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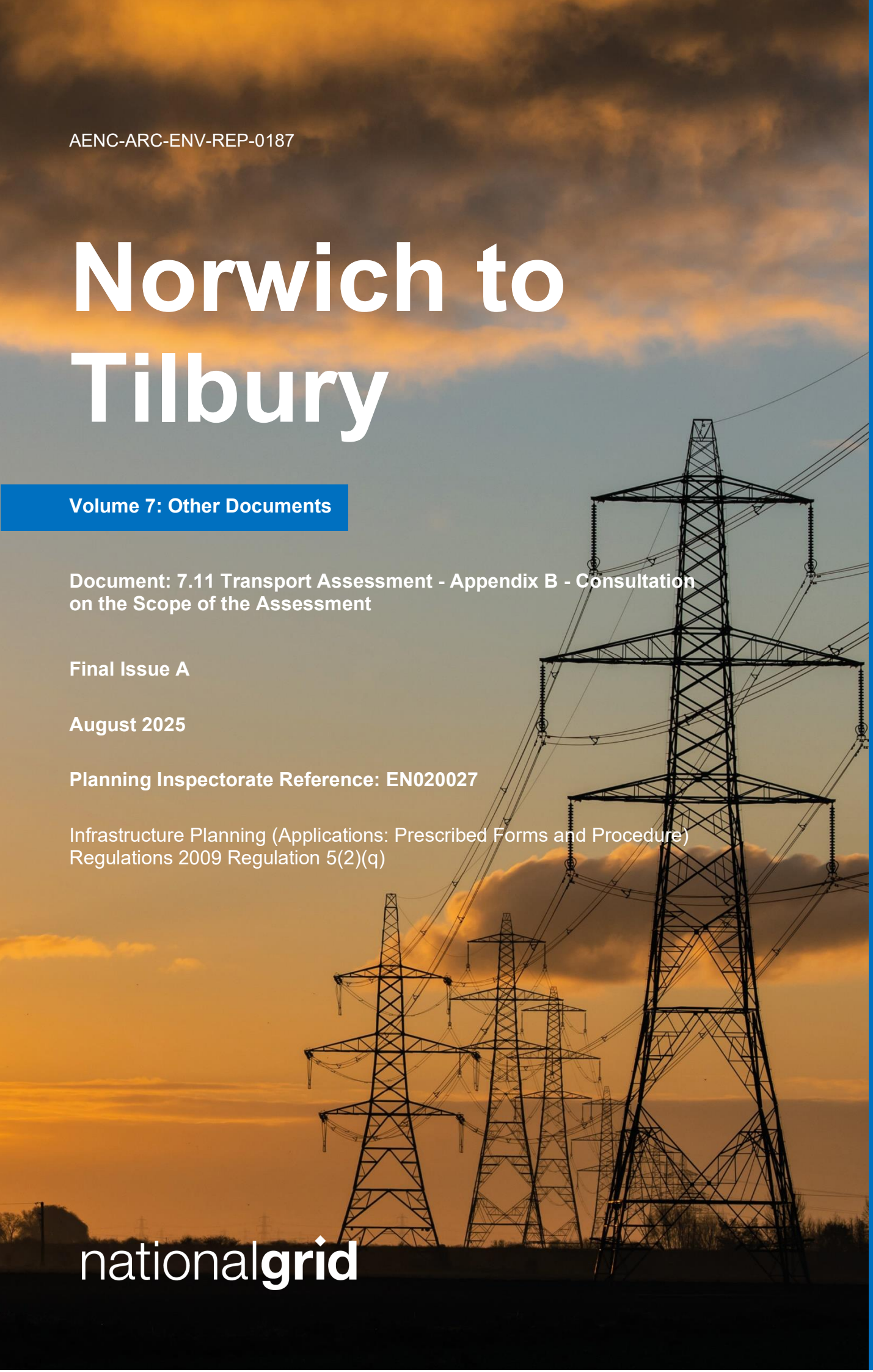

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Appendix B
Consultation on the scope of the Assessment

B.1 Introduction

B.1.1 This document has been produced as an appendix to the Transport Assessment (TA) (document reference 7.11) for Norwich to Tilbury (the 'Project'), submitted as part of the Development Consent Order (DCO) application. This document sets out the consultation undertaken to inform the scope of the TA (document reference 7.11).

Table B.1 Engagement undertaken relevant to the TA

Reference	Summary of discussions	National Grid's Response
Local Highway Authority Thematic Group Meeting, August 2023	Identified need for additional baseline traffic flows as Department for Transport (DfT) data not available for all Primary Access Routes (PARs). Agreement that Automatic Traffic Count (ATC) surveys should be provided near to some DfT counters as a spot check to validate estimated flows from counter sites. Multi-modal assessment discussed e.g. waterways and need for travel by sustainable modes. Collision analysis and need to look beyond clusters.	Traffic counts were conducted in November 2023, November 2024 and May 2025 to supplement existing DfT data and support the assessment within the TA (document reference 7.11). A suitable growth factor has been applied to ascertain future baseline traffic flows using TEMPro. Spot checks using ATC data were undertaken to validate flows to alleviate concerns raised regarding the time of year surveys were undertaken and concerns on changes to travel patterns because of the COVID-19 pandemic. A multi-modal sensitivity assessment has been undertaken to understand the feasibility of using sustainable modes of transport. Details can be found within section 6 and 7 of the TA (document reference 7.11). Collision analysis has been undertaken along the road links and at junctions identifying the total number of collisions and severity, collisions involving cyclists and pedestrians. Work has also been undertaken to look beyond collision clusters that includes looking at routes with road safety concerns.

