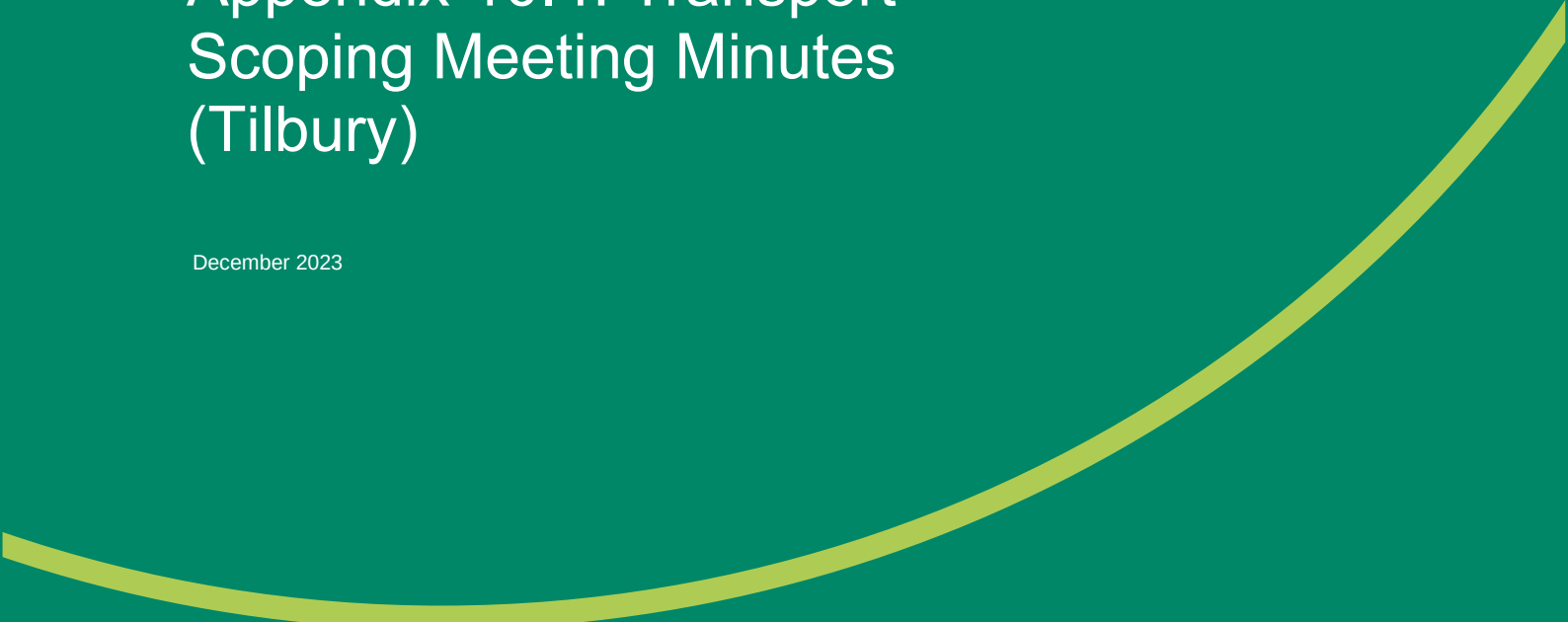


National Grid
Cable Tunnel Replacement
Project

Environmental Statement
Volume VI

Appendix 10.4: Transport
Scoping Meeting Minutes
(Tilbury)

December 2023



Quality information

Prepared by		Checked by		Verified by		Approved by
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1 Transport Scope Meeting Minutes

Date: 06 September 2023 10:30-11:30

Attendees:

KM – National Grid

JH – Thurrock Council

CB – AECOM

AS – The Transport Consultancy (TTC)

KB – National Highways Area 4 (on behalf of JB who covers Area 5 of the Highway Network incl. Essex)

MW – AECOM

MA – National Highways Area 5

HW – AECOM

Apologies: HT (AECOM), WR (AECOM) and JB (National Highways)

Notes/ Actions:

