Playford Corner Works

Traffic Management Plan

DCO Requirement 16 (3) and 27 (1)(a)

(Applicable to Work Numbers 39 and 40)

Prepared by:	Checked by:	Approved by:
K Griffin, SLR		

Revision Summary				
Rev	**Date**	**Prepared by**	**Checked by**	**Approved by**
1	31/08/21	K Griffin	Phil Rew-Williamson	Catherine Sibley
2	28/01/22	Kay Griffin	Phil Rew Williamson	Gareth Mills
3	01/04/22	Kay Griffin	Phil Rew Williamson	Gareth Mills
4	09/06/22	Kay Griffin	Mark Foden	Catherine Sibley

Description of Revisions			
Rev	**Page**	**Section**	**Description**
1	All	All	New Document
2	All	All	Amended in accordance with comments received on the Interim Draft Document from ESC (6/10/21) and SCC (12/10/21 and 15/10/21)
3	All	All	Amended in accordance with comments received on the Final Draft Document from SCC (04/03/22) nad ESC (04/03/22)
4	12	4	Ammended in accordance with comments from SCC Highways

TABLE OF CONTENTS

1. INTRODUCTION AND SCOPE

1.1 Project Overview

1. East Anglia Three Limited (EATL) was awarded a Development Consent Order (DCO) by the Secretary of State, Department of Business, Energy & Industrial Strategy (DBEIS) on 7 August 2017 for the East Anglia THREE Offshore Windfarm (EA THREE). The DCO granted consent for the development of a 1,200MW offshore windfarm and associated infrastructure and is live until 28 August 2022.

2. The DCO has now been subject to three non-material variations:

- In March 2019 EATL submitted a non-material change application to DBEIS to amend the consent to increase the maximum generating capacity from 1,200MW to 1,400MW and to limit the maximum number of gravity base foundations to 100. In June 2019 DBEIS authorised the proposed change application and issued an Amendments Order.
- In July 2020 EATL submitted a second non-material change application to DBEIS to amend the parameters of its offshore substations (reducing the number of these to one) and wind turbines (a decrease in the number of turbines and an increase in their hub height and rotor radius). On 15 April 2021 DBEIS authorised this proposed change application and issued an Amendments Order.
- In August 2021 EATL submitted a third non-material change application to DBEIS to amend the consent to remove the maximum generating capacity of 1,400MW and to amend the parameters of its wind turbines (a decrease in the number of turbines and an increase in their hub height and rotor radius). The application is currently in the consultation phase.

3. The onshore construction works associated with EA THREE will have a capacity of 1,400MW and transmission connection of 1,320MW. The construction works will be spread across a 37km corridor between the Suffolk coast at Bawdsey and the converter station at Bramford, passing the northern side of Ipswich. As a result of the strategic approach taken, the cables will be pulled through pre-installed ducts laid during the onshore works for East Anglia ONE Offshore Windfarm (EA ONE), thereby substantially reducing the impacts of connecting to the National Grid (NG) at the same location. The infrastructure to be installed for EA THREE, therefore, comprises:

- The landfall site with one associated transition bay location with two transition bays containing the connection between the offshore and onshore cables;
- Two onshore electrical cables (single core);
- Up to 62 jointing bay locations each with up to two jointing bays;
- One onshore converter station, adjacent to the EA ONE Substation;
- Three cables to link the converter station to the National Grid Bramford Substation;
- Up to three onshore fibre optic cables; and
- Landscaping and tree planting around the onshore converter station location.

4. Since the granting of the DCO, the decision has been made that the electrical connection for EA THREE will comprise a high voltage direct current (HVDC) cable rather than a high voltage alternating current cable and, therefore, the type of substation that will be required is a HVDC converter station. The substation will be referred to here as a 'converter station' and this amended terminology has been agreed with the relevant authorities on 15 October 2020. It has also been determined that only one converter station will be constructed rather than two and that the converter station will be installed in a single construction phase.

1.2 Purpose and Scope

5. This Traffic Management Plan (TMP) sets out the standards and procedures for managing the impact of traffic during the construction works for the Playford Corner Works Stage of the EA THREE onshore cable route works, to facilitate safe use of the existing road network. This document has been produced to discharge DCO Requirements 16 (3) and 27 (1) (c) which state:

> **Highway accesses and improvements**
> **16. (3)** *No stage of the connection works may commence until for that stage, a scheme of traffic management measures (in accordance with table 2 of the outline traffic management plan) has been submitted to, and approved by the relevant planning authority in consultation with the relevant highway authority. The scheme must describe whether the proposed measures are to be temporary or permanent*.

Traffic
27. (1) *No stage of the connection works may commence until for that stage the following have been submitted to and approved by the relevant local planning authority in consultation with the relevant highway authority—*
(a) a traffic management plan which must be in accordance with the outline traffic management plan;

6. The scope of this document relates to the TMP associated with the construction of the Playford Corner Works Stage, as part of the onshore cable works, running from the landfall location at Bawdsey to the Converter Station works located near Bramford, Suffolk, comprising Work No.s 39 to 40 (Figure 1 Site Context Plan). Separate TMPs have been produced for each stage of the onshore connection works and are provided under separate cover.

7. The Playford Corner Works will be some of the first works to be undertaken along the cable route. These works have been designated as a stage in their own right to allow the works to commence at this location prior to works commencing along the cable route as a whole (i.e. the main cable works construction phase). The Secondary Construction Consolidation Site (SCCS) and the access to it will be constructed in Summer 2022 with the construction of the additional access, haul roads, the jointing bay installation, cable pull through and reinstatement being undertaken as part of the main cable works construction phase.

8. The purpose of the TMP is to ensure that the traffic impacts of the development remain within those assessed by the Environmental Statement (ES). This TMP takes account of the route surveys, assessments and route evaluations undertaken and has been developed in accordance with the Outline Traffic Management Plan (Document Reference 8.7 of the DCO application) and Access Management Plan (EA3- GRD-CON-PLN-IBR-00036).

9. The cable works Principal Contractor shall manage all construction traffic in accordance with this Traffic Management Plan, the Access Management Plan (EA3- GRD-CON-PLN-IBR- 000036) and the Travel Plan (EA3-LDC-CNS-REP-IBR-000038). The measures contained herein will be adhered to by the Principal Contractor (and thereby all tiers of construction workforce) and implementation and compliance will be monitored by the Construction Management Team. These measures will only be revised with the agreement of the Local Highway Authority (SCC).

10. Mitigation to minimise noise or vibration impacts are set out in the Construction Noise and Vibration Management Plan (EA3-LDC-CNS-REP-IBR-000041). Management of dust emissions and management of Public Rights of Way (PRoW) are set out in the onshore cable works Code of Construction Practice (EA3-LDC-CNS-REP-IBR-000047).

11. EATL will work with the SCC to ensure appropriate resourcing is in place to monitor compliance with the provisions of this TMP.