Reference	Summary of discussions	National Grid's Response
Local Highway Authority Thematic Group Meeting, September 2023	Public Rights of Way (PRoW) assessment of impact and management to be included within the TA and an Outline PRoW Management plan to be prepared.	PRoW assessment has been undertaken using the findings of the Environmental Statement (Volume 6 of the DCO application) (ES) Chapter 6.16: Traffic and Transport (document reference 6.16). The Outline PRoW Management Plan (document reference 7.6) has been prepared to set out the proposed approach to the management of PRoWs during construction of the Project.
Transport Working Group Regional Meeting (Thurrock), September 2023	Baseline traffic flows and validation of DfT counters – agreed that 2019 data was acceptable within assessment work. TEMPro growth factor to be applied to identify future baseline traffic flows. Cumulative developments inc. with Lower Thames Crossing (LTC) discussed and should be assessed within the TA to minimise combined impact on highway network.	Where DfT traffic count data was not available for all roads along the PARs, additional traffic count surveys were undertaken in November 2023. The locations of the surveys were agreed with Thurrock Council. Traffic flow surveys were undertaken at junctions in 2024 where existing data was unavailable. A suitable growth factor has been applied to ascertain future baseline traffic flows using TEMPro. Traffic flow data for the A1089 Asda Roundabout, required as part of the multi-modal assessment, were obtained with permission from the LTC project with survey data from 2024. Where DfT updated traffic data for 2023 was available, these counts have been used for the TA (document reference 7.11) and ES Chapter 16: Traffic and Transport (document reference 6.16). Where DfT traffic count data was not available, additional traffic count surveys were undertaken in November 2024. For the assessment of the new Tilbury North Substation options, traffic count surveys carried out in June 2024 were provided by the LTC project team.

Reference	Summary of discussions	National Grid's Response
		Spot checks using ATC data were undertaken to validate flows to alleviate concerns raised regarding the time of year surveys were undertaken and concerns on changes to travel patterns because of the COVID-19 pandemic. Traffic flows from 'committed developments' that overlap with the Project are presented in section within and used to undertake the assessment in the ES (Volume 6 of the DCO application) and the TA (document reference 7.11). Details of committed developments included within the assessment are found within the ES Chapter 16: Traffic and Transport (document reference 6.16).
Transport Working Group Regional Meeting (Norfolk), September 2023	Congestion through Diss was discussed and an alternative routeing to be investigated through Thetford to reduce potential impact on weekdays and weekends. Baseline traffic flows and validation of DfT counters – agreed that 2019 data was acceptable within assessment work. TEMPro growth factor to be applied to identify future baseline traffic flows.	Concerns regarding the sensitivity of routeing construction vehicles through Diss have been considered. The Outline Construction Traffic Management Plan (CTMP) (document reference 7.3) prepared in consultation with Norfolk County Council details the construction access strategy through Diss and Thetford addressing the concerns regarding the crossing of the A1066. An alternative PAR on the west via Thetford has been assessed within the TA (document reference 7.11) to reduce the impact of the construction route through Diss. During peak hours construction traffic would be routed 100% through Thetford. Outside of these hours construction traffic would be split 50/50 and routed through both Diss and Thetford. Additional traffic count surveys were undertaken in November 2023 and junction counts in 2024. The locations of the surveys were

Reference	Summary of discussions	National Grid's Response
		agreed with Norfolk County Council. A suitable growth factor has been applied to ascertain future baseline traffic flows using TEMPro. Spot checks using ATC data were undertaken near to DfT data sites to validate flows to alleviate concerns raised regarding the time of year surveys were undertaken and concerns on changes to travel patterns because of the COVID-19 pandemic. This included the A1066. Where DfT updated traffic data for 2023 is available, this has been used for this TA (document reference 7.11) and ES Chapter 16: Traffic and Transport (document reference 6.16). Where DfT traffic count data was not available, additional traffic count surveys were undertaken in November 2024, including locations on the A1066.
Transport Working Group Regional Meeting (Suffolk), September 2023	Suffolk County Council noted restricted vehicle movements on the A12 to access the B1068 (H13B-A1) (restricted slip roads). Identified that they hold a database of recent traffic surveys that could be used within our transport assessment. Agreed to the use of 2019 DfT traffic data for assessments with spot checks on validation using 2023 flow data to alleviate concerns over impact on COVID-19 TEMPro growth factor to be applied to identify future baseline traffic flows.	Initial mitigation measures regarding the A12 and access to the B1068 were assessed to ensure all movements could be accommodated safely. However, the access to the Project in this area via B1068 (superseded route H13B-A1) has been discarded and the access is via B1070 (route H13-A1). Survey data from Suffolk County Council was requested and the data received informs the assessment within this TA (document reference 7.11) and ES Chapter 16: Traffic and Transport (document reference 6.16). Additional traffic count surveys were undertaken in November 2023 and junction counts undertaken in 2024. The locations of the surveys were shared and agreed with Suffolk County

Reference	Summary of discussions	National Grid's Response
		Council. A suitable growth factor has been applied to ascertain future baseline traffic flows using TEMPro. Spot checks using ATC data were undertaken near to DfT data sites to validate flows to alleviate concerns raised regarding the time of year surveys were undertaken and concerns on changes to travel patterns because of the COVID-19 pandemic. This included the A1120 Bell's Lane. Where DfT updated traffic data for 2023 is available, this has been used for the TA (document reference 7.11) and ES Chapter 16: Traffic and Transport (document reference 6.16). Where DfT traffic count data was not available additional traffic count surveys have been undertaken in November 2024.
Transport Working Group Regional Meeting (Essex), October 2023	Impact on East Anglia Connection Node (EACN) Substation and cumulative effects with windfarm projects. Essex County Council identified initial area of concern e.g., Wick Lane, Mill Road, and constrained junctions in Witham which should be reviewed. Essex County Council requested a review of road widths and white lining. Essex County Council agreed using 2019 DfT traffic data for assessments. However, noted this may represent an exaggerated worst-case when compared with current 2023 data. Spot checks to be undertaken to validate predicted flows at DfT counters. TEMPro growth factor to be applied to identify future baseline traffic flows.	Areas of concern are noted along the PAR and have been taken into consideration. Further assessment has been undertaken within the TA (document reference 7.11) and ES Chapter 16: Traffic and Transport (document reference 6.16) A meeting was held with Essex County Council on 16 October 2023 to provide more information on the proposals on the new EACN Substation access via Bentley Road. A review of the road widths and white lines along the PARs was undertaken to help inform the design when considering two-way movement of construction traffic. Indicative Highway Mitigation Plans are provided within Appendix C of the Outline CTMP (document reference 7.3). Traffic counts were undertaken in November 2023 for the EACN

