Preliminary Environmental Information Report Volume 1

Chapter 17 Traffic and Transport

LLK1-ARU-REP-ENV-000017
Version 0.0
January 2026

Contents

Glossary of Project Terminology

This Glossary has been provided to define terms used across a number of the LionLink Proposed Scheme documents.

Abbreviations contained herein are provided at the end of the document in the **Topic Glossary and Abbreviations.**

Term	Description
Amendment to Kiln Lane Substation Scenario	The scenario where the Proposed Scheme will comprise the amendments to Kiln Lane Substation that would be required if Kiln Lane Substation was built out pursuant to the EA1N/EA2 DCOs.
Applicant, the	National Grid Lion Link Limited (NGLLL)
Bellmouth	A flared vehicular access/egress point connecting permanent route to the public highway.
Converter Station	A converter station changes electricity between High Voltage Alternating Current (HVAC), which power our homes, and High Voltage Direct Current (HVDC) which is more efficient for transporting electricity over long distances and vice versa. The proposed Converter Station is located to the east of Saxmundham.
Converter Station Site	The Converter Station Site as a whole, allowing for the co-location of the Converter Station with the Converter Station being separately consented as part of the Sea Link project.
Co-ordination	The process of people or entities working together.
Co-location	Where different elements of a project, or various projects, are located in one place.
Construction Compound	Temporary compounds installed during the construction phase of the Proposed Scheme. Each compound is likely to contain storage areas such as laydown areas, soils storage, and areas for equipment and fuel, drainage, generators, car parking and offices and welfare areas (portacabins).
Development Consent Order (DCO)	An order made by the Secretary of State pursuant to the Planning Act 2008 (as amended) granting development consent for a Nationally Significant Infrastructure Project. It grants consent to develop the approved project and may include (among other things) powers to compulsorily acquire land and rights where required and deemed marine licences for any offshore works.
Draft Order Limits	The area of land identified as being subject to the DCO application. The Draft Order Limits are made up of the land required both temporarily and permanently to allow for the construction, operation and maintenance, and decommissioning of the Proposed Scheme. All onshore parts of the Proposed Onshore Scheme are located within England and offshore parts of the Proposed Offshore Scheme are located within English territorial waters to 12 Nautical

Term	Description
	Miles and then up to the United Kingdom (UK) Exclusive Economic Zone (EEZ) boundary at sea.
Dutch Offshore Components	Is the term used when referring to the offshore elements of the Project within Dutch waters.
Eastern Route Option	As part of the Underground HVDC cable corridor, the Eastern Route Option would facilitate a degree of co-location with the Sizewell Link Road (SLR) scheme.
Environmental Impact Assessment (EIA)	The EIA is a systematic regulatory process that assesses the potential likely significant effects of a proposed project or development on the environment.
EIA Scoping Report	An EIA scoping report defines the proposed scope and methodology of the EIA process for a particular project or development. The EIA Scoping Report for the Proposed Scheme was submitted to the Planning Inspectorate with a request for the Secretary of State to adopt a scoping opinion in relation to the Proposed Scheme on 6 March 2024.
Environmental Statement (ES)	The ES is a document that sets out the likely significant effects of the project on the environment. The ES is the main output from the EIA process. The ES is published as part of the DCO application.
Exclusive Economic Zone (EEZ)	The zone in which the coastal state exercises the rights under Part V of the United Nations Convention on the Law of the Sea. These rights relate principally to the water column and may extend to 200 nautical miles from baselines. This is distinct from territorial waters, which for the UK extend 12 nautical miles from the coast.
Full Build Out of Kiln Lane Substation Scenario	The scenario if the Proposed Scheme was brought forward first, then it would be responsible for developing Kiln Lane Substation for the Proposed Scheme, with sufficient additional capacity for other projects.
Joint Bay	Underground structures constructed at regular intervals along the onshore cable route to join sections of cable and facilitate installation of the cables into the buried ducts.
Kiln Lane Substation	The proposed connection point for the Project to the British National Electricity Transmission System, located to the north of Friston. Formerly known as Friston Substation. The new name has recently been adopted by NGET. The substation is of the same footprint and in the same location. Friston Substation will, hereafter, be referred to as Kiln Lane Substation.
Landfall	The proposed Landfall is where the proposed offshore HVDC Submarine Cables are brought ashore and meets with the onshore proposed Underground HVDC Cables. This includes the Transition Joint Bay (TJB). The proposed Landfall will be located at Walberswick, and there will be no permanent above ground infrastructure at the proposed Landfall.
Landfall Site	The area where the Landfall may be located.

Term	Description
Limit of Deviation	A maximum distance or measurement of variation within which the works must be constructed. These are lateral (i.e. on the ground) and vertical limits (in relation to height).
Link Box Chamber	Link boxes are used at joint bays to facilitate grounding connections to ensure safety and enable maintenance. Link boxes can either be installed below ground, in a link box chamber, or in an above ground link pillar
Multi-purpose interconnector (MPI)	A project where GB interconnection is combined with transmission of offshore generation within GB (and optionally within a connecting state).
National Grid Electricity Distribution (NGED)	The local distribution network operator for the Midlands, the southwest of England and south Wales.
National Grid Electricity Transmission (NGET)	Operators of the national electricity transmission network across Great Britain and own and maintain the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. National Grid does not distribute electricity to individual premises, but its role in the wholesale market is vital to ensuring a reliable, secure and quality supply to all.
National Grid Lion Link Limited (NGLLL)	The Applicant, a joint venture between National Grid Ventures and TenneT. NGLLL is a business within the wider National Grid Ventures portfolio.
National Grid Strategic Infrastructure (NGSI)	Part of NGET and responsible for delivering major strategic UK electricity transmission projects, focussed on connecting more clean, low-carbon power to England and Wales.
National Grid Ventures (NGV)	Operates and invests in energy projects, technologies and partnerships to accelerate the development of a clean energy future. This includes interconnectors (such as the LionLink Project), allowing trade between energy markets and the efficient use of renewable energy resources.
Nationally Significant Infrastructure Projects (NSIP)	Major infrastructure developments in England and Wales for which development consent is required, as defined within Section 14 of the Planning Act 2008 (as amended). This includes any development which is subject to a direction by the relevant Secretary of State pursuant to Section 35 of the Planning Act 2008.
Non-standard interconnector (NSI)	A project where GB interconnection is combined with transmission of offshore generation outside of GB.
Northern Route Option	A northern cable corridor option that would allow Underground HVAC Cable delivery for Proposed Scheme only.
Offshore Hybrid Asset (OHA)	A project that combines cross-border interconnection with the transmission of offshore generation, this is an overarching term which covers both multi-purpose interconnectors (MPI) and non-standard interconnectors (NSI).
Order Limits	The maximum extent of land within which the Proposed Scheme may take place, as consented.

Term	Description
Outline Offshore Construction Environmental Management Plan (Outline Offshore CEMP)	Describes the control measures and standards proposed to be implemented to provide a consistent approach to the environmental management of the construction activities of the Proposed Offshore Scheme.
Outline Onshore Code of Construction Practice (Outline Onshore CoCP)	Describes the control measures and standards proposed to be implemented to provide a consistent approach to the environmental management of the construction activities of the Proposed Onshore Scheme.
Overhead Lines (OHL)	Conductors (wires) carrying electric current, strung from Tower to Tower.
Planning Act 2008	The Planning Act 2008 being the relevant primary legislation for national infrastructure planning.
Planning Inspectorate (PINS)	The Planning inspectorate review DCO applications and make a recommendation to the Secretary of State, who will then decide whether to approve the DCO.
Preliminary Environmental Information Report (PEIR)	The PEIR is a document, compiled by the Applicant, which presents preliminary environmental information, as part of the statutory consultation process. This is defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 as containing information which "is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the development (and of any associated development)" (Section 12 2. (b)). This PEIR describes the Proposed Scheme, sets out preliminary findings of the EIA undertaken to date, and the mitigation measures proposed to reduce effects. The PEIR is published at Statutory Consultation stage for information and feedback.
Project (the)	The LionLink Project (hereafter referred to as the 'Project') is a proposal by National Grid Lion Link Limited (NGLLL) and TenneT. The Project is a proposed electricity link between Great Britain (GB) and the Netherlands with a capacity of up to 2.0 gigawatts (GW) of electricity and will connect to Dutch offshore wind via an offshore platform in Dutch waters. The Project is the collective term used to refer to the proposal for all aspects (onshore and offshore) of the proposed interconnector between GB and the Netherlands.
Proposed Offshore Scheme	The term used when referring to the offshore elements of the Proposed Scheme, seaward of the mean high-water springs to the EEZ boundary at sea.
Proposed Onshore Scheme	The term used when referring to the onshore elements of the Proposed Scheme, landward of the mean low water springs. Proposed Onshore Scheme components include:

Term	Description
	a) Kiln Lane Substation. b) Underground High Voltage Alternating Current (HVAC) Cables; c) Converter Station. d) Underground High Voltage Direct Current (HVDC) Cables; and e) Landfall.
Proposed Scheme	Used when referring to the GB scheme components of the Project, not including Dutch components. This includes both the onshore and offshore scheme components which are within UK territorial waters and up to the UK EEZ boundary at sea.
Rochdale Envelope	The Rochdale Envelope or Design Envelope approach is employed where the nature of a proposed development means that some details of a project are not available in advance of, or at the time of submitting the DCO application. The Rochdale Envelope approach defines a design envelope and parameters within which the final design will sit and ensures a robust and reliable EIA can be undertaken.
Scoping Opinion	A scoping opinion is requested from the Planning Inspectorate on behalf of the Secretary of State, to inform the requirements of EIA process and ultimately the ES which will be submitted as part of the application for development consent. Through the scoping process, the views of the statutory consultees and other relevant organisations on the proposed scope of the EIA are sought. A Scoping Opinion for the Proposed Scheme was issued by the Planning Inspectorate (on behalf of the Secretary of State) on 16 April 2024. The Applicant received a separate EIA Scoping Opinion from the Marine Management Organisation (MMO) (Reference DCO/2024/00005, dated 04 September 2024) as the MMO were unable to provide opinion to the Planning Inspectorate in time for the April 2024 deadline.
Scottish Power Renewables (SPR) East Anglia One North (EA1N) and East Anglia 2 (EA2) Consents (SPR EA1N and EA2 Consents)	The Orders made following the Scottish Power Renewables applications for development consent for the following projects: a) The East Anglia ONE North Offshore Wind Farm Order 2022; and b) East Anglia TWO Offshore Wind Farm Order 2022
Southern Route Option	A southern cable corridor option that would allow: a) Underground HVAC Cable delivery for Proposed Scheme only, or b) Underground HVAC Cable delivery for Proposed Scheme and ducting for Sea Links Underground HVAC and HVDC cables in that section.
Statutory Consultation	Consultation undertaken with the community and stakeholders in advance of the application for development consent being submitted

Term	Description
	to the Planning Inspectorate, on behalf of the Secretary of state, in accordance with the PA 2008.
Substation	Substations are used to control the flow of power through the electricity system. They are also used to change (or transform) the voltage from a higher to lower voltage to allow it to be transmitted to local homes and businesses.
TenneT	Operator of the electricity transmission network across the Netherlands.
Tower	A structure used to carry overhead electrical conductors, insulators, and fittings. Often described as a pylon.
Transition Joint Bay (TJB)	An underground structure at the Landfall Site that house the joints between the offshore cables and the onshore cables.
Underground Cable Corridors	Collective term for the corridors within which HVAC and HVDC cables are planned.
Underground High Voltage Alternating Current (HVAC) Cable Corridor	A corridor in which the underground HVAC cables are planned to be installed.
Underground High Voltage Alternating Current (HVAC) Cables	Transmission cables which connect between the Converter Station and Substation. HVAC cables are designed to manage fluctuating flow of current.
Underground High Voltage Direct Current (HVDC) Cable Corridor	A corridor in which the underground HVDC cables are planned to be installed.
Underground High Voltage Direct Current (HVDC) Cables	Transmission cables which connect the Converter Station to the Landfall Site and then offshore. HVDC cables are designed to manage current flowing in one direction.
Visibility Splay	An area of land at a road junction that ensures drivers have an unobstructed view of oncoming traffic allowing them to safely join or cross the road.
Western Route Option	As part of the Underground HVDC cable corridor, the Western Route Option would deliver the Scheme within its own corridor with no co-location with the Sizewell Link Road (SLR) scheme.

17 Traffic and Transport

17.1 Introduction

17.1.1 The assessment of likely significant effects on Traffic and Transport is an iterative process and this chapter is based on a point in time in the ongoing assessment. Resultantly, this chapter provides a preliminary qualitative assessment of the likely impacts and the consequential potential significant effects in relation to Traffic and Transport from the construction, operation and maintenance, and decommissioning of the LionLink (hereafter referred to as 'the Proposed Scheme'). It does not include a quantitative assessment of potential significant effects using the methodology set out for Traffic and Transport in the Environmental Impact Assessment (EIA) Scoping Report. (Ref 1); the full assessment will be provided in the subsequent Environmental Statement (ES) when the required data to inform the assessment has been fully captured.

17.1.2 This chapter outlines legislation, policy and guidance that is relevant to Traffic and Transport, summarises the engagement undertaken to date, sets out the scope and methodology of assessment, and describes the baseline environment. Following this, the likely impacts and consequential potential significant effects of the Proposed Scheme on Traffic and Transport are assessed, taking account of mitigation measures within the design and control measures. The need for any additional mitigation will be considered in the ES.

17.1.3 Traffic and Transport aspects considered within this chapter for the Proposed Scheme are:

a. Baseline conditions for the transport network;
b. Future baseline for the transport network;
c. The preliminary assessment of potential temporary impacts and consequential effects arising from the Proposed Onshore Scheme during the construction phase;
d. The preliminary assessment of potential permanent impacts and consequential effects arising from the Proposed Onshore Scheme during the operation and maintenance phase; and
e. Decommissioning .

17.1.4 This chapter should be read in conjunction with **Chapter 2 Description of the Proposed Scheme** of this PEIR, which describes the development parameters against which the impacts and consequential potential significant effects considered in this chapter have been assessed, and **Chapter 5 EIA Approach and Methodology**, which sets out the approach to the EIA assessment scenarios and general methodology used to provide consistency across assessment topics.

17.1.5 In addition, there may be interrelationships related to the potential consequential potential effects on Traffic and Transport and other disciplines. Therefore, this

chapter should be read alongside relevant parts of other chapters of this PEIR; namely:

a. **Chapter 7 Air Quality** – which considers the effects on air quality due to changes in traffic flows as a result of the Proposed Onshore Scheme;
b. **Chapter 10 Health and Wellbeing** – which considers the effects on Health and Wellbeing due to changes to Public Rights of Way (PRoW) and traffic flows as a result of the Proposed Onshore Scheme;
c. **Chapter 15 Noise and Vibration** – which considers the effects on noise and vibration levels in relation to changes in traffic flows due to the Proposed Onshore Scheme; and
d. **Chapter 16 Socio-economics, Recreation, and Tourism** – which describes the effects from changes to recreational routes and PRoW due to the Proposed Scheme.

17.1.6 This chapter is supported by the following appendices and figures:

a. **Appendix 17.1 Transport Assessment Scoping Report;**
b. **Figure 2.1 Zoning Plan;**
c. **Figure 17.1 Traffic and Transport Study Area;**
d. **Figure 17.2 Traffic Count Locations;**
e. **Figure 17.3 Construction HGV Routes;**
f. **Figure 17.4 Baseline Transport Network;**
g. **Figure 17.5 Public Rights of Way; and**
h. **Figure 17.6 Construction Worker Routes.**

17.2 Legislation, and policy framework

17.2.1 This section identifies the policy and guidance that has informed the preliminary assessment of the likely impacts and consequential potential significant effects on Traffic and Transport.