2. ABBREVIATIONS

AADT	Annual Average Daily Traffic
CCS	Consolidated Construction Site
CLO	Community Liaison Officer
DBEIS	Department of Business, Energy and Industrial Strategy
DC	Direct Current
DfT	Department for Transport
DCO	Development Consent Order
DMRB	Design Manual for Roads & Bridges
EA ONE	East Anglia ONE Offshore Windfarm
EA THREE	East Anglia THREE Offshore Windfarm
EATL	East Anglia THREE Limited
ES	Environmental Statement
ESC	East Suffolk Council

ESDAL	Electronic Service Delivery for Abnormal Loads system
HGV	Heavy Goods Vehicle
HVDC	High Voltage Direct Current
LAR	Local Access Route
MW	Megawatt
NG	National Grid
PRoW	Public Rights of Way
SAR	Strategic Access Route
SCC	Suffolk County Council Local Highway Authority
SLR	Suffolk Lorry Route
TMP	Traffic Management Plan
TCo	Traffic Co-ordinator

3. CONSTRUCTION DETAILS

3.1 Cable Works – Overview

12. The construction works will be spread across a 37km corridor between the Suffolk coast at Bawdsey and the Converter Station at Bramford, passing the northern side of Ipswich. The cables will be pulled through pre-installed ducts laid during the onshore works for East Anglia ONE. The construction activity within each section along the onshore cable route will be as follows:

- Any minor temporary modifications to the public road network;
- Establish the Construction Consolidation Sites (CCSs);
- Establish accesses to, and temporary haul road to, the jointing bay locations;
- Establish temporary jointing bay compounds;
- Excavate jointing bay pit to locate the existing ducts at each of the compounds;
- Construct jointing bay;
- Transport of cables to site, pull cables through ducts and undertake jointing;
- Topsoil replacement and seeding;
- Remove temporary compounds (jointing bays and CCS); and
- Reinstate all disturbed land and permanent fences and hedges.

13. Some temporary modification of the existing road networks may be required such as localised widening, temporary widening or socketing of street signs and temporary moving of street furniture in order to allow larger vehicles than normal to access the jointing bays. This will be completed prior to the start of the main construction works within relevant sections of the cable corridor route.

14. EATL will require up to seven temporary construction compounds to aid in the construction of the proposed East Anglia THREE project. These have been designated as 'Primary Construction Consolidation Site' (PCCS) and 'Secondary Construction Consolidation Site' (SCCS) depending on their uses. Two PCCS and up to five SCCS will be installed, which will all be temporary and will be removed once construction is complete.

Table 3-1 – Construction Consolidation Site Locations

CCS Type	ID	Address
Secondary	A	Bullen Lane, Bramford, Ipswich, Suffolk IP8
Primary	B	Paper Mill Lane, Claydon, Ipswich, Suffolk IP6 0AP
Secondary	C	Witnesham Road, Ipswich, Suffolk IP6
Secondary	D	Playford Corner, Playford Mount, Ipswich, Suffolk IP6 9DS
Primary	E	Top Street, Martlesham, Suffolk IP12
Secondary	F	Clappits, Woodbridge Road, Newbourne, Woodbridge, Suffolk IP12 4PA
Secondary	G	Park Lane, Ipswich, Suffolk IP10

15. The PCCSs will:

- Form the main point of access onto the linear construction site;
- Provide areas for the storage of materials and equipment;
- House site administration and welfare facilities for the labour resources;
- Form an interchange hub for deliveries of material, equipment and resources; and
- Allow HGVs to park prior to entering the local road network during peak hours.

16. The SCCSs will act as hubs for the delivery of materials, equipment and resources along the route and will enable access to the cable route for construction. They will be of sufficient size to accommodate limited storage of materials, equipment and labour welfare facilities.

17. It is anticipated that 29 jointing bays will be required along the 37km cable route, in addition to a transition bay at the landfall. Each jointing bay will comprise a concrete box 10m long by 3m wide by 1.5m high buried so that the base is 2.5m below ground level. A jointing bay construction compound will be required adjacent to each jointing bay and will have hardstanding areas of up to 900m^2 within the compound which would typically measure 24m x 115m i.e. 2,760m^2.(in accordance with Requirement 12(11) which stipulates that the footprint must not exceed 3,740m^2). The compounds will have hardstanding and accommodate containers, drum trailer movement, parking, and welfare. A typical layout is shown in Figure 2 of the Code of Construction Practice (EA3-LDC-CNS-REP-IBR-000047).

18. Existing accesses and farm tracks will be upgraded and used where possible to access the jointing bay locations. Once these accesses reach the cable corridor, the routes to connect to the jointing bays are referred to as 'haul road'. The length of haul road for the cable route is limited by Requirement 12(12) of the DCO to 18.05km.

19. In addition, the ducts to be used for EA THREE, which were installed during the EA ONE project construction works, will require to be 'proved' to ensure that they are intact and free of debris. This will be undertaken by the use of foam pigs which will be driven under pressure from jointing bay to jointing bay. Each stretch of duct that was installed using Horizontal Direct Drilling (HDD) will, however, require duct-proving excavations at each end of the HDD, to allow the use of different size foam pigs, due to a difference in the diameter of these compared to the ducting installed using open trench techniques.

3.2 Playford Corner Works

20. Playford Corner Works comprise a stage of the onshore connection works and cover Work No.s 39 and 40. The infrastructure within these Work No.s comprises:

- The Playford Corner SCCS (CCS D) in Work No. 40;
- Jointing Bay 12 in Work No. 39;
- Two accesses with the public roads as follows:
  - Access AP-X (Work No. 40) southwards from Playford Mount, to access the Playford Corner SCCS and Jointing Bay 12; and
  - Access AP-W (Work No.39) eastwards from Holly Lane to access Jointing Bay 13 in Work No 38 (this Jointing Bay is not part of the Playford Corner Works);
- A crossing of Church Road (CR08 and CR09); and
- The access tracks/haul roads required to access Playford Corner SCCS, Jointing Bay 12 and also, in part, Jointing Bay 13 in Work No. 38.

21. These are shown on Figure 2.

3.2.1 Accesses AP-X and AP-W, the Crossing Point, Access Tracks and Haul Roads

22. Playford Corner SCCS will be accessed from Playford Mount using Access AP-X. This access was used for the EA ONE project but was fully reinstated following the EA ONE works, so will need to be constructed again under the EA THREE DCO. From Access AP-X, a new temporary vehicular access track of 360m length and 5.5m width will be used to access the Playford Corner SCCS and also reach the edge of the cable corridor (Work No. 39), where 190m of 5.5m wide haul road will link to Jointing Bay 12 (via a crossing of Church Road). The amount of temporary haul road required to access Jointing Bay 12 will be 190m.

23. Access AP-W will be constructed from Holly Lane, along with 670m of 5.5m wide haul road to reach Jointing Bay 13. This access was not used as part of the EA ONE construction works. 210m of this haul road will be within Work No. 38 and is not part of the Playford Corner Works.

24. A crossing of Church Road (CR08 and CR09) will be required. This will be in the same location as that used for EA ONE.

25. No watercourse crossings will be required for the Playford Corner Works.

26. The construction methodologies associated with the accesses, access track and haul roads are typically as follows:

- Set out the access and track/haul road with the use of Global Positioning Systems (GPS) Real Time Kinematic (RTK) equipment;
- Locate, divert and cap any existing field drains;
- Set out and install drainage features the length of track to be constructed;
- Remove vegetation, then remove and locally store topsoil material over the working width; seeding topsoil if it is to be stored for longer than 6 months;
- Excavate to formation level and store any excess material;
- Under-track drainage will be installed where necessary and in accordance with drainage requirements;
- Place a geotextile onto existing subsoil to improve the bearing capacity of the sub-soil, depending on ground conditions, programme and landowner requirements; and
- Place imported stone in accordance with the design to form the track structure.