- KM: Introduces the project location, proposed solution and consideration of alternatives, sensitivities, timescales and the recent decision to submit a planning application with EIA. Non-DCO so will be via Town & Country Planning Act.
- KM: Also noted the strong preference to use the river to take arisings away from site, discussions with RSBP ongoing for infilling local saline lagoons – agreements not in place but hope that this will materialise.
- KB: Asked how close the Project is to LTC.
- KM: Within approximately 1km, and discussion have been held with NH. LTC team have had a copy of CTMP.
- CB: Provided overview of the meeting and project update since EIA screening (please see presentation slides).
- CB: Clarified that Thurrock Council EIA Screening opinion confirmed that the Project was not expected to result in significant effects therefore EIA not required. Gravesham Council concluded an EIA was required due to Ecological and Heritage aspects, therefore for completeness (and following legal advice) EIA for both sites will accompany the application. Planning application to be submitted end of this year.
- CB: Construction phase programme, staff numbers, occupancy factor explained, working hours, construction routes, proposed study area and traffic survey data explained. (Please see slides).
- JH: Stated that traffic from the west section is National Highways responsibility and questioned whether it is the plan to use station approach/ tilbury 2 road from the east to be used?
- CB: Confirmed.

- JH: Stated that traffic might be coming from beyond the Thurrock boundary and questioned whether Essex needs to be involved. Confirmed that the A1089 and A13 are responsibility of National Highways. Station Road is responsibility of Thurrock Council (but this may change to Port of Tilbury London Limited (POTLL) once an issue with bridge over railway is addressed).
- CB: Clarified that less than 1% daily increase is anticipated for the A13 which informed study area therefore not deemed necessary to expand this further. No need to consult with Essex on this basis or to carry out any new surveys given recent 2022 (DfT) data and 2023 Automatic Traffic Count on Station Approach.
- JH: Accepted that point and that the study area is acceptable.
- KB: Asked that vehicle numbers are shown as well as percentages.
- CB: Confirmed that both vehicle numbers and percentage increases will be shown as part of the assessment work.
- CB: Described initial impact assessment and that there are no impacts expected along the A13.
- JH: Stated that other applications in the areas have been approved by Thurrock and asked whether these are/ will be included within any of the assessments.
- CB: Confirmed that there will be a cumulative impacts section of the ES chapter which will consider other developments and existing movements within the Port. Including consideration of project programme, trip levels and routing which would then be combined with our traffic assessment.
- JH: Confirmed that the proposed cumulative schemes for review (as shown by the slides) seemed reasonable.
- CB: Stated that walking and cycling routes are considered in the assessment also.
- CB: Described proposed deliverables which include: Transport ES Chapter, Outline CTMP and Abnormal Load Assessment Report. (please see slides).
- CB: Clarified that no standalone transport statement is proposed, as there will be crossover with the ES chapter and therefore any components that would be included in the TS will be included in the ES chapter subject to agreement. Welcome comments on this approach.
- KB: Reasonably relaxed with that approach, suggested that a brief/ one pager transport statement/ technical note signposting document that shows where the relevant info is contained within the ES and CTMP as part of the application.
- CB: Agreed that this is a reasonable approach
- KB: Questioned whether decommissioning stage is being assessed in the ES.
- KM: Confirmed that decommissioning is not part of the project or planning application (so scoped of the ES or the traffic model).
- KB: Position noted re: decommissioning. Stated that if operational phase is scoped out then it needs to be clear in the assessment that this is the case.
- CB: Clarified there be a short summary of operational phase considerations within the ES (which will be covered qualitatively).
- AS: Described the CTMP which focuses on HGV movements, pinch-points, swept paths and traffic management measures (mitigation), identifying the construction routes for the construction traffic routes, sets out the overview of the HGV movements for each activity.
- AS: Described the abnormal load movement report will focus on the tunnel boring machine. Two options looked at, transported by highway or alternative option is that it will be delivered by the River Thames to the PoT docks. TBM to travel from north to south, therefore exiting at the Gravesend side and removed by road.

