



nationalgrid

UK Onshore Scheme

Proposed Converter Station Construction Traffic Management Plan

VKL-08-39-G500-014

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Note

The purpose of this Plan is to set out how the mitigation commitments described within the Environmental Statement will be delivered during construction. The exact roles and responsibilities described in the Plan are subject to the appointment of a Contractor and may change. The Plan will be finalised by the Contractor prior to the commencement of construction taking into account a detailed scheme design and more precise information about construction methods and phasing.

1 Introduction

1.1 Background

- 1.1.1 This Construction Traffic Management Plan (CTMP) has been prepared in relation to the Viking Link project, specifically the traffic associated with the construction of the proposed converter station, proposed AC cable route and permanent access road.
- 1.1.2 The report should be read in conjunction with Chapter 27 of the Environmental Statement (ES, Traffic and Transport).
- 1.1.3 The most significant traffic impacts generated by the proposed site will occur during the construction phase, with a workforce varying according to the construction operation. The key purpose of this CTMP is to set out the measures which would be implemented to mitigate the impact of construction vehicle trips (especially HGVs) to and from the proposed converter station site.
- 1.1.4 It should be noted that at this stage this document forms an outline CTMP, as origins of materials required for construction are not yet known. Assumptions have been made as to the routeing vehicles would take to and from the proposed converter station site. The appointed contractor will provide further details prior to the start of construction.
- 1.1.5 The document includes the following elements:
 - Location of the proposed converter station site and access and egress arrangements;
 - Assumed routeing to be used by HGVs and the daily number of vehicles;
 - An outline of the construction hours and delivery times;
 - Description of measures to be taken to protect the public highway;
 - A procedure for monitoring and dealing with any issues that arise during the works;
 - Details of traffic management requirements; and
 - A strategy for managing the traffic impacts.

2 Site Location and Access

2.1 Introduction

- 2.1.1 This section outlines the location and access to the proposed converter station.
- 2.1.2 Reference should be made to ES-2-C.09, Volume 2 Chapter 19 which provides a full description of the construction and operation of the proposed converter station, the proposed AC cable route and the permanent access road

2.2 Proposed Converter Station

- 2.2.1 The proposed converter station will be accessed via a new permanent access road from the A52 near Donington. This is shown in Figure 2.1. All figures are provided in a separate volume.

3 Construction Vehicle Access Routes

3.1 Introduction

- 3.1.1 This section outlines the indicative routes for construction vehicles travelling to/from the proposed converter station site.

3.2 Proposed Converter Station and Associated Works

- 3.2.1 As part of the construction of the proposed converter station and other associated works, a number of HGVs will be required to bring and remove materials to/from the site.
- 3.2.2 Traffic movements have been outlined for the site based on average weekly traffic movements. An average daily two-way total has then been assumed by dividing the weekly total by six (assuming a six day working week, Monday to Saturday).
- 3.2.3 As the origin of materials required for construction is not yet known, a number of assumptions have been made regarding the traffic distribution. The assumption is that the majority of materials will be imported and that journeys will originate from ports on the east coast. The origin of some other materials has been assumed to be inland.
- 3.2.4 The origin of materials will be confirmed by the contractor prior to start of construction. For the purposes of this outline CTMP, the following distribution percentages have been assumed:
- Boston Port = 16.7%
 - Immingham Port/Grimsby Port = 16.7%
 - Kings Lynn Port = 16.7%
 - Other Locations = 50% (covering areas inland to the north, west and south)
- 3.2.5 The peak period for traffic during construction at the proposed converter station site has been assumed to ensure a robust assessment of traffic is undertaken. It is the daily two-way trips to and from the proposed converter station which have been considered in terms of their overall percentage impact on the roads within the Zone of Influence (Zol). For further details, refer to Chapter 27 of the ES.
- 3.2.6 Construction trips generated by the proposed converter station have been split into Car/Light Goods Vehicle (LGV) trips (representing workers), and Heavy Goods Vehicle (HGV) trips (assuming 1 HGV = 16 tonne Max Artic Vehicle). Some of the assumed generated HGV trips will be larger vehicles such as cranes, transformers etc., which will require additional management by the contractor.
- 3.2.7 The breakdown of total two-way vehicle movements expected as part of the construction activities at the proposed converter station is summarised in Table 3.1.