3.2.2 Secondary Construction Consolidation Site (Work No. 40)

27. The Playford Corner SCCS will be a hub for the delivery of materials, equipment and resources. The dimensions of the Playford Corner SCCS will be 60m long by 20m wide covering a surface area of 1,200m^2, in accordance with Requirement 12(9)(a) of the DCO which limits the size of each SCCS to 1,200m^2. The Playford Corner SCCS will also be within the area previously used for the EA ONE SCCS in this location.

28. The construction of the SCCSs involves stripping of topsoil, importing and laying stone for the compound base and installing cabins and welfare facilities. Construction of the Playford Corner SCCS will take approximately 3 weeks and the methodology will be as follows:

- The extent of SCCS will be marked out with the use of GPS RTK equipment;
- Any existing field drains will be located, diverted and capped;
- Drainage features will be set out and installed as required;
- Security fencing will be erected around the perimeter of the SCCS;
- Once vegetation has been removed, topsoil material over the SCCS area will be removed and locally stored and seeded if it is to be stored for longer than 6 months;
- Any excess material will be excavated to formation level and stored; and
- Imported stone will be placed in accordance with the design of the SCCS base structure.

29. The SCCS will be constructed first, with the jointing bay and cable pull through occurring at a later date (anticipated in 2024). It is intended that the SCCS will provide an early onsite presence for the onshore cable construction works and will be used as a base for mitigation and survey works being undertaken as well as for the construction team to visit site during the later stages of the planning and design process. It may also be used for stakeholder and other site meetings.

30. The Playford Corner SCCS will remain in situ for the duration of the onshore cable works, prior to being restored as described in Section 3.2.5.

3.2.3 Jointing Bay 12 (Work No. 39)

31. The jointing bay will be located within Work No. 39, 90m to the east of Church Road (Grid Ref 621869, 248384).

32. Once the location of the jointing bay compound has been established (using GPS RTK equipment), creation of the compound will commence with erection of temporary security fencing, removal of topsoil layer and installation of hardstanding areas.

33. The jointing bay will then be excavated to a depth of up to 2.5m with adequate slope batter or shoring on all sides of the excavation to prevent the soil from collapse. The existing ducts will be uncovered and concrete slabs constructed to provide a level working area. Two sump pits will be included to facilitate drainage and dewatering and water will be treated, where necessary, before being discharged. Installation and jointing of the cables will then take place, along with installation of earthing link boxes and fibre optic cable chambers, before area is back filled with subsoil.

34. The creation of the jointing bay compound and excavation of the jointing bay will each take a week.

3.2.4 Cable Installation

35. The electrical transmission cables will be delivered to the Playford Corner SCCS where they will be transferred to the jointing bay compound when needed. The cable drums will comprise abnormal loads and their delivery will be managed as set out in the Traffic Management Plan (EA3-LDC-CNS-REP-IBR-000039). Two cable lengths of approximately 1260m will be required to pull through between each pair of jointing bays. The cable ducts will be proved before the cable is pulled through. Once the cables are received at the jointing bay compound, they will be temporarily stored on the hardstanding area prior to installation in the pre-installed ducts.

36. Installation of the cables into the ducts between Jointing Bay 12 and Jointing Bay 13 (not part of the Playford Corner Works) will begin with a cable pulling system being installed into the bay. A steel bond and winching system with free spinning rollers will be installed along the bottom of the bay. Hydraulic jacks will raise the cable drum off the ground and a winch will be used to pull in cable using a pulling rope. A dynamometer will ensure the maximum pulling tension is not exceeded. Tension on the cable will be reduced using a biodegradable water-based lubricant. This process will be repeated for the second cable being installed in the duct. The cables will then be jointed once 2 cable sections (4 cables) have been installed.

37. It is expected that pulling and jointing operations would take approximately 2.5 weeks, typically spread over a three to four week period, with approximately five workers for each jointing bay. These works will then be repeated to install the cables between Jointing Bays 11 and 12.

3.2.5 Reinstatement

38. Following installation and jointing of the cables, the jointing bay, compound, accesses and haul roads will be reinstated with the stored topsoil and subsoil following trenching. If necessary, the subsoil will be 'ripped' prior to placement if compaction had occurred. Topsoil will be spread in such a way as to ensure that it does not become compacted. The topsoil will then be cultivated and reseeded (if required) and suitable hedgerow species replanted during the first appropriate planting season, in accordance with the Landscape Management Pan (EA3-LDC-CNS-REP-IBR-000042). Temporary fencing around any new planting would be removed once reinstatement was established.

39. The Playford Corner SCCS will remain in situ for the duration of the cable works and will then be removed and reinstated.

3.3 Temporary Infrastructure Access Locations

40. Table 3-2 presents the location of the two accesses required for the temporary construction works for the Playford Corner Works. Access AP-X was used as an access for the EA ONE construction works and Access AP-W was used as a crossing point for the EA ONE construction works.

Table 3-2 Temporary Infrastructure Access Locations

Access	Address/Location	Easting	Northing	Access ID
To Playford Corner SCCS and Jointing Bay 12	Playford Mount, Ipswich, Suffolk IP6 9DS	621620	248685	AP-X
To Jointing Bay 13 (in Work No. 38)	Holly Lane, Little Bealings, East Suffolk, Suffolk, IP13 6PP	622437	248528	AP-W

3.4 Construction Traffic

3.4.1 HGV Movements

41. Chapter 27 Traffic and Transport of the ES for the East Anglia THREE project has assessed the environmental impact of traffic on the routes within the onshore highway study area across a range of effects, namely:

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

42. The assessment was predicated on a TMP being implemented as embedded mitigation that would manage the daily delivery profiles and control movements and routeing. The ES included peak hour assessments (i.e. between 08:00-09:00 and 17:00-18:00) and gives details of the maximum peak hour HGV movements. The overall assessment concluded that appropriate TMP measures would ensure that the environmental impacts would not be 'significant', including with respect to driver delay, i.e. congestion on the highway network and junctions in proximity to the cable route.

43. Following further design works by the selected Cable Route Principal Contractor (NKT), (the scope for which is set out in paragraph 42) has now been carried out and is included here as Appendix 1 East Anglia Playford Corner Works and Clappits Works Traffic and Transport Technical Note (the Traffic and Transport Technical Note). The Traffic and Transport Technical Note provides an overview of the changes to the vehicle numbers associated with the construction of the Playford Corner Works and the Clappits Works and the nearby cable works in order to consider all project-related traffic on the road network to be used for the Playford Corner Works.

44. The Traffic and Transport Technical Note sets out the following:

- A summary of the assessment assumptions and requirements for EA3 as identified in the ES for the DCO submission;
- A comparison of the ES and NKT vehicle movements associated with the Playford Corner and Clappits Works at the sensitive junctions on the highway network that are likely to be used by traffic associated with these works, using a lower car occupancy for the NKT data than presented in the ES, for a robust assessment;
- Junction capacity assessments of the existing layouts of the sensitive junctions forecast to experience an increase of 30 two-way vehicle movements in the evening peak hour associated with the Playford Corner and Clappits Works (Junction 5: Roundabout junction of the A12 and A1214 and Junction 6: Roundabout junction of the A12 and Newbourne Road). The modelling shows the additional vehicle movements do not have a significant impact on the operation of the junctions compared to the base year 2024 plus committed development scenario; and
- An update of road safety analysis at key junctions and routes the highway network that are likely to be used by traffic associated with the Playford Corner and Clappits Works. This indicates there has been a general improvement in road safety since the submission of the DCO application, with no deficiency in the layout or condition of the junctions reviewed.