17.2.2 There is no legislation relevant to the assessment for Traffic and Transport.

National Policy

National Policy Statements

17.2.3 The primary policy which the Secretary of State must have regard to when deciding whether to grant a Development Consent Order (DCO) for the Proposed Scheme are the National Policy Statements (NPSs). Of particular relevance to the Proposed Scheme are the NPS for Electricity Networks Infrastructure (EN-5) (Ref 2) and the Overarching National Policy Statement for Energy (EN-1) (Ref 3). These set out policy which guides how applications for development consent for energy infrastructure should be decided and how the effects of such infrastructure are considered.

17.2.4 **Table 17.1** lists the paragraphs from the NPSs and other national policy that are relevant to the Traffic and Transport assessment. It also sets out where these policy requirements are addressed within this chapter, where applicable.

Table 17.1: List of relevant national policy for Traffic and Transport

Relevant paragraph reference	Summary of policy requirement	Where addressed in PEIR
Overarching National Policy Statement for Energy (EN-1), 2024 (Traffic and Transport, Chapter 5.14) (Ref 3)		
5.14.5	*"If a project is likely to have significant transport implications, the applicant's ES (see **Section 4.3**) should include a transport appraisal. The DfT's Transport Analysis Guidance (TAG) and Welsh Governments WelTAG provides guidance on modelling and assessing the impacts of transport schemes."*	A Transport Assessment will be prepared and the methodology for modelling transport impacts will use TAG principles. The appraisal methodology is being developed in discussion with Suffolk County Council (highway authority). The implications (i.e., the preliminary assessment) on transport receptors are reported in **Section 17.8** of this chapter.
5.14.6	"*National Highways and Highways Authorities are statutory consultees on NSIP applications including energy infrastructure where it is expected to affect the strategic road network and / or have an impact on the local road network. Applicants should consult with National Highways and Highways Authorities as appropriate on the assessment and mitigation to inform the application to be submitted*".	National Highways and Suffolk County Council have been consulted on the application for development consent. The scope and methodology for the assessment of transport impacts have been discussed with Suffolk County Council and discussions are ongoing. National Highways has confirmed that they do not need to be consulted on the application for development consent.
5.14.7	"*The applicant should prepare a travel plan including demand management and monitoring measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by active, public and shared transport to:* • *reduce the need for parking associated with the proposal;* • *contribute to decarbonisation of the transport network; and*	Impacts from the Proposed Onshore Scheme would mainly be during the construction phase and an Outline Construction Workers Travel Plan (oCWTP) will be prepared. Measures to encourage sustainable travel would be considered in the oCWTP to improve travel options and reduce vehicular trips and the need for car parking, where reasonably practicable. Monitoring would be undertaken to check the effectiveness of the Travel Plan measures. As the operational Proposed Onshore Scheme would have very low staff levels, an Operational Travel Plan would not be appropriate or effective as the potential for

Relevant paragraph reference	Summary of policy requirement	Where addressed in PEIR
	• *improve user travel options by offering genuine modal choice.*"	significant effects is considered unlikely. No mitigation is considered to be required at this stage.
5.14.8	"*The assessment should also consider any possible disruption to services and infrastructure (such as road, rail and airports).*"	The Transport Assessment will assess the impact on all relevant modes of transport, and **Section 17.6** of this chapter sets out the baseline conditions and **Section 17.8** considers the implications on transport receptors. The criteria for the environmental assessment are set out in the **EIA Scoping Report** (Ref 1).
5.14.9	"*If additional transport infrastructure is needed or proposed, it should always include good quality walking, wheeling and cycle routes, and associated facilities (changing/storage etc.) needed to enhance active transport provision.*"	If new transport infrastructure is required for construction, consideration would be given to non-motorised users, where appropriate. Any temporary realignment or diversion of PRoW would be designed to have a similar width to the existing route and suitable surfacing for use by non-motorised users. Access to the operational Proposed Onshore Scheme would consider all relevant modes where appropriate, but this would be considered in the context of the low operational staffing.
5.14.11	"*Where mitigation is needed, possible demand management measures must be considered. This could include identifying opportunities to:* • *reduce the need to travel by consolidating trips;* • *locate development in areas already accessible by active travel and public transport;* • *provide opportunities for shared mobility;* • *re-mode by shifting travel to a sustainable mode that is more beneficial to the network;* • *retime travel outside of the known peak times; and* • *reroute to use parts of the network that are less busy.*"	Demand management will be considered for the construction phase where there will be greater travel demands associated with workers travelling to/from the site. Measures to encourage sustainable travel for workers will be set out in the oCWTP to improve travel options, consolidate trips and reduce vehicular trips where reasonably practicable. Opportunities to travel outside highway peak times will also be considered and an Outline Construction Traffic Management Plan (oCTMP) will also be prepared to manage traffic movements. The Proposed Onshore Scheme would have low operational staffing and demand management would not therefore be appropriate.

Relevant paragraph reference	Summary of policy requirement	Where addressed in PEIR
5.14.12	"*If feasible and operationally reasonable, such mitigation should be required, before considering requirements for the provision of new inland transport infrastructure to deal with remaining transport impacts. All stages of the project should support and encourage a modal shift of freight from road to more environmentally sustainable alternatives, such as rail, cargo bike, maritime and inland waterways, as well as making appropriate provision for and infrastructure needed to support the use of alternative fuels including charging for electric vehicles.* "	Transport of freight by rail and inland waterway will be considered for the construction phase. However, road transport is likely to be the only viable freight transport option given the existing transport infrastructure and the geographic location and spread of the site. This assessment chapter assumes all construction freight arrives by road. During the operational phase, there would be limited Heavy Goods Vehicle (HGV) movements for maintenance, and this would therefore be undertaken by road.
5.14.13	"*Regard should always be given to the needs of freight at all stages in the construction and operation of the development including the need to provide appropriate facilities for HGV drivers as appropriate*"	Provision for deliveries during construction would be made on-site. Deliveries to site would be scheduled and the need for parking would therefore be limited. The control of HGV movements and facilities (e.g. welfare facilities, parking bays) will be set out in an Outline Construction Traffic Management Plan (oCTMP), which will be provided in the subsequent ES.
National Planning Policy Framework, Schedule 9 (Ref 4)		
Schedule 9, paragraph 109	"*Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:* *a) making transport considerations an important part of early engagement with local communities;*	Transport issues have been considered in the development of the Proposed Onshore Scheme design and construction access strategy to reduce impacts on less suitable roads, transport users and communities. A Transport Assessment will be prepared to assess the impacts of the Proposed Onshore Scheme, and the appraisal methodology is being developed in discussion with Suffolk County Council (highway authority). The environmental implications on transport receptors are

Relevant paragraph reference	Summary of policy requirement	Where addressed in PEIR
	b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places; *c) understanding and addressing the potential impacts of development on transport networks;* *d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;* *e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and* *f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."*	reported in **Section 17.8** of this PEIR chapter. The design of the Proposed Onshore Scheme and construction strategy will be cognisant of non-motorised users. This would include maintaining access to PRoW and roads during construction, where reasonably practicable. The intention would be to reconnect PRoWs for the operational phase via a diversion or realignment where appropriate. Consideration would be given to pedestrian and cycle access to the operational Proposed Onshore Scheme (proposed Converter Station), which would have a small amount of daily staffing. An oCWTP will be prepared to encourage use of sustainable transport modes including walking, cycling, public transport and car sharing to access the proposed construction site(s). Permanent staffing for the Proposed Onshore Scheme is low, and an Operational Travel Plan is not therefore proposed as it would not be effective as the potential for significant effects is considered unlikely. No mitigation is considered to be required at this stage. **Section 17.7** of this PEIR chapter describes the design and embedded mitigation, and control measures that will be included as part of the Proposed Onshore Scheme for mitigating adverse effects in relation to Traffic and Transport during the construction phase.
Schedule 9, paragraph 115	"*In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:* *(a) sustainable transport modes are prioritised taking account of the vision for the*	The design of the Proposed Onshore Scheme and construction strategy will be cognisant of non-motorised users. This would include maintaining access to PRoW and roads during construction, where reasonably practicable. An oCWTP will be prepared to encourage use of sustainable transport modes including

