

# Norwich to Tilbury

## Volume 7: Other Documents

**Document: 7.3 Outline Construction Traffic Management Plan  
Appendix B - Outline Construction Worker Travel Plan -  
Tracked Changes Version**

**Final Issue B**

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# 1. Introduction

## 1.1 Summary

- 1.1.1 National Grid Electricity Transmission plc (herein referred to as 'National Grid') has produced application for an order granting development consent to develop the transmission network from Norwich to Tilbury (referred to as 'the Project'). The Project meets the threshold as a Nationally Significant Infrastructure Project (NSIP), as defined under Part 3 of the Planning Act 2008, hence National Grid will require a Development Consent Order (DCO).
- 1.1.2 This Outline Construction Worker Travel Plan (CWTP) is being submitted as part of the DCO application. This Outline CWTP will be embedded within the documentation, as an appendix to the Outline CTMP (DCO document number 7.3) when the Main Works Contractor(s) is appointed and will form a comprehensive and overarching management procedure which they will follow.
- 1.1.3 This Outline CWTP is Appendix B of the Outline CTMP (DCO document number 7.3) sets out the strategy and measures which will be adopted by National Grid and the Main Works Contractor(s). National Grid and the Main Works Contractor(s) will develop the Final CWTP following DCO with strategy and measures, subject to agreement with the Local Highway Authorities (LHA) and National Highways, in order to:
- Ensure appropriate consideration is given to the safety and travel patterns of site workers
  - Ensure the environmental impact of construction staff is minimised
  - Encourage construction workers to travel to the site via sustainable modes.

## 1.2 Construction Worker Travel Plan Scope

- 1.2.1 This Outline CWTP is part of a suite of management plans prepared to support the DCO application.
- 1.2.2 This Outline CWTP will be developed into a final detailed Construction Worker Travel Plan (CWTP) by the Main Works Contractor(s) following the submission of the DCO application. The measures included within the final CWTP will be developed through consultation with the relevant LHA and the relevant Local Planning Authority.
- 1.2.3 This Outline CWTP proposes targets relating to vehicle occupancy and mode shares in Section 6. At this stage of the development of the Outline CWTP, the targets proposed in Section 6 are targets in principle, with finalised targets set in the final CWTP.
- 1.2.4 This Outline CWTP sets out the framework and principles that are being proposed for the management of construction worker travel to mitigate potential impacts. The final CWTP will set out the management measures, procedures and best practices that will be implemented to manage and reduce the impact of construction worker travel on the local and strategic road networks during the construction phase.

- 1.2.5 This Outline CWTP sets out the indicative staff numbers, based on currently available construction programmes and trip estimates, anticipated during construction and the primary objectives that will be followed by this plan as it is developed. It is expected that these values will change slightly.
- 1.2.6 This OCWTP sets out measures to manage and potentially reduce the number of trips made to and from the site by private cars during the construction phase.
- 1.2.7 All construction staff will be made aware of the measures that are detailed within the final CWTP, to help reduce the number of car borne trips and promote alternative sustainable modes of travel.
- 1.2.8 The final CWTP will aim to ensure all construction staff are aware of the advantages and potential to travel by more sustainable and environmentally friendly modes of transport, through raising awareness and the provision of information identifying travel options.
- 1.2.9 This Outline CWTP has been developed in accordance with the relevant local authorities' Travel Plan guidance, with consideration also given to national policy.

### 1.3 OCWTP Objectives

- 1.3.1 The overall objectives of this OCWTP are to:
  - Reduce overall construction worker trips associated with the planned construction activity, especially in the peak construction periods
  - Enhance safety for all users involved in the construction phase and for people local to the working areas and access routes
  - Where possible, reduce disruption to local communities and stakeholders.

### 1.4 Structure of the OCWTP

- 1.4.1 The OCWTP structure is set out in Table 1.1.

Table 1.1 Structure of this OCWTP

Chapter	Content
2. Construction Proposals	This provides details about the construction of the Project, including core working hours and anticipated worker movements.
3. Policy Review	This sets out the relevant policies for each of the LHAs in relation to Travel Plans.
4. Site Accessibility	This summarises the main site locations which are anticipated to experience worker movements, and identifies the current site accessibility options by foot, rail, bus and cycle.

Chapter	Content
5. Targets	This summarises the proposed targets for car sharing, modal splits and other Travel Plan measures.
6. Roles and Responsibilities	This summarises the different responsibilities of National Grid, the Main Works Contractor(s) and the Travel Plan Coordinator (TPC).
7. Travel Plan Strategy and Measures	This details the potential strategy and measures that could be implemented throughout the Project. This includes the responsibility of the TPC to promote sustainable travel awareness and the Travel Plan measures.
8. Monitoring and Review	This details the ongoing monitoring and implementation of the Travel Plan to ensure compliance and that targets are met.

## 2. Construction Proposals

### 2.1 Introduction

2.1.1 This chapter explains the current assumptions surrounding construction staff and site operation during the construction phase.

### 2.2 Construction Staff

2.2.1 Staff involved in the construction of the Project will hold a variety of different roles. There will be mobile gangs working on construction tasks across the Project, staff based at main site compounds and satellite compounds and staff who are office-based elsewhere who may visit the site. Staff will access their work location via a series of Primary Access Routes (PARs), as defined in the Outline Construction Traffic Management Plan (Outline CTMP) (document reference 7.3).

2.2.2 The core construction working hours for the Project will be between 07:00-19:00 Monday to Friday (except bank holidays) and 07:00-17:00 on Saturday, Sunday and Bank Holidays. Key exceptions to these core working hours may include security monitoring and surveys and deliveries of abnormal indivisible loads, for example the cable drums which may be delivered outside core working hours to reduce impacts on the highway network. Further information on activities which may take place outside the core working hours are listed in Section 2.3 of the Outline CTMP (document reference 7.3).

2.2.3 During construction, the number of workers on site would change depending on the stage of construction. Table 2.1 displays the anticipated peak numbers of construction workers expected to use each PAR, per day. Figure 2.1 to Figure 2.4 below show the anticipated peak number of workers per month along the construction programme.

Table 2.1 Anticipated Combined workforce arriving to site per day (peak)

Primary Access Route (PAR)	Peak	PAR	Peak	PAR	Peak	PAR	Peak
H01-A1	121	H09-A1	36	H19-A2	193	H29-A1	24
H01-A2	30	H10-A1	48	H20-A1	30	H29-A2	36
H02-A1	33	H10-A2	162	H20-A2	33	H30-A1	30
H03-A1	36	H11-A1	37	H21-A1	25	H30-A2	42
H03-A2	33	H11-A2	49	H22-A1	33	H31-A1	48
H04-A1	33	H12-A1	49	H23-A1	31	H32-A1	16
H04-A2	34	H12-A2	250	H24-A1	36	H33-A1	30

Primary Access Route (PAR)	Peak	PAR	Peak	PAR	Peak	PAR	Peak
H05-A1	34	H13-A1	3	H24-A2	34	H33-A2	42
H05-A2	37	H14-A1	94	H25-A1	37	H34-A1	42
H06-A1	37	H15-A1	16	H25-A2	41	H35-A1	43
H06-A2	42	H16-A1	102	H26-A1	30	H35-A2	12
H07-A1	42	H17-A2	385	H27-A1	25	H36-A1	37
H07-A2	42	H18-A1	36	H28-A1	130	H37-A1	202
H08-A1	36	H19-A1	30	H28-A2	36	H38-A1	51
						H39-A1	10
						H40-A1	44