Vehicle Type	Construction Phase Total Number	Peak Month – Monthly Total	Peak Month – Daily Total
Cars	31,140	216	39
Max Articulated HGV	25,057	1,220	55
Large Equipment Vehicle	147	33	1
Transformer Vehicle	10	4	Not accounted for in peak month
25ft Crane	2	1	Not accounted for in peak month
100ft Crane	2	1	Not accounted for in peak month
Mobile Platform	2	1	Not accounted for in peak month
Total	56,360	1,476	94

- 3.2.8 The construction traffic generated by the proposed converter station as detailed above has been distributed onto the road network within the Zol to facilitate the assessment work. The distribution methodology was then separated into two elements, with one focussing on the distribution of workers and one on the distribution of HGVs during the construction period. This approach was agreed with Lincolnshire County Council (LCC) Hghways.
- 3.2.9 As part of the CTMP, HGVs would be required to use a specific route to/from the proposed converter station site, based on the following elements:
- Use of the shortest feasible route to/from the proposed converter station to/from the primary A-road network whilst avoiding settlements and sensitive receptors;
 - Where possible, use primary A-roads or B-roads for routeing;
 - Avoid other routes constrained by narrow roads, weight restrictions, height restrictions and avoid any other route restrictions.
- 3.2.10 From the proposed converter station site access, HGV traffic would be distributed in both directions directly onto the A52, which is part of the principal A-road network.
- 3.2.11 Figure 3.1 shows the proposed route on to the primary A-road network from the proposed converter station, and onward journeys using acceptable routes for HGVs.
- 3.2.12 The permanent access road would be introduced to facilitate traffic movements into the site from the A52, via a new junction including a right-turn ghost island, as shown in Figure 3.2.

4 Measures

4.1 Introduction

- 4.1.1 This section outlines measures that would be introduced to reduce the potential impacts of the construction traffic on the highway network.

4.2 Construction Hours and Delivery Times

- 4.2.1 The number of HGVs associated with construction traffic during the construction period is likely to have a potentially adverse, but temporary, effect on the local highway network and therefore, the programming of such movements will be subject to restricted periods of the day and working week.
- 4.2.2 Consideration will be given to the programming of HGV movements and the timing of deliveries to minimise disruption to traffic on the local highway network. Typical working hours will be during daylight periods, although some deliveries may be programmed when the public roads are at their quietest.
- 4.2.3 The local highway authority will be consulted prior to abnormal load movements and the necessary consents obtained.

4.3 Highways Measures

- 4.3.1 The contractor will take reasonable steps to ensure that the deposit of mud and dirt on the highway is kept to a minimum.
- 4.3.2 Wheel washing facilities will be provided at the proposed converter station site with a pressure washer and manual brushing facilities. After each vehicle has vacated the site, the road will be checked and cleared if required. The situation will be monitored, and assessed to determine if a road sweeper is necessary to ensure the public highway remains reasonably clear of mud and grit during the works.
- 4.3.3 Areas of hard standing will be made available at each access point to accommodate the anticipated construction vehicles.
- 4.3.4 Prior to works commencing on site, the principal contractor will conduct a dilapidation survey in order to assess the existing conditions of the road network within the vicinity, and will liaise with Lincolnshire County Council (LCC).
- 4.3.5 Temporary signage will be erected around the proposed converter station access point and at other locations on the local road network to provide warning to other road users of the likely presence of construction vehicles undertaking manoeuvres. Signage will be in accordance with

Chapter 8 of the Traffic Signs Regulations and General Directives (TSRGD). Examples of signage that would be introduced are as follows:

Figure 4.1 Examples of Construction Signage



5 Monitoring

5.1 Introduction

- 5.1.1 This section outlines the monitoring that would take place as part of the CTMP to ensure the measures have been implemented by the contractor following the start of construction.