Relevant paragraph reference	Summary of policy requirement	Where addressed in PEIR
	site, the type of development and its location; *(b) safe and suitable access to the site can be achieved for all users;* *(c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 48 ; and* *(d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*	walking, cycling, public transport and car sharing to access the construction site(s) during the construction phase. Consideration would be given to pedestrian and cycle access to the proposed Converter Station during the operational phase, although staffing levels would be low. A Transport Assessment will be prepared to assess the impacts of the Proposed Onshore Scheme on the transport network including the road network, and mitigation would be considered where appropriate and viable.
Schedule 9, paragraph 116	"*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*	A Transport Assessment will be prepared to assess the impacts of the Proposed Onshore Scheme on the transport network, and mitigation would be considered where appropriate to address any unacceptable impacts on highway safety or the operation of the road network. The Transport Assessment would consider future year scenarios including traffic generated by committed (consented) Nationally Significant Infrastructure Projects (NSIPs) and other committed developments, and would also test the cumulative impacts from the Sea Link scheme, which does not have planning consent.
Schedule 9, paragraph 118	"*All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement*	A vision-led Transport Assessment will be prepared to assess the impacts of the Proposed Onshore Scheme, and the appraisal methodology is being developed in discussion with Suffolk County Council (highway authority).

Relevant paragraph reference	Summary of policy requirement	Where addressed in PEIR
	or transport assessment so that the likely impacts of the proposal can be assessed."	An oCWTP will be prepared to encourage use of sustainable transport modes including walking, cycling, public transport and car sharing to access the construction site(s) during the construction phase. Permanent staffing for the Proposed Scheme is very low, and an Operational Travel Plan is not therefore proposed as it would not be effective as the potential for significant effects is considered unlikely during the operational phase. No mitigation is considered to be required at this stage.

17.2.5 In April 2025, the Department for Energy Security and Net Zero (DESNZ) published the consultation on the revised energy NPS's, with draft updates made to NPS EN-1, NPS EN-3 and NPS EN-5. The Applicant recognises the clarifications that are proposed in the draft NPS's, including specific reference to Offshore Hybrid Asset's directed into the NSIP regime under Section 35 of the Planning Act 2008 (draft NPS EN-1 paragraph 4.2.18 and draft NPS EN-3 paragraph 1.6.3).

17.2.6 The Applicant acknowledges that the draft policy is subject to change and therefore all potentially relevant references that apply to the Proposed Scheme are not recorded within this PEIR.

17.2.7 The Applicant will continue to monitor the progress of the designation of the draft NPS's and their applicability to the Proposed Scheme, as it progresses through Statutory Consultation and towards the submission of the application for development consent.

17.2.8 **Table 17.2** summarises guidance documents relevant to the Traffic and Transport assessment. It also sets out where the guidance is addressed within this chapter, where applicable.

Table 17.2: Guidance relevant to Traffic and Transport

Summary of guidance	Where addressed in PEIR
Environmental Assessment of Traffic and Movement - Institute of Environmental Management and Assessment (IEMA – now the Institute of Sustainability and Environmental Professional (ISEP)) Guidelines, 2023 (Ref 5)	
The IEMA Guidelines are for the assessment of traffic and movement associated with all development projects subject to EIA	The general assessment methodology used for the qualitative assessment in this PEIR has been based around the methodology in the **EIA**

Summary of guidance	Where addressed in PEIR
assessment, with a focus on impacts on all modes of transport, resulting from changes to the highway network. The document includes guidance on screening and scoping, assessment methodology and links to other assessments. It includes two rules to define the study area, and guidance on assessing the effects of changes related to traffic and movement, on: severance; driver delay; pedestrian delay; non-motorised user amenity; fear and intimidation; road safety; and hazardous loads.	**Scoping Report** (Ref 1), which is in turn based on the IEMA Guidelines. The qualitative assessment methodology is described in **Section 17.4.** The full quantitative assessment based on the EIA Scoping Report/IEMA Guidelines will be included in the subsequent ES.
Planning Policy Guidance (PPG) – Travel Plans, Transport Assessments and Statements (Ref 6)	
The PPG sets out ways of assessing and mitigating the negative transport impacts of developments that generate significant amounts of movements, in order to promote sustainable development. The ways of assessment include Travel Plans, Transport Assessments and Statements. It describes each document type and gives guidance on: - key principles to take into account - when Transport Assessments and Travel Plans are required - how the scope of Transport Assessments and Transport Statements should be established - what information should be included in the documents	A Transport Assessment will be prepared to assess the impacts of the Proposed Onshore Scheme on the transport network, and mitigation would be considered where appropriate to address any unacceptable impacts on highway safety or the operation of the road network. The scope of the Transport Assessment is being discussed with the highway authority. An oCWTP will be prepared to encourage use of sustainable transport modes including walking, cycling, public transport and car sharing to access the construction site(s) during the construction phase.

Local policy

17.2.9 The local policies listed in **Table 17.3** are considered relevant to the Traffic and Transport assessment of the Proposed Onshore Scheme.

Table 17.3: List of relevant local policy for Traffic and Transport

Local planning authority	Relevant local policy	Relevance to assessment
Suffolk County Council	**Local Transport Plan 2025-2040 (Ref 7)** The Local Transport Plan develops the long-term	The design of the Proposed Onshore Scheme and construction strategy will be cognisant of non-motorised users. This would include maintaining access to PRoW and roads during construction, where reasonably practicable.

Local planning authority	Relevant local policy	Relevance to assessment
	vision and provides a set of objectives that will inform transport policy and investment decisions in Suffolk up to 2040. **Objective 16 - Improve urban and rural rights of way and promote access to Suffolk's countryside** The objective proposes to promote improvements to the green access network through planning applications ensuring access to the natural environment for everyone. **Objective 17 - Ensure heavy goods and large vehicles are on the most suitable roads** The objective proposes to maintain the recommended lorry route map and to mitigate evidence-based lorry movement issues where practical intervention is appropriate.	The intention would be to reconnect PRoWs for the operational phase via a diversion or realignment where appropriate. Consideration would be given to pedestrian and cycle access to the operational Proposed Onshore Scheme (i.e., the proposed Converter Station), which would have a small amount of daily staffing. Any temporary realignment or diversion of PRoW would be designed to have a similar width to the existing route and suitable surfacing for use by non-motorised users. The design of the construction HGV routing strategy has considered the recommended lorry routes. Due to the nature of the Proposed Onshore Scheme, additional HGV routes would be required to access the construction site. An assessment of the suitability of roads proposed for use as additional HGV routes has been undertaken in developing the access strategy and the proposed construction routes are being discussed with Suffolk County Council highway authority. Mitigation will be provided where appropriate to enable HGV movements on the additional routes, and to maintain the safe and efficient operation of the highway network.
Suffolk County Council	**Public Rights of Way and Green Access Supplementary Guidance Document (Ref 8)** The purpose of the document is to set expectations for the treatment of PRoW in infrastructure projects. The document states that the EIA methodology should consider the combination of effects,	The design of the Proposed Onshore Scheme and construction strategy will be cognisant of non-motorised users. This would include maintaining access to PRoW and roads during construction, where reasonably practicable. The intention would be to reconnect PRoWs for the operational phase via a diversion or realignment where appropriate. Consideration would be given to pedestrian and cycle access to the operational Proposed Onshore Scheme (proposed Converter Station), which would have a small amount of daily staffing. Any temporary realignment or diversion of PRoW would be designed to have a similar width to the existing route and suitable surfacing for use by non-motorised users.