## 2.3 Construction Gangs

- 2.3.1 The majority of the workforce will be split into mobile gangs, which would normally consist of between four and six employees. It is expected that there will be multiple gangs working on site at any one time, typically undertaking different elements of work in parallel at different locations. Construction is expected to occur in stages, with gangs starting work at a number of locations and then working their way along the proposed alignment.
- 2.3.2 Often, workers belonging to the same gang will chose to reside together during the week in either the same temporary accommodation or in close proximity to each other for ease. Therefore, it is anticipated that the mobile gangs will travel together to their relevant work site. In line with general working practices in the industry, overhead line gangs are expected to sign in at their allocated compound first and to then travel on to their relevant work site, while cables and substation workers will travel directly to their work site.
- 2.3.3 The assessment of the impact on the road network has assumed different vehicle occupancies depending on the type of worker.
- Office-based staff (National Grid and Contractor staff) have an assumed vehicle occupancy of one
  - Overhead line construction workers to compounds have a vehicle occupancy of two, with the movement from compound to site having a vehicle occupancy of six (assumed to be a crew van vehicle).
  - Cables and substation construction staff have an assumed vehicle occupancy of two. Worker movements will be designed and managed around shift patterns and commuting times.

## 2.4 Main and Satellite Compound Staff

- 2.4.1 Not all construction staff will be working on site constructing the Project. ~~It is anticipated that~~ A proportion of staff will be office-based at main compounds or satellite compounds. These staff will therefore not be travelling to work sites along the route of the Project but will be travelling to and from the compounds and satellite offices at the start and end of the working day.
- 2.4.2 The assumed worst case for these staff is 80 office-based staff at main compound locations, and six office-based staff at satellite compound, per day. The assumed vehicle occupancy for these staff is one per vehicle. These staff are included within the numbers presented in Table 2.1.

## 2.5 Trip Routeings and Access Routes

- 2.5.1 As noted above, construction staff will be split across mobile gangs, main compounds, CSE Compounds and satellite compound. Each compound type is accessed via defined PARs for construction staff travelling to site. PARs are access routes along the local road network designated for use by construction vehicles to travel from the strategic road network to the site access point. Additional information on the access strategy is detailed in Section 5.4 of the Outline CTMP (document reference 7.3). All construction staff (both office-based and gang staff) will travel to and from site on the PARs. The figures below (broken down by LHA) show the total anticipated peak workers within an LHA boundary for the duration of the construction programme.