45. The maximum daily and evening peak vehicle movements presented in Appendix 1 are summarised in Table 3-3. This is based on a car occupancy of 1.5, which has been identified from lessons learnt from the East Anglia TWO and East Anglia ONE North Offshore Windfarm' Environmental Statements and DCO Examinations, advice from SCC and through discussions with NKT and the Principal Contractor for the Converter Station (Siemens Energy), who have suggested that a 2.5 car occupancy is unlikely to be achievable.

Table 3-3 Confirmed Maximum Figures

	Employees				HGV Movements	
	Number		Vehicle Movements			
	Daily	PM Peak	Daily	PM Peak	Daily	PM Peak
Playford Corner Works and also Clappits Works including relevant cable installation works (Sections 8 to 11)	60	60	80	40	40	4

46. A Construction Access Route Assessment (371024-TRNS-REP-002, Rev 002) was undertaken prior to the construction of the EA ONE onshore electrical connection to evaluate the Local Access Routes of the construction road network, which do not form part of the Suffolk Lorry Route Network. The assessment included:

- An on-site engineering survey;
- An assessment and route evaluation of the construction access routes for the delivery of equipment, construction plant, materials; and
- The construction workforce along the Local Access Routes.

47. The assessment determined that the local access roads identified presented viable and safe routes for use by the EA ONE construction traffic over the duration of the onshore construction works, subject to the implementation of mitigating measures and temporary road improvements. A further route assessment has been undertaken for, inter alia, Playford Corner Works by Fairhursts on behalf of NKT and is included as Appendix 2 (NKT UK, EA3 HVDC Route Commencement Works Transport Assessment, April 222). The route assessment considered safe access arrangements, the use of passing places and the requirements for advance warning signage, together with any weight restrictions, and any obstructions which may compromise the transportation of equipment. This confirms the suitability of the route between Access AP-X and Access AP-W and the main road network (i.e. the Suffolk Lorry Route Network) such that no highway improvements are required, other than the need for trimming of overhanging branches at 10 locations. Full details of these road improvements are provided in Section 9. .

3.4.2 Abnormal Load Movements

48. The installation of the cables at the Playford Corner Works will require the delivery of 4 cable drums. Due to their weight (likely to be in excess of 50 tonnes), these deliveries will comprise Abnormal Indivisible Loads (AIL) (either Category 2 or Category 3). These will be delivered via specialist means and offloaded for example by the use of a mobile crane (see Sections 6.3 for details of abnormal load transport procedures).

49. Timing and notice periods for abnormal load deliveries will be agreed with SCC and Highways England in reasonable time (i.e. 6 months). The Principal Contractor will also confirm with Suffolk Highways Structures Team that the structures along the routes to be used have not deteriorated and are suitable for the proposed loads. Delivery of AIL will be undertaken in consultation with Suffolk Constabulary. Post construction surveys of the public roads and follow up reinstatement will be undertaken and agreed with SCC to ensure that any damage is remediated.

4. TRAFFIC MANAGEMENT PLAN GOVERNANCE

50. Prior to the commencement of construction, a Traffic Co-ordinator (TCo) will be appointed by the Principal Contractor for the onshore cable route. EATL Construction Team will have ultimate responsibility for overseeing that Principal Contractors management of the works are in accordance with the RDDs. The TCo's key responsibilities will include:

- Managing the implementation of and compliance with the TMP, Access Management Plan and Travel Plan;
- Reporting on a quarterly basis to ESC and SCC with respect to these plans and their monitoring targets; and
- Acting as a point of contact for construction workers and sub-contractors.

51. Contact details for the TCo (and any subsequent personnel changes) will be submitted to stakeholders for their records prior to commencement of construction.

Deleted: .

Deleted: ir

5. LOCAL COMMUNITY LIAISON

52. EATL is committed to providing clear communication to local residents and will manage public relations with local residents and businesses that will be affected by construction traffic. Proactive community liaison will be maintained, keeping local residents informed of the type and timing of works involved, the transport routes associated with the works, the hours of likely construction traffic movements and key traffic management measures. As outlined in the Code of Construction Practice (EA3-LDC-CNS-REP-IBR-000047), a combination of communication mechanisms such as posters, notices, exhibitions, letters, newsletters, website updates and parish council meetings will be employed to keep local residents and businesses informed.

53. A designated EA THREE Community Liaison Officer (CLO) will manage and respond to any public concerns, queries or complaints in a professional and diligent manner as set out in the Community Liaison and Public Relations Procedure contained within the Code of Construction Practice (EA3-LDC-CNS-REP-IBR-000047). The Complaints Procedure will be publicised and complaints will be directed to the EATL Community Liaison Officer. All enquiries will be logged, investigated and rectifying actions taken when deemed appropriate. Enquiries will be dealt with in an expedient and courteous manner. Details of complaints will be reported to East Suffolk Council (ESC) and SCC within 48 hours.

54. The CLO will liaise with parish councils to identify any local activities that may overlap with the construction works. EATL's Land Team will also speak to landowners regarding the timing of harvest and agricultural activity.

55. Parish Councils, District Councillors and County Councillors including Ward Members and Portfolio Holders in the area and the local liaison group will be contacted (in writing) in advance of the proposed works and ahead of key milestones in order to advise them of the ongoing works. The information provided will include a timetable of works, a schedule of working hours, the extent of the works, and a contact name, address and telephone number in case of complaint or query.

56. All transport related to the construction of the EA THREE cable, including the Playford Corner Works, will be registered and issued with a unique vehicle identification code. This will be included on an identification sticker/board that will be placed in a prominent position on the vehicle to enable the site management team and members of the public to identify the vehicle and its association to EA THREE. This will be monitored by the TCo (see Section 4). This scheme shall be submitted to and approved by SCC. Details of the scheme will also be shared with ESC. SPR construction vehicles will have a defined identification livery so that they are immediately identifiable to construction staff and third parties.

6. TRAFFIC MANAGEMENT MEASURES

6.1 General Principles

57. Where consented, existing points of access situated close to each jointing bay location will be utilised, as is the case for the jointing bay at the Playford Corner Works. Where a consented route/track is not available, a temporary haul road is proposed to access the jointing bays. This strategy has resulted in a reduction in the amount of temporary haul road required from approximately 35km for East Anglia ONE to less than 18.05km for the proposed East Anglia THREE project (now set as the maximum length of the haul road by Part 3, paragraph 12(12) of the DCO). Noting that the transport of stone for temporary haul roads is one of the largest traffic generators for the project (approximately 600 two-way HGV movements to install and remove a kilometre of haul road) this strategy serves to significantly reduce the daily demand for HGV traffic.

58. The traffic management strategy is predicated on using the most efficient payload vehicle for delivery of materials (e.g. 20 tonne payload for stone deliveries) and therefore negates the need to downsize to smaller vehicles and double handle materials, minimising potential HGV movements on the highway network.

59. During consultation, the public expressed concerns with regard to highway improvements, fearing large over designed solutions which would look out of character with the surrounding landscape causing irrevocable environmental impacts. With this in mind, all highway solutions have taken a sensitive approach and hard engineering methods have been minimised to reduce impact on the surrounding environment.

60. There are no schools in close proximity to the Playford Corner Works HGV route and therefore measures to minimise impacts with regards to these are not proposed. In addition, no road closures are anticipated with respect to the Playford Corner Works. Should it be identified that a road closure may be of less disruption or a safer option to public and workforce, then installation and timescales will be agreed with SCC Highways Authority and installed in line with the Traffic Noticing Requirements.