Local planning authority	Relevant local policy	Relevance to assessment
	and the effects to be considered are: - physical changes to PRoW (eg diversion) - changes to the quality of the experience - creation of user stress - changes to the experience - impacts on ambience The Appendix to the document includes a detailed methodology for the assessment of effects. The document states that it is the Council's preference that adverse impacts on PRoW should be fully mitigated with embedded mitigation.	This chapter of the PEIR considers the impacts and effects of users in relation to the physical changes made to a PRoW during construction and operation i.e. the change due to a closure or diversion. The sensitivity of the route has been based on the level of usage of the PRoW which gives an indication as to the importance of the route. The methodology used to assess the effects of physical changes to a PRoW are set out in **Section 17.4.**
East Suffolk Council	**Suffolk Coastal Local Plan (September 2020) (Ref 9)** ***SCLP7.1: Sustainable Travel*** The policy includes that development proposals should incorporate measures that will encourage people to travel using non-car modes. Support would be given where significant highway impacts are mitigated, opportunities are taken to support sustainable travel, safe pedestrian and cycle access is provided, existing pedestrian routes and public rights of way are protected and enhanced, a Travel Plan is provided and cumulative impacts will not be severe.	The design of the Proposed Onshore Scheme would seek to maintain access for non-motorised users of PRoW and roads during construction and operation through the provision of diversions/realignments where reasonably practicable. The Transport Assessment would consider impacts on the highway network and mitigation would be proposed where appropriate. This would include consideration of safety. The scope and methodology for the assessment of transport impacts have been discussed with Suffolk County Council and discussions are ongoing. The Transport Assessment would consider future year scenarios including traffic generated by committed (consented) NSIP and other committed developments, and would also test the cumulative impacts from the Sea Link scheme, which does not have planning consent. An oCWTP will be prepared to encourage use of sustainable modes to access the construction site. Permanent staffing for the Proposed Scheme is low and an Operational Travel Plan is not therefore proposed as it would not be effective as the potential for significant

Local planning authority	Relevant local policy	Relevance to assessment
	The Highway Authority should be consulted on how the transport impacts of development should be assessed. ***SCLP7.2: Parking Proposals and Standards*** *This policy suggests proposals involving vehicle parking will be supported where they include the provision of safe, secure, and convenient off-street parking of an appropriate size and quantity including the need for parking or secure storage for cars, cycles and motorcycles, and where relevant, coaches and lorries, and the appropriate provision for vehicle charging points and ancillary infrastructure associated with the increased use of low emission vehicles*	effects is considered unlikely. No mitigation is considered to be required at this stage. An oCTMP will be prepared to set out measures to maintain the safe and efficient operation of the road network during construction, which will be presented in the subsequent ES. For construction, parking of an appropriate size and quantity will be provided at site compounds to meet the forecast demand, including cars, cycles, motorcycles and lorries, where appropriate. The parking provision would be balanced with the impact of sustainable transport measures proposed in the oCWTP. As proposed staffing for the operation of the Proposed Scheme is low, car parking provision would be low and the minimum required to meet the operation and maintenance needs of the Proposed Scheme. EV parking will be considered where appropriate.
East Suffolk Council	**Saxmundham Neighbourhood Plan (July 2023) (Ref 10)** **SAX5: Improving connectivity** The policy includes a desire to make the town safer and more accessible, and to contribute to the health and well-being of residents, through the provision of safe and attractive pedestrian and cycle routes, public rights of way and crossings, suitable for all users, in particular linking new and	The design of the Proposed Onshore Scheme and construction strategy would be cognisant of non-motorised users. This would include maintaining access to PRoW and roads during construction with the provision of suitable diversions/realignments where reasonably practicable. The intention would be to reconnect PRoWs for the operational phase via a diversion or realignment where feasible. Consideration would be given to pedestrian and cycle access to the permanent scheme (proposed Converter Station), which would have a low level of daily staffing.

Local planning authority	Relevant local policy	Relevance to assessment
	existing housing areas to the town centre and station. It sets out various proposals for strengthening pedestrian and cycle connections within the town and in and out of the town. The policy goes on to say that new PRoWs, should form a cohesive network for users where opportunities should be taken to create green corridors. **SAX6: Public Rights of Way** The policy states that in instances where Public Rights of Way are to be unavoidably impacted or lost, appropriate diversions or new routes will be provided that are safe and convenient for users.	

17.3 Consultation and engagement

17.3.1 This section describes the outcome of, and response to, the EIA Scoping Opinion (Ref 11) in relation to the Traffic and Transport assessment.

17.3.2 It also provides details of the ongoing technical engagement that has been undertaken with key stakeholders and provides a brief overview of the non-statutory public consultation undertaken to date.

17.3.3 Feedback from engagement and consultation are used to define the assessment approach and to ensure that appropriate baseline information is used.

17.3.4 It should be noted that feedback is also used to drive the design of the Proposed Scheme to avoid, prevent and reduce any likely environmental effects. **Chapter 3 Alternatives and Design Evolution** of this PEIR reports how the Proposed Scheme design has evolved in response to feedback and details of proposed embedded design (Primary) mitigation and standard good practice (Tertiary)

mitigation measures relevant to the Traffic and Transport assessment are provided in **Section 17.7** of this chapter.

Consultation

Non-Statutory Consultation

17.3.5 Feedback received from stakeholders following the close of our 2022 and 2023 Consultation is outlined within the **Interim Non-Statutory Consultation Feedback Summary Report 2023** (Ref 12) and **Supplementary Non-Statutory Consultation Summary Report 2024** (Ref 13).

17.3.6 **Table 17.4** below includes a summary of key non statutory consultation feedback received to date and how this has been addressed within the PEIR or will be within the ES.

Table 17.4: Key non-statutory consultation feedback for traffic and transport

Stakeholder	Comment	Applicant response
• East Suffolk Council (ESC); • Suffolk County Council (SCC); and • Parish and Town Councils: • Aldeburgh Town Council, • Southwold Town Council, • Aldringham-cum-Thorpe Parish Council, • Dunwich Parish Council, • Reydon Parish Council, Walberswick • Parish Council; and • Friston Parish Council.	The cumulative traffic impact from the proposed Onshore Scheme and other NSIPs in the Suffolk area.	The TA which will be part of the subsequent ES, will consider future year scenarios including traffic generated by committed (consented) NSIP and other committed developments, and would also test the cumulative impacts from the Sea Link scheme, which does not have development consent.
	Concerns over congestion and the risk of accidents due to construction traffic on already busy roads.	The TA which will be part of the subsequent ES, will consider impacts on the highway network and mitigation would be proposed where appropriate. This would include consideration of junction capacity and safety.
	Concerns over the use of potentially unsuitable roads and accesses for construction vehicles.	An assessment of the suitability of roads proposed for use as HGV routes has been undertaken in developing the access strategy, and the proposed construction routes are being discussed with SCC (highway authority). Mitigation will be provided where appropriate to enable HGV movements, and to maintain the safe and efficient operation of the highway network. The proposed construction routes are shown on **Figure 17.3 Construction HGV Routes**.
	The potential opportunity to use the Sizewell Link Road.	The Sizewell Link Road has been included as part of the construction access strategy in the oCTMP to reduce impacts on less suitable roads. The proposed construction routes are

Stakeholder	Comment	Applicant response
		shown on **Figure 17.3 Construction HGV Routes**.
	Potential impacts on vulnerable road users and users of PRoW/footpaths.	The design of the Proposed Onshore Scheme and construction strategy will be cognisant of non-motorised users. This would include maintaining access to PRoW and roads during construction, where reasonably practicable. The intention would be to reconnect PRoWs for the operational phase via a diversion or realignment where appropriate. Consideration would be given to pedestrian and cycle access to the operational Proposed Onshore Scheme (proposed Converter Station), which would have a small amount of daily staffing. The preliminary assessment of effects on non-motorised users is included in **Section 17.8**.
	Concerns about potential access routes and disruption to footpaths in the Walberswick area.	The design of the Proposed Onshore Scheme and construction strategy will be cognisant of non-motorised users. This would include maintaining access to PRoW and roads during construction, where reasonably practicable. The preliminary assessment of effects on non-motorised users is included in **Section 17.8**.