Figure 2.1 Anticipated Peak Daily Construction Workers – Norfolk

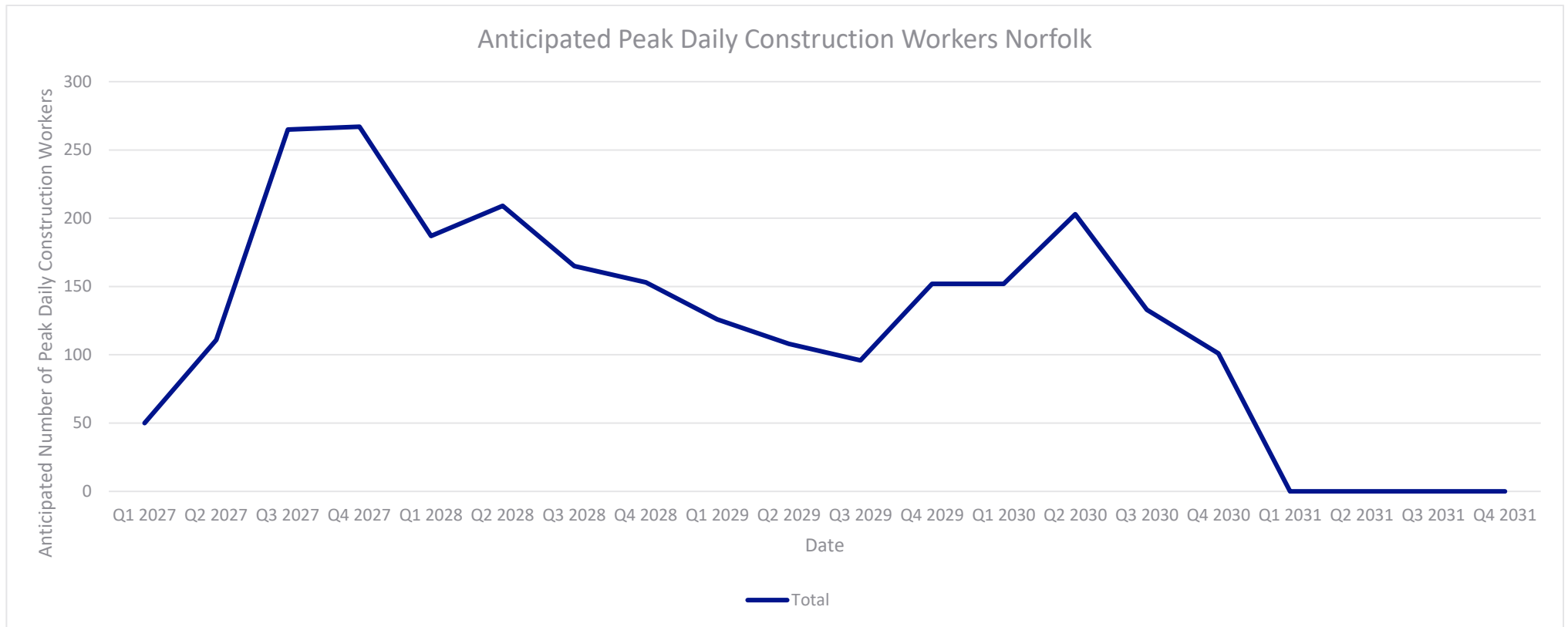


Figure 2.2 Anticipated Peak Daily Construction Workers – Suffolk

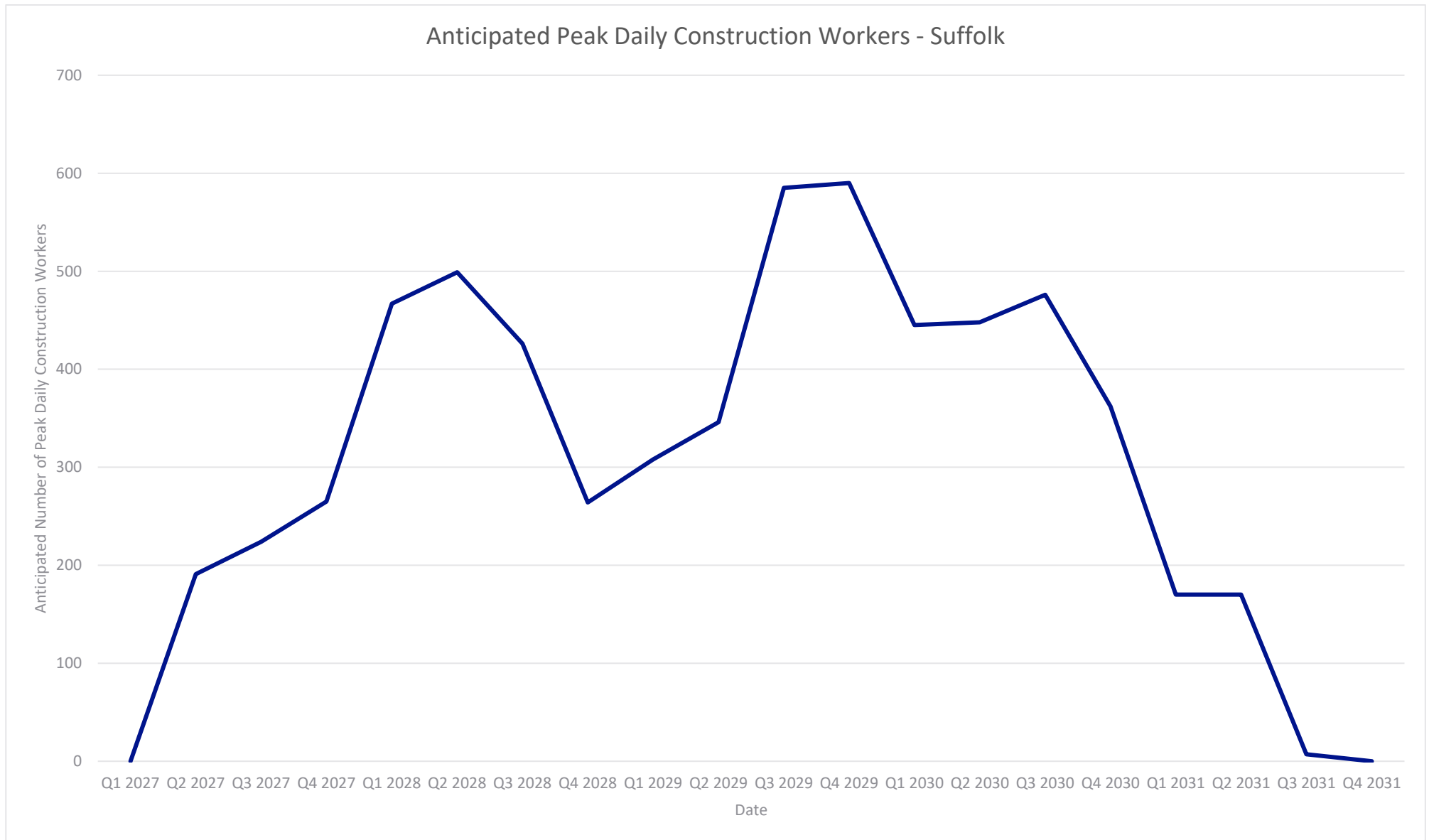


Figure 2.3 Anticipated Peak Daily Construction Workers – Essex

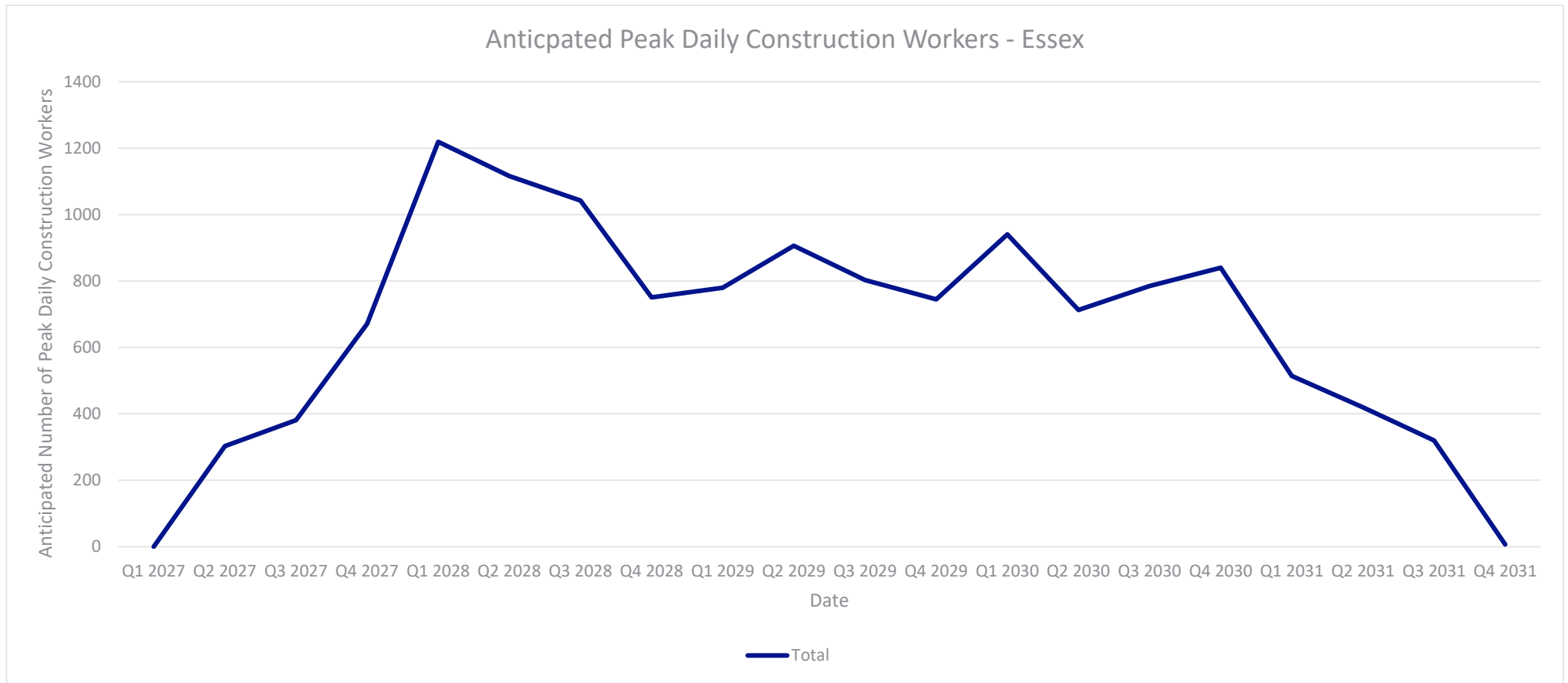
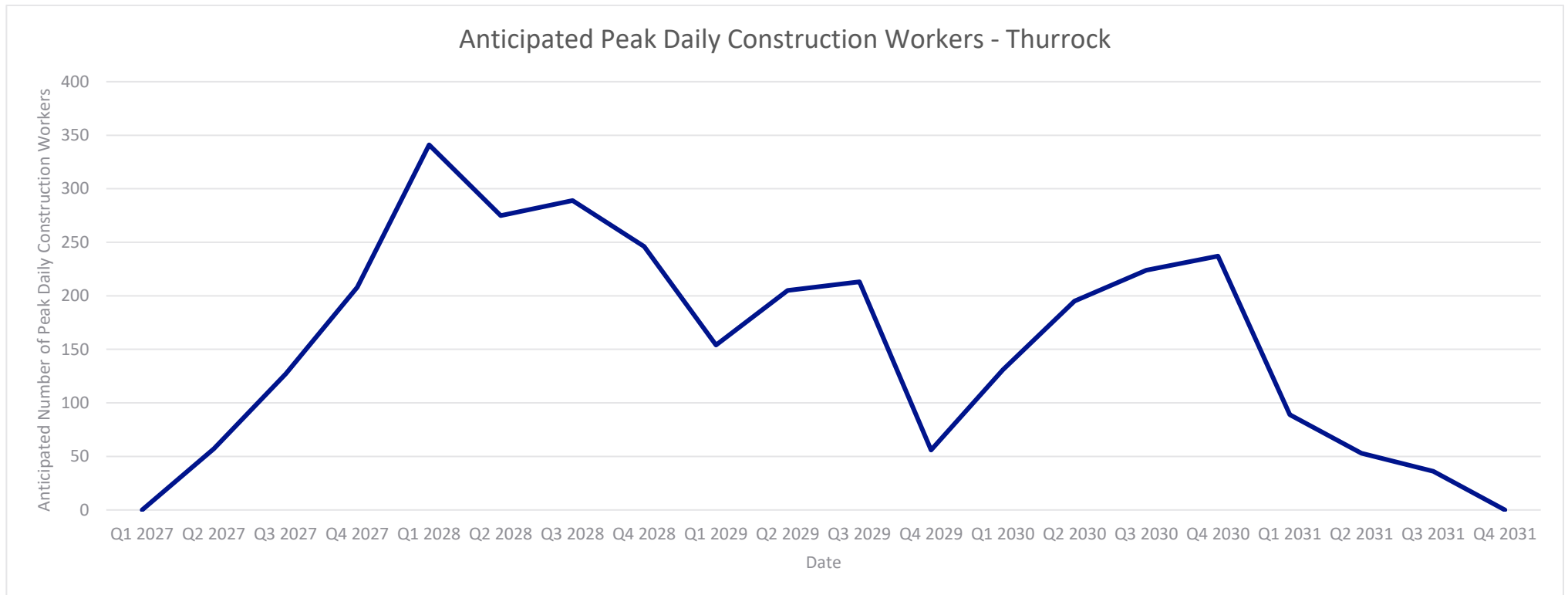