61. Compliance with the following measures will be subject to monitoring and enforcement measures set out in Section 7.

6.2 HGV Route Assessment

62. The updated transport assessment (Appendix 1) and route assessment (Appendix 2) have examined the appropriateness, viability and justification for the use of the existing transport networks available to ensure any impact of the additional delivery and transport movements of the Playford Corner Construction Works are minimised to an acceptable level. The outcome of these assessments established that the proposed construction routes will adequately provide the requirements of the construction logistics which is based as far as reasonably practical upon the published Suffolk Lorry Route Network, thereby minimising the use of publicly maintained local access roads as far as possible. The updated transport assessment confirms that the existing SCC Lorry Route Network adequately provides for the construction activities required.

63. The access route to both AP-W & AP-X from the SCC Lorry Route Network commences at the northern side of Grundisburgh, at the junction of Woodbridge Road and the B1079. All construction vehicles will proceed west along Woodbrige Road, which merges into The Street, then Rose Hill, then Ipswich Road towards Culpho Hall. Access Point AP-X, which is located on the southern side of Playford Mount, is the first to be approached by construction vehicles using this route. Access Point AP-W will be reached by continuing east along the unnamed road to the first junction with Holly Lane. Holly lane has two junctions however the east most junction is not suitable for access and the western junction must be used. From the junction into Holly Lane, AP-W is around 170m further on and located to the east side of Holly Lane.

64. The route from the B1079 south to AP-X was used during the construction of the cable corridor as part of the EA ONE project, with AP-X being referred to formerly as AX-08. Ten passing places were installed along this route as part of the EA ONE project, and these have remained in place at the request of SCC. Continuing on along the unnamed road towards Holly Lane and AP-W, the carriageway width would appear to be suitable for two way traffic. There are also several informal passing places which will assist during any construction traffic movements. However, given the rural nature of these roads, it is recommended that all abnormal load movements, including transport of the cable drum, are accompanied by a pilot/escort vehicle.

65. Ten locations along the route from the B1079 to AP-W have been identified where overhanging tree branches will impact on the transportation of the cable drum based on the use of a low-loader carrying a cable drum measuring 4.478m dia. These branches will therefore require trimming before transport of the abnormal loads. Any such works will be undertaken in accordance with Section 1 of the Wildlife and Countryside Act (1991).

66. Therefore, no mitigation is required other than the trimming of overhanging branches. Highway widening, the installation of passing places or the use of pilot vehicles for HGV traffic will not be required.

67. The updated transport assessment (Appendix 1) confirms that there would be no capacity issues at the identified sensitive junctions with the addition of the EA THREE vehicle movements and that there would be no safety issues associated with the proposed route.

68. Temporary direction and warning signs to advise of construction vehicles will be provided in accordance with the Traffic Signs Manual, Chapter 8, Traffic safety measures and Signs for Road Works and Temporary solutions, Parts 1 and 2, commonly referred to as Chapter 8.

6.3 Abnormal Load Route Assessment

69. A detailed abnormal load route study (Appendix 2) has been undertaken by the Principal Contractor for agreement with SCC Highway Authority and police and has confirmed that the proposed AIL route is suitable without the need for highway improvements. Deliveries of the 4 AIL will be scheduled to minimise delay on the highway network such that driver delay effects associated with AILs are not likely to be significant. The 4 cable drum AILs will, however, comprise low loaders that will travel at speeds of approximately 40-50mph on the A12 and 30mph on the remaining road network. Driver delay is not, therefore anticipated.

70. The movement of abnormal loads will be outside of the restrictions (routes and times) contained within this TMP with respect to HGVs and will be subject to separate agreement with the relevant highway authorities and police through the Electronic Service Delivery for Abnormal Loads (ESDAL) system. The TCo will notify stakeholders through ESDAL and agree appropriate timings, routes and asset protection measures (with the relevant highway authorities, police and Network Rail) appropriate to the type of load.

71. The timings and notice periods for all AIL deliveries will be agreed with SCC Highway Authority in advance in reasonable time and will be scheduled outside peak hours on the highway network. ESC will also be notified of the timings of the AIL deliveries. Abnormal loads are not thought to be necessary for movements between Primary and Secondary CCSs.

72. Pre and post AIL movement condition surveys and follow up reinstatement will be undertaken to ensure that any damage is remediated.

6.4 Routeing

73. The following measures will be implemented:

a. All contractors will be contractually required to comply with the Playford Corner Works HGV route as assessed and agreed with SCC through this TMP.
b. For the main cable works construction phase, all HGV deliveries will be made to the PCCSs with onward transfer to SCCSs using vehicles suited to the local network (PCCS B (Paper Mill Lane) will transfer on to CCCS A, C and D (i.e. Playford Corner). PCCS E (Top Street) will transfer on to CCS D (Playford Corner), F and G). There will also be transfer of materials between the two Primary CCS. However, during the initial construction of the Playford Corner CCS (and before the installation of the haul road, joint bay and cable pull through) all vehicles will travel directly to site.
c. The delivery routes will be communicated by the TCo to all companies and/or drivers involved in the transport of materials and plant to and from site by HGV construction vehicle.
d. Appropriate signage will be installed to direct suppliers and contractor's vehicles along the required route. Information signs will also be erected which will include a telephone number for the public to report concerns.
e. No construction HGVs are to be routed through: Coddenham; and Sproughton; to the south of Sandy Lane (south of Woodbridge) under the railway bridge; Westerfield (i.e. along Lower Road and Church Lane) or be permitted south of the entrance to CCS B on Paper Mill Lane. Appropriate prohibition signs will be installed at strategic locations to prevent construction vehicles entering these areas.
f. Where possible the contractor will use local suppliers to reduce the distance travelled on the wider highway network.
g. Compliance with the defined Playford Corner Works HGV route will involve a vehicle registration system and log. The information will be made available to SCC upon request.
h. All HGV deliveries to the CCS will be of a size and appropriate weight to accord with the hierarchal structure of the SCC Lorry Route Network for Strategic, Zone Distributor and Local Access lorry routes.
i. Time restrictions will be placed on the transfer of materials and plant between all Primary and Secondary CCSs in order to avoid the busiest peak traffic hours (08:00-09:00 and 17:00-18:00).
j. The Principal Contractor will establish a line of communication with SCC's Emergency Planning Officer and Traffic Manager. If notified of a major incident obstructing the highway the contractor would liaise directly with suppliers to suspend HGV deliveries along affected routes. The contractor will liaise with SCC to identify and assess alternative temporary access arrangements.
k. The TCo will be aware of major events on the highway (e.g. bike races, parades, etc) and around public holidays and be responsible for managing traffic demand during such times. The TCo will liaise with local stakeholders to understand when major events may occur. A stockpile of materials will enable advanced planning to ensure there are limited HGV movements during planned major events whilst not impacting upon the construction programme.
l. Consideration will be given to the need for additional traffic measures at particular pinch points where HGVs cannot pass in opposing directions.
m. Consideration will be given to the size of vehicles appropriate to each section of the access routes.

74. Access routes will be designated for deliveries to the SCCS from the PCCS (see Section 6.2), ensuring that only those roads adequate to carry construction traffic are used for that purpose. Up to 5 SCCS have been consented via the DCO. The use of the SCCSs will be confirmed in the Cable Traffic Management Plan.

