for the entire cable route, Construction Consolidation Sites (CCSs) and temporary working areas;
- Onshore substation, and access;
- National Grid infrastructure; and
- Reinstatement and mitigation works enacted during the construction phase.

10. The scope of this OCTMP does not extend to the base port to be utilised for offshore construction and maintenance as no decision has yet been made regarding a preferred base port for the offshore construction and operation of the proposed East Anglia ONE North project. Such facilities would be provided or brought into operation by means of one or more planning applications or as port operations with permitted development rights.

11. The proposed East Anglia TWO project is also in the application phase. The proposed East Anglia TWO project has a separate DCO application which has been submitted at the same time as the proposed East Anglia ONE North project. The two projects share the same landfall location and onshore cable route and

the two onshore substations are co-located, and connect into the same National Grid substation.

12. The impact assessment presented in the ES considers the proposed East Anglia ONE North project and the proposed East Anglia TWO project under two construction scenarios:

- Scenario 1 - the proposed East Anglia ONE North project and proposed East Anglia TWO project are built simultaneously; and
- Scenario 2 - the proposed East Anglia ONE North project and the proposed East Anglia TWO project are built sequentially.

13. This OCTMP applies to both scenario 1 and scenario 2.

1.2 CTMP Governance

14. Prior to the commencement of construction, a CTMP co-ordinator (CTMPCo) will be appointed by the contractor(s). Their key responsibilities will include:

- Managing the implementation of the CTMP;
- Reporting on monitoring targets;
- Preparing monthly monitoring reports; and
- Acting as a point of contact for construction workers and sub-contractors.

15. If the proposed East Anglia ONE North and proposed East Anglia TWO projects are constructed simultaneously (scenario 1), depending upon how contracts are let, there could be one contractor for each project, or one contractor for both the proposed East Anglia ONE North and proposed East Anglia TWO projects. In addition, the National Grid Infrastructure works would be completed separately by contractors appointed by National Grid.

16. Therefore, recognising that there potentially could be multiple contractors working on discrete contracts, each contractor would be required to appoint its own CTMPCo.

17. For consistency of approach, the Applicant would establish the role of the Transport Co-ordinator (TCo) to take responsibility for the overall implementation of the CTMP.

18. The TCo responsibilities include:

- Assisting and directing the CTMPCos in managing the implementation of the final CTMP;

- Reporting the monitoring of the final CTMP to Suffolk County Council (SCC);
- Acting as a point of contact for the local community; and
- Providing a link between the CTMPCos and the Applicant.

19. An indicative relationship between the CTMPCo(s), TCo and other parties is shown in ***Plate 1.1.***

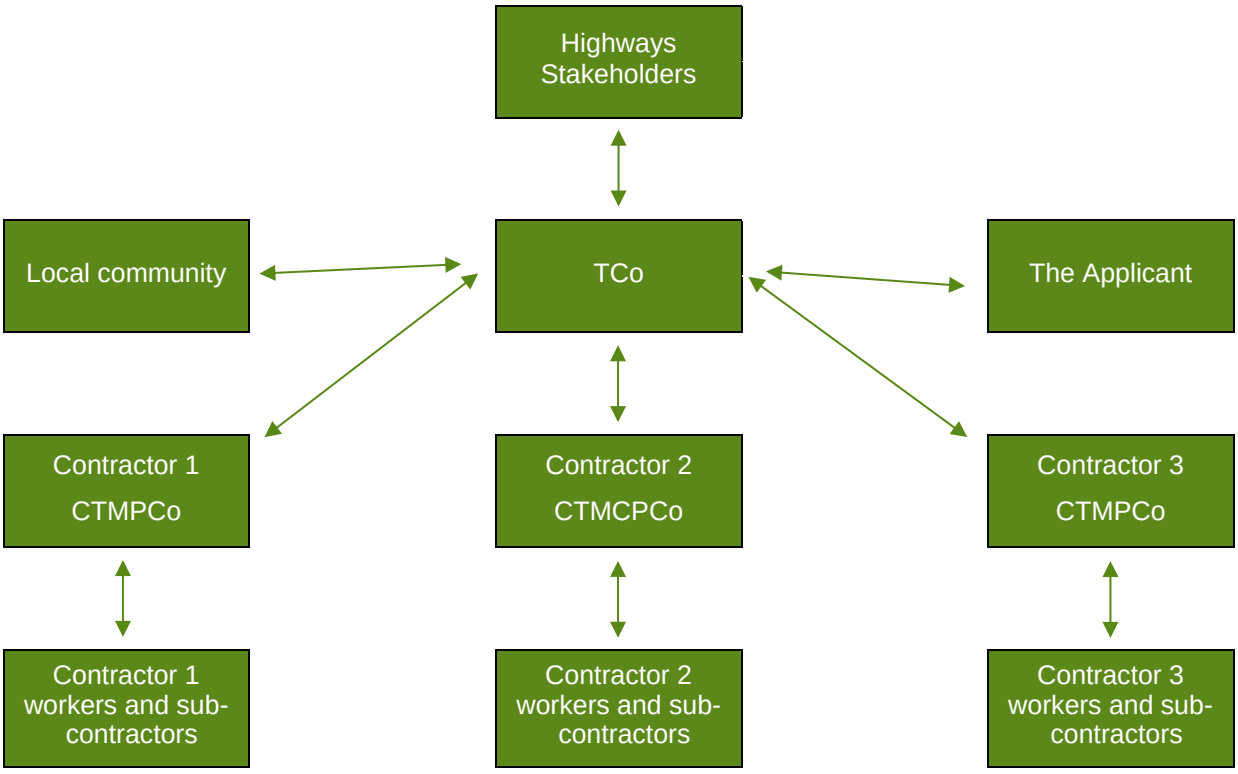

Plate 1.1 Outline CTMP Governance Structure

20. Full details of all the responsibilities of CTMPCos and TCo and associated timescales are provided as an Action Plan in ***section 4.4*.**

21. Contact details for the CTMPCos and TCo will be submitted to stakeholders for their records prior to commencement of construction.