Figure 2.4 Anticipated Peak Daily Construction Workers – Thurrock



## 3. Policy Review

### 3.1 Introduction

- 3.1.1 The preparation of this Outline CWTP has been informed by a review of relevant policy documents and Travel Plan guidance, which is summarised in this chapter. Although most policy refers to the operational use of the development and not NSIPs, where applicable the policies and guidance have also been used to inform this Outline CWTP.

### 3.2 National Policy

#### National Planning Policy Framework

- 3.2.1 The National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2025) includes several sections relevant to Travel Plans:
- Paragraph 109: Emphasises the need for transport issues to be considered from the earliest stages of plan-making and development proposals, so that opportunities to promote walking, cycling, and public transport use are identified and pursued.
  - Paragraph 111: Highlights the importance of providing high-quality walking and cycling networks and supporting facilities such as cycle parking.
  - Paragraph 118: Stresses the need for developments that generate significant movement to be supported by a transport assessment or transport statement, and where appropriate, a Travel Plan.

#### Overarching National Policy Statement for Energy (EN-1)

- 3.2.2 The Overarching National Policy Statement (NPS) for Energy (EN-1) (Department for Energy Security and Net Zero, 2024) sets out the basis under which an energy sector NSIP will be considered during the DCO application process. In particular, EN-1 Section 5.14 discusses transport impacts. Within this section, Paragraph 5.14.7 sets out the need to develop a Travel Plan: *'The applicant should prepare a travel plan including demand management and monitoring measures to mitigate transport impacts'*.
- 3.2.3 The Institute of Environmental Management and Assessment (IEMA) Guidelines: Environmental Assessment of Traffic and Movements (IEMA, 2023) notes that the aim should also be *'to reduce reliance on vehicles or vehicle impacts e.g. through promoted active travel and public transport'*.

#### Travel Plans, Transport Assessments and Statement Guidance

- 3.2.4 The UK government's Planning Practice Guidance relating to Travel Plans, Transport Assessments and Statements (Department for Communities and Local Government, 2014) provides a framework for integrating sustainable travel into the planning process:

- Purpose of Travel Plans: Travel Plans are long-term management strategies aimed at promoting sustainable travel options, such as walking, cycling, and public transport, to reduce the negative transport impacts of new developments.
- Requirements: Travel Plans are required for developments that generate significant amounts of movement. They should be considered early in the planning process and integrated into the design and occupation of the site.
- Content of Travel Plans: Travel Plans should include measures to promote sustainable travel, targets for reducing car use, and monitoring and management strategies to ensure effectiveness.
- Implementation and Monitoring: Effective implementation and regular monitoring are crucial. This includes setting clear targets, regular reviews, and adjustments to ensure the Travel Plan remains effective over time.

### 3.3 Local Policy

#### Essex Policy

##### **Essex Transport Strategy: The local Transport Plan for Essex (2011)**

- 3.3.1 The Essex Transport Strategy: The Local Transport Plan for Essex (Essex County Council, 2011) document outlines the importance of Travel Plans in promoting sustainable travel and reducing reliance on cars.
- Promotion of Sustainable Travel: Travel Plans are highlighted as essential tools for encouraging walking, cycling, and public transport use. They aim to reduce traffic congestion and environmental impacts.
  - Integration with Development: The strategy requires Travel Plans for new developments, ensuring they contribute to sustainable transport goals. This includes residential, commercial, and educational developments.
  - Monitoring and Evaluation: Regular monitoring and evaluation of Travel Plans are emphasised to ensure they are effective and meet their targets. This involves setting clear objectives and regularly reviewing progress.
- 3.3.2 The above policy is taken into account when developing the Outline CWTP with sustainable travel options to site, with initiatives are suggested within the strategy and measures. This Outline CWTP also includes information on the monitoring and management of the CWTP.
- 3.3.3 Essex County Council Guidance Notes for a Workplace Travel Plan (Essex County Council, 2025)**
- 3.3.4 Essex guidance relating to Travel Plans provides detailed advice for creating and implementing Travel Plans to promote greener modes of transport.
- 3.3.5 The guidance aims to reduce reliance on cars by encouraging walking, cycling and public transport.
- 3.3.6 The guidance suggests that a staff travel survey should be undertaken by an appointed TPC once the 50<sup>th</sup> member of staff has been employed, where the baseline data will be retrieved and targets set.

- 3.3.7 The above policy is taken into account when developing the Outline CWTP with the monitoring to be in place from a certain project milestone and baseline data being used to set realistic targets.

## Norfolk Policy

### Norfolk Local Transport Plan (2021-2036)

- 3.3.8 The Norfolk Local Transport Plan (LTP) (Norfolk County Council, 2022) sets out the plans, programmes and policies on transport and transport infrastructure.
- 3.3.9 Travel Plans are used to support and facilitate policies 1-7 in the LTP. Travel Plans will set out the measures that will help and encourage people to make sustainable choices. The plans and their implementation are funded by developers.
- 3.3.10 The above policy is taken into account within the Outline CWTP by setting out the strategy and measures which can encourage construction workers to make sustainable choices.

### Norfolk Travel Plan Guidance (July 2023)

- 3.3.11 The Norfolk Travel Plan Guidance document (Norfolk County Council, 2023) sets out the Travel Plan requirements the county council may seek associated with new developments.
- 3.3.12 Paragraph 3.4 of the guidance lists example objectives within a travel plan, with initiatives with incentivised measures which seek to:
- *'Achieve a reduction in car use*
  - *Promote use of more sustainable forms of transport*
  - *Promote the use of active modes such as walking and cycling*
  - *Reduce employee ill health*
  - *Support and enhance sustainable public transport including local bus and rail services*
  - *Reduce the need to travel at all encouraging smart and flexible working practices*
  - *Help create and shape a sense of 'place' with the promotion of alternative modes of travel*
  - *Reduce the environmental impact of travel.'*
- 3.3.13 Section 5 of the guidance details information on workplace travel plans *'should contain measures such as trip rate reductions and mode shift targets aimed at promoting sustainable travel'*, and that all travel plans should be *'submitted and agreed before first occupancy of the workplace'*.
- 3.3.14 Travel Plans should be funded through employer contributions secured either within the Section 106 or by voluntary contributions. The funding allocated is based on the number of employees per net internal area and business type.
- 3.3.15 Travel Plan monitoring is required in the September after first occupation. Each year, monitoring surveys need to be undertaken with the link sent to the TPC. On the 3<sup>rd</sup>, 5<sup>th</sup>, 7<sup>th</sup> or 9<sup>th</sup> year (whichever is appropriate) a multi-modal survey will need to be undertaken.