75. Table 6-1 details the anticipated designated traffic routes to be used for movements to the Playford Corner SCCS. These apply only to the main cable construction phase (including the installation of the haul road, joint bay and cable pull through for the Playford Corner Works), rather than to the initial construction of the Playford Corner SCCS as the other infrastructure may not be in place.

Table 6-1 CCS Designated Traffic Routes for the Main Cable Construction Phase

CCS	From- To	Designated Route Details	Approx. mileage
D-Secondary	CCS B to CCS D Option 1 – HGV Route	Along Paper Mill Lane, LAR, to junction 52 take A14, SAR, heading for Woodbridge. Follow to junction 58 and take A12, SAR, heading towards Woodbridge. At B1079 take first left – Grunisburgh & Hasketon, SLR. Follow Woodbridge Road B1079, SLR, and turn left through Grundisburgh following on to The Street, Rose Hill and Ipswich Road through Grundisburgh. Follow the road through Culpho to a right turn at Grundisburgh Road leading through to the junction of Church Lane. CCS D is on the right hand side 100yds before the Church Road junction.	47
D-Secondary	CCS B to CCS D Option 2 – Vans and Light vehicles only	Along Paper Mill Lane, LAR, to junction 52 A14 roundabout. Right onto A14 Ipswich/Colchester, SAR. Travel 1 mile to junction 53. Take 1st exit to A1156 Bury Road, LAR. Proceed to second roundabout and take 2nd exit A1156 Bury Road, LAR, leading onto Norwich Road. Continue on Norwich Road for approx. 4miles. At roundabout take 1st exit onto A1214 Valley Road, LAR. Continue along A1214 Valley Road for approx. 1.2 miles to roundabout. Take 1st exit onto B1077 Westerfield Road, SLR. Continue along B1077 Westerfield Road 16 miles to junction with B1078. Turn Right onto B1078, SLR, and travel approx. 2.7 miles to the junction with the B1077. Turn Right onto the B1079, SLR, following signs for Grundisburgh for 8 miles. Turn Right staying on B1079 at the junction of Mill Hill. Travel along B1079 for approx. 0.3 miles to junction with Woodbridge Road. Turn right onto Woodbridge Road, LAR, following on to The Street, Rose Hill and Ipswich Road through Grundisburgh. Follow the road through Culpho to a right turn at Grundisburgh Road leading through to the junction of Church Lane. CCS D is on the right hand side 100yds before the Church Road junction.	28
D - Secondary	CCS E to CCS D	From CCS E left onto Top Street, LAR, and left at roundabout onto Ipswich Road, LAR. Turn Right on A12, SAR, heading towards Woodbridge. At B1079 take first left – Grunisburgh & Hasketon, SLR. Follow Woodbridge Road B1079, SLR, and turn left through Grundisburgh following on to The Street, Rose Hill and Ipswich Road through Grundisburgh. Follow the road through Culpho to a right turn at Grundisburgh Road leading through to the junction of Church Lane. CCS D is on the right hand side 100yds before the Church Road junction.	8

Abbreviations:

SAR - Strategic Access Route

SLR - Suffolk Lorry Route

LAR – Local Access Route

76. Appropriate signage will be installed to direct suppliers and contractor's vehicles along the designated routes. This is to minimise the impact of deliveries on local residents and also minimise the risk of construction traffic missing vital junctions and not being able to turn round easily in the downstream road network. A review of signage locations will be undertaken with SCC Highways to ensure their suitability. Signage locations will be continually reviewed and agreed with SCC Highways during the entire construction phase.

77. A Construction Phase Traffic Management Plan will be produced in line with this TMP which will detail the requirements of all construction traffic. The Construction Phase Traffic Management Plan will detail all on site and off site traffic movements and management conditions for all traffic, plant and personnel associated with the project.

6.5 Crossing Points

78. The locations and method of crossing each highway, private track and PRoW by the proposed cable route works has been previously identified in the DCO in Schedule 2 and Schedule 3. Use of pre-installed ducts, installed during the construction works for EA ONE, limits the impacts of the cable installation works upon these routes. As there is no open trenching required along the onshore cable

route, crossings will only be required where an access track or haul road crosses a feature. The Playford Corner Works require the crossing of one public road (Church Road) and no private tracks. A separate PRoW Management Plan has been prepared as Appendix 9 of the Code of Construction Practice (EA3-LDC-CNS-REP-IBR-000047). This notes that there will be no interactions between PRoW and the cable route construction works at the Playford Corner Works site.

79. A Public Road Crossing Schedule is presented in Table 6-2 which identifies the proposed road crossing and site-specific traffic management. The following traffic management measures will be in place:

- Double width gates on either side of carriageway.
- Construction traffic to give way to public traffic.
- Installation of construction traffic crossing warning signs.

80. Where continued access across the road is required then this will be maintained via appropriate traffic management controls and signage.

81. All works located within public land will be subject to street works notifications, temporary traffic regulation orders and applicable traffic management systems to be reviewed and agreed with SCC Highway Authority.

Table 6-2 Public Road Crossing Schedule

Ref No.	Crossing Location	Easting	Northing	Location Notes	Site-specific Traffic Management Proposals
CR-08-CR-09	Church Road, Playford	621773	248420	60 mph 5.5m wide	No additional measures necessary

6.6 Delivery Times

82. To control delivery times and routes to the proposed East Anglia THREE project, all HGV traffic will be required to first report to either Paper Mill Lane PCCS or Top Street PCCS before then transferring to their respective points of access. Once HGVs have made their deliveries they would then return to the original origin of their journey rather than back to the Primary CCSs. This would apply only to the main cable construction phase (including the installation of the haul road, joint bay and cable pull through for the Playford Corner Works), rather than to the initial construction of the Playford Corner CCS.

83. HGVs would be permitted to arrive at the Paper Mill Lane CCS between 8am and 6pm. To manage the impact of deliveries from the PCCS to the points of access (and back from the points of access to their original origin) deliveries would be scheduled to avoid network peak hours (8am to 9am and 5pm to 6pm). In addition for some of the most sensitive links the ES identified that there would also be a requirement for deliveries to avoid school finish times (typically 3pm to 4pm). However this is not relevant to the Playford Corner Works.

84. Table 6-3 summarises the times at which deliveries will be permitted, the table also includes an allowance for the travel time from the points of access back to the strategic highway network.

Table 6-3 HGV Delivery Windows

Delivery to Primary CCS		Delivery to point of access		Return to wider Network
Destination	Delivery window	Access ID	Onward delivery movement permitted from Primary CCS*	Return movement permitted from Point of Access*
E - Top Street	8am – 6pm	A, B, C	9:00am – 2:30pm	9:00am – 2:30pm
			4:00pm – 4:30pm	4:00pm – 4:30pm
		D, E, F, G	9:00am – 2:45pm 4:00pm – 4:45pm	9:00am – 2:45pm 4:00pm – 4:45pm
		H, I, K-V	9:00am – 4:45pm	9:00am – 4:45pm
		W-AB	9:00am – 4:30pm	9:00am – 4:30pm
B – Paper Mill Lane	8am – 6pm	AC, AD	9:00am – 4:30pm	9:00am – 4:30pm
		AE	9:00am – 2:45pm 4:00pm – 4:45pm	9:00am – 2:45pm 4:00pm – 4:45pm
		AH-AL	9:00am – 4:45pm	9:00am – 4:45pm

*Permitted delivery windows

85. In addition to avoiding peak hours and sensitive hours for particular routes the Principal Contractor will establish a line of communication with SCC's Emergency Planning Officer and Traffic Manager. If notified of a major incident obstructing the highway the Principal Contractor would liaise directly with suppliers to suspend HGV deliveries along affected routes.