2 Control of HGV Movements

22. ***Chapter 26 Traffic and Transport*** of the ES (document reference 6.1.26) for the proposed East Anglia ONE North project has assessed the environmental impact of traffic on the routes within the onshore highway study area across a range of effects, namely:

- Pedestrian amenity;
- Severance;
- Road safety; and
- Driver delay.

23. The assessment was predicated on a CTMP being implemented as embedded mitigation that would manage the daily delivery profiles and control movements and routeing. The assessment concluded that appropriate CTMP measures would ensure that the environmental impacts would not be 'significant' in EIA terms (major or moderate impact).

24. This OCTMP provides a level of detail as to the traffic management measures that would be implemented to control HGV movements during the construction phase. In doing so, the OCTMP will set the management measures and performance required of the contractors.

25. These measures are an absolute requirement established from the parameters outlined in the ES, to be adopted by the appointed contractor and only revised with the agreement of SCC.

26. To secure the required performance standards, the OCTMP adopts a series of 'input' measures, supported by an action plan (rather than finite HGV numbers). A monitoring regime would focus on the delivery of key action plan items as a 'health check' that the contractors are achieving the required standards. HGV traffic flow forecasts (extrapolated from the ES) are presented as a secondary monitoring indicator.

2.1 HGV Movements and Background

27. Through the development of the EIA, HGV routes were carefully selected (in liaison with highway stakeholders) to minimise the potential for adverse environmental impacts. The onshore infrastructure includes works at the following seven discrete sites:

- Landfall location;
- Onshore cable route section 1;
- Onshore cable route section 2;
- Onshore cable route section 3;
- Onshore cable route section 4;
- Onshore substation; and
- National Grid Infrastructure.

28. The location of the seven sites in relation to the proposed access locations is contained within ***Figure 1***.

29. In order to access the seven sites an access strategy has been developed. The access strategy applies a hierarchical approach (informed by the SCC HGV route hierarchy) to selecting routes and where possible, seeks to reduce the impact of HGV traffic upon the most sensitive communities.

30. To allow HGV traffic to be routed away from the most sensitive communities, the Applicant has committed to the implementation of a temporary haul road for the length of onshore cable route. The use of the haul road allows:

- All construction HGV traffic wishing to access the landfall location to do so via Sizewell Gap rather than travelling via the B1122 from Aldeburgh and B1353 towards Thorpeness;
- All construction HGV traffic to the onshore substation and National Grid infrastructure to avoid travelling via Friston or Sternfield by accessing from the B1069 (south of Knodishall/ Coldfair Green) and travelling along the temporary haul road and crossing over Grove Road; and
- All construction HGV traffic wishing to access all onshore cable route section 2 to the south of the B1353 to do so via Sizewell Gap rather than travelling via the B1122 from Aldeburgh and B1353 towards Thorpeness.

31. The use of the haul route has allowed the Applicant to commit the following access strategy:

- All HGV traffic would be required to travel via the A1094 or B1122 from the A12, no HGV traffic would be permitted to travel via alternative routes, such as the B1121 or B1119;
- No HGV traffic would be permitted to travel though Leiston or Coldfair Green / Knodishall;
- No HGV traffic would be permitted to travel via the B1121 through Friston, Sternfield or Benhall-Green; and
- No HGV traffic would be permitted to travel via the B1353 towards Thorpeness.

32. HGVs travelling to the landfall location and onshore cable route sections 1 and 2 would travel from the A12 before joining the B1122 and travelling south to Lover's Lane. HGVs would then travel via Lover's Lane and Sizewell Gap to the respective access points (1 and 2) along Sizewell Gap. These two routes are depicted graphically within ***Figure 2***.

33. HGVs travelling to onshore cable route sections 3 and 4, the onshore substation and National Grid infrastructure would travel from the A12 before joining the A1094 and travelling east to the B1069. HGVs would then travel north via the B1069 to access 10. This route is also depicted graphically within ***Figure 2***.

34. The ES assessed the forecast number of construction HGVs associated with the construction of the proposed East Anglia ONE North project (scenario 2) and simultaneously with the proposed East Anglia ONE North project (scenario 1). ***Table 2.1*** details the forecast HGV movements for both scenarios.

Table 2.1 Forecast HGV Movements

Link Description	Forecast two-way daily HGV movements	
	East Anglia ONE North or East Anglia TWO, scenario 2	East Anglia ONE North and East Anglia TWO, scenario 1
A12 north of the B1122	210	270
A12 between the B1122 and A1094	210	270
A12 south of the A1094	210	270
B1122 from the A12 to Lover's Lane	115	153
B1121 from the A12 to Friston	0	0
A1094 from the A12 to the B1121 / B1069	205	256
B1121 Friston to the A1094	0	0
A1094 from the B1069 to B1122	7	10
B1069 from the A1094 to south of Knodishall / Coldfair Green	213	265
B1122 from Aldeburgh to the B1353	7	10
Lover's Lane	115	152
Sizewell Gap	115	152
Aldringham Lane	0	0
B1122 south of Lover's Lane to Leiston	0	0
B1069 through Knodishall, Coldfair Green and Leiston	0	0

2.2 Measures

2.2.1 Control of HGV Numbers

35. To ensure compliance with the assessed HGV movements, a booking system for deliveries will be established by the CTMPCos and TCo. The booking system will

enable a daily profile of deliveries to be maintained and allow the CTMPCos to ensure that the required deliveries are regularly forecast and planned.