- 3.3.16 Information in the monitoring will include AM and PM trip rates, the number of cycle/bus vouchers issued (where applicable) and tracking of incentives. For the multi-modal surveys, this will include information on the number of single occupancy vehicles, number of bus users, cycle users and pedestrians.
- 3.3.17 In the penultimate year of the agreed Travel Plan delivery period, any remaining funding should be allocated to sustainable initiatives (such as surveys, incentives, marketing and interventions) in the final year, and/or the suitable legacy delivery, that can help further reduce the use of car travel and promote incentivised use of sustainable travel to and from the development.
- 3.3.18 The above policy is taken into account when developing the strategy and measures, and the monitoring and review principles within this Outline CWTP.

## Suffolk Policy

### **Suffolk Local Transport Plan (Suffolk County Council, 2025)**

- 3.3.19 The Suffolk Local Transport Plan (LTP) sets out the policies and proposals to 2040.
- 3.3.20 Travel Plans form a key part of the transport strategy for Bury St Edmunds, Ipswich, Lowestoft, Sudbury, Newmarket, Stowmarket, Haverhill and Felixstowe. Travel Plans are proposed to be implemented in these areas to minimise car use.
- 3.3.21 The above policy is applicable to the Outline CWTP where the aim is to promote sustainable modes and reduce reliance on single occupancy car trips.

### **Suffolk Travel Plan Guidance (Suffolk County Council, 2022)**

- 3.3.22 This document provides guidance on travel planning across Suffolk, fulfilling national and local requirements. The guidance states that, pre-application, Suffolk County Council will give feedback to the applicant to enable review and assessment of the Travel Plan.
- 3.3.23 A full Travel Plan must include:
- Objectives and targets
  - Travel Plan measures
  - TPC details and roles
  - An action plan
  - Monitoring and management
- 3.3.24 Where Travel Plan targets are not achieved, the following would be required:
- Remedial measures (in consultation with Suffolk County Council) to be implemented by the applicant to achieve the agreed Travel Plan target
  - Further highway mitigation secured through Suffolk County Council through a Travel Plan Target Bond
  - Formal enforcement action in consultation with the relevant Local Planning Authority, if secured by planning condition

- 3.3.25 The above policy is has been adopted when developing the Outline CWTP with sections detailing the objectives and targets, measures, TPC, monitoring and management.

## Thurrock Policy

### Thurrock Transport Strategy

- 3.3.26 The Thurrock Transport Strategy (Thurrock Council, 2013) outlines the framework for improving transport infrastructure and promoting sustainable travel within the borough.
- Sustainable Travel Promotion: The strategy emphasises the importance of Travel Plans in promoting sustainable travel options such as walking, cycling, and public transport. This is aimed at reducing congestion and environmental impact.
  - Integration with Development: Travel Plans are required for new developments to ensure they contribute to sustainable transport goals. This includes residential, commercial, and educational developments.
  - Monitoring and Evaluation: The strategy highlights the need for regular monitoring and evaluation of Travel Plans to ensure they are effective and meet their targets. This involves setting clear objectives and regularly reviewing progress.
  - Support and Resources: Thurrock Council provides support and resources to help developers and businesses create and implement effective Travel Plans. This includes guidance documents and templates.
  - Community Engagement: Engaging with the community is a key aspect of the strategy. Travel Plans should involve consultation with local residents and stakeholders to ensure they meet the needs of the community.
- 3.3.27 The above policy is applicable to the Outline CWTP where sustainable travel options are promoted to all staff on the project. The monitoring and evaluation of the project is detailed within the Outline CWTP.

### Thurrock Travel Plan Guidance

- 3.3.28 The Thurrock Council Travel Plans Guidance (Thurrock Council, n.d.a) document details the relevant guidance and format to ensure that the aims of Thurrock's LTP are met.
- 3.3.29 Page 3 of the guidance states that *'The Travel Plan will provide an employer with information pertinent to the travel movements of its employees and customers and provide alternative methods for these movements. It will look at reducing car journeys to and from the workplace and facilitate the availability of alternative methods of travel'*.
- 3.3.30 The purpose of Travel Plans is outlined within the 2008-2021 LTP: *'A Transport Plan is a package of measures to discourage staff from driving alone to work and to encourage them to use more environmentally friendly forms of transport'*.
- 3.3.31 The overall requirements of a Travel Plan involve:
- A set of targets aiming to reduce the road movements of transport and travel within the borough and promoting sustainable alternative options

- Reduce the volume of single person journeys to and from work and to provide more efficient and sustainable methods of travel
- Encouraging various alternative forms of transport such as walking, cycling, public transport, car sharing, telecommunications, for access to the Project.

3.3.32 The above policy is applicable to the Outline CWTP where the aim is to promote sustainable modes and reduce reliance on single occupancy car trips.

### **Thurrock Workplace Travel Plans**

3.3.33 Thurrock Workplace Travel Plans guidance (Thurrock Council, n.d.b) provides a framework for businesses to promote sustainable travel among their employees.

- Purpose: The guidance aims to reduce congestion and unnecessary journeys within Thurrock by encouraging alternative, sustainable travel methods.
- Benefits for Employers: Implementing a Travel Plan can lower business costs, improve staff productivity, reduce sickness absence, and enhance the company's reputation and environmental policy.
- Benefits for Employees: Employees gain more travel choices, potentially lower travel costs, improved health and fitness, and expanded job search areas.
- Development and Implementation: The guidance provides a structured format for developing and implementing Travel Plans, tailored to the specific needs of each employer and development.
- Monitoring and Review: Regular monitoring and review are essential to ensure the Travel Plan remains effective and meets its targets.

3.3.34 This guidance helps create a more sustainable and connected community by promoting active and sustainable travel options.

3.3.35 The above policy is applicable to the Outline CWTP where the monitoring and review process has been detailed, and the sustainable access options have been included for the site access points.

## 4. Site Accessibility

### 4.1 Introduction

4.1.1 The Project crosses the boundaries of Suffolk, Norfolk, Thurrock and Essex and is primarily in areas that are rural, with the surrounding highway network primarily local country roads. There are limited dedicated cycle routes within the areas surrounding the Order Limits. Train and bus services have limited connectivity to the proposed site locations.

4.1.2 Each location is accessible by a PAR. The Chartered Institution of Highways and Transportation (2015) document Planning for Walking states that ‘80% of journeys less than one mile are made on foot, with walking account for 22% of all journeys’. The document also shows that people are willing to walk up to 2 km for commuting trips. The inclusive mobility document (Department for Transport, 2021) section 9.1 recommends that ‘*bus stops should ideally be located so that nobody in the neighbourhood is required to walk more than 400 metres from their home.*

### 4.2 Site Accessibility

4.2.1 The location of main and satellite overhead line compounds, cable compounds (including Cable Sealing End compounds (CSE compounds) and substations) have been reviewed to understand their current accessibility by sustainable modes. These locations have been selected as they are identified as the key areas where construction staff will travel to and from each day during the construction works. Table 4.1 summarises the current accessibility for the proposed site access points.