86. If the obstruction is likely to be longer term, in the first instance the programme would be reviewed to ascertain if resource could be diverted to an alternative onshore cable route section. Failing that, the contractor would liaise with SCC to identify and assess alternative temporary access arrangements.

87. The Principal Contractor will also work closely with the local liaison groups to identify the dates of local planned events, e.g. harvests that could impact upon the project and seek to effectively manage deliveries during these events.

6.7 Training

88. All regular HGV construction vehicle drivers will be formally inducted to the proposed East Anglia THREE project. The induction will seek to establish a clear set of responsibilities that drivers will be required to follow and will include details of the following:

a. Timings, pre-booked slots;
b. The approved HGV routes;
c. Highway safety concerns;
d. Adherence to speed limits;
e. Additional safe working practices where access routes use PRoW or cycle routes;
f. Requirements for reporting accidents and 'near misses';
g. A Driver Code of Conduct;
h. Procedures for dealing with emergencies; and
i. Disciplinary measures for non-compliance.

89. An information pack will be distributed to all individuals involved in the transport of materials. The pack will be a convenient size so it can be stored in a truck cab. The pack will include the key information as described with respect to induction.

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

6.8 Control of HGV Numbers

91. The following measures will be implemented in order to minimise HGV movements:

a. The Principal Contractor will be responsible for managing the demand for deliveries and exports for their own fleet and that of their supply chain partners to ensure they comply with agreed daily traffic profiles contained within the ES and the updated transport assessment (Appendix 1). A timed delivery booking system will be implemented. The proposed delivery schedule will be prepared weekly in advance by the Principal Contractor, taking into account other committed developments and seasonal variations, with limited spaces reserved for short notice deliveries. The planning of deliveries (via the booking system) will assist the Principal Contractor to allocate sufficient space within the temporary laydown area for the planned number of deliveries.
b. The Principal Contractor will be required to keep an up to date record of deliveries and exports from the Playford Corner Works, this will take the form of delivery receipts. This information will be retained to be provided to SCC upon request.
c. The registration numbers for all HGVs making deliveries will be recorded by the TCo. This would allow for checking and enforcement of any reported breaches of the agreed delivery routes
d. In accordance with good construction practice, opportunities will be sought to reduce the overall number of HGV movements by consolidating loads and using the largest feasible vehicles taking into account any other environmental constraints that may affect HGV routes.
e. In accordance with the Code of Construction Practice (EA3-LDC-CNS-REP-IBR-000047), the standard construction working hours for the Playford Corner Works and any construction-related traffic movements in and out of the site will be between the following hours:

   07:00 – 19:00 Monday to Friday; and

   07:00 – 13:00 on Saturday.
   There are a few exceptions to the above working times as defined in the DCO.
f. The TCo will be required to plan for maintaining stockpiles of critical path items such as aggregate. These stockpiles will facilitate advanced planning of deliveries, maximise payloads, and enable a smooth import profile to be maintained.

6.9 Signage

92. Appropriate signage will be installed to direct suppliers and contractor's vehicles along the Playford Corner Works HGV route. This is to minimise the impact of deliveries on local residents and also minimise the risk of construction traffic missing vital junctions and not being able to turn around easily in the downstream road network. A review of signage locations will be undertaken with SCC to ensure their suitability. Signage locations will be continually reviewed and agreed with SCC during the entire construction phase.

93. The Advance Warning signs to be installed shall include, but shall not be limited to:

- Information Signs, (including reference number, contact details, works to commence, proposed duration, diversionary routes);
- Works Access, directional and location (including No access to Unauthorised Persons - Construction Site);
- Construction traffic directional routing (e.g. EA THREE Access route (directional Arrows); No access to Construction Traffic, No HGV Beyond This Point);
- Road Works Ahead;
- SLOW – Workforce/obstructions in road ahead;
- New Layout Ahead;
- Changed Priorities;
- Pedestrian directions, crossings and directional;
- Temporary speed limits/restrictions – 30mph at all access points, crossing points and where straight line view is impaired by natural objects that cannot be removed due to environmental impact or engineering constraint. It is noted that despite the 30mph speed limit signs, not all drivers may reduce their speed accordingly. It is therefore proposed that road safety at the junction is continuously reviewed (for example through consideration of records of near misses) and if required, the need for further traffic calming measures will be agreed with SCC; and
- Warning signs for any restrictions and/or obstructions that may be affected as a consequence of the works.

94. All temporary (and where agreed, permanent) traffic signs and road markings will be provided in accordance with the Traffic Signs and General Directions 2016 (DfT, 2016) and Chapter 8 'Traffic Safety Measures and Signs for Road Works, Temporary Situations' of the Traffic Signs Manual (DfT, 2009a and DfT. 2009b), in agreement with SCC (via Temporary Traffic Regulation Order applications) and Highways England (for works on A14). All temporary signage will be removed on completion.

6.10 Pre and Post Construction Surveys

95. Prior to the commencement of the construction works, pre-condition surveys (dilapidation surveys) of the Playford Corner Works HGV route will be agreed with and undertaken in conjunction with SCC in accordance with the UK Pavement Management System standard. The survey will most likely comprise a Coarse Visual Inspection survey with more detailed surveys (such as the use of Deflectograph) for specific areas. The exact specification of surveys required would be agreed with SCC prior to commencement.

96. The pre-construction survey will also identify road surface irregularities which require remediation prior to construction in order to mitigate vibration impacts.

97. Costs of remedial works required as a result of construction will be funded by EATL. Further detail on the mitigation regarding vibration impacts will be outlined in the Construction Noise and Vibration Management Plan (EA3-LDC-CNS-REP-IBR-000041) . Pre-construction surveys will be undertaken to determine road structures at all crossing points to determine the extent of carriageway strengthening requirements.

98. Any damage to the existing road network, street furniture as a consequence of the construction activities will be made good to the satisfaction of SCC, in accordance with such requirements (as to specification of materials and standard) as prescribed by regulations under the New Roads and Street Works Act 1991 (as amended).

99. The post-construction surveys and measures to secure any subsequent remediation will be agreed with SCC. These shall be undertaken as soon as possible on completion of relevant works.

100. The two surveys will form the basis of any ameliorating works that may be required upon completion of the onshore works, to rectify specific damage to the local road network as a direct result of the construction works. These pre and post construction surveys will include photographic records of street furniture and road conditions.

101. SCC will be kept updated of proposed start and completion dates via regular meetings and programme updates.

6.11 Additional controls

102. No daytime or overnight parking of site or construction vehicles (site employees or visitors) outside of the PCCS, SCCS or jointing bay compound will be allowed without the prior agreement of SCC.

103. All traffic management measures will be temporary including traffic signs, road markings, barriers, lamps, traffic control and other such measures necessary in accordance with best practice unless otherwise agreed with the SCC. These will be installed and maintained in good condition throughout the extent of the construction period.

104. On-site wheel wash provisions shall be provided at appropriate access points connecting the cable works to the public highway. Off-site road cleansing/sweeping provision along sections of the public highway will be used by construction vehicles shall be to the satisfaction of SCC. The wheel washing facilities will be designed and located to avoid used water running onto the highway.