Reference	Summary of discussions	National Grid's Response
		Substation on Bentley Road and the A120 to help inform the extent of mitigation required along the proposed construction route. Further ATC and Non-Motorised Users (NMU) surveys to inform the TA (document reference 7.11) and ES Chapter 16: Traffic and Transport (document reference 6.16) were undertaken August, September and October 2024. Additional traffic count surveys were undertaken in November 2023 and junction counts undertaken in 2024. The locations of the surveys were agreed with Essex County Council. A suitable growth factor has been applied to ascertain future baseline traffic flows using TEMPro. Spot checks using ATC data were undertaken near to DfT data sites to validate flows to alleviate concerns raised regarding the time of year surveys were undertaken and concerns on changes to travel patterns because of the COVID-19 pandemic. This included the A1341 Via Urbis Romanae. Where DfT updated traffic data for 2023 is available, this has been used for the TA (document reference 7.11) and ES Chapter 16: Traffic and Transport (document reference 6.16). Where DfT traffic count data was not available additional traffic count surveys have been undertaken in November 2024.
Transport Working Group Meeting (Norfolk, Essex, Suffolk and Thurrock) January 2024	Meeting held with Norfolk, Essex, Suffolk and Thurrock to discuss the Draft Outline CTMP (submitted at statutory consultation (National Grid, 2024)) when the document was being drafted. Local Highway Authorities provided high level feedback on proposed structure and content, including	The Outline CTMP (document reference 7.3) refers to: • Pre and post construction condition surveys. • Details on the core working hours and permitted activities which could occur outside of these hours.

Reference	Summary of discussions	National Grid's Response
	lessons learned from previous projects. Feedback has been recorded for consideration throughout the development of the Draft Outline CTMP (National Grid, 2024), including: • Pre and post construction condition surveys and any remedial measures to be agreed with Local Highway Authorities • Additional consideration given to working hours. • Consideration for the process that the CTMP would follow before being applicable, including reviews by stakeholders and Local Authorities • Any variations to the CTMP must seek prior agreement with the relevant Local Highway Authorities and the Local Street Authority. Request to manage closures to not be in excess of time required • Request for measures in place to monitor assumptions.	• Details on the process that the development of the CTMP (to be developed by the Main Works Contractor(s)) would follow to post DCO, and the Local Highway Authorities and Local Street Authority input into the variations of the CTMP. • Details on the process for recording activity against the mitigation measures and the compliance procedure.
Transport Working Group Regional Meeting (Norfolk) March 2024	Information regarding the traffic volumes on the A140 requested to be included within the TA: • Split of traffic between north and south • Impacts on Long Stratton as sensitive receptor • Impact of traffic on Long Stratton Bypass, planned to be completed in mid-2026 Existing capacity concerns to be considered within the TA at: A140 between Dunston and Long Stratton and along A1066 as peak may not confined to peak hours. The AM and PM peaks are not limited to an hour period, and that it is 7:30 am to 9:00 am in some places and should be considered within TA.	The traffic surveys for the road links captured 24 hour traffic flows, whereas for the junctions the data has been collected for the hours of 07:00 to 10:00 hrs and 15:00 to 19:00 hrs. This allows capture of the full AM and PM peak periods. At Diss, the 24 hour traffic volumes provide information of the peak periods throughout the day. Classified turning counts were also collected at these junctions on a weekend between 09:00 to 19:00 hrs.

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Transport Working Group Regional Meeting (Suffolk) March 2024	Cumulative developments need to be included. Developments to consider in the vicinity of the Project, including: • Solar farms planned around the A140 corridor • National Grid Bramford to Twinstead • Scottish Power development • National Highways Copdock Interchange (A12/A14 Junction) upgrade works • Improvement works at the A140/A1120 junction • A1071 ongoing residential developments. Confirmation was requested of the inclusion of projects in early stage of development. Request for PRoW surveys to be undertaken. Suffolk County Council requested that the PRoW assessment should be based on data, rather than professional judgement, due to previous issues in this regard in past planning applications.	The assessment indicates that all routes in Suffolk show an exceedance of the threshold for Heavy Goods Vehicles (HGV) traffic currently, and hence all the road links forming the PARs in Suffolk have been subject to further assessment. The impact of committed developments is included in the assessment within the TA (document reference 7.11) and ES Chapter 16: Traffic and Transport (document reference 6.16). This initial list of committed developments was provided and discussed with the Local Authorities in August 2024 and shared in March 2025. PRoW usage surveys were carried out in August 2024 and March 2025. The list of PRoWs was agreed with the Local Highway Authorities and PRoW officers. The PRoW assessment is covered in section 7 of the TA (document reference 7.11) (document reference 7.11) and within the ES Chapter 13: Landscape and Visual (document reference 6.13), ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Chapter 16: Traffic and Transport (document reference 6.16). An Outline PRoW Management Plan (document reference 7.6) has also developed that covers the approach to the management of PRoWs during construction of the Project.
Transport Working Group Regional Meeting (Essex) March 2024	Noted that hours of greatest change (i.e. the period of greatest impact, which could fall outside of the typical peak periods on the existing network) should also be considered as part of the impact assessment.	The AM and PM peak hours are the analysed periods in the TA (document reference 7.11) following standard assessment practice for junction modelling. These time periods represent the times when the highway network is potentially more sensitive to

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	Chelmsford Bypass would include both the road and significant number of houses, depending on timelines, and there is a degree of uncertainty over how this would interact, and this should be considered. Duration of traffic impact is important to understand whether these would be transitory or more long term and should be addressed within the TA. Considerations for the cumulative impacts on PRoWs suggested. TA should make clear the intended duration and phasing of any proposed closures to fully consider impacts, especially in cases where PRoWs and local roads in the same area would be closed concurrently.	capacity constraints and when there would potentially be consequently more adverse effects. However, the ES Chapter 16: Traffic and Transport (document reference 6.16) includes an assessment of the driver delay and public transport delay to passengers during the 12-hour period between 7am to 7pm to ensure that all the implications of the Project are captured outside of the assessed peak hours. The Chelmsford North East Bypass (CNEB) Scheme is known and considered as a committed development. The first phase of the CNEB (Section 1A) is expected to be finished by Spring 2026. Phase 2 will be constructed when funding is identified, therefore no set programme at this stage. The PRoW assessment is covered in the TA (document reference 7.11) and within the ES Chapter 13: Landscape and Visual (document reference 6.13), ES Chapter 15: Socio-Economics, Recreation and Tourism (document reference 6.15) and ES Chapter 16: Traffic and Transport (document reference 6.16). An Outline PRoW Management Plan (document reference 7.6) has been prepared with the aim of reducing disruption to users (as far as practicable). The document summarises the PRoWs within the Study Area affected as a result of proposed construction activities by the Project and the proposed management, temporary diversion works, and likely duration. Access, Rights of Way and Public Rights of Navigation Plans (document reference 2.5) show details of any changes to the PRoW network.