36. In accordance with good construction practice, opportunities will be sought to reduce the overall number of HGV movements by consolidating loads and using the largest feasible vehicles taking into account any other environmental constraints that may affect HGV routes.

37. The CTMPCos will be required to plan for maintaining stockpiles of critical path items such as aggregate. These stockpiles will facilitate advanced planning of deliveries, maximise payloads, and enable a smooth import profile to be maintained.

2.2.2 HGV timings

38. In accordance with the OCoCP, submitted as part of this DCO application, the standard construction working hours for the proposed East Anglia ONE North project and any construction-related traffic movements will be between the following hours:

- 07:00 – 19:00 Monday to Friday; and
- 07:00 – 13:00 on Saturday.

39. There are a few exceptions noted to the above working times as defined in the draft DCO.

2.2.3 Control of HGV Routes

40. The proposed HGV routes to each onshore cable route section are presented in ***Figure 2***. To ensure compliance with the agreed HGV delivery routes, the following measures are proposed:

- Direction signing for the identified delivery routes would be implemented. This would direct construction traffic from the A12 to the respective sites along the agreed delivery routes. Information signs will also be erected which will include a telephone number for the public to report concerns;
- The delivery routes would be communicated by the CTMPCos to all companies and/or drivers involved in the transport of materials and plant to and from site by HGV construction vehicle;
- The registration numbers for all HGVs making deliveries would be recorded by the CTMPCos. This would allow for checking and enforcement of any reported breaches of the agreed delivery routes; and

- The CTMP will provide a mechanism to enable residents to identify if a HGV is engaged on work on the proposed East Anglia ONE North project and shall be submitted to and approved by SCC as part of the CTMP.

41. Compliance with the agreed HGV delivery routes will be subject to monitoring and enforcement measures set out in ***section 3***.

2.2.4 Control of HGV Routes (B1122)

42. An existing highway constraint was identified at the roundabout junction of the A1094 and B1122 in Aldeburgh whereby large articulated HGVs delivering to section 3B (access 5 and 6) would have to pass into the oncoming lane when exiting the roundabout.

43. To mitigate the risk, all deliveries to section 3B would first be required to travel to the CCS at access 10 (located off the B1069). The CTMPCo would then seek to consolidate loads on appropriately sized HGVs for onward transfer to accesses 5 and 6. This proposed HGV route is illustrated in ***Figure 2***.

44. Where loads cannot be consolidated and an articulated HGV is required to transport the load then a pilot vehicle would be utilised. The pilot vehicle would depart from access 10 ahead of the HGV, at the junction with the A1094 and B1122, the pilot vehicle would run ahead of the escorted HGV and stop any oncoming traffic. This is expected to be an infrequent event during construction.

2.2.5 Parking and Loading

45. Appropriate loading/ unloading areas will be designated within the CCSs to avoid the need for parking or waiting on the highway. The planning of deliveries (via the booking system) will assist the contractor to allocate sufficient space within the CCSs to accommodate the planned number of deliveries.

46. Once a contractor has been appointed, detailed layouts for the CCSs will be submitted to SCC for approval.

2.2.6 Road Safety

47. All regular HGV construction vehicle drivers will be formally inducted to the proposed East Anglia ONE North project. The induction will seek to establish a clear set of responsibilities that drivers will be required to follow including:

- Timings, pre-booked slots;
- Clarification of approved HGV routes;
- Highway safety concerns;
- Adherence to speed limits; and

- Details of reporting accidents and 'near misses'.

48. Any HGV construction vehicle driver not inducted and not regularly delivering to the proposed East Anglia ONE North project will be issued with a Driver Code of Conduct and approved delivery route plan.

2.2.7 Network Resilience

49. To reduce the potential for the construction HGV traffic to have an adverse impact upon the highway network during planned and unplanned events, the measures set out in ***Table 2.2*** will be adopted.

Table 2.2 Measures Adopted During Events

Potential Event	Mitigation Measures
Sizewell B nuclear power station operate regular outages, where the numbers of vehicles travelling to and from Sizewell B increases.	The CTMPCo will engage with EDF Energy to understand the timing of the future outages. Where possible, peak construction activities will be scheduled to avoid these periods and HGV deliveries will be scheduled to avoid the start and end of shifts.
Managing traffic demand during major events on the highway (e.g. bike races, parades, etc) and around public holidays.	A stockpile of materials will enable advanced planning to ensure there are limited HGV movements during planned major events whilst not impacting upon the construction programme. To facilitate stockpiling, the CTMPCos will liaise with local stakeholders to understand when major events may occur.
Managing traffic demand during major incidents such as accidents on the highway.	The CTMPCo will monitor traffic conditions. Should the CTMPCo become aware of an incident then the Contractor will liaise directly with suppliers to suspend HGV deliveries along affected routes where required.
Incidents involving contractor HGV's traffic blocking the highway, such as, breakdowns, accidents, etc.	The contractor and their suppliers fleets will have arrangements with recovery companies to allow breakdowns and accidents to be cleared as quickly as possible. All breakdowns and accidents will be reported to the TCo.

2.2.8 Abnormal Loads

50. The movement of abnormal loads would be outside of the restrictions (routes and times) contained within this OCTMP and should be subject to separate agreement with the relevant highway authorities and police through the Electronic Service Delivery for Abnormal Loads (ESDAL) system.