105. The Principal Contractor and its suppliers' fleets will have arrangements with recovery companies to allow breakdowns and accidents to be cleared as quickly as possible in order to avoid any such incidents blocking the highway. All breakdowns and accidents will be reported to the TCo.

7. HIGHWAYS AND ACCESS IMPROVEMENTS

7.1 Highway Improvements

106. As noted in Section 6.2, an updated construction route assessment (Appendix 2) has examined the appropriateness, viability and justification for the use of the existing transport networks. This study identified that no highways improvements are required to enable safe access to the Playford Corner Works, other than the trimming of over-hanging branches at 10 locations as set out in Section 9 of the Access Management Plan (EA3-LDC-CNS-REP-IBR-000036).

7.2 Access Improvements

107. The proposed access arrangements are also given within the Access Management Plan and are summarised in Table 7-1.

Table 7-1 Summary of Access Improvements

Access ID	Location	Used on EA ONE?	Access Improvement	Traffic Management During Improvement	Traffic Management During Construction Phase
AP-W	Holly Lane	Yes – but only as a crossing point and this has now been fully reinstated	Installation of New Bell Mouth	Lane Closure Two Traffic Signals	Installation of Advanced Warning Signs Use of STOP/GO signs (see the Access Managment Plan (EA3-LDC-CNS-REP-IBR-000036)
AP-X	Playford Mount	Yes – AX-08, however this junction has been fully removed and will require to be fully reinstated to the same standard as previously approved under EA ONE	Installation of New Bell Mouth	Lane Closure Two Traffic Signals	Installation of Advanced Warning Signs

7.3 Traffic Appraisal

108. This TMP takes into account the safety implications along all 'C' and 'U' class roads where the width of the existing road is insufficient to accommodate the safe passage of two vehicles.

109. All local access routes that are to be used for the passage of works vehicles will be inspected in collaboration with SCC.

8. MONITORING AND ENFORCEMENT

8.1 Monitoring

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

8.1.1 HGV Numbers

111. The HGV movements associated with the Playford Corner Works, including inter-site movements, will be continuously monitored by the TCo through the use of the Booking System to ensure adherence with the assessed HGV movements.

112. The information, i.e. records of deliveries and return journeys together with any breaches of the agreed delivery routes or delivery hours, will be made available to SCC on a quarterly basis, for checking against the application profile.

8.1.2 HGV Routing

113. The vehicle identity system (See section 5) will help the public distinguish HGV construction vehicles associated with the proposed East Anglia THREE project from other traffic on the highway network. Each HGV will be required to display a unique identifier, provided by the TCo within the window of the cab that will allow members of the public to report any concerns such as driver behaviour or the use of unapproved routes via a publicized telephone contact number. Signs will be erected at the construction access with the relevant contact number clearly displayed for public enquiries.

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

115. The Principal Contractor will also ensure that where its HGV fleet,is fitted with a GPS tracking system, that these are used to record the routes, time speed of vehicles when making deliveries. The GPS tracking together with delivery records will serve to augment the unique identifier to allow the TCo to respond to any complaints and provide a complete evidence base. The TCo will also ensure that, where installed, these monitoring systems are activated, and records are made available to the TCo to facilitate auditing and complaint investigation.

8.2 Enforcement

8.2.1 Introduction

116. The consequences of not complying with the measures contained within this TMP could result in an increase in HGV traffic on the highway network and road safety concerns, potentially impacting on sensitive receptors, leading to significant environmental effects. It is therefore essential that that the TCo can quickly react to any breaches and implement corrective processes. This section therefore provides a summary of the mechanisms that would ensure that the TMP is effectively enforced.

8.2.2 Potential Breaches

117. To ensure that the TMP can be effectively enforced it is important to define what would constitute a breach. The TMP therefore considers that the following would constitute a breach whereby corrective measures would be required:

a. Failure to implement or use the agreed traffic management measure;
b. Failure to follow the agreed delivery routes;
c. Failure of the HGV to display its unique identifier;
d. Construction HGV traffic operating outside of agreed hours;
e. Exceeding the agreed freight and delivery profiles as set out within the updated transport (Traffic and Transport Technical Note Appendix 1);
f. Construction HGV traffic being driven inappropriately, e.g. speeding; and
g. Failure to record deliveries and departures for plant and materials with the booking system.

8.2.3 Corrective Process

118. On receipt of a report of a potential breach, the TCo would investigate the circumstances and compile a report for ESC and SCC Highway Authority within seven working days. The report would outline the outcome of the investigation and what corrective action (if necessary) had been implemented. ESC and SCC (as the Local Highway Authority) will then review the information, request further clarifications (if required) and confirm to the TCo if a material breach has occurred.

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

- Stage one – ESC or SCC confirms a breach and requests Tco to review the data and concerns. ESC, SCC and the TCo would then agree the extent of the breach of controls and agree action. This is likely to be a contractor warning at this stage;
- Stage two – If a further material breach is identified the contractor would be given a further warning and required to involve individuals/sub-contractors/suppliers to produce an action plan to outline how the issue would be rectified and any additional mitigation measures proposed. The action plan should identify a strategy with a duration of not more than seven working days to correct the breach. ESC and SCC will be informed.
- Stage three – Should further breaches still occur the contractor would be required to remove the offender from site and the contractor/ supplier would receive a formal warning. Any continued breaches by individuals of the supplier/ contractor may be dealt with by the formal dispute procedures of the contract. ESC and SCC will be informed

120. Failure to follow the performance standards as shown in Section 8.2.2 and (including the correction process, or continued breaches would be addressed by contractual measures between EATL and the contractor.

121. Individual employee breaches will be addressed through UK employment law whereby the three stage process outlined will form the basis for disciplinary proceedings.

8.2.4 Action Plan

Table 8-1 TMP Action Plan

Measure	Timescale	Responsibility
Appointment of a TCo	Prior to construction commencement	Contractor
Implement advance warning signing	Prior to construction commencement	Contractor
Establish monitoring systems: **• Delivering booking system;** **• Unique vehicle identifier system; and** **• Telephone reporting system.**	Prior to construction commencement	TCo
Agree scope of highway condition surveys with SCC	Prior to construction commencement	TCo
Agree abnormal load restrictions with SCC through ESDAL	Prior to abnormal load movements	TCo
Monitoring of TMP measures: **• HGV movements;** **• Accidents and near misses;** **• HGV monitoring;** **• Complaints; and** **• Produce monitoring reports.**	Ongoing throughout construction	TCo

9. REFERENCES

DfT, 2009a, *Traffic Signs Manual, Chapter 8, Traffic Safety Measures and Signs for Road Works and Temporary Situations, Part 1: Design*. London, TSO

DfT, 2009b, *Traffic Signs Manual, Chapter 8, Traffic Safety Measures and Signs for Road Works and Temporary Situations, Part 2: Operations*. London, TSO

DfT, 2016, *DfT Circular 01/2016, Traffic Signs and General Directions 2016*, Version 2

SCC, 2017, *Suffolk Lorry Route Network*, https://www.suffolk.gov.uk/assets/Roads-and-transport/lorry-management/Lorry-Route-Map-Amended-MAY-17.pdf

APPENDIX 1 EAST ANGLIA THREE PLAYFORD CORNER WORKS AND CLAPPITS WORKS TRAFFIC AND TRANSPORT TECHNICAL NOTE

APPENDIX 2 NKT UK EA3 HVDC ROUTE COMMENCEMENT WORKS TRANSPORT ASSESSMENT APRIL 2022

APPENDIX 3 ROAD SAFETY AUDIT