- AS: Confirmed that they have attended site and consulted with Connect Plus, Essex police and Kent police – although noted that we are early in the programme so not large amounts of detail available yet.
- KB: Provide a 'standard informative' that National Highways provide as a planning condition to providing a starter for ten of what NH expect as follows:
 - *The CTMP shall include details (text, maps and drawings as appropriate) of the scale, timing and mitigation of all construction related aspects of the development. It will include, but is not limited to: site hours of operation; numbers, frequency, routing and type of vehicles visiting the site; travel plan and guided access/egress and parking arrangements for site workers, visitors and deliveries; plus sheeting of loose loads and wheel washing and other facilities to prevent dust, dirt, detritus etc from entering the public highway (and means to remove if it occurs).*
- CB: Covered overarching programme (Please see slides) June 2023 – Screening submitted. Late 2023 – planning submission.
- KM: Asked whether we need to consider visitor trips during the construction phase.
- CB: Clarified that visitors are included at operation. Not considered at construction due to low numbers and unlikely to be significant.
- KM: Clarified that the team will be meeting with the Kent side next week and asks whether NH would like an invitation.
- KB: Confirmed that it would be useful to be invited to the first meeting, but noted that north side movements more important from a traffic perspective. Suggests that in the future, north and south sides could meet together if worthwhile.
- KB: Also suggested that cumulative impacts are key issue to consider in the assessment, rather than the Project in isolation.
- KM: Clarified that diameter of tunnel is 4m (to accommodate 12 cables) which is significantly smaller than LTC (which will accommodate vehicles).
- AS: Provided example of size of TBM and transport by road and confirmed that the abnormal load report is a live document to be updated as the project progresses.
- JH: Confirmed that cable drum deliveries are also of interest, as well as managing traffic in/out of the port, managing single loads v convoys
- JH: Clarified that the Asda roundabout is very sensitive and critical part on the route for Project where the potential impact should be reviewed. In other projects, shuttle buses for construction worker have been considered to alleviate congestion here.
- CB/MW: Consensus is that another meeting prior to submission is not required unless a specific issue needs discussing.
- KB: Agreed, stating if anything significant changes then worth meeting if not, no need to meet.

2 Scoping Presentation Slides

A large, thick green circular line is centered on the slide, forming a partial circle that frames the central text.

TKRE Cable Tunnel Replacement Project

Transport Scoping Meeting – Thurrock Council
6 September 2023

Agenda

- 01 Meeting Purpose
- 02 Screening Opinion Feedback
- 03 Project Update
- 04 Proposed Development Parameters
- 05 Deliverables
- 06 Environmental Statement
- 07 Outline Construction Traffic Management Plan
- 08 Programme
- 09 AOB/Questions

Meeting Purpose

Meeting Purpose

- To provide a project update since the EIA Screening Report was issued (June 2023) and EIA Scoping Opinions received (July/August 2023)
- To review and agree the approach of the Environmental Statement (ES) Traffic & Transport chapter and the supporting deliverables

Screening Opinion Feedback (Thurrock Council)

Thurrock Council

- Characteristics of the development – the proposal would not give rise to any significant impacts, any significant cumulative impacts or any significant increased risk of accidents or disasters
- Location of development – land uses on the site are considered to be of a relatively low environmental sensitivity
- Potential impact – the proposed development would be unlikely to give rise to significant effects at any scale
- Conclusion – overall, the local planning authority considers that *“the proposal would not result in significant effects and therefore an EIA is not required for this proposed development.”*