51. The CTMPCo will notify stakeholders through ESDAL and agree appropriate timings, routes and asset protection measures (with the relevant highway authorities, police and Network Rail) appropriate to the type of load.

52. The ES identifies that offsite highway works would be required to accommodate the movement of the transformers for the proposed East Anglia ONE North

project. The CTMPCo would be required to liaise with the relevant highway authorities to agree the design of these improvements.

3 Offsite Highway Works

53. A number of offsite highway works are identified within the ES. These include offsite highway improvements to mitigate the potential adverse amenity impacts associated with increases in HGV traffic along the B1122 through Theberton and the A1094 past Snape and the traffic management measures at Church Road (in the north of the village of Friston) to allow for installation of a drainage pipe to allow water from the onshore substation attenuation ponds to be discharged to the local watercourse.

3.1 Offsite Highway Improvements

54. Along the B1122 through Theberton a series of permanent footway improvements are proposed within the existing highway boundary, these include:

- Extending the existing footway on the eastern side of the road near to Manor Cottage to align with Ivy Cottages on the northern side of the road;
- Providing a pedestrian dropped crossing (a dropped kerb where the pavement is gently sloped to the same level as the road) to facilitate pedestrians crossing from the extended footway neat Manor Cottage to Ivy Cottages; and
- Providing a short section of footway on the western side of Church Road (outside the church) with a dropped crossing (with tactile paving) to allow pedestrians to cross from one side of the road to the other and stand outside the church off the highway.

55. An outline concept sketch for these improvements is provided within ***Annex 1*** (drawing number TP-PB4842-DR028). The location of these improvement works is included as ***Figure 3***.

56. Along the A1094 past Snape series of permanent footway improvements are proposed within the existing highway boundary, these include:

- Provision of a pedestrian dropped crossing (with tactile paving) and short section of footway outside the church to allow pedestrians to cross the A1094 and wait outside the church off the highway;

- An extension of the existing footway along the front of the petrol filling station to reduce the distance residents living to the west of the village have to walk in the road; and

- Providing a footway opposite the petrol filling station near the post box and village notice board and associated pedestrian dropped crossing (with tactile paving) to access the southern side of the road.

57. An outline concept sketch for these improvements is provided within ***Annex 1*** (drawing number TP-PB4842-DR029). The location of these improvement works is included as ***Figure 3***.

58. It is proposed that the detailed design of these improvements would be agreed with SCC post-consent during the development of the final CTMP.

3.2 Church Road, Friston

59. To allow water from the onshore substation attenuation ponds to be discharged to the local watercourse (in the north of the village of Friston) the Applicant has identified that there would be a requirement for a discharge pipe to be installed along Church Road. Construction of this discharge pipe is expected to take three weeks.

60. Due to the width of Church Road, in order to maintain a safe separation between the constructions works and travelling public, traffic management measures will be required which will be developed prior to construction and agreed with the local highway in consultation with the local authority. Notification of the traffic management measures will be in accordance with the requirements of the New Roads and Street Works Act (1991).

61. The CTMPCo would consult directly with residents living along Church Road in relation to the traffic management measures to be adopted.

4 Monitoring, Enforcement and Action Plan

62. The following section sets out how the targets and measures contained within this OCTMP will be monitored to ensure compliance.

4.1 Monitoring

4.1.1 HGV Numbers

63. To ensure compliance with the assessed HGV movements (detailed in ***section 2***), the contractor will operate a booking system for all deliveries. The booking

system will be continuously monitored by the CTMPCo(s) and TCo to ensure adherence with the assessed HGV movements.

4.1.2 HGV Routeing

64. The contractor will implement a system to help the public distinguish HGV construction vehicles associated with the proposed East Anglia ONE North project from other traffic on the highway network. Each HGV will be required to display a unique identifier, provided by the CTMPCos within the window of the cab (a recognisable logo) that will allow members of the public to report any concerns such as driver behaviour or the use of unapproved routes via a publicised telephone contact number.

65. The TCo will be the first point of call for all concerns raised. Contact details will be made available in a regular newsletter that will be circulated to all local Parish and Town Councils and stored at community hubs, such as libraries, for reference.

66. Signs will be erected at all construction accesses with the relevant contact number clearly displayed for public enquiries.

67. The contractor will also ensure that their HGV fleet, where appropriate, are fitted with a GPS tracking system. The GPS tracking together with delivery records will serve to augment the unique identifier to allow the TCo to respond to any complaints and provide a complete evidence base.

4.1.3 Road Safety

68. A ‘near miss’ reporting system for all highways incidents will be established by the TCo. The CTMPCo will ensure that all accidents and near misses are recorded within this system and that drivers are reminded during inductions and within the Driver Code of Conduct to report all issues through the near miss system. Any accidents or near misses will be recorded, investigated, and reported to transport stakeholders (such as the Highway Authority) by the TCo.

69. The TCo will retain records of all incidents and submit to SCC upon request. If emerging issues are identified, the CTMPCo and TCo will initiate discussions with SCC to promote a ‘Zero Harm Culture’.

4.1.4 Highway Asset Monitoring

70. Condition surveys will be undertaken by the contractor both prior to the commencement of construction and subsequently at a point close to the completion of construction to identify existing highway defects and any changes following completion of the proposed East Anglia ONE North project. The

methodology and scope of surveys will be agreed between the contractor and SCC prior to commencement of construction.