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Transport Working Group Regional Meeting (Thurrock) March 2024	Routeing of traffic on the Strategic Road Network (SRN), noting the A1089 Asda Roundabout on the access to the Port of Tilbury to be a particular area of concern due to potential knock-on effects of congestion at this junction on other parts of the road network in Thurrock. Other junctions have been raised as particularly sensitive and should be considered for traffic modelling: • M25 Junction 30 • A13 Orsett Cock Interchange • A1013 Stanford Road / Buckingham Hill Road. It was added that it would be useful to look at ways to reduce overall traffic impacts related to the Project including movements made by staff, for example by looking to provide staff park and ride facilities in a similar manner to the DCO proposals for the Thurrock Flexible Generation project. National Highways pointed that the SRN in the area is sensitive and would be looking to see full impact assessments for junctions in the area. Query on whether the rural nature of the roads in the PARs had been considered for the definition of sensitivity, as there are concerns around existing HGV traffic on some of those roads, and sections of narrow width where HGVs cannot pass other vehicles.	The future baseline traffic flows and the effects from committed developments have been assessed within the TA (document reference 7.11). Access strategy for road and feasibility of multi-modal options have been assessed and impacts on the junction around the SRN are considered on this basis. The A1089 Asda Roundabout has been considered within the TA (document reference 7.11) as part of the multi-modal sensitivity assessment. The M25 J30, A13 Orsett Cock Interchange, and A1013 Stanford Road / Buckingham Hill Road junctions have all been assessed within the TA (document reference 7.11) as agreed with Thurrock. The Outline CTMP (document reference 7.3) identifies that the appointed Main Works Contractor(s) will implement a CWTP, prepared in accordance with the Outline CWTP (found within Appendix B of the CTMP (document reference 7.3)), prior to construction commencing with the aim of proactively managing trips to and from the site, to minimise local effects by reducing the number of single occupancy vehicle trips and encouraging the uptake of sustainable modes of travel. The rural nature of the road is not a parameter to define the road sensitivity, as per Institute of Environmental Management and Assessment (IEMA) Guidelines: EATM (2023). It is based on the presence of receptors, the assessment of the roads, the number of personal injury collisions and the collision clusters where identified. The sensitivity of all PARs is detailed within ES Chapter 16: Traffic and Transport

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		and through the assessment mitigation measure shave been proposed where appropriate. Within the Outline CTMP (document reference 7.3) mitigation measures (red, orange, yellow and green) can be found in the Indicative Highway Mitigation Plans within Appendix C.
Transport Working Group Meeting (Norfolk, Essex, Suffolk and Thurrock) April 2024	Meeting to discuss updates to the transport assessment, multi-modal transport considerations and Abnormal Indivisible Loads (AIL) routeing with the Local Highways Authorities. Suffolk County Council raised concerns at A140 Stoke Ash junction, noting the accident history in this location, and it was requested to be included in the assessment.	The Stoke Ash Workhouse Road junction has been reviewed and modelling results presented within section 7 of the TA (document reference 7.11).
Transport Working Group Regional Meeting (Norfolk) June 2024	Existing issue raised on the A140 at Newton Flotman and Tasburgh relating to vehicles turning off the A140, suggesting that this could cause tailbacks on the A140. Concerns raised over the route on the A1066 through Diss, and a preference to use the A1066 through Thetford as much as possible where the Local Highway Authority has not raised any concerns regarding sensitive junctions.	The PARs are not accessed from the A140 at Newton Flotman and Tasburgh. Therefore, construction vehicles turning off the A140 are not expected at these locations. An alternative PAR west of Thetford has been assessed within the TA (document reference 7.11) to reduce the impact of the construction route through Diss. During peak hours construction traffic would be routed 100% through Thetford. Outside of these hours construction traffic would be split 50/50 and routed through both Diss and Thetford. Discussions are ongoing with Norfolk County Council to agree this distribution of construction traffic based on the results of traffic modelling undertaken.

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Transport Working Group Regional Meeting (Suffolk) June 2024	It was suggested that the northern section of the B1113 in the county could be an issue due to width restrictions for two-way HGV traffic.	Mitigation measures are proposed to solve width issues such as cutting vegetation and temporary signage to indicate traffic to slow or give-way whilst passing on bends and accessing Fundenhall Road. Indicative Highway Mitigation Plans are provided within Appendix C of the Outline CTMP (document reference 7.3).
Transport Working Group Regional Meeting (Essex) June 2024	Reviewed list of sensitive junctions provided in previous meetings and has requested to include the A1060 / Park Avenue junction in Chelmsford in the assessment.	The A1060/Park Avenue junction has been included within the junction modelling and results presented within section 7 of the TA (document reference 7.11).
Transport Working Group Regional Meeting (Thurrock) June 2024	Noted that surveys being carried out during July 2024 would not fall within a neutral period for the county due to school exams etc. Ideally, they should be undertaken in a neutral period, and anticipates this would be a particular issue with regards to peakiness around the A1089 Asda Roundabout. National Highways added that it would be able to accept survey results in the first week of July, though beyond that they would be less comfortable with the outcomes.	The initial proposal to carry out traffic surveys in July 2024 before the start of the school holidays was not possible. As suggested by Thurrock, a neutral month was selected, and traffic surveys were arranged for November 2024.
EACN - Local Highway Authority Engagement Meeting (Essex County Council) June 2024	Query whether both the shared haul roads (with North Falls and Five Estuaries wind farms projects) and the proposed Norwich to Tilbury EACN Substation permanent access between Bentley Road and Ardleigh road would be required. A new planning application from Nembess is expected to be completed in approx. 2032. Essex County Council requested confirmation if this development has been accounted for as a cumulative impact. Essex County Council noted that the NMU usage surveys on both Bentley Road and Ardleigh Road were undertaken in November, and those surveys might not reflect the maximum number of users.	The permanent access will still be required post construction even if the shared haul road is used to provide construction access to the site. However, its use would be much less frequent than would be the case if it is utilised during construction. The planning application for the solar farm and battery storage has been granted, and therefore it has been accounted for as a committed development as emphasised by the Local Planning Authority. The team is conscious of the timing of the survey as a winter month, particularly with regards to the apparent use of Bentley Road

