The Great Grid Upgrade

North Humber to High Marnham

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North Humber to High Marnham

Volume 6: Environmental Statement

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1. Regional and Local Planning

1.1 Introduction

1.1.1 This appendix to **Application Document 6.14 Chapter 14 Traffic and Transport** sets out the planning policies from the regional and local plans listed in **Application Document 6.2 Chapter 2 Legislation and Policy Context** which are considered relevant to the Traffic and Transport assessment.

1.1.2 Policies within the following Plans are considered relevant to Traffic and Transport and these policies have been detailed in Table 1.1 to Table 1.6.

- East Riding of Yorkshire Council's Local Transport Plan Strategy – Appendix A: Network Management Plan (2015-2029) (East Riding of Yorkshire Council, 2015);
- East Riding Local Plan Update 2020-2039, Adopted 2025 (East Riding of Yorkshire Council, 2021);
- North Lincolnshire Local Development Framework Core Strategy 2006 – 2026, Adopted 2011 (North Lincolnshire Council , 2011);
- Nottinghamshire Local Transport Plan 2011-2026 (Nottinghamshire County Council , 2011);
- Hull City Council Local Transport Plan 2020-2026 (Hull City Council, 2011); and
- Lincolnshire County Council, Lincolnshire Freight Strategy (Lincolnshire County Council, n.d.).

East Riding of Yorkshire Council's Local Transport Plan Network Management Plan (2015-2029)

1.1.3 The policies set out in Table 1.1 are considered relevant to Traffic and Transport.

Table 1.1 – East Riding of Yorkshire Council's Local Transport Plan Network Management Plan (2015-2029) policies relevant to traffic and transport.

Policy	Where this is covered in the Application
Section 3.8.3 Responsibility to direct Heavy Goods Vehicle (HGV) drivers along most appropriate routes	The traffic forecasts for the Project underpin the evidence base of **Application Document 6.14 Chapter 14 Traffic and Transport**. The traffic forecasts have been reviewed to ensure they appropriately distribute and assign HGVs along suitable Primary Access Routes (PARs). This has been agreed with the Local Highway Authority in **Application document 5.8.6 Statement of Common Ground - East Riding of Yorkshire Council**. PARs have been identified which deliver connectivity to the

Policy	Where this is covered in the Application
	Strategic Road Network (SRN). Temporary haul roads will be utilised to minimise local impacts and sensitive areas. This is set out in section 14.8 of **Application Document 6.14 Chapter 14 Traffic and Transport**. **Application Document 7.4 Outline Construction Traffic Management Plan** sets out measures to ensure drivers use the correct routes to site.

East Riding Local Plan Update 2020-2039

1.1.4 The policies set out in Table 1.2 are considered relevant to Traffic and Transport.

Table 1.2 – East Riding Local Plan Update 2020-2039 policies relevant to Traffic and Transport

Policy	Where this is covered in the Application
Policy EC4: Enhancing Sustainable Transport	An Outline Construction Worker Travel Plan has been prepared and included as an appendix to **Application Document 7.4 Outline Construction Traffic Management Plan.** This sets out the measures to be implemented to promote and manage safe and sustainable travel for workers to and from the Site.

North Lincolnshire Local Development Framework Core Strategy 2006 – 2026

1.1.5 The policies set out in Table 1.3 are considered relevant to Traffic and Transport.

Table 1.3 – North Lincolnshire Local Development Framework Core Strategy 2006-2026 policies relevant to Traffic and Transport.

Policy	Where this is covered in the Application
Policy CS25: Promoting Sustainable Transport	Transport provision has been integrated into the design of the Project from the start. Potential impacts to Public Rights of Way have been assessed and, where required, temporary diversions during construction have been proposed, as set out in **Application Document 7.6 Outline PRoW Management Plan**. The temporary diversions will be clearly marked at both ends with signage explaining the diversion, the duration of the diversion and a contact number for any concerns to ensure minimal impacts on this sustainable travel network.

Policy	Where this is covered in the Application
	Residual effects are presented in section 14.9 of **Application Document 6.14 Chapter 14 Traffic and Transport**. Details of control and management measures, including those relating to construction staff travel movements, are set out within **Application Document 7.4 Outline Construction Traffic Management Plan.** The Construction Traffic Management Plan (CTMP) includes an Outline Construction Worker Travel Plan which promotes sustainable travel where feasible, such as use of the local public transport networks.

Nottinghamshire Local Transport Plan 2011-2026

1.1.6 The policies set out in Table 1.4 are considered relevant to Traffic and Transport.

Table 1.4 – Nottinghamshire Local Transport Plan 2011-2026 policies relevant to Traffic and Transport.

Policy	Where this is covered in the Application
Policy 7.2.5 Education on Lower Carbon Transport Issues	**Application Document 7.4 Outline Construction Traffic Management Plan** sets out measures to encourage the use of more sustainable transport modes for workers to get to site, such as minimising single occupancy car use and how to minimise emissions.
Policy 4.1.8 Freight; - The Plan recognises that efficient freight movement is essential to the economy but can also affect the transport network, environment and local communities.	Appropriate HGV routeing has been considered as part of the traffic forecasting process, as agreed with the Local Highway Authority, as set out in **Application Document 7.2 Outline Code of Construction Practice**. The most appropriate routes have been used from the SRN to bellmouths (Via Primary Access Roads) to minimise impacts on the highway network. Residual effects are presented in section 14.9 of **Application Document 6.14 Chapter 14 Traffic and Transport.**

Hull City Council Local Transport Plan 2020-2026

1.1.7 The policies set out in Table 1.5 are considered relevant to Traffic and Transport.

Table 1.5 – Hull City Council Local Transport Plan 2020-2026 policies relevant to Traffic and Transport.

Policy	Where this is covered in the Application
Policy 3 Strategic Connectivity - seeks to improve Hull's links to local, regional and national transport networks by enhancing road, rail, public transport, freight and active travel connections, supporting economic growth, access to jobs and services, and more sustainable movement of people and goods.	The assessment of Traffic and Transport impacts is set out in **Application Document 6.14 Chapter 14 Traffic and Transport** Mitigation measures are presented in section 14.8 of **Application Document 6.14 Chapter 14 Traffic and Transport**. The Outline Construction Worker Travel Plan chapter within **Application Document 7.4 Outline Construction Traffic Management Plan** will encourage use of the local public transport networks.

Lincolnshire County Council, Lincolnshire Freight Strategy

1.1.8 The policies set out in Table 1.6 are considered relevant to Traffic and Transport.

Table 1.6 – Lincolnshire County Council, Lincolnshire Freight Strategy policies relevant to Traffic and Transport.

Policy	Where this is covered in the Application
Road Freight - Lincolnshire's road freight network relies largely on single-carriageway A-roads, with key freight movements concentrated on routes such A roads; however, limited strategic road infrastructure, congestion, agricultural traffic and journey time reliability issues—which present challenges, leading the County Council to promote improvements through its Route Action Plan to support freight efficiency and economic growth.	HGV increase on the highway links has been assessed and any associated residual impacts are presented in section 14.9 of **Application Document 6.14 Chapter 14 Traffic and Transport**.

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