71. Any damage (the scope of which will be agreed with SCC and the contractor) to the highway caused by construction traffic will be repaired by the contractor or a financial contribution made to SCC to cover the cost of remedial works.

4.2 Monitoring Reports

72. Data recorded from the monitoring processes outlined above, would be drawn together by the TCo with the assistance of the CTMPCos to produce a monthly monitoring report. In compiling the monitoring report, the TCo will be able to identify effective/ ineffective measures and the requirement for any remedial action to achieve the agreed targets.

73. A typical structure for a monitoring report would be as follows:

- Introduction and Background – this will provide detail with regards to the types of works being undertaken;
- Results of Surveys and Monitoring – the TCo will collate the results of surveys and monitoring that have been undertaken by the CTMPCos. Where appropriate, the results of the surveys undertaken will be compared to the targets defined in this OCTMP;
- Achievements – this will include the work undertaken over the previous period with evidence and examples;
- Specific Measures – this will detail how all measures from the CTMP have been implemented;
- Summary – the TCo will detail whether the CTMP is on track to meet its targets and if not, why not; and
- Future Plan – this will detail the CTMP for the next period to include any specific outcomes or desired results with any additional measures that are to be included to remediate action.

4.3 Enforcement

74. To ensure that the final CTMP can be effectively enforced, it is important to define what will constitute a breach. The following actions are considered to constitute a breach of the CTMP, whereby corrective measures would be required:

- Exceedance of assessed daily HGV numbers;
- Construction HGV traffic operating outside of agreed hours;

- Construction HGVs not adhering to the agreed routes; or
- Construction HGV traffic being driven inappropriately, e.g. speeding.

4.3.1 Corrective Process

75. On receipt of a report of a potential breach, TCo and CTMPCo will investigate the circumstances and compile a report for the highway authority. The highway authority will then review the information, request further clarifications (if required) and confirm to the TCo if a material breach has occurred.

76. If the breach is found to be material the following three stage process will be followed:

- Stage One – the highway authority confirms a breach and requests TCo to review the data and concerns. The highway authority and the TCo would then agree the extent of the breach of controls, and agree action. This is likely to be a contractor warning at this stage;
- Stage Two – If a further material breach is identified the contractor would be given a further warning and required to produce an action plan to outline how the issue would be rectified and any additional mitigation measures proposed; and
- Stage Three – Should further breaches still occur the contractor would be required to remove the offender from site and the contractor/ supplier would receive a formal warning. Any continued breaches by individuals of the supplier/ contractor may be dealt with by the formal dispute procedures of the contract.

77. Individual employee breaches would be addressed through UK employment law whereby the three-stage process outlined above would form the basis for disciplinary proceedings.

4.4 Action Plan

78. The action plan set out in ***Table 4.1*** summarises the commitments and measures to be implemented.

Table 4.1 CTMP Action Plan

Measure	Timescale	Responsibility
Appointment of a Transport Co-ordinator (TCo)	Prior to construction commencement	The Applicant
Appoint Construction Traffic Management Plan Co-ordinators (CTMPCo)	Prior to construction commencement	Contractor

Measure	Timescale	Responsibility
Obtain technical approval for construction of offsite highway mitigation measures	Prior to construction commencement	Contractor
Implement direction signing	Prior to construction commencement	Contractor
Establish monitoring systems: • Delivering booking system; • Unique vehicle identifier system; and • Telephone reporting system.	Prior to construction commencement	CTMPCo
Agree scope of highway condition surveys with SCC	Prior to construction commencement	CTMPCo
Monitoring of CTMP measures: • HGV movements; • Accidents and near misses; • HGV monitoring; • Complaints; and • Produce monitoring reports.	Ongoing throughout construction	TCo and CTMPCo

4.5 Contractor Measures

79. The appointed contractor will develop a series of their own actions to implement this OCTMP. Such actions will include the following:

- Staff inductions for regular HGV construction vehicle drivers;
- Driver information to include driver rules for public highways and on-site and a Driver Code of Conduct;
- General site rules (licences, Personal Protective Equipment, emergency procedures, vehicle maintenance, security etc);
- Dirt and dust management (in accordance with those measures detailed in the OCoCP, submitted with this DCO application);
- Information management; and
- CTMP implementation, review and auditing.

5 References

New Roads and Street Works Act A1991, Available at: http://www.legislation.gov.uk/ukpga/1991/22/contents (Accessed: 6 September 2019)

Road Traffic Regulation Act A1984, Available at: http://www.legislation.gov.uk/ukpga/1984/27/contents (Accessed: 6 September 2019)

Annex 1: Proposed Mitigation Measures (A1094 and B1122)