4.2.2 The following criteria have been used in the review:

- Walking:
  - **Yes** – Formal pedestrian infrastructure (i.e. pavements, pedestrian crossing points) is present on the surrounding highway network
  - **No** – There is no formal pedestrian infrastructure (i.e. pavements, pedestrian crossing points) connecting to the site
- Cycling:
  - **Yes** – Formal National Cycle Network recognised routes are located within the 5 km cycle boundary, with direct connectivity to the site access within the Order Limits
  - **No** – National Cycle Network recognised cycle routes may be located within the 5 km boundary, but there is no formal route connecting to the site
- Rail:
  - **Yes** – A regular rail service exists, with either a pedestrian/cycle route or a connecting bus service to the proposed site locations
  - **No** – There is no connectivity from the rail station to the proposed site locations

- Bus:
  - **Yes** – A regular bus service exists, with formal pedestrian connectivity to the site to connect the bus stop
  - **No** – There is no formal pedestrian connectivity from the bus stop to the proposed site locations.

Table 4.1 Accessibility of proposed site accesses

Site Location	PAR	Area	Walking	Cycling	Rail	Bus
Land to north of Norwich Substation, South Norfolk (RG-SC01)	H01-A1	Norfolk	No	Yes	No	No
Diss Road, near RG56, South Norfolk (RG-Sate1)	H03-A2	Norfolk	No	Yes	No	No
Old Bury Road, near RG96, Mid Suffolk (RG-Main)	H06-A1	Suffolk	No	Yes	No	No
Site set back from Bells Lane, near RG155, Mid Suffolk (RG-Sate2)	H08-A1	Suffolk	No	Yes	No	No
Land to the east of Bramford Substation, Mid Suffolk (RG-SC02)	H10-A2	Suffolk	No	Yes	No	No
Land east of Woodland Road, north of Raydon (JC-SC01)	H12-A1	Suffolk	No	Yes	No	No
Land off B1070, Raydon (JC-CC02 and JC-BC01)	H12-A2	Suffolk	No	Yes	No	No
Land south of Dedham Road, north of Langham (JC-CC03 and JC-BC02)	H14-A1	Suffolk	No	Yes	No	No
Land south of Birchwood Road, to the west of Lamb Corner, Colchester (JC-CC04)	H16-A1	Essex	No	Yes	No	Yes
Land south of Little Bromley Road, Bradley Hall, Tendring (JC-CC05)	H17-A2	Essex	No	No	No	No
Land at the EACN Substation, Tendring (JC-SC06, JC-SC07 and JC-BC03)						

Site Location	PAR	Area	Walking	Cycling	Rail	Bus
Land south of Broad Lane, Great Horkesley (TB-SC01) Land north of Broad Lane, Great Horkesley (TB-CC02 and TB-BC01)	H19-A2/H20-A1	Essex	Yes	No	Yes	Yes
Land west of A134, Tye Green, Colchester (TB-CC03) Land west of Crabtree Lane, north of Bellmead, Colchester (TB-SC04)	H19-A2/H20-A1	Essex	No	No	No	No
Great Tey Road, near TB66, Colchester (TB-Sate1)	H23-A1	Essex	No	No	No	No
Land east of Fairstead Road, north of Fairstead (TB-SC05) Land east of Fairstead Road, north of Fairstead (TB-CC06)	H25-A1	Essex	No	Yes	No	No
Off Braintree Road, near TB134, Chelmsford (TB-Main) Land east of A131, near Sheepcotes Wood (TB-CC07)	H25-A2	Essex	No	No	No	No
Off Brentwood Road, near TB223, Basildon (TB-Sate2A)	H33-A2	Essex	No	No	No	No
Lower Dunton Road, near TB233, Basildon (TB-Sate2B)	H35-A1	Thurrock	No	No	No	No
Site north of Hoford Road, adjacent to Orsett Golf Club, Thurrock (TB-SC08) Site north of Hoford Road, adjacent to Orsett Golf Club, Thurrock (ZB-SC01)	H36-A1	Thurrock	No	Yes	No	No
Site west of Hoford Road and east of Brentwood Road (ZB-CC02) Site west of Hoford Road and east of Brentwood Road (ZB-SC03)	H37-A1	Thurrock	No	No	No	No

- 4.2.3 Table 4.1 above summarises the current accessibility levels for the proposed site access points. The proposed sites are located in primarily rural locations, with minimal/non-existent pedestrian infrastructure, which is separated from the highway. The access routes are primarily country lanes, where vehicle traffic would deter pedestrian users.
- 4.2.4 The review of proposed site locations, detailed in Table 4.1, highlights that there are a number proposed site locations are accessible by sustainable transport modes, with pedestrian and cycle connectivity being a key limitation to sustainable access.

# 5. Targets

## 5.1 Introduction

- 5.1.1 The measures and targets (in principle) detailed within this Outline CWTP are intended to encourage all staff (both construction and office-based/contractor) to vary or change from any initial reliance on single occupancy private car travel.
- 5.1.2 The setting of targets is essential to ensure that the objectives are met. Therefore, targets should be linked to the objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time-Related).
- 5.1.3 As part of the full CWTP developed by the Main Works Contractor(s), ~~it is anticipated that~~ additional targets relating to the modal split of construction vehicles will be developed. This is expected to include a schedule for reviewing the targets as part of the monitoring and reporting process outlined in Section 8.2 of this Outline CWTP.

## 5.2 Construction Phase Targets

- 5.2.1 One of the prime objectives of an active CWTP is to set clear and realistic targets. The target during the construction phase of the Project is as follows, detailed in principle within this Outline CWTP:
- To achieve an average minimum occupancy of six personnel per crew van over the duration of the projects construction. Up until completion of construction of the Project, no more than one car/van should be parked on site for every three people registered on site per day.
  - ~~—~~ Construction workers associated with OHL and Cables and Substations to achieve an occupancy rate of 2 per vehicle (as per assumptions).
  - ~~To achieve an average minimum occupancy of 1.3 personnel per car over each monitoring period.~~
- 5.2.2 Secondary to this, another target is set that 60% of all construction workers share transport to and from site, across the duration of the construction project (this does not include office-based staff and visitors). This percentage applies to the overhead line construction workers travelling to their main compound before travelling in crew vans to site. It is expected that workers working on the underground cable sections will travel directly to site, and do not need to travel to a main compound.
- 5.2.3 The Main Works Contractor(s) will ~~encourage the use of~~ a crew vehicle for the overhead line workers travelling from compounds to sites, to reflect the vehicle occupancy of six.
- 5.2.4 The TPC will monitor parking utilisation at each compound site, reviewing the split between cars, vans and minibuses. Ensuring that this target is met is dependent on the Main Works Contractor(s) encouraging its workers to travel to and from the site by the sustainable options provided in the final CWTP.
- 5.2.5 The targets detailed in ~~principle~~ principle within this Outline CWTP will be defined within the final CWTP developed by the Main Works Contractor(s).

# 6. Roles and Responsibilities

## 6.1 The Applicant

6.1.1 The Applicant (National Grid) would be responsible for ensuring the contract between it and the Main Works Contractor(s) includes the requirement to develop and comply with the provisions of a CWTP, prepared in accordance with this Outline CWTP.

## 6.2 Travel Plan Coordinator

6.2.1 Management of the Travel Plan will be achieved through the identification of a suitable person to take on the role of Travel Plan Coordinator (TPC). The TPC will provide a key role in delivering the Travel Plan. The TPC role should be undertaken by either the site logistics manager, or a similarly appointed senior post working on the site.

6.2.2 The TPC role will be established prior to the commencement of any site works. Once appointed, the TPC will act as the main contact for the Travel Plan and will be responsible for implementing measures and monitoring the effects of implementation.