5.2 Monitoring

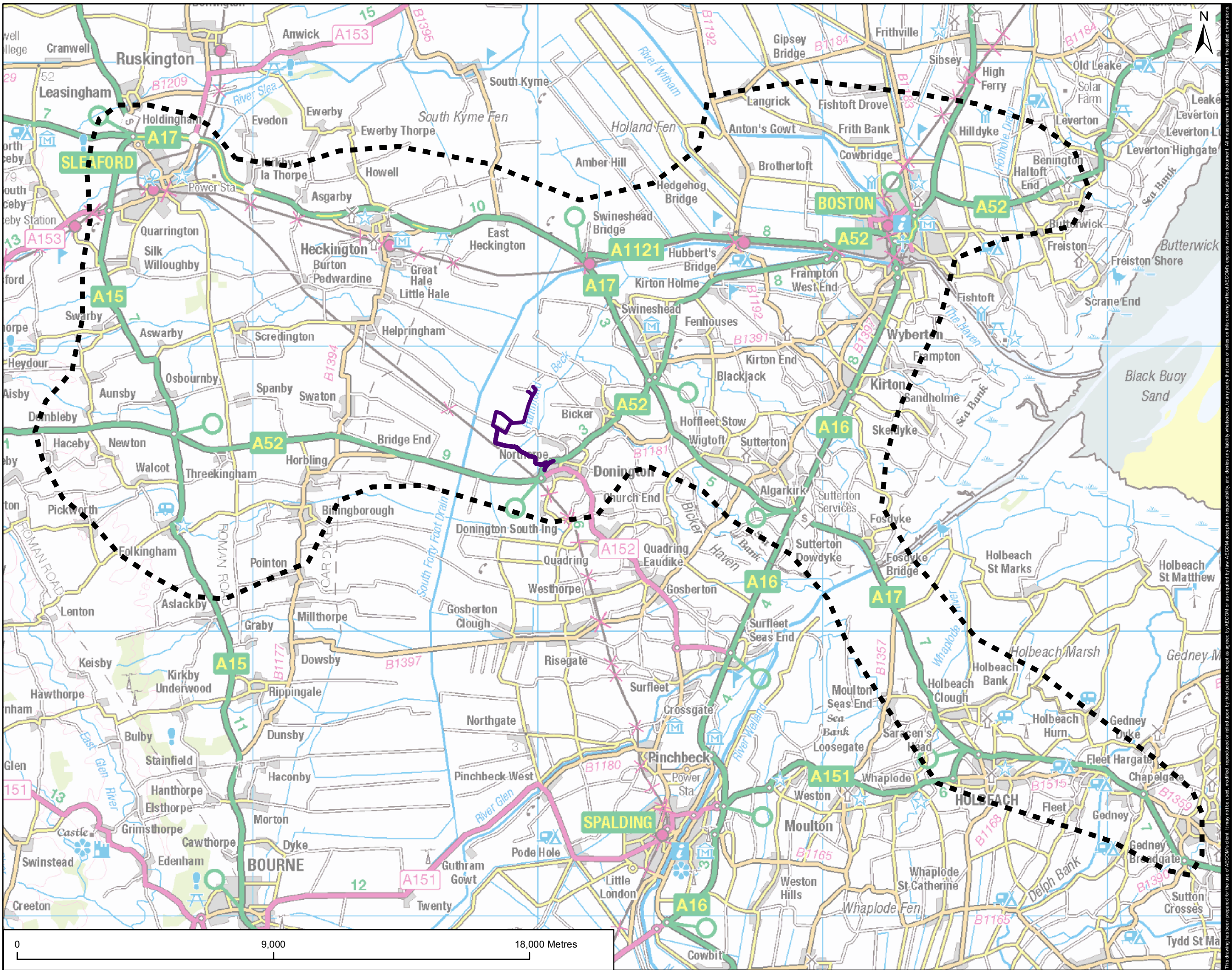
- 5.2.1 Regular liaison with LCC and other third parties, as well as the public will be undertaken throughout the construction of the proposed converter station.
- 5.2.2 The formal procedure for handling project complaints/concerns will be developed and agreed by the contractor, an example of which is set out below:
- Stakeholders will be able to report any concerns, complaints or other comments to the principal contractor in writing, by email or by telephone. Project contact details should be provided at site entrances and on perimeter hoardings and provided to LCC Highways;
 - The principal contractor will issue an initial response to the person who has submitted the complaint/concern confirming its receipt. The principal contractor will record the date and contact information associated with a complaint/concern on a standard form and place a copy in a project complain register;
 - The contractor will undertake a full investigation into the complaint/concern and will assess the corrective and preventative action, or further investigation is necessary;
 - The contractor will respond to the person who submitted the complaint/concern in a reasonable timescale, outlining the actions to correct and prevent the complaint/concern reported; and
 - Following the corrective action being implemented, agreement will be made with the relevant stakeholder to ensure that the complaint/concern has been adequately addressed. The case will be closed and date recorded.
- 5.2.3 In the event that the complaint cannot be resolved, the site manager will escalate this to an appropriate contact within the contractor's / project's management team.