EIA Scoping Opinion

17.3.7 An EIA Scoping Opinion was adopted by the Planning Inspectorate on behalf of the Secretary of State on 16 April 2024. Comments received from the Planning Inspectorate in relation to Traffic and Transport, and how they will be addressed are provided in **Table 17.5.**

Table 17.5: Preliminary response to Planning Inspectorate Scoping Opinion comments with respect to Traffic and Transport

Scoping Opinion ID	Scoping Opinion Comment	How this is addressed
3.10.1	Increased congestion and journey times on road users due to road closures/diversions for abnormal load access during construction.	The Transport Assessment would consider the number of Abnormal Indivisible Load (AIL) movements and the access strategy for AILs, including

Scoping Opinion ID	Scoping Opinion Comment	How this is addressed
	"The Scoping Report proposes to scope this matter out on the basis that abnormal loads would be planned for off peak times when the road network is less busy, avoiding significant effects on road users. Paragraph 2.3.76 references an assessment that will be undertaken to identify which roads are suitable for access by Abnormal Indivisible Loads (AILs). *The potential routing for AILs, number of AIL movements and location of any closures/ diversions for AIL access is not yet defined. As such there is insufficient justification available to scope this matter out of the ES. The ES should include an assessment of this matter where there is potential for likely significant effects to occur. Effort should be made to agree the scope of the assessment with relevant consultation bodies, including the highways authority. The assessment should consider potential for any closures/ diversions to result in interactions with other aspects such as noise and air quality."*	any road closures that might be required. The scope of the Transport Assessment is being discussed with the highway authority. The ES will include an assessment in relation to this matter, where there is potential for significant effects.
3.10.2	<u>Impacts on railway users from the closure of the railway line to enable construction of the cable corridor during construction.</u> *"The Scoping Report proposes to scope this matter out on the basis that trenchless methods would be employed when installing cables to avoid any potential impacts on the railway.* *In the absence of the location and number of required crossings and the feasibility of the preferred trenchless crossing method and noting the potential requirement of vehicle crossing points for maintenance trips, the Inspectorate is not in a position to agree to scope this matter out of assessment at this stage. The ES should include an assessment or demonstrate the absence of likely significant effects, with evidence of agreement with the relevant consultation bodies."*	The proposed Underground High Voltage Direct Current (HVDC) Cable Corridor would cross the railway in one location, and the crossing of the railway would be constructed using a trenchless technique with the intention of minimising the potential for significant effects on railway users. The potential for significant effects on rail users is considered to be low at this stage. Note: this is a freight railway line. In addition, there are no requirements for maintenance vehicles to cross the railway in locations other than at the existing level crossings. Therefore, the potential for significant effects is considered to be low and as such, the impact on rail users is scoped out.

Scoping Opinion ID	Scoping Opinion Comment	How this is addressed
3.10.3	Impact of increased traffic volumes and congestion on road users, public transport users (bus) and pedestrians and cyclists during operation. *"The Scoping Report seeks to scope out these matters on the basis that the number of operation and maintenance trips would be low and significant effects on driver delay, public transport delay pedestrian delay, highway safety and traffic severance are not considered likely.* *The Inspectorate considers that increased traffic volumes associated with operational staff, as described in paragraphs 2.3.93 to 2.3.97 of the Scoping Report, are unlikely to result in significant effects. These matters can be scoped out of the assessment. However, the Inspectorate advises that consideration should be given to the potential for operational maintenance requirements associated with the Proposed Development to result in additional HGV and/ or AIL movements, that could necessitate traffic diversions and/ or road closures and delay to road users. This should be considered in the context of potential cumulation of diversion and closure with other proposed major projects in the Friston area. If significant effects are likely, these should be described in the ES together with any proposed mitigation."*	The Transport Assessment would consider any HGV and/or AIL movements that could necessitate traffic diversions and/or road closures during the operational phase. However, HGV access would be occasional over the lifetime of the Proposed Onshore Scheme, essentially for annual or biennial outage maintenance of the proposed Converter Station or Kiln Lane Substation forming part of the Proposed Onshore Scheme, respectively – see **Section 17.10**. Given the small number of HGVs involved, the anticipated infrequent and short-term nature of the outage maintenance; any road closures or diversions required would be planned at the time, taking due consideration of any other closures or traffic management in place for other major projects. Access by an AIL would only be required in the event that large equipment associated with the Proposed Onshore Scheme needed to be replaced. This too would be a short-term event and would be planned and coordinated at the time, where reasonably practicable with other construction or operational activities, to avoid cumulative impacts. Mitigation and coordination required to enable access would be detailed in the Transport Assessment/oCTMP. Therefore, the impacts on road users due to road closures or diversions required for HGV or AIL access during operation and maintenance is not considered likely to lead to significant effects. This will be described in the TA/ES.
3.10.4	Impact of vehicle crossing points on railway users during operation.	During the operation phase, there are no requirements for maintenance vehicles to cross the railway in

Scoping Opinion ID	Scoping Opinion Comment	How this is addressed
	"The Scoping Report proposes to scope this matter out on the basis that the number of vehicle maintenance trips crossing the railway (if required) would be low and no significant effects on rail passenger delay are expected as a result. The railway within the study area is part of a branch line that does not currently admit passengers. *On that basis, the Inspectorate agrees to scope this matter out from assessment. The ES should confirm the location and number of any railway crossings, and the predicted number of vehicle crossings."*	locations other than at existing crossing points e.g. Buckleswood Lane level crossing.
3.10.5	<u>Study area.</u> *"The Inspectorate notes that the study area for assessment of transport impacts has not been defined in detail yet and will be reviewed and further refined for the ES assessment to reflect selected options. The baseline data gathering and assessments within the ES should be based on a study area which captures the full extent of effects on both the strategic and local road networks. Effort should be made to agree the study area with the relevant consultation bodies."*	Discussions are ongoing with the highway authority to agree the study area. The roads potentially impacted would depend on the evolution of the design and the construction strategy. The study area used in this chapter of the PEIR is shown on **Figure 17.1 Traffic and Transport study area**.
3.10.6	<u>Transport modes</u> *"No reference has been made to potential to use alternative modes of transport to road, e.g. rail and boat. The Applicant should consider whether alternative transport modes could represent an environmentally better outcome than road transport. Where use of alternative transport modes is proposed, the ES should include information about the expected split of transport modes and the frequency, location and type of movements associated with each mode. The worst-case scenario for traffic and transport impacts should be established in the ES and the assessment of significant effects should be undertaken on that basis."*	The construction strategy will consider alternative modes to road-based transport, for the movement of materials and worker travel. The Transport Assessment would consider the impact on all relevant transport modes and would include details of mode split as appropriate. The Transport Assessment would consider a reasonable worst-case scenario.
3.10.7	Temporary diversions of traffic during construction	The Transport Assessment/ES would include Figures showing any proposed temporary road closures or diversions.

Scoping Opinion ID	Scoping Opinion Comment	How this is addressed
	"The locations of any proposed diversions or temporary road closures should be illustrated on suitable figures in the ES. The ES should consider potential interactions between aspect assessments (for example traffic and transport, noise, dust, recreation and visual impact) arising from diversions."	Intra project effects will be considered in the Cumulative Effects chapter of the subsequent ES.
3.10.8	Baseline description *"The Applicant's attention is drawn to comments from SCC (Appendix 2 of this Opinion), which include detail about matters that should be reflected in the baseline description presented in the ES."*	The baseline comments from Suffolk County Council have been considered in the development of the construction strategy and will be reflected in the Transport Assessment and ES as appropriate.

Engagement

17.3.8 This section provides details of the ongoing technical engagement that has been undertaken with stakeholders in relation to Traffic and Transport.

Key stakeholders

17.3.9 Key stakeholders with interest in the Traffic and Transport for the Proposed Scheme have been identified as including:

a. Suffolk County Council (highway authority); and
b. East Suffolk Council.

17.3.10 Engagement has been undertaken with Suffolk County Council and East Suffolk Council in November 2023, and between March and July 2025 with discussions ongoing. Details of meetings undertaken to date are as follows:

a. Transport Assessment Scoping Meeting, 10 November 2023;
b. CTMP Meeting, 26 February 2025;
c. Transport Assessment Scoping Follow Up Meeting 1, 26 March 2025;
d. CTMP Meeting – PRoWs, 16 April 2025;
e. Transport Assessment Scoping Follow Up Meeting 2, 7 May 2025;
f. CTMP Meeting, 28 May 2025;
g. CTMP Meeting, 18 June 2025; and
h. CTMP/Transport Assessment Scoping Follow Up Meeting 3, 16 July 2025.