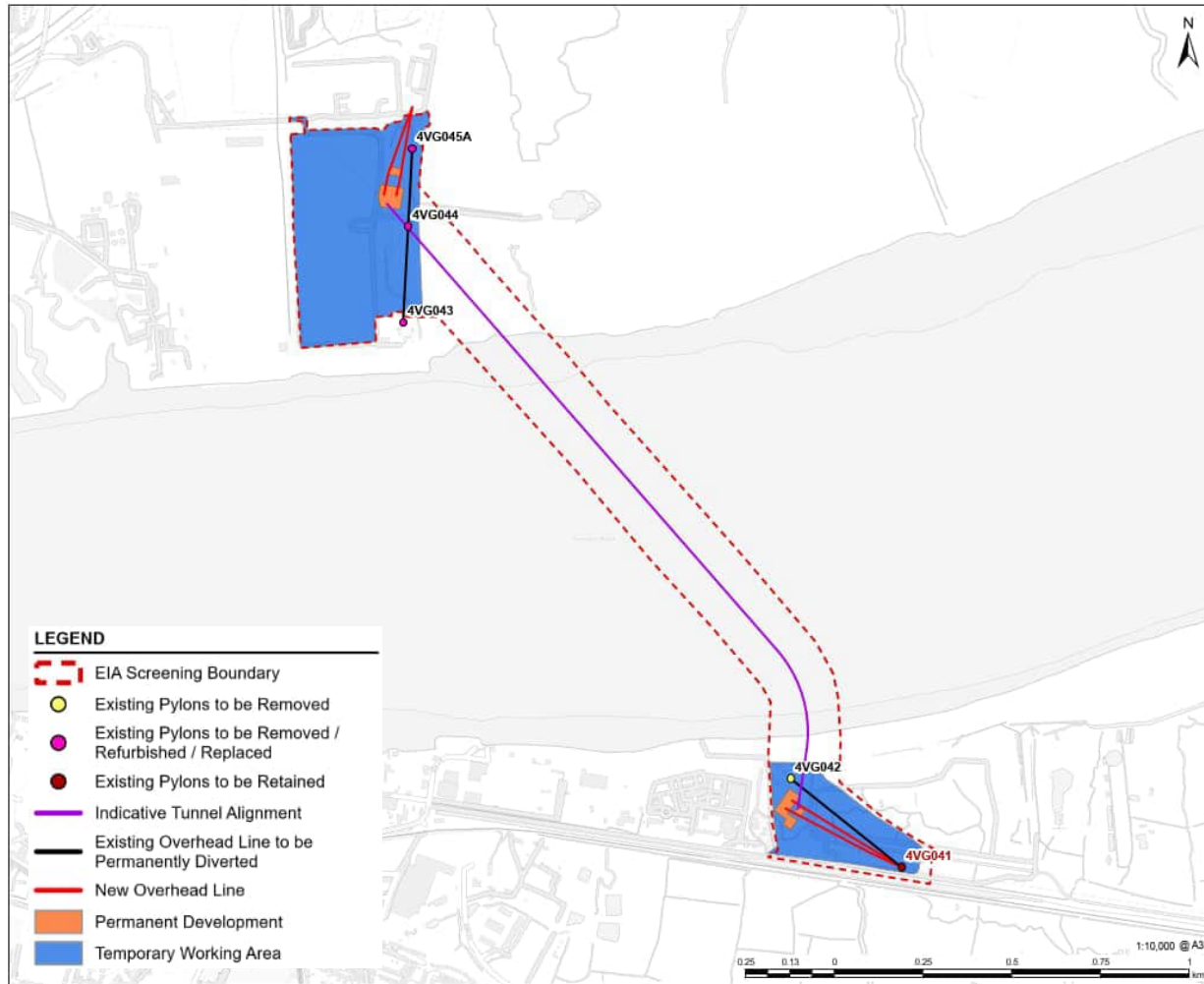
Project Update Since Screening

Project Update

- EIA Screening Report submitted on 2 June 2023
- EIA Screening Opinion:
 - Thurrock Council (7 July 2023) – an EIA is not required
 - Gravesham Borough Council (3 August 2023) – an EIA is required
- ES to be prepared for both Thurrock and Gravesham (separate volumes)
- Further consultation to be held
- Planning application and ES to be submitted towards the end of 2023.

Proposed Development Parameters

Project Summary and Site Location



Transmission network in the east coast of England expected to experience a large increase in renewable and low carbon energy generation, together with three interconnectors from the continent.

The Tilbury to Grain and Tilbury to Kingsnorth (TKRE) 400 kilovolt (kV) circuits will be significantly overloaded in their current capacity (predominantly overhead line) and require upgrading.

The Proposed Development comprises the replacement of the TKRE 400 kV circuits beneath the River Thames, with new cables to be installed within a new tunnel (preferred option).

New infrastructure is also proposed either side of the River Thames in Tilbury and Gravesend comprising:

- Two new headhouses;
- Two Sealing End Compounds (SECs); and
- Overhead line re-stringing to connect the existing overhead lines to each of the new SECs.