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		and Ardleigh Road by leisure cyclists due to the noticeably higher number of cyclists recorded on weekend days. Additional summer surveys were undertaken in August 2024 for Thursday to Sunday inclusive.
Transport Working Group Regional Meeting (Norfolk) July 2024	Commented that the planning applications for Norwich Main Substation and the adjacent Equinor project had plans for works in this area, including their own accesses. Noted the importance of knowing the duration for which the mitigation would need to be in place to understand if longer-term mitigations would be required.	Liaison and coordination with other projects is detailed within the Outline CTMP (document reference 7.3).
Transport Working Group Regional Meeting (Suffolk) July 2024	Noted that the abnormal load route on the B1113 through Sproughton is a known local sensitivity, adding that there are movements on this route relating to a local business, as well as this being the agreed heavy load route to Bramford Substation. It was noted that the Beagle Roundabout may be replaced in future with a signalised junction as part of a nearby residential development and should be considered within the cumulative assessment.	Details on access for AILs can be found in the AIL Access Strategy, within Appendix A of the Outline CTMP (document reference 7.3). Consideration has been given to the Beagle roundabout (A1071 / B1113) and potential impact.
Transport Working Group Regional Meeting (Essex) August 2024	TA should present the length of time which any mitigation would need to be in place for.	Separate AIL meetings have been carried out between the design team and Essex to explain details of mitigation measures. A schedule of mitigations has been developed with proposed levels of information to be provided in each location and were issued to Essex County Council for review and agreement on a case-by-case basis. Details of mitigation is included within the AIL Access Strategy Appendix A of the Outline CTMP (document reference 7.3).

Reference	Summary of discussions	National Grid's Response
Transport Working Group Regional Meeting (Thurrock) August 2024	Thurrock Council Network Management Team would need to be consulted with regards to any planned traffic management. Query on the duration of the proposed mitigation around the existing traffic islands on the A1013 Stanford Road to accommodate AIL. Many of these islands provide pedestrian crossing facilities. It was raised that the presence of the existing waste disposal site, the existing quarry, and the Tarmac building products facility have already HGV usage in Buckingham Hill Road. The waste disposal site can be particularly busy around weekends, with some existing issues associated with traffic queuing to access the site at certain times. Additional congestion would impact residents as this area is the main access to the village of East Tilbury.	Engagement has been undertaken with Thurrock Council Network Management Team regarding Traffic Regulation Orders and Temporary Traffic Regulation Orders. The quantum of and programme for AIL deliveries has been identified. The AIL Access Strategy is documented within Appendix A of the Outline CTMP (document reference 7.3). Additional development around these proposed mitigations will consider the duration for which it would be required, and what measures are necessary to maintain pedestrian access. Buckingham Hill Road has been assessed as part of the ES (Volume 6 of the DCO application) and the A1013/Buckingham Hill Road junction has been modelled within the TA (document reference 7.11).
Transport Working Group Meeting (Norfolk, Essex, Suffolk and Thurrock) August 2024	Thurrock noted that there are DCO projects in Thurrock which could interact with Norwich to Tilbury, and that some of those projects were considering the usage of park-and-ride type arrangements for staff in order to mitigate the numbers of staff movements at sensitive junctions. Norfolk County Council noted that they would look to see an indication of arrival times within the Outline Construction Worker Travel Plan (CWTP). They have explained that certain section of the highway network in the county was particularly sensitive at specific times, citing the A140 towards Norwich during the morning peak as an example.	Car sharing and public transport has been promoted as a potential mitigation measure as an alternative to a park-and-ride arrangement. within the Outline CWTP found within Appendix B of the Outline CTMP (document reference 7.3). The traffic increase during construction has been assessed on the A140 as part of the impact assessment relating to the SRN/Major Road Network (MRN) in the TA (document reference 7.11).
Transport Working Group Regional Meeting (Norfolk) September 2024	General structure and content of TA was presented by National Grid and considered appropriate by Norfolk. Provided an overview of the initial	Structure and modelling methodology has been used to develop the TA (document reference 7.11). A draft version of the TA (document reference 7.11)

Reference	Summary of discussions	National Grid's Response
	capacity assessment methodology using.	was submitted for comment in March 2025, and a response was provided by Norfolk.
Transport Working Group Regional Meeting (Suffolk) September 2024	General structure and content of TA was presented by National Grid and considered appropriate by Suffolk. Provided an overview of the initial capacity assessment methodology using.	Structure and modelling methodology has been used to develop the TA (document reference 7.11), and a draft was submitted for comment in March 2025.
Transport Working Group Regional Meeting (Essex) October 2024	General structure and content of TA was presented by National Grid and considered appropriate by Essex. Provided an overview of the initial capacity assessment methodology using.	Structure and modelling methodology has been used to develop the TA (document reference 7.11). A draft version of the TA (document reference 7.11) was submitted for comment in March 2025, and a response was provided by Essex.
Transport Working Group Regional Meeting (Thurrock) October 2024	General structure and content of TA was presented National Grid and considered appropriate by Thurrock. Provided an overview of the initial capacity assessment methodology using.	Structure and modelling methodology has been used to develop the TA (document reference 7.11). A draft version of the TA (document reference 7.11) was submitted for comment in March 2025, and a response was provided by Essex.
Transport Working Group Meeting (Norfolk, Essex, Suffolk, Thurrock, National Highways) January 2025	National Grid presented a draft of TA. Ran through methodology of junction sifting process, junction assessment methodology and cumulative assessment.	Workshops with Norfolk undertaken to assess all mitigation on a case-by-case basis. Details are provided within the Outline CTMP (document reference 7.3).
Transport Working Group Regional Meeting (Norfolk) January 2025	National Grid presented examples of the likely environmental mitigation measures following ES assessment of effects for junctions and PARs predominately where Walkers, cyclists and horse riders (WCH) Amenity raised from detailed assessment within the ES (Volume 6 of the DCO application). Approach to mitigation agreed in principle but would require site specific measures to be identified based on future traffic conditions.	Mitigation workshops with Suffolk undertaken to assess all mitigation at the junctions and PARs on a case-by-case basis. Details are provided within the Outline CTMP (document reference 7.3).