17.3.11 The key points of discussion included:

a. Baseline data;
b. Extent of study area;
c. Committed (Consented) developments and transport schemes;
d. Scenarios to test including cumulative impact with other construction projects;

e. Traffic modelling methodology and assessment time periods;
f. Construction trip generation;
g. Construction routes and site accesses;
h. AIL routes and highway structures;
i. Treatment of PRoWs during construction; and
j. Monitoring/control of construction traffic.

17.4 Assessment methodology

17.4.1 This section outlines the methodology followed to assess the likely impacts and potential consequential significant effects of the Proposed Scheme in relation to Traffic and Transport. The following aspects are set out:

a. Scope of the assessment;
b. Study area;
c. Methodology; and
d. Assessment of cumulative effects.

17.4.2 This section provides a description of the general approach to modelling the traffic and transport impacts, forming the basis for the qualitative assessment of effects in this chapter. The full assessment of impacts and effects following detailed modelling will be reported in the subsequent ES.

17.4.3 The project-wide approach to the assessment methodology is set out in **Chapter 5 EIA Approach and Methodology** of this PEIR.

Scope of the assessment

17.4.4 Potential likely significant effects requiring assessment may be temporary or permanent and may occur during construction, operation and maintenance, and decommissioning. Traffic and Transport receptors for which significant effects are considered to be likely are summarised in **Table 17.6**. Responses to the Planning Inspectorate's feedback with respect to the scope of the assessment are detailed in **Section 17.3**.

Table 17.6: Summary of the scope for Traffic and Transport assessment

Receptor	Construction	Operation	Decommissioning
Road users	Scoped in	Scoped out	Scoped out
Public transport users (bus)	Scoped in	Scoped out	Scoped out
Pedestrians and cyclists	Scoped in	Scoped in	Scoped out
General public (hazardous loads)	Scoped in	Scoped out	Scoped out
Railway users	Scoped out	Scoped out	Scoped out

Study area

17.4.5 This section describes the spatial scope (the area which may be impacted) for the preliminary assessment as it applies to Traffic and Transport.

17.4.6 The study area for the assessment has been defined based on the areas likely to experience transport impacts and consequential potential significant effects from the construction of the Proposed Scheme. This includes construction HGV routes and the main routes used by construction workers. The extent of the study area is shown in **Figure 17.1 Traffic and Transport Study Area** and is subject to refinement as discussions are undertaken with the highway authority and as design evolves.

Assessment scenarios

17.4.7 **Chapter 5 EIA Approach and Methodology** of this PEIR, provides an overview of the Proposed Scheme's approach to the temporal scope (the time scales over which impacts may occur) of the EIA. This section describes the temporal scope for the assessment of impacts, forming the basis for the assessment of effects as it applies to Traffic and Transport.

17.4.8 To determine the likely impacts of the Proposed Onshore Scheme, due to traffic flow changes, the following scenarios will be assessed.

a. Core scenarios:
   i. 2025 Baseline;
   ii. 2030 Future Baseline (including committed developments and transport schemes);
   iii. 2030 Future Baseline with the addition of the Proposed Onshore Scheme (including the Amendments to Kiln Lane Substation Scenario); and
   iv. 2030 Future Baseline with the addition of the Proposed Onshore Scheme (including the Full Build out of Kiln Lane Substation Scenario).
b. Cumulative Development scenarios:
   i. 2030 Future Baseline with the addition of Proposed Onshore Scheme (including the Amendments to Kiln Lane Substation Scenario) and Sea Link; and
   ii. 2030 Future Baseline with the addition of Proposed Onshore Scheme (including the Full Build out of Kiln Lane Substation Scenario) and Sea Link.

17.4.9 2030 is when the peak month for construction traffic movements would occur, see **Section 17.4.**

17.4.10 The qualitative assessment included in the PEIR considers the Core scenarios only. The quantitative assessment will include the core and cumulative development scenarios which will be reported in the Transport Assessment and ES.

17.4.11 The 'With Proposed Onshore Scheme scenario' including the Full Build out of Kiln Lane Substation is considered the worst-case scenario for this preliminary assessment.

17.4.12 The assessment of likely traffic impacts will consider the weekday AM peak, weekday PM peak and 24-hour Annual Average Daily Traffic flows. As discussed with Suffolk County Council, the following hours would be assessed for the AM and PM peak:

a. Weekday AM peak
   i. 07:00 – 08:00
   ii. 08:00 – 09:00
b. Weekday PM peak
   i. 17:00 – 18:00
   ii. 18:00 – 19:00

Baseline methodology

Data collection

17.4.13 Baseline data collection has been undertaken to obtain information over the study area. This section provides the approach to collecting baseline data.

17.4.14 The following sources of data have been utilised to inform the baseline with respect to Traffic and Transport (see **Table 17.7**).

Table 17.7: Data sources used to inform the Traffic and Transport assessment

Source of data	Baseline data
OS OpenMap, Google Earth Pro	Road network
FindMyStreet	National Street Gazetteer
Suffolk on Board	Bus route information
National Rail	Rail information
Sustrans/Long Distance Walkers Association	Designated non-motorised user routes
Suffolk County Council	Public Rights of Way
Quietlanessuffolk	Quiet Lanes
Crashmap	Personal Injury Collision data

Site surveys

17.4.15 The baseline site surveys undertaken for Traffic and Transport were:

a. Traffic surveys:
   i. Junction turning counts and queue length surveys undertaken in July 2023, November 2024, January and June 2025. Data was collected on a typical weekday (Tuesday, Wednesday or Thursday) for the periods 07:00 to 10:00 and 16:00 to 19:00; and
   ii. Automatic Traffic Counts (ATC) undertaken in July and October 2023, November 2024, and January, March and June 2025. Twenty-four hour classified data was collected for seven days.

b. Non-motorised user surveys undertaken in August 2024 and August 2025. Classified data was collected for one day between 07:00 and 20:00 and the surveys included PRoW, roads, footways and footpaths that would cross the route of the Proposed Onshore Scheme (The Draft Order Limits). The PRoW surveys were undertaken in August and at the weekend or on a bank holiday when recreational use including use by visitors, is expected to be highest.

17.4.16 The traffic survey locations within the study area are shown on **Figure 17.2 Traffic Count Locations**.

Assessment methodology

Traffic impacts

17.4.17 The general approach to modelling the traffic impacts, forming the basis for the assessment of effects is set out below and follows the approach set out in the Transport Assessment Scoping Report in **Appendix 17.1 Transport Assessment Scoping Report**.

17.4.18 The 2025 Baseline traffic flows will be produced from traffic survey data collected in 2023, 2024 and 2025, see **Paragraph 17.4.15**. Seasonality will be applied to the data to produce a neutral month and TEMPro factors will be applied to the 2023 and 2024 survey data to produce the 2025 Baseline.

17.4.19 Construction of the Proposed Onshore Scheme is proposed to start in 2028 and will be completed by 2032. The Future Baseline and With Proposed Onshore Scheme scenarios are based on 2030 as this is the year when the peak month of construction activity (traffic generation) occurs.

17.4.20 The 2025 Baseline will be used as the starting point to develop the 2030 Future Baseline traffic flows, taking account of committed developments and transport schemes, along with background traffic growth. The 2030 Future Baseline traffic flows would form the basis for assessing the impacts and likely significant effects of the Proposed Onshore Scheme. The Future Baseline would consider the following committed schemes, where relevant to the study area:

a. Committed NSIPs;
b. Local Plan allocations;
c. Other committed development;
d. Background traffic growth (TEMPro); and
e. Committed transport schemes including infrastructure improvements associated with committed developments.

17.4.21 Where traffic flows associated with committed developments are for construction, these will be added to the 2030 Future Baseline. Where traffic flows relate to the operation of a committed development, TEMPro growth will be netted off the trip generation, and the remaining trips will be added onto the 2030 Future Baseline.