Proposed Development – Key Parameters (Thurrock)

Construction Phase

- Programme: 2025 Q1 to 2029 Q1 (46 months)
- Peak year: 2026 (staff and HGVs combined)
- Staff: 160 daily workers at peak (2026)
- Staff vehicles: 1.5 occupancy factor (typically adopted, car sharing to be encouraged)
- HGVs: 66 daily HGVs at peak (2026), circa. 53 on average
- Abnormal Indivisible Loads (AILs):
 - 5 x TBM (1-week period)
 - 36 x cable drums (4-week period)

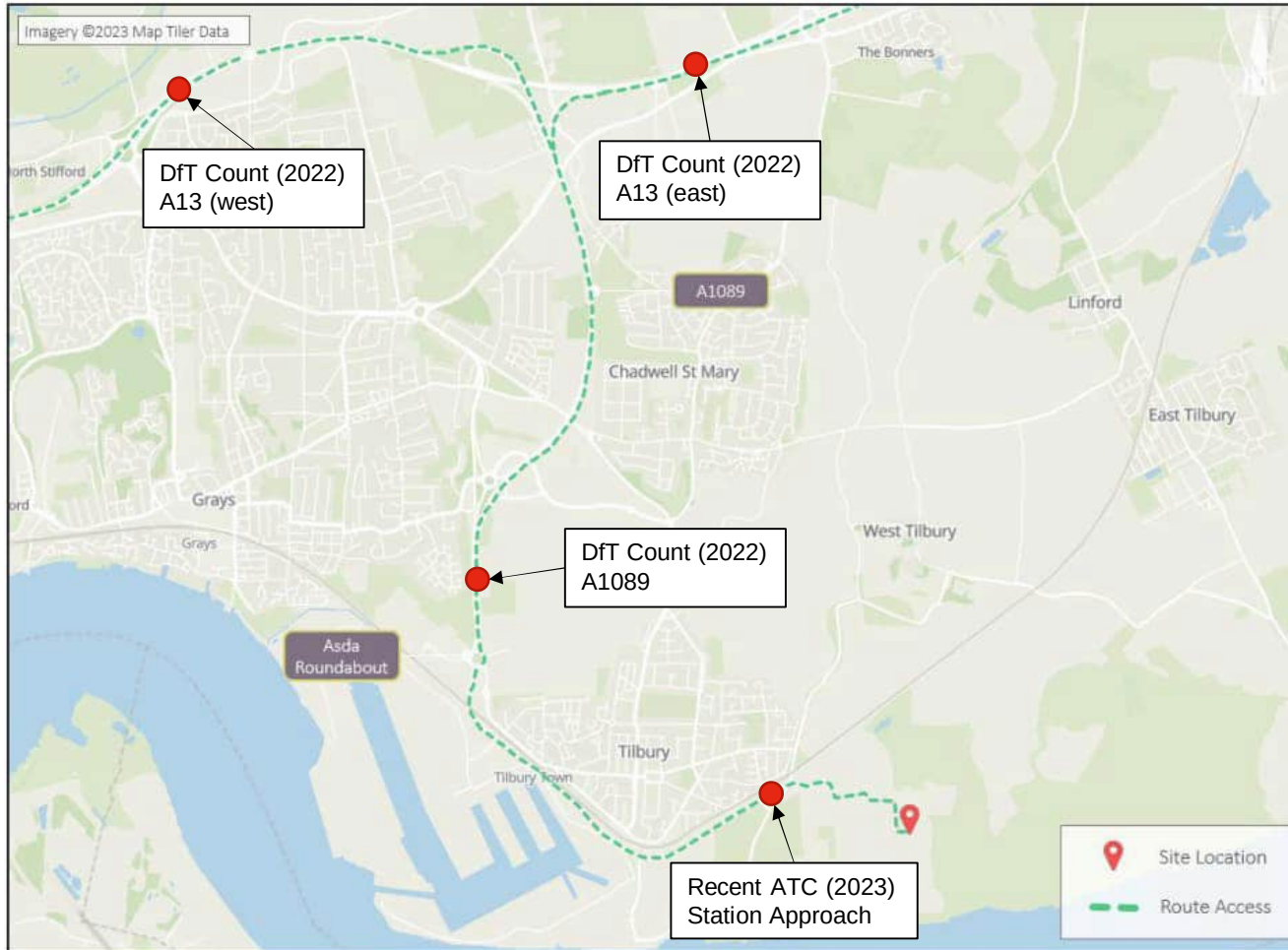
Operational Phase

“During normal operation of the Proposed Development, the only traffic generated would be associated with infrequent repair and routine maintenance works. Therefore, additional traffic movements during the operational phase are not anticipated to have a significant effect on the transport network or receptors.”