DRAWING No.
TP-PB4842-DR028

B1122 / CHURCH ROAD JUNCTION
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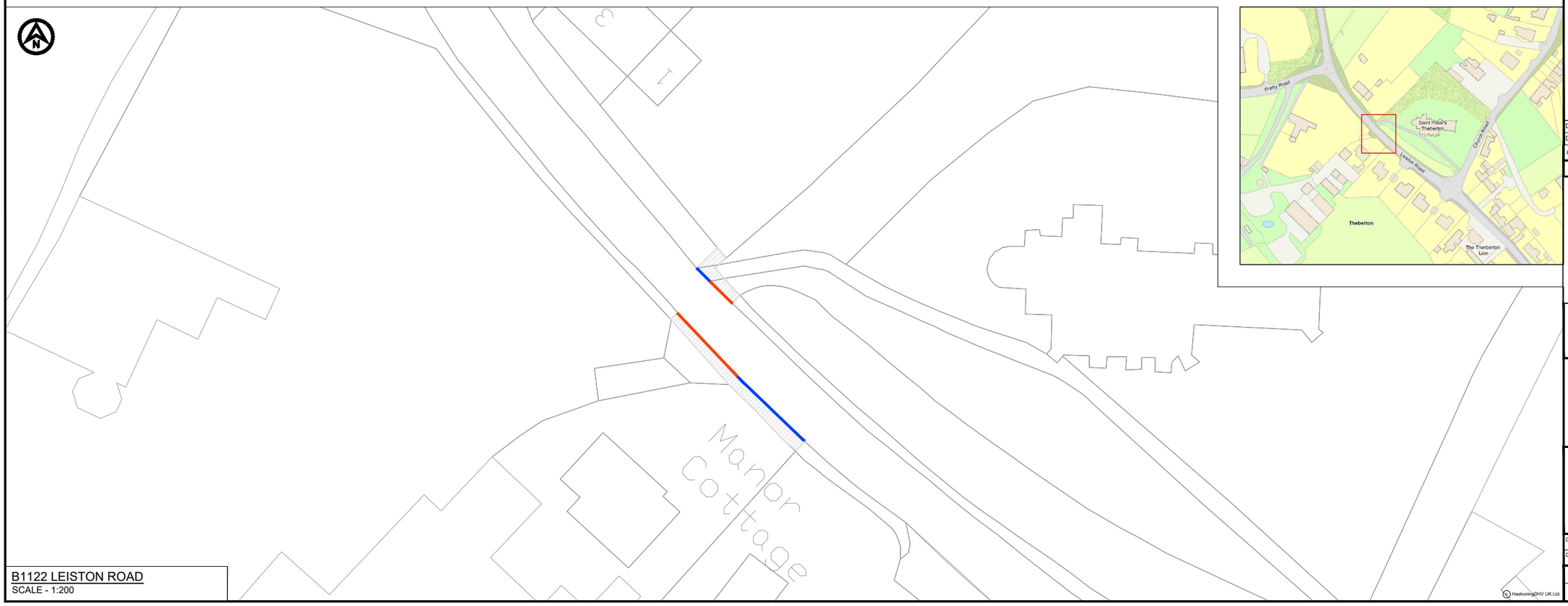

B1122 LEISTON ROAD
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NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.

KEY
- PROPOSED NEW FOOTWAY
- PROPOSED DROPPED KERB
- PROPOSED FULL HEIGHT KERB
- TACTILE PAVING

REV	DATE	DESCRIPTION	BY	CHK	APP
D0.2	30.07.19	UPDATED TO CLIENT'S COMMENTS	JI	SKT	ADR
D.01		FIRST ISSUE			

REVISIONS

SCOTTISHPOWER RENEWABLES

PROJECT
EAST ANGLIA ONE North

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Royal HaskoningDHV
Enhancing Society Together

DRAWN	CHECKED	APPROVED
JI	SKT	ADR

DATE	SCALE AT A3	AUTOCAD REF.
12.06.2019	1:200	

DRAWING No.	REVISION
TP-PB4842-DR028	D0.2
CLIENT DWG No.	

DRAWING No.
TP-PB4842-DR029

A1094 FARNHAM ROAD
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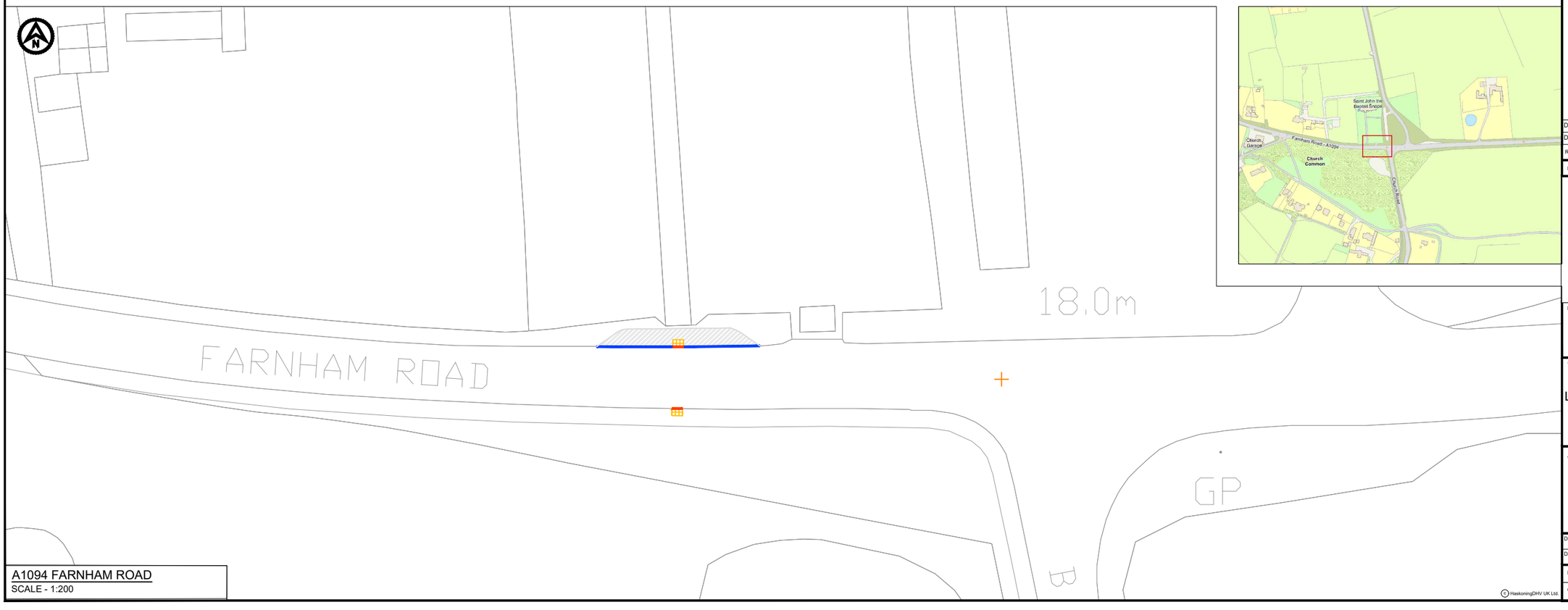

A1094 FARNHAM ROAD
SCALE - 1:200

NOTES
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2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.