6.2.3 The responsibilities of the TPC will primarily include:

- Overseeing the implementation of Travel Plan measures
- Preparing and sharing travel packs
- Ensure public transport information is disseminated to contractors and is kept up to date
- Monitoring the Travel Plan and updating it on a regular basis
- Assisting in advising senior site management to ensure compliance with the Travel Plan, although responsibility for ensuring workers have access to the site will remain with the Project Director.

6.2.4 The details of the TPC will be provided to the relevant LHAs. In addition, where other individuals are identified to manage the travel plan, their details will be shared with the LHAs.

## 6.3 Main Works Contractor(s)

6.3.1 The Main Works Contractor(s) will be responsible for managing how their workers travel to and from the Project in order to manage the demand for car parking spaces. The Main Works Contractor(s) responsibilities will primarily include:

- Development of, and compliance with, the full CWTP
- Development of an action plan (within the full CWTP) which focuses on the delivery of travel plan measures
- Providing a TPC to oversee the management and delivery of the full CWTP
- Encouraging and promoting the use of sustainable transport measures included within the full CWTP

# 7. Travel Plan Strategy and Measures

## 7.1 Introduction

- 7.1.1 The development of a successful CWTP will require the workforce to be aware of the sustainable travel options prior to their first visit to the site and throughout the construction phase.
- 7.1.2 In addition to making the workforce aware of sustainable travel options, restrictions on parking for private vehicles will need to be imposed, with car sharing promoted.
- 7.1.3 This chapter outlines measures being considered for inclusion in the final CWTP and promoted by the TPC to reduce workers arriving to site in a single occupancy private vehicle.

## 7.2 Sustainable Travel Awareness

- 7.2.1 In order to achieve a successful Travel Plan, up-to-date information on the range of public transport services and travel initiatives available to workers at the site will be critical.
- 7.2.2 The TPC will make sub-contractors aware of the existence of the Travel Plan by providing them with an information pack. The information pack would be issued on appointment of their contract and would be included as part of induction onto the Project.
- 7.2.3 Parking management policies, including the enforcement procedure, are **anticipated** to be explained to members of staff during the induction process.
- 7.2.4 The information pack **may will** include, though not be limited to, the following:
- A map showing the location of the Project in relation to the local area, highlighting nearby bus stops
  - Bus and train journey planners/apps
  - Information on car sharing principles, and process to sign up to car sharing
  - A map showing local cycle routes
  - Information on safety wear if travelling to site via active modes, including requirements for helmet, lights and high visibility jackets.
  - Information relating to traffic-related environmental concerns, congestion problems and car sharing to raise awareness.
- 7.2.5 ~~It is anticipated that a~~All staff will be actively encouraged to use public transport to access the site, **where practicable and available** and will be informed of the limited parking available on site. Additionally that they will be made aware of the local public transport provision through their welcome packs. Personal travel planning should also be offered.

- 7.2.6 The proposed information pack should also make it clear that travel to and from the construction sites will not be permitted using e-scooters, as these are illegal for use on the public highway unless part of a recognised scheme.
- 7.2.7 Prior to construction the TPC will work with the relevant LHA travel planning teams to identify whether site worker discounted bus and travel tickets can be applied for to encourage more staff to travel by public transport.

### 7.3 Staff Parking

- 7.3.1 Staff parking at the construction compounds for the Project will be limited and all spaces will be allocated. All staff requiring a parking space will have to demonstrate that arriving by private vehicle is the most practicable option and that they have considered the possibility of car sharing fully to reduce the number of single-occupancy trips. Detailed in the Outline CTMP (DCO document reference 7.3), car parking arrangements will be discussed with staff in a site-specific induction. There will be restrictions detailed which stipulate that parking on the roadside and any other restricted locations is not permitted.
- 7.3.2 Car sharing and arriving by public transport will be promoted to all sub-contractor staff.
- 7.3.3 Sub-contracted staff will have to demonstrate the need for parking spaces and these will be allocated for the duration of their works on site.

### 7.4 Visitor Travel

- 7.4.1 Dedicated visitor parking spaces is expected to be provided at all compound locations. ~~It is anticipated that these~~ These will be are clearly marked and monitored by the TPC to ensure these are not used by construction staff.
- 7.4.2 All visitors will be provided with information on public transport access to the site when arranging their visit.
- 7.4.3 When two or more visitors from the same company are due to attend the Project, they will be requested to car share where practicable.
- 7.4.4 All of the Applicant's (National Grid) staff will be encouraged to car share when visiting site.
- 7.4.5 When staff training at the facilities is being undertaken, it is proposed that groups of visitors will be brought to site by minibus or similar.

### 7.5 Walking

- 7.5.1 The CWTP, through the TPC, will encourage walking as a mode of travel to work, where safe and highlighted as a suitable sustainable mode, by implementing the following initiatives:
- Raising awareness of the health benefits of walking through site inductions
  - Providing details of local food outlets for lunch breaks, at inductions
  - Ensuring that walking routes on site are well maintained and lit with any defects reported to the site manager

- Providing safe tool storage on site
- Providing adequate welfare facilities on site, including showers and lockers.

## 7.6 Cycling

7.6.1 The TPC will encourage cycling as an alternative mode of travel to work by implementing the following initiatives:

- Providing an adequate number of cycle stands on site, variable by size of the site location. The TPC will work with the LHAs to ensure individual cycle parking standards are met
- Ensuring adequate welfare facilities on site, including showers and lockers, are available for use by staff arriving by non-motorised means
- Investigating the potential to set up a Bicycle User Group (BUG), or cooperate with an existing local group, to encourage staff to cycle to work
- Investigating the suitability of pool bikes for construction workers travelling to/on different parts of the Project.
- Promoting the availability of cycling information, including route maps and useful tips and guidance, through site inductions
- Establishing contact with local cycle shops to attract discounts on equipment.

## 7.7 Personalised Travel Plans

7.7.1 Targeting individual journeys can be the most effective way of reducing car travel and encouraging the use of sustainable modes. This initiative is most effective for those who commonly travel by car, have no constraints to travel by sustainable modes and who reside within close proximity to the site, or who live close to a rail line providing direct access to local stations. The TPC would be responsible for providing construction staff with personal travel planning information [prior to arriving to site](#).

7.7.2 Such information could include:

- Links to maps showing the location of the correct bus stops/rail stations to use at either end of their journey, accompanied by the fastest walking route to their origin and destination
- Details of how and where to buy tickets, including the current cost for travel
- Timetable information for public transport services used on their journey
- Using internet-based point-to-point technology to aid staff in choosing sustainable travel modes to the site.

## 7.8 Car Sharing

7.8.1 Car sharing is often a popular mode of travel among construction workers, due to the financial and social benefits it provides. The TPC will act as mediator for anyone interested in car sharing.

- 7.8.2 At site inductions, interested parties will be asked to approach the TPC, who will request their residential postcode and identify any clusters.
- 7.8.3 Site workers will also be notified of any car club locations close to the site.
- 7.8.4 Where a driver providing a car share service has to leave work early during the course of the day, the TPC will look into providing an alternative travel option for those who are unable to get home.
- 7.8.5 When two or more visitors from the same company are due to attend the Project, they will be requested to car share where practicable.

## **7.9 Project Coordination**

- 7.9.1 Should the construction periods of other nearby projects overlap with the construction phase of the Project, discussions between the respective TPCs would be undertaken to identify opportunities to minimise the impact of the overlapping construction workforce vehicle movements on the highway network, which could include coordinated measures such as a minibus or shuttle service from local public transport hubs.