Proposed Development – Construction – Key Parameters (Thurrock)

- Assessment scenario – peak construction phase (2026)
- Working hours
 - Tunnelling Phase: 24/7 (Tilbury Port has weekend operation)
 - Remaining Construction Activities: 08:00-18:00 Monday-Sunday
- Travel patterns:
 - Construction staff, majority to arrive 07:00-08:00 and depart 18:00-19:00 ('shoulder peaks')
 - HGVs to travel between 08:00-18:00 (10 hours, circa. 6-7 vehicles per hour)
 - Development peak hours expected to be based on construction staff
- Access to be taken via Station Approach

Proposed Construction Vehicle Routes & Study Area (Thurrock)

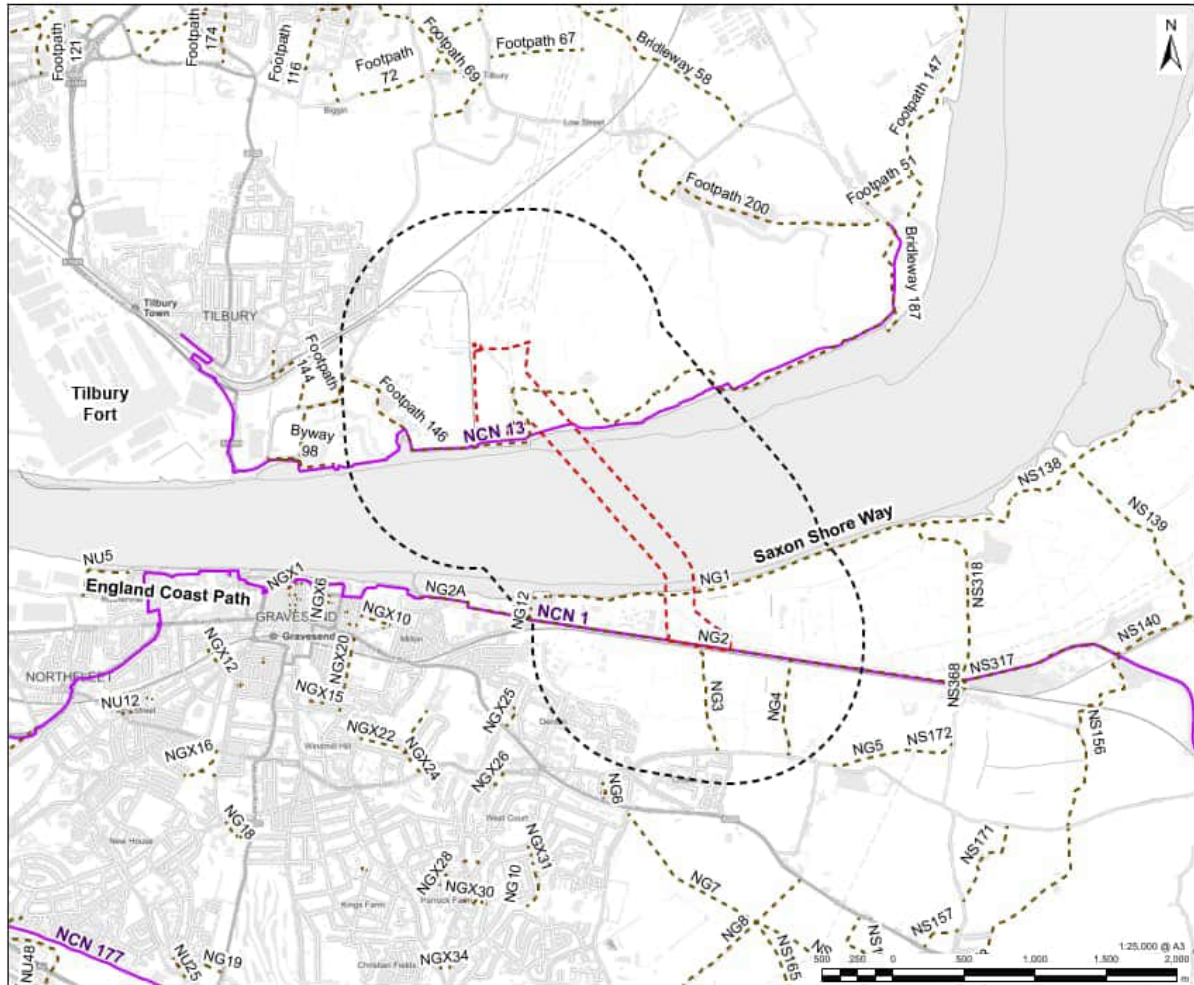


- This represents the proposed study area for reviewing the potential impact of the proposals on the surrounding highway network, to be informed by:
 - Traffic count data
 - Personal Injury Accident data
- Approach to be agreed (see next slide for further info)

Initial Impact Assessment (Thurrock)

- Baseline data from recent DfT traffic counts (2022) and an ATC on Station Approach (2023)
- TEMPro used to growth baseline data to 2026 (peak year)
- >30 construction vehicle movements (development peak hours) due to construction staff
- No impacts expected along the A13 or the A1089:
 - <1% increases forecast (daily)
 - <5% increases forecast (peak hours)
- Station Approach:
 - 9% increase in HGVs compared to baseline HGVs (daily)
 - 15% increase in total vehicles (daily)
 - 16 additional HGVs between 08:00-09:00 (+30%)
 - 107 additional vehicles (staff) between 18:00-19:00 (+160%)
- Proposed study area is considered to be appropriate

Walking and Cycling Routes (Thurrock)



- National Cycle Network (NCN) Route 13
- Public Rights of Way (PRoW) 146 (Footpath)
- Measures to temporarily divert/physically separate routes from construction works and routes to be considered where necessary, so that users can continue to use these safely

Deliverables

Transport Deliverables (Construction Focus)

- ES Traffic & Transport Chapters (AECOM)
- Outline CTMP + Abnormal Load Assessment Report (ttc)
- No standalone Transport Statement (TS) proposed – these components to be incorporated within the above, to minimise document crossover:
 - Site location and existing use