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Transport Working Group Regional Meeting (Suffolk) January 2025	National Grid presented examples of the likely environmental mitigation measures following ES assessment of effects for junctions and PARs predominately where WCH Amenity raised from detailed assessment within the ES (Volume 6 of the DCO application). Approach to mitigation agreed in principle but would require site specific measures to be identified based on future traffic conditions.	Mitigation workshops with Thurrock undertaken to assess all mitigation at the junctions and PARs on a case-by-case basis. Details are provided within the Outline CTMP (document reference 7.3). Embedded, standard and additional mitigation measures have been outlined in ES Chapter 16: Traffic and Transport (document reference 6.16). RAG strategy was used to prioritise order of junctions and mitigation required.
Transport Working Group Regional Meeting (Thurrock) February 2025	National Grid presented examples of the likely environmental mitigation measures following ES assessment of effects for junctions and PARs predominately where WCH Amenity raised from detailed assessment within the ES (Volume 6 of the DCO application). Approach to mitigation agreed in principle but would require site specific measures to be identified based on future traffic conditions. Red Amber Green (RAG) strategy presented for junction mitigation. The RAG strategy would help to focus on key junctions in terms of the likely mitigation required to ensure sufficient time is allowed to develop and discuss proportionate measures prior to the submission of the DCO. RAG strategy agreed in principle.	Mitigation workshops with Essex undertaken to assess all mitigation at the junctions and PARs on a case-by-case basis. Details are provided within the Outline CTMP (document reference 7.3). RAG strategy was used to prioritise order of junctions and mitigation required.
Transport Working Group Regional Meeting (Essex) February 2025	National Grid presented examples of the likely environmental mitigation measures following ES assessment of effects for junctions and PARs predominately where WCH Amenity raised from detailed assessment within the ES (Volume 6 of the DCO application). Approach to mitigation agreed in principle but would require site specific measures to be identified based on future traffic conditions. RAG strategy presented for junction mitigation. The RAG strategy would	Mitigation workshops with Essex undertaken to assess all mitigation at the junctions and PARs on a case-by-case basis. Details are provided within the Outline CTMP (document reference 7.3). RAG strategy was used to prioritise order of junctions and mitigation required.

Reference	Summary of discussions	National Grid's Response
	help to focus on key junctions in terms of the likely mitigation required to ensure sufficient time is allowed to develop and discuss proportionate measures prior to the submission of the DCO. RAG strategy agreed in principle. Mitigation measures may be informed by feasibility studies previously undertaken by Essex.	
Transport Working Group Regional Meeting (Thurrock) March 2025	National Grid presented examples of the likely environmental mitigation measures following ES assessment of effects on PARs predominately for WCH Amenity where large or moderate significance of effect was identified. Request to consider mitigation for some additional locations i.e. the uncontrolled crossings as part of the WCH severance assessment due to safety concerns. Approach to mitigation agreed in principle but a review of the sensitivity of some PARs need to be carried out, i.e. Heath Road, A1013 Stanford Road and Buckingham Hill Road.	Review of sensitivity of PARs undertaken and presented within ES Chapter 16: Traffic and Transport (document reference 6.16). A review of uncontrolled formal and informal crossing for pedestrians was undertaken within the TA (document reference 7.11) and ES (Volume 6 of the DCO application) as requested by Thurrock. This included Buckingham Hill Road, Hoford Road and A1013 Standford Road. Standard mitigation is outlined within the Outline CTMP (document reference 7.3) and additional mitigation detailed within ES Chapter 16: traffic and transport (document reference 6.16). The TA (document reference 7.11) provides a summary of mitigation required for the Project.
Transport Working Group Regional Meeting (Norfolk) March 2025	National Grid presented examples of the likely environmental mitigation measures following ES assessment of effects on PARs predominately for WCH Amenity. Approach to mitigation agreed in principle.	The TA (document reference 7.11) provides a summary of the IEMA mitigation which included standard mitigation outlined within the Outline CTMP (document reference 7.3) and additional mitigation detailed within ES Chapter 16: traffic and transport (document reference 6.16).
Transport Working Group Regional Meeting (Suffolk) March 2025	National Grid presented examples of the likely environmental mitigation measures following ES assessment of effects for junctions and PARs	Details of proposed mitigation and sensitivities were provided to Suffolk, and details are provided within the TA (document reference

Reference	Summary of discussions	National Grid's Response
	predominately where WCH Amenity raised from detailed assessment within the ES Chapter 16: Traffic and Transport (reference 6.16). Approach to mitigation agreed in principle but would require site specific measures to be reviewed by Suffolk against receptor sensitivity for each PAR.	7.11) and the ES Chapter 16: Traffic and Transport (document reference 6.16).
Transport Working Group Regional Meeting (Thurrock) March 2025	National Grid presented a draft TA report and noted suggested changes by Thurrock. This included making it clear the split between HGV/LGVs, adding in reference to additional mitigation, review of additional developments as part of cumulative assessment were provided.	Feedback received from Thurrock was reviewed at the meeting and has been incorporated in to the TA (document reference 7.11) in all relevant sections.
Transport Working Group Regional Meeting (Essex) April 2025	National Grid presented a draft TA report and ran through comments received by Essex. This included core working hours being beyond acceptability, details on bellmouths requested, queries on Outline CTMP and Outline CWTP regarding staff/visitor trips, detail requested on trip generation, review of collision clusters needed, sensitivity of some PARs in relation to construction movements at peak times, Further review of V/C ratio requested and parking and loading assessment should be undertaken on a case-by-case basis. Cumulative developments to be confirmed by Essex	Feedback received from Essex was reviewed at the meeting and has been incorporated in to the TA (document reference 7.11) in all relevant sections. Details on Cumulative developments and V/C ratio were provided for review by Essex.
Feedback on Transport Assessment (Norfolk) April 2025	National Grid presented a draft TA report and ran through comments received by Norfolk. This included core working hours being beyond acceptability, work outside of peak hours, supports stance to use Thetford as a construction access route, review of collision clusters needed, breakdown per county for tables requested, further details on peak duration and outside of peak movements and durations and additional developments provided for review.	Feedback received from Norfolk was reviewed at the meeting and has been incorporated in to the TA (document reference 7.11) in all relevant sections