KEY

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REV	DATE	DESCRIPTION	BY	CHK	APP
D0.2	30.07.19	UPDATED TO CLIENT'S COMMENTS	JI	SKT	ADR
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REVISIONS

SCOTTISHPOWER RENEWABLES

PROJECT
EAST ANGLIA ONE North

TITLE
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JI	SKT	ADR

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12.06.2019	1:200	

DRAWING No. TP-PB4842-DR029 REVISION D0.2
CLIENT DWG No.

Annex 2: Supporting Figures

Legend

- East Anglia ONE North Onshore Development Area
- National Grid Substation
- Indicative East Anglia ONE North and East Anglia TWO Onshore Substations
- Access ID
- Crossing ID
- Landfall and Section 1
- Section 2
- Section 3b
- Section 3a
- Section 4

Rev	Date	By	Comment		
2	04/09/2019	FC	Second Issue.	Prepared:	FC
1	20/06/2019	FC	First Issue.	Checked:	ST
				Approved:	AH

1:30,000 Scale @ A3

0 0.5 1 Km

East Anglia ONE North

Access Locations and Associated Onshore Infrastructure

Drg No	EA1N-DEV-DRG-IBR-001014
Rev	2
Date	04/09/19
Figure	1

Coordinate System: BNG Datum: OSGB36

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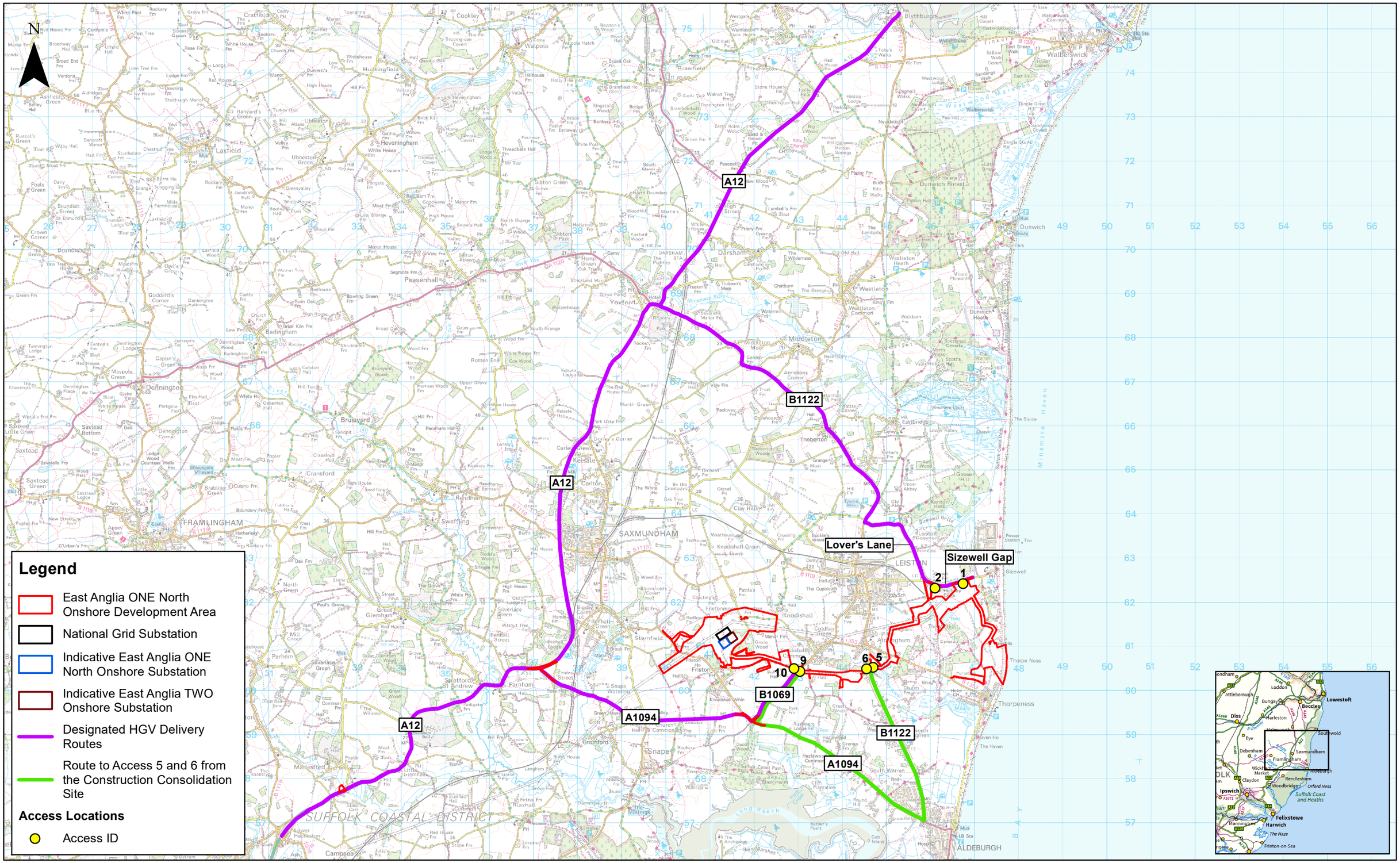