6 Summary

- 6.1.1 This CTMP has been prepared in relation to the Viking Link project, specifically the traffic associated with the construction of the proposed converter station.
- 6.1.2 It should be noted that at this stage this document forms an outline CTMP, as origins of materials required for construction are not yet known. Assumptions have been made as to the routeing vehicles would take to and from the proposed converter station site. The appointed contractor will provide further details prior to the start of construction.
- 6.1.3 The report also includes details on the following elements:
- Location of the proposed converter station site and access and egress arrangements;
 - Assumed routeing to be used by HGVs and the daily number of vehicles;
 - An outline of the construction hours and delivery times;
 - Description of measures to be taken to protect the public highway;
 - A procedure for monitoring and dealing with any issues that arise during the works;
 - Details of traffic management requirements; and
 - A strategy for managing the traffic impacts.

Figures

PRODUCED: NS
CHECKED: MR
APPROVED: SM
CONSULTANT: AECOM
File name: \\nuv.aecomnet.com\project\UK\LDSE-EE\ENVIRONMENT\Practice Areas\EA\Other office jobs\Viking Link\PART C TRANSPORT\GIS\CTMP_CSI\Fig 2.1CS.mxd



LEGEND

Proposed converter station, AC cable route and permanent access road

Zone of Influence

FIGURE NO.	REV.
2.1	0

FIGURE TITLE

PROPOSED SITE LOCATION

SHEET NUMBER

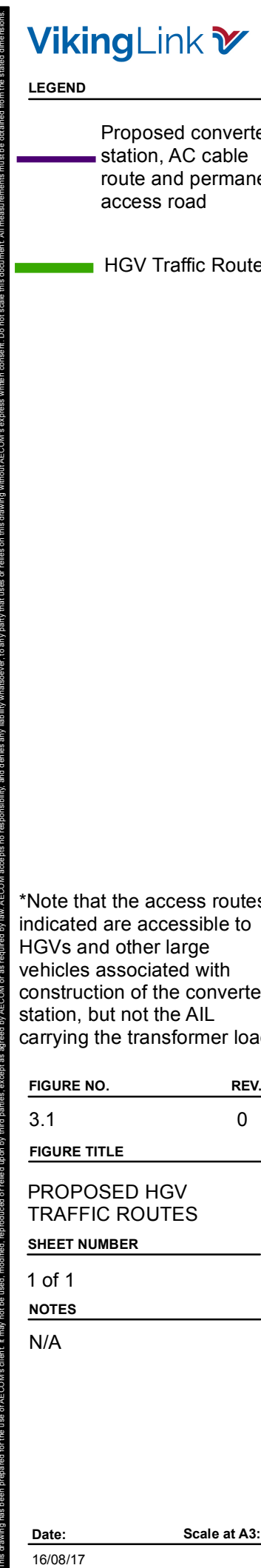
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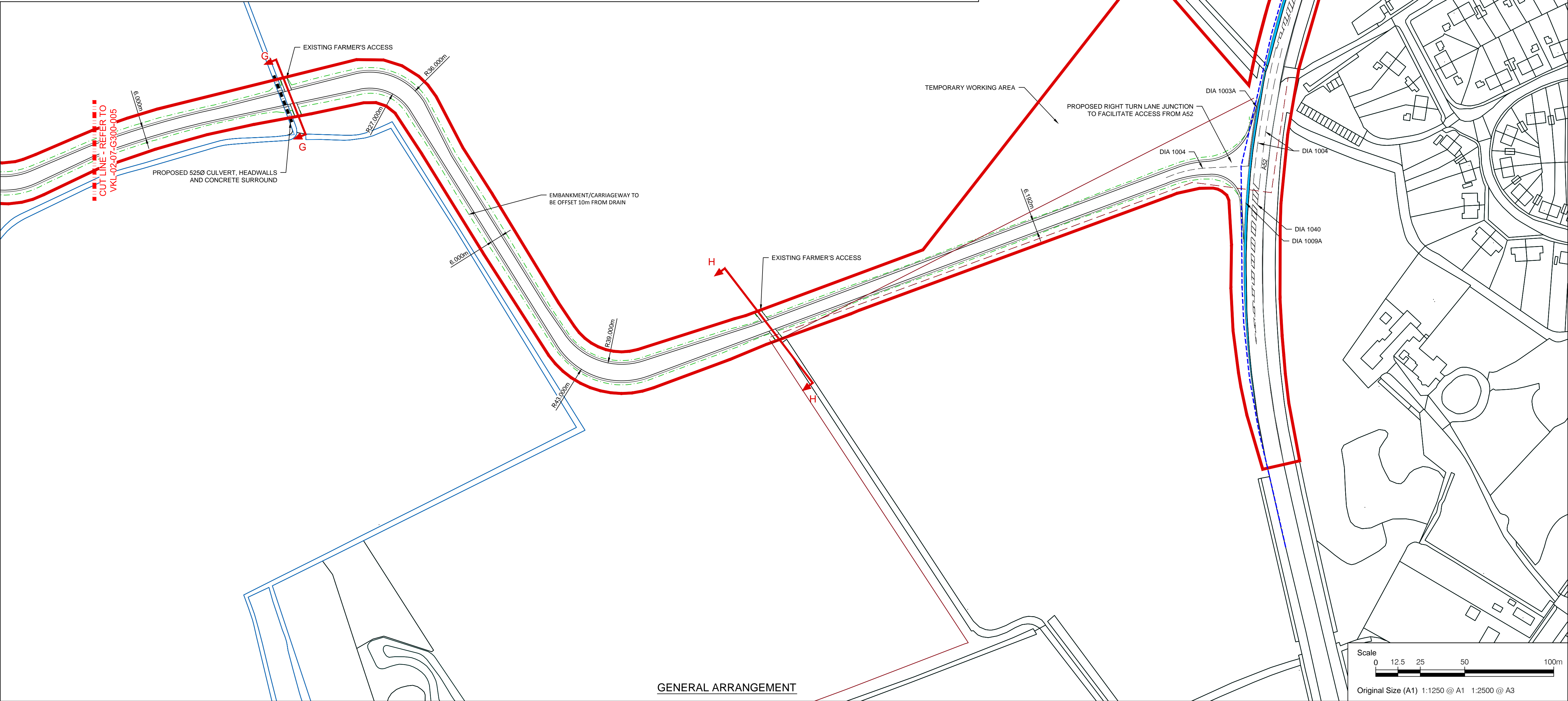
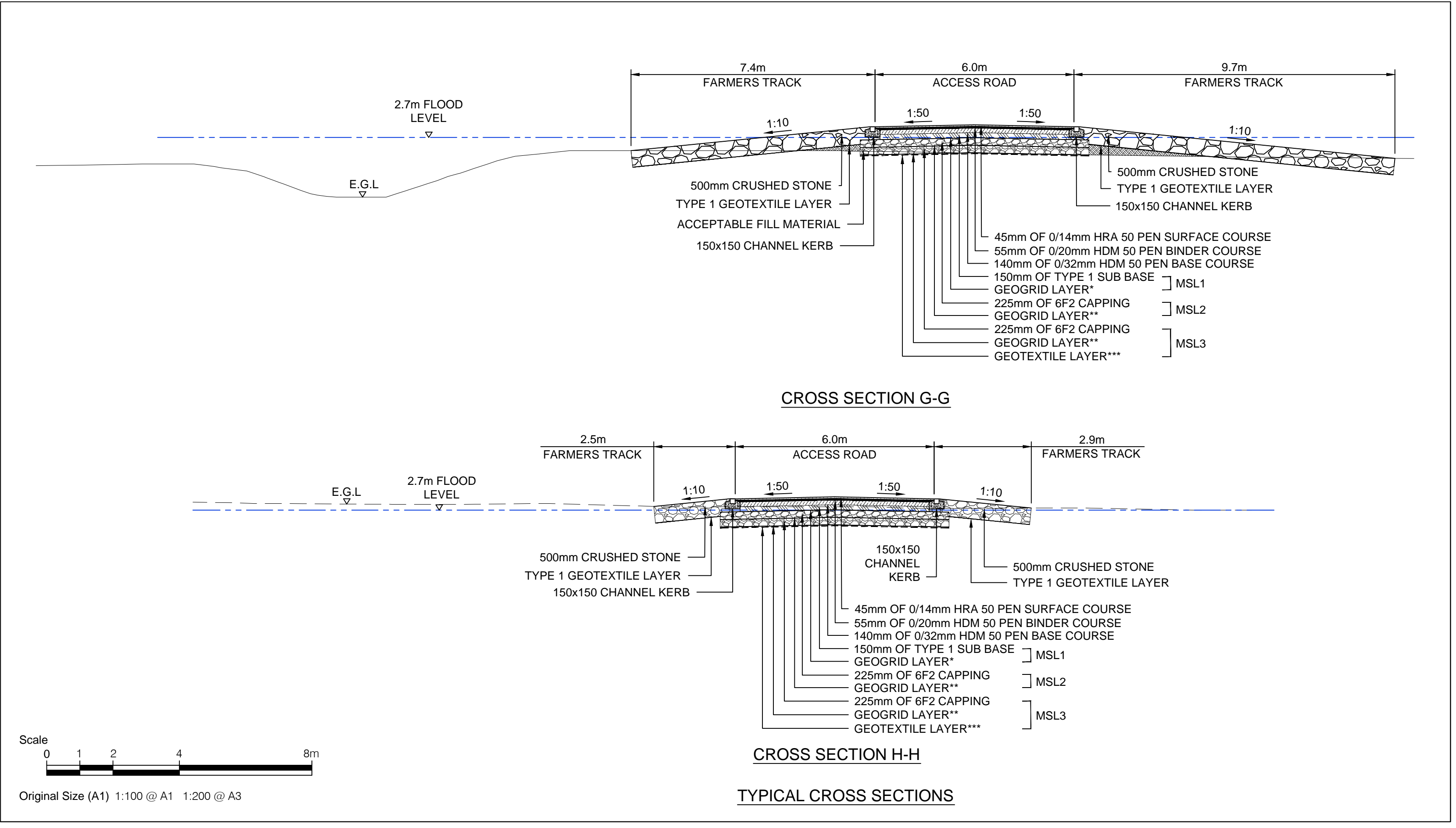
NOTES