# 8. Monitoring and Review

## 8.1 Introduction

- 8.1.1 Monitoring the final CWTP will be central to ensuring its aims are delivered in practice. Monitoring guarantees that failures to meet targets or changing conditions are identified at the earliest point and that potential remedial action (i.e. identifying additional measures, providing incentives, or marketing campaigns to promote the final CWTP) can be taken to ensure that the CWTP stays on course to meet its overall objectives.
- 8.1.2 The TPC will be responsible for monitoring the CWTP, to ensure an efficient and effective execution of the measures and to refine the measures, where necessary, to cope with changes in demand over the construction phase.

## 8.2 Monitoring and Review

8.2.1 The TPC will monitor travel throughout the construction phase and will report to National Grid and the Main Works Contactor(s) quarterly. This report will form part of the monitoring report required by the LHAs. Mode-share information will be collected on a regular basis at site check-in. This information will be monitored on a monthly basis, allowing any issues to be identified and dealt with. The monitoring of the plan is important for the following reasons:

- It will demonstrate to the LHAs where the aims and objectives of the Travel Plan are being achieved
- It will demonstrate to the LHAs whether the Travel Plan targets have been met/achieved throughout the construction phase
- It justifies the commitment of the TPC and of other resources
- It maintains support for the Travel Plan by reporting successes
- It identifies any measures that are not working, or problems with the Travel Plan.

8.2.2 The modal split and parking accumulation information will be used to monitor travel choices to and from the site. Information showing the modal split of staff will be published in monthly cascades and on-site notice boards.

8.2.2.3 The Main Works Contractor(s) will complete a baseline survey for each site location at an appropriate time. The assumptions used within the Transport Assessment and Environmental Statement are the baseline targets the survey will compare against.

8.2.3 8.2.4 The TPC will maintain a record of progress against the Travel Plan targets, based on using the results of the mode split surveys. This information will be sent to the relevant LHA, anticipated to beat quarterly intervals, in the form of a monitoring review report, with the data relayed back to the site workers.

8.2.5 The TPC will collect data from the workforce regarding actual shift start and finish times quarterly during the construction programme, to capture potential differences in

seasonality, and will collate, review and summarise the data to inform the monitoring review report.

#### ~~8.2.4~~

~~8.2.5~~8.2.6 The quarterly monitoring review will be important in assessing the effectiveness of the measures implemented and to identify areas where modification may be necessary. In particular, the following will be assessed:

- The level of staff arriving by car/non-car modes
- Car share take up
- Any changes in staff arrival and departure times related to seasonal variations
- Car parking capacity on site against demand
- Any on-street parking problems identified
- Travel related comments received from staff or from third parties
- Whether there are areas of improvement required
- Whether the initiatives are being implemented and how successful each initiative is.

## 8.3 Non-Compliance

8.3.1 The TPC will be responsible for undertaking site inspections to check compliance with the CWTP. All incidents associated with the construction of the project, including environmental incidents and non-conformance with the CWTP, will be reported and investigated. Where the Main Works Contractor(s), suppliers or sub-contractors are not delivering the requirements, National Grid will review performance and will conduct further training and issue formal warnings as appropriate. Where appropriate, discussions would also be held with the relevant LHA to explore further measures that may increase compliance with targets.

## 8.4 Change Process

### Introduction

8.4.1 The CWTP is one of the plans listed in sub-paragraph (2) of Requirements 4(1) in the draft DCO (application document number 3.1) which states “*All construction works forming part of the authorised development must be carried out in accordance with the plans listed in subparagraph (2) below, unless otherwise agreed with the relevant planning authority or other discharging authority as may be appropriate to the relevant plan concerned, and in case of the CWTP, the relevant highway authority*”.

8.4.2 Requirement 1(4) of the draft DCO (application document 3.1) states: “*where an approval or agreement is required under the terms of any Requirement or a document referred to in a Requirement, or any Requirement specifies “unless otherwise approved” or “unless otherwise agreed” by the relevant highway authority or the relevant planning authority, such approval or agreement may only be given in relation to minor or immaterial changes and where it has been demonstrated to the satisfaction of the relevant highway authority or relevant planning authority that the subject matter of the approval or agreement sought will not give rise to any materially*

*new or materially different environmental effects from those assessed in the Environmental Statement”*

8.4.3 Where there is a need to update the CWTP beyond derogations addresses pursuant to the above, the below text addresses the process for changing the CWTP itself. This does not cover changes to the DCO (material or non-material) which would be managed through the process set out in Schedule 6 of the Planning Act 2008.

8.4.4 Therefore, the below process is limited to changes to the CWTP.

## CWTP Changes

8.4.5 It may be necessary to amend the details contained in the CWTP as a result of the iterative discussion and engagement that will continue after the CWTP has been approved. The resulting changing would not alter any of the underlying commitments, mitigations and methodologies set out in the CWTP.

8.4.6 Where there is a proposed change to the CWTP, National Grid will provide details to the relevant highway authority together with evidence of relevant stakeholder engagement, where upon, the relevant highway authority will, acting reasonably, endeavour to respond within 28 to either confirm its consent to the change to the CWTP or provide its reasons why the change is not accepted. National Grid will also publish any amended version of the CWTP on the project website and will make clear in doing so that any previous version(s) are superseded.

# Abbreviations

Abbreviation	Full Reference
CSE	Cable Sealing End
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
IEMA	Institute of Environmental Management and Assessment
LHA	Local Highway Authority
LTP	Local Transport Plan
National Grid	National Grid Electricity Transmission plc
NSIP	Nationally Significant Infrastructure Project
the Project'	Norwich to Tilbury
PARs	Primary Access Routes
TPC	Travel Plan Coordinator

# Glossary

Term	Description
Abnormal Indivisible Load (AiL)	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).
Heavy Goods Vehicle (HGV)	A motor vehicle with a gross vehicle weight (GVW) of more than 3.5 tonnes, used for transporting goods. This includes lorries, articulated trucks, and other large freight vehicles.
Local road network (LRN)	Comprising the local roads managed by relevant LHA.
Main Works Contractor(s)	The contractor appointed by the client to plan, manage, monitor, and coordinate the construction phase of a project involving multiple contractors. They are responsible for ensuring that construction work is carried out safely, efficiently, and in compliance with legal and regulatory requirements. This includes preparing the Construction Phase Plan, coordinating health and safety measures, and liaising with the Principal Designer and other stakeholders throughout the project.
Nationally Significant Infrastructure Project (NSIP)	Typically a large scale development of national importance that requires development consent from the Secretary of State, under the Planning Act 2008.
Strategic road network	Comprises the motorway and trunk road network, managed by National Highways, as defined by the Department for Transport.
Cable Sealing End (CSE)	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.
Construction Traffic Management Plan (CTMP)	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.
Development Consent Order (DCO)	An order made by the Secretary of State which grants development consent for Nationally Significant Infrastructure Projects pursuant to the Planning Act 2008.
Local Transport Plan (LTP)	A document that sets out the long-term strategy for travel and transport within an area for a defined plan period.
Primary Access Routes (PARs)	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.

Term	Description
Travel Plan Coordinator (TPC)	A person or role appointed to develop, implement, monitor, and promote a Travel Plan for a development. The TPC acts as the main point of contact between the developer, local planning authority, and transport stakeholders. Their responsibilities include encouraging sustainable travel choices (e.g., walking, cycling, public transport), collecting travel data, and ensuring compliance with planning obligations related to transport.

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