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2	30/08/2019	AB	Second Issue.	Prepared:	AB
1	18/07/2019	AB	First Issue.	Checked:	ST
				Approved:	AH

1:80,000 Scale @ A3

0 2 4 Km

East Anglia ONE North

Designated HGV Delivery Routes

Drg No	EA1N-DEV-DRG-IBR-000963
Rev	2
Date	30/08/19
Figure	2

Coordinate System: BNG Datum: OSGB36

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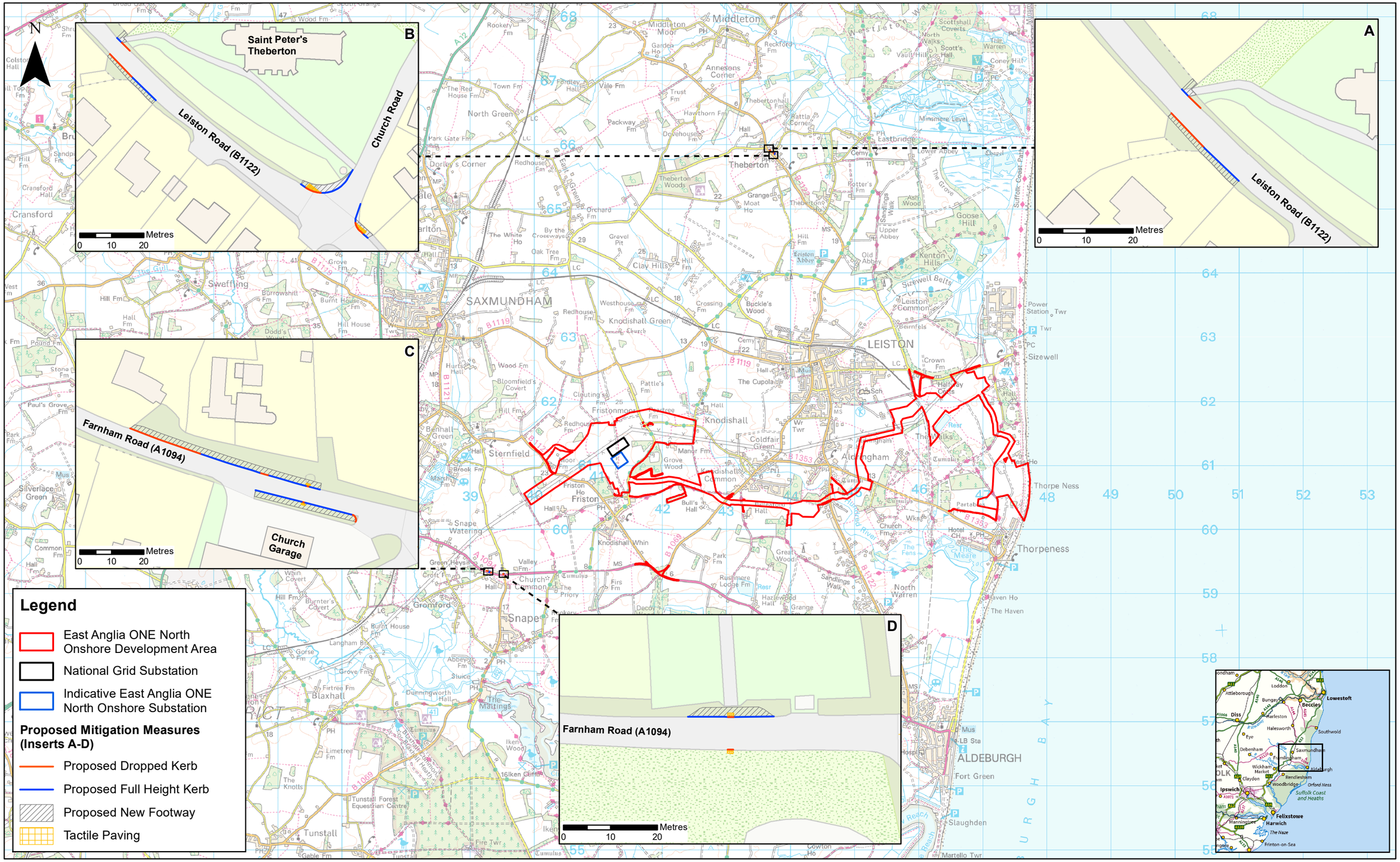

Legend

- East Anglia ONE North Onshore Development Area
- National Grid Substation
- Indicative East Anglia ONE North Onshore Substation

Proposed Mitigation Measures (Inserts A-D)

- Proposed Dropped Kerb
- Proposed Full Height Kerb
- Proposed New Footway
- Tactile Paving

SCOTTISHPOWER RENEWABLES

Rev	Date	By	Comment		
2	30/08/2019	FC	Second Issue.	Prepared:	FC
1	12/08/2019	FC	First Issue.	Checked:	PW
				Approved:	AH

1:55,000 Scale @ A3

Km 0 1 2

East Anglia ONE North

Proposed Public Highway Footpath Mitigation Measures (A1094 and B1122)

Drg No	EA1N-DEV-DRG-IBR-001015
Rev	2
Date	30/08/19
Figure	3

Coordinate System: BNG Datum: OSGB36

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