N/A

Date: 16/08/17

Scale at A3: 1:121,688.48





KEY	
APPLICATION BOUNDARY	—
PROPOSED BOTTOM OF EMBANKMENT	- - -
PROPOSED 6.0m ROAD AT MINIMUM ELEVATION OF 2.7m	—
EXISTING WATERCOURSES	—
EXISTING PUBLIC RIGHT OF WAY FOOTPATH ALIGNMENT	—
PROPOSED PUBLIC RIGHT OF WAY DIVERSION POTENTIAL FOOTPATH	- - -
DMRB VISIBILITY SPLAY (60mph 4.5m x 215m)	- - -
PROPOSED DRAIN CULVERT	- - - - -
AREA OF NEW CARRIAGEWAY	■

- NOTES**
1. THE VERTICAL ALIGNMENT HAS BEEN BASED ON LIDAR INFORMATION WHICH CAN HAVE AN INACCURACY OF UP TO ±1m IN BOTH THE HORIZONTAL AND VERTICAL PLANE. THEREFORE THIS PRELIMINARY DESIGN SHOULD NOT BE USED TO QUANTIFY ANY MATERIAL ORDERS OR PURCHASING. AECOM DOES NOT ACCEPT ANY LIABILITY ASSOCIATED WITH ANY CLAIMS THAT MAY ARISE AS A RESULT OF INACCURACIES CAUSED BY THIS INFORMATION
 2. * TENSAR TYPE P-O-8950-A17058-TYPE 2 GEOGRID OR SIMILAR APPROVED
 3. ** TENSAR TYPE P-O-8950-A-17058-TYPE 1 GEOGRID OR SIMILAR APPROVED
 4. *** 100 GSM NON-WOVEN NEEDLE PUNCHED POLYPROPYLENE SEPARATION GEOTEXTILE
 5. ALL ROAD MARKINGS TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016
 6. ALLOWANCE HAS BEEN MADE FOR A 5M WIDE CONSTRUCTION AREA EITHER SIDE OF THE ACCESS ROAD.
 7. DURING ACCESS ROAD CONSTRUCTION 5M OFFSET TO BE MAINTAINED BETWEEN CONSTRUCTION AREA AND OPEN DRAINAGE DITCHES, APART FROM AT DITCH CROSSINGS.

FIGURE NO. REV.

Figure 3.2 0

FIGURE TITLE

Permanent Access Road Junction Design

SHEET NUMBER

NOTES

Scale: AS SHOWN

DATE

August 2017

CONTACT US



You can find out more information by:



calling our freephone number:
0800 731 0561



Sending an email to:
vikinglink@communityrelations.co.uk



Writing to our freepost address at:
FREEPOST VIKING LINK



Visiting our website at:
www.viking-link.com

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