Reference	Summary of discussions	National Grid's Response
Junction Modelling and Mitigation (Norfolk) April 2025	National Grid presented results of the junction modelling assessments. Provided a recap on the junction selection process, assessment methodology, approach to mitigation, and proposed mitigation (where necessary). Request to discuss the need to avoid the A47 / A140 Ipswich Road roundabout during the AM peak hours with National Highways. In the A11 / A1066 roundabout it could be necessary to avoid peak hours. The baseline scenario is already over capacity with delays at Diss, but they want to explore the possibility of not adding more issues to the road. This applies to WCH amenity, crossings of schools, etc. Suggested to explore the off peak baseline flows and a comparison with the peak hour flows.	Findings of the junction modelling can be found within section 7 of the TA (document reference 7.11). A meeting with National Highways was held in May 2025 where the results of the junction modelling of the A47/A140 Ipswich Road and A11/A1066 roundabouts were discussed. Additional environmental mitigation as a result of the initial IEMA assessment are presented in ES Chapter 16: Traffic and Transport (document 6.16).
Transport Working Group Regional Meeting (Suffolk) April 2025	National Grid presented draft of TA. Ran through some sections where they have comments including the operation and decommissioning. Interest in AIL strategy to demonstrate a feasible route has been assessed and decommissioning of the Cable Sealing End (CSE) compound and substations and they are critical and need to be addressed in the future. Cumulative impacts on the A140 of solar farms, although still in early stages of the planning. They want to see evidence of car sharing ratios. There are concerns of creating a new peak with the cumulative developments happening at the same time. Pushed back against the working shift patterns for Sundays and Bank Holidays. They consider it is better to undertake a full working day on Saturday to avoid inter peak hours on Saturday. Raised awareness of avoiding blocking back on the A143 Old Bury Road bellmouth junctions.	Findings of the junction modelling can be found within section 7 of the TA (document reference 7.11). Additional environmental mitigation as a result of the initial IEMA assessment are presented in ES Chapter 6: Traffic and Transport (document reference 6.16). The Outline PRoW Management Plan (document reference 7.6) has been prepared to set out the proposed approach to the management of PRoWs during construction of the Project. The Outline CTMP (document reference 7.3) describes how compliance on construction flows will be monitored and managed with engagement with Local Highway Authorities.

Reference	Summary of discussions	National Grid's Response
	Safety concerns raised if PRoWs are closed and users diverted via the road. They want to see control of the HGV arrivals, to comply with the flat profile and avoid a front load in the morning.	
Transport Working Group Regional Meeting (Thurrock) April 2025	National Grid presented results of the junction modelling assessments. Provided a recap on the junction selection process, assessment methodology, approach to mitigation, and proposed mitigation (where necessary). Approach and findings of results need to be reviewed following submission of modelling results for each junction. National Grid presented the proposed additional environmental mitigation measures following the ES assessment of effects on PARs, in relation to Pedestrian, cyclist and horse-rider amenity and Pedestrian, cyclist and horse-rider severance.	Modelling results were submitted to Thurrock for technical review. Findings of the junction modelling can be found within section 7 of the TA (document reference 7.11). Additional environmental mitigation as a result of the initial IEMA assessment are presented in ES Chapter 16: Traffic and Transport (document reference 6.16).
Transport Working Group Regional Meeting (Suffolk) May 2025	National Grid presented results of the junction modelling assessments. Provided a recap on the junction selection process, assessment methodology, approach to mitigation, and proposed mitigation (where necessary). Approach and findings of results agreed in principle but request for time to further review the findings of the assessment modelling and to review existing baseline. National Grid presented the proposed additional environmental mitigation measures following the ES assessment of effects on PARs, in relation to Pedestrian, cyclist and horse-rider amenity. Approach to mitigation agreed in principle but request for time to further review the proposals was requested.	Findings of the junction assessments based on strategy and approach presented to Suffolk can be found within Section 6 and 7 of the TA (document reference 7.11). Additional environmental mitigation as a result of the initial IEMA assessment are presented in ES Chapter 16: Traffic and Transport (document reference 6.16).

Reference	Summary of discussions	National Grid's Response
Transport Working Group Regional Meeting (Suffolk) May 2025	National Grid presented results of the junction modelling assessments. Provided a recap on the junction selection process, assessment methodology, approach to mitigation, and proposed mitigation (where necessary). Review of blocking back between junctions, weekday/weekend traffic flow profile and committed developments was requested. Further modelling of off-peak traffic conditions at Site 22: A1120 Church Road / B1115 Stowmarket Road to avoid peak hours and school drop-off/pickup during term time to be undertaken. Approach and findings of results agreed in principle but request for time to further review the findings of the assessment modelling and to review existing baseline.	Findings of the junction assessments based on strategy and approach presented to Suffolk can be found within Section 6 and 7 of the TA (document reference 7.11). Suffolk were provided with modelling results to allow for a technical review to be undertaken.
Transport Working Group Regional Meeting (National Highways and Thurrock) May 2025	National Grid presented results of the junction modelling assessments. Provided a recap on the junction selection process, assessment methodology, approach to mitigation, and proposed mitigation (where necessary). Approach and findings of results agreed in principle but request for time to further review the findings of the assessment modelling and to review existing baseline. National Highways requested a check on cumulative developments associated with the junctions, particularly at the A14 J55 Copdock Interchange. Noted that proposed upgrade to junction unlikely to occur before the Project peak construction year. National Highways to investigate baseline conditions at the A47 Norwich Southern Bypass / A140 Ipswich Rd junction where the assessment may not necessarily represent existing capacity. In addition, review of available baseline	Findings of the junction assessments based on strategy and approach presented to Suffolk can be found within Section 6 and 7 of the TA (document reference 7.11). Thurrock and National Highways have been provided with modelling results to allow for a technical review to be undertaken. Additional environmental mitigation as a result of the initial IEMA assessment are presented in ES Chapter 16: Traffic and Transport (document reference 6.16).