 - Policy context
 - Accessibility appraisal
 - Development proposal
 - Trip attraction and distribution
 - Committed developments
 - Assessment methodology
 - Highway assessment
 - Pedestrians and cyclists
- Approach to be agreed

Environmental Statement (ES)

Chapter Structure

- Introduction
- Relevant Legislation, Policy and Guidance
- Scope and Methodology
- Consultation Undertaken
- Baseline Environment
- Key Parameters for Appraisal
- Mitigation
- Potential Impacts
- Appraisal of Effects
- Cumulative Effects
- Summary

Key Points

- Baseline conditions – this will also include a section on future baseline
- Study area – as per earlier slides
- Scenarios – peak construction phase (2026)
- EIA Mitigation – categorised as follows:
 - **Embedded Measures:** These are intrinsic to and built into the design. They include the avoidance of designated sites through sensitive routing, siting and design. These also include good practice measures that are included within the CEMP and Outline CTMP.
 - **Mitigation Measures:** These are measures over and above embedded measures, for example anything that has been added to the design purely to mitigate an effect. These are likely to be limited for a project of this nature.
- Cumulative Schemes
 - Lower Thames Crossing (TR010032) – reviewed at Screening
 - Thurrock Flexible Generation Plant (EN010092) – reviewed at Screening
 - Tilbury Energy Centre (18/00549/SCO) – EIA required (not yet submitted/available)

Outline Construction Traffic Management Plan

Outline CTMP

Structure:

- Introduction
- Development Proposals
- Policy Context
- Access Route Strategy
- Construction Programme & Traffic Movements
- Temporary Traffic Management Measures
- Signage Principles
- Monitoring & Enforcement

Abnormal Load Assessment Report:

- Legislative and Procedural Guidelines
- AIL Types and Transfer Vehicle Specifications
- Route Options, Appraisal and Assessment (Swept Path Analysis)
- Management Strategy

Programme

Current Programme

- **June 2023** – EIA Screening Report submitted
- **July-August 2023** – EIA Screening Opinions received
- **September–October 2023** – Review of feedback, scoping discussions and ES preparation
- **Late 2023** – Planning submission.

AOB / Questions

