



Norfolk County Council

Response to Deadline 3 Submissions

Norwich to Tilbury

(EN020027)

Deadline 4 – 12 May 2026

Response to outline CTMP revision B [REP3-029]

1. NCC makes no comment on changes introduced to correct typographical errors except to query the change made to the entry for H08-A1 in Table 5.1, in which the most onerous anticipated AIL/special order vehicle has been changed to be a Large Mobile Crane (0 t). NCC suggests this change may have been introduced accidentally.
2. Section 5.4 introduces an exception to the principle that construction traffic will be routed from the strategic route network and the major route network to site accesses via the primary access routes (“PARs”). Paragraph 5.4.2 sets out that certain construction vehicles may use roads which are not PARs and Table 5.2 sets out example construction activities and vehicle types to which this exception applies.
3. During ISH2 the Examining Authority sought clarity from the applicant as to the extent and purpose of this exception. The applicant confirmed that this exception is intended to apply only prior to the availability of the haul road. As currently written, the text of paragraph 5.4.2 is ambiguous as to whether vehicles may be able to use non-PAR routes after the establishment of the haul road.
4. NCC is content with the outline CTMP including provision for the use of non-PAR routes in limited circumstances but would request that the language is adjusted to be clearer about the exact nature of those limits. NCC understands from hearing the applicant’s submissions at ISH2 that this is the applicant’s intention.
5. Paragraph 5.8.4 has been amended to make clear that local highways authorities will be able to review and approve traffic management measures through permit schemes rather than simply be informed of them. NCC welcomes this change.
6. New paragraph 5.8.5 introduces a requirement for the applicant to use reasonable endeavours to inform stakeholders such as royal mail or the blue lights services of any road closures diversions or access arrangements that are considered to impact their operations at the earliest possible opportunity. NCC welcomes this change.
7. Table 5.10 includes a change to the entry for the B1113/Wymondham Road junction to indicate that operation of the junction will be monitored. NCC is content with this change.

8. Paragraph 6.4.1, which concerns matters which would be considered non-compliance so as to assess if corrective measures may be necessary, has been amended so that now HGV drivers not adhering to the agreed routes *without reasonable excuse* will be investigated. NCC does not object in principle to allowing for reasonable excuses in applying corrective measures, but we question whether incidents can be excluded from investigation on the basis of a reasonable excuse. The fact of a reasonable excuse would require an investigation to establish, so it is not clear how an incident can be excluded from investigation before the excuse is established. In our view a reasonable excuse should become relevant later, i.e. to the application of corrective measures.
9. We would appreciate clarity from the applicant about what type of reasons might constitute a reasonable excuse. Further, it would be helpful if the outline CTMP could outline what types of corrective measures might be available.
10. The addition of paragraph 6.6.2 commits the applicant to engage with a developer's forum in Essex to continue and formalise project coordination. There is not a pre-existing forum in Norfolk, but NCC would see the value in one and would be interested in exploring options with the applicant.