Reference	Summary of discussions	National Grid's Response
	and recent modelling on all junctions to be undertaken, particularly at the A120 Braintree Bypass / B1018 Braintree Rd junction Thurrock noted that surrounding businesses would be interested in the Asda roundabout modelling assessment to ensure there would be no significant impact to their operations.	
Transport Working Group Regional Meeting (Suffolk) June 2025	National Grid presented findings of the review of blocking back between junctions, weekday/weekend traffic flow profile, committed developments and off-peak modelling at the A1120 Church Road / B1115 Stowmarket Road junction to avoid peak hours and school drop-off and pick-up hours. Findings of results agreed in principle but request for time to further review the findings of the assessment modelling and to review existing baseline.	Findings of the junction assessments based on strategy and approach presented to Suffolk can be found within Section 6 and 7 of the TA (document reference 7.11). Suffolk have been provided with modelling results to allow for a technical review to be undertaken.
Transport Working Group Regional Meeting (Essex) June 2025	National Grid presented results of the junction modelling assessments to the area engineers. Provided a recap on the junction selection process, assessment methodology, approach to mitigation, and proposed mitigation (where necessary). Approach and findings of results agreed in principle but request for time to further review the findings of the assessment modelling and to review existing baseline.	Findings of the junction assessments based on strategy and approach, and proposed mitigation can be found within Section 6 and 7 of the TA (document reference 7.11). Essex have been provided with modelling results to allow for a technical review to be undertaken.
Junction Modelling and Mitigation (Essex) June 2025	National Grid presented results of the junction modelling assessments to the area engineers. Provided a recap on the junction selection process, assessment methodology, approach to mitigation, and proposed mitigation (where necessary). Approach and findings of results agreed in principle but request for time to further review the findings 29of the assessment modelling and to review existing baseline.	Findings of the junction assessments based on strategy and approach, and proposed mitigation can be found within Section 6 and 7 of the TA (document reference 7.11). Essex have been provided with modelling results to allow for a technical review to be undertaken.

Reference	Summary of discussions	National Grid's Response
Transport Working Group Regional Meeting (Essex) June 2025	National Grid presented the trip generation and assignment for the Project to Essex. Essex note that in principle the approach and methodology used was acceptable including the use of the V/C ratio for junction selection.	Findings of the junction assessments based on strategy and methodology presented to Essex can be found within Section 6 and 7 of the TA (document reference 7.11).

Abbreviations

Abbreviation	Full Reference
AIL	Abnormal indivisible load
ATC	Automatic Traffic Count
CNEB	Chelmsford North East Bypass
CSE	Cable Sealing End
CTMP	Construction Traffic Management Plan
CWTP	Construction Workers Travel Plan
DCO	Development Consent Order
DfT	Department for Transport
EACN	East Anglia Connection Node
ES	Environmental Statement
HGV	Heavy Goods Vehicle
IEMA	Institute of Environmental Management and Assessment
LTC	Lower Thames Crossing
MRN	Major Road Network
NMU	Non-Motorised Users
PAR	Primary Access Routes
PRoW	Public Rights of Way
RAG	Red-Amber-Green
SRN	Strategic Road Network
TA	Transport Assessment
WCH	Walkers, cyclists and horse riders

Glossary

Term	Definition
Abnormal indivisible load	A large load which cannot 'without undue expense or risk of damage' be divided into two or more smaller loads for the purposes of being transported by road, and which exceeds limits set out in terms of weight (>44 tonnes), length (>18.65 m), and width (>2.9 m).
Access Tracks	Temporary access to a smaller scale, isolated works area, typically provided for erection of scaffold and netting at locations the overhead line crosses features such as roads and railways.
Bellmouth	A flared vehicular access point connecting a construction site to the public highway, designed to accommodate turning movements by large vehicles.
Cable Sealing End	A termination point where high-voltage underground cables are connected to overhead lines or substations. It provides the necessary insulation and mechanical support to safely transition between different types of electrical infrastructure. These are typically housed within a Cable Sealing End (CSE) compound.
Cable Sealing End compound	Electrical infrastructure used as the transition point between overhead lines and underground cables. A compound on the ground acts as the principal transition point.
Committed development	A development that has full or outline planning permission, or is allocated in an adopted development plan.
Construction Traffic Management Plan	Plan detailing the procedures, requirements and standards necessary for managing the traffic effects during construction of the Project so that safe, adequate and convenient facilities for local movements by all transport modes are maintained throughout the construction process.
Construction Worker Travel Plan	Plan that sets out the framework and principles proposed for the management of construction worker travel to mitigate potential impacts and encourage more sustainable modes of transport.
Development Consent Order	A statutory instrument which grants consents and other rights to build a Nationally Significant Infrastructure Project, as defined by the Planning Act 2008.
Environmental Statement (ES)	The main output from the EIA process, an ES is the report required to accompany an application for development consent (under the Infrastructure Planning (EIA) Regulations 2017) to inform public and stakeholder consultation and the decision on whether a project should be allowed to proceed. The EIA Regulations set out specific requirements for the contents of an ES for Nationally Significant Infrastructure Projects.

Term	Definition
Heavy Goods Vehicle	Goods vehicles weighing more than 3,500 kg.
Major Road Network	Routes in the middle tier of the road network (between the SRN and LRN), as defined by the Department for Transport. MRNs are managed by the Local Highway Authorities. For the Project, the Local Highway Authorities are Thurrock Council and Essex, Suffolk and Norfolk County Councils
Permanent access	Access required to infrastructure during the operational phase of the Project, for operational and maintenance purposes.
Primary Access Routes	Access routes on the public highway designated for use by construction vehicles (typically for HGVs) to travel from the strategic road network / major road network to the site access point.
Public Right of Way	A footpath, bridleway or byway accessible to all members of the public.
Transport Assessment	Transport Assessment is a comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be taken to deal with the anticipated transport effects of the Project. It is separate to Chapter 16: Traffic and Transport (document reference 6.16).

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