17.4.22 For the With Proposed Onshore Scheme scenarios, the following will be considered:

a. Construction HGV movements;
b. Worker trip travel demands; and
c. Road closures and diversions.

17.4.23 Construction traffic (HGV and worker trip) estimates will be based on the average daily construction traffic for the peak month of activity. Due to the geographic spread of the Proposed Onshore Scheme with multiple worksites and accesses, the peak month for construction traffic movements varies across the road network depending on the programme/phasing of works i.e., when worksites are active. Therefore, as a 'worst case', the impact on each road will be based on the peak month of construction traffic, irrespective of when the peak occurs in the construction programme. The peak month construction traffic movements for each road will be overlaid on a Future Baseline of 2030. The approach used has been discussed with the highway authority.

17.4.24 Construction HGV movements to each compound will be assigned to the identified construction routes. HGV deliveries to site will be given time slots and it is expected that they will generally be spread evenly across the weekday between 08:00 and 18:00.

17.4.25 Worker trips (Car and LGV) to and from site will be based on an assumed vehicle occupancy of 1.5, which will be supported by oCWTP measures. A 10% uplift in trips will be applied to allow for visitors and inter-site movements. The distribution of worker trips will be based on:

a. 2021 Census data – TS060 Industry to establish worker origin and destination patterns;
b. A catchment area of c.60-mile trip length; and
c. A gravity model considering the distance from the trip origin to site.

17.4.26 Workers would comprise Civils, Mechanical and Electrical, site staff and Horizontal Directional Drilling (HDD) specialists. The intention is to spread the arrival and departure times of workers across more than one hour in the morning and afternoon to lessen the impact on the highway network at peak times, and this would be reinforced by stipulating working hours in construction contracts (see **Table 17.10**). The spreading of worker arrival and departure times will be reflected in the traffic impact analysis and the proposed arrival/departure times will be confirmed through ongoing discussions with the highway authority and in the subsequent ES.

Assessment of significant effects

17.4.27 The assessment of significant effects arising from the changes in traffic will be undertaken in accordance with the Traffic and Transport chapter of **the EIA Scoping Report** (Ref 1) and associated EIA Scoping Opinion. The assessment will also be informed by the responses obtained from the Planning Inspectorate

and relevant stakeholders received as part of the EIA Scoping Process. This chapter includes a qualitative assessment of likely significant effects as it represents a point-in-time in the ongoing assessment. The approach used for the qualitative assessment is described below.

17.4.28 Receptor value and sensitivity has been identified for each road within the study area, based on the criteria in Table 15.3 of the **EIA Scoping Report** (Ref 1) to identify highway links of high sensitivity.

17.4.29 Using the point-in-time data available e.g. survey data, Proposed Scheme design/Draft Order Limits and construction strategy, professional judgement has been used to determine which highway links are likely to meet the two broad rules set out in the IEMA Guidelines (Ref 5) for identifying potential highway links for analysis. The two rules are set out below:

a. Rule 1: include highway links where traffic flows will increase by more than 30% (or the number of HGVs will increase by more than 30%); and
b. Rule 2: include highway links of high sensitivity where traffic flows have increased by 10% or more.

17.4.30 Highway links that are considered likely to meet the IEMA rules have been taken forward for consideration in the qualitative assessment of significant effects. However, highway links have been scoped out of the assessment where the Future Baseline traffic flows are likely to be very low, and the percent impact from low volumes of construction traffic disproportionately high as a result. These links have been excluded as there would not be any significant effects. The links scoped out through professional judgement in the qualitative assessment will be reconsidered in the quantitative assessment carried out for the ES.

17.4.31 For the transport users that are impacted by changes in traffic flows on the highway links that are deemed to meet IEMA Rules 1 or 2, professional judgement has been used to assign a likely magnitude of impact. The magnitude of impact is based on the criteria set out in Tables 15.4 to 15.6 of the **EIA Scoping Report** (Ref 1).

17.4.32 The likely magnitude of impact has been combined with the sensitivity of each highway link to the relevant impact e.g. driver delay, traffic severance etc and a judgment made on whether the impacts are likely to lead to a significant effect.

17.4.33 The qualitative assessment considers where significant effects may be likely to occur. It does not classify the significance of the effect at this PEIR stage.

17.4.34 For PRoW diversions and closures, the magnitude of impact set out in Table 15.7 of the **EIA Scoping Report** (Ref 1) has been established for each impacted PRoW, and the sensitivity of the receptor (PRoW or road) has been based on the surveyed non-motorised user demand as this is an indicator of the importance of the routes. The sensitivity criteria used in the assessment is shown in **Table 17.8** and is based on guidance in WebTAG Unit A4.1 Social Impact Appraisal (Ref 14).

Table 17.8: PROW diversion and closure sensitivity

Impact	Very high	High	Medium	Low	Negligible
PRoW closures and diversions	>2,000 people/day	between 1,000-2,000 people/day	Between 200-1,000 people/day	Between 10-200 people/day	<10 people/day

17.4.35 The magnitude of impact from PRoW diversions has been considered with the sensitivity (user demand) to establish whether there would likely be a significant effect.

Cumulative assessment

17.4.36 **Chapter 28 Cumulative Effects** of this PEIR defines the methodology for the assessment of cumulative effects. The traffic and transport assessment of intra- and inter-project cumulative effects will be carried out and reported within the subsequent ES.

Guidance

17.4.37 The Traffic and Transport assessment will be undertaken in accordance with relevant guidance and will be compiled in accordance with professional standards. The guidance and standards which relate to this assessment are:

a. Environmental Assessment of Traffic and Movement – IEMA (now ISEP) Guidelines, 2023 (Ref 5).
b. Transport Analysis Guidance (TAG) – Department for Transport (Ref 15).

17.5 Assessment assumptions and limitations

17.5.1 This section provides a description of the assumptions and limitations to the Traffic and Transport assessment.

17.5.2 The assessment is based on the design of the Proposed Onshore Scheme outlined in **Chapter 2 Description of the Proposed Scheme** of this PEIR.

17.5.3 The study area is shown on **Figure 17.1 Traffic and Transport Study Area.** The study area is based on professional judgement as to the extent of impacts that may give rise to significant effects on transport receptors and is subject to refinement as discussions are undertaken with the highway authority and as the design evolves for the ES.

17.5.4 It is assumed that the Sizewell Link Road will be in place and operational before construction of the Proposed Onshore Scheme commences, as preparatory works have commenced on site. SCC indicated at the Transport Assessment Scoping Follow Up Meeting 2 on 7 May 2025 that this is a reasonable assumption.

17.5.5 At this time, the proposed site access bellmouths include preferred accesses and alternative options as shown on **Figure 17.3 Construction HGV Routes**. This is to allow for the evolution of the design, where there may be changes to the construction access strategy which necessitate use of alternative access options. These alternative options have therefore been included in the assessment in case they become part of the Proposed Onshore Scheme. The preferred accesses at this point in time are set out below.

Site accesses common to Proposed Onshore Scheme with the Amendments to Kiln Lane Substation Scenario, and the Full Build Out of Kiln Lane Substation Scenario

17.5.6 LL-BM32 (B1069 Shape Road), LL-BM23 (B1121 Main Road), LL-BM01, LL-BM26, and LL-BM28 (B1119 Leiston Road), LL-BM02A and LL-BM02B (Saxmundham Road), LL-BM2C (Pretty Road), LL-BM03 (Sizewell Link Road), LL-BM04 (B1122 Yoxford Road), LL-BM05 (Yoxford Road), LL-BM06 (Darsham Road), LL-BM07 (Lymballs Lane), and LL-BM08, LL-BM21 and LL-BM22 (B1387 Walberswick Road).

Site accesses used only for Full Build Out of Kiln Lane Substation Scenario

17.5.7 LL-BM30 (Kiln Lane), LL-BM-29 (B1121 Saxmundham Road) and LL-BM31 (School Road).

17.5.8 The alternative site access options which apply to both Proposed Onshore Scheme scenarios are: LL-BM24 and LL- BM25 (B1121 The Street); LL-BM27 (B1119 Leiston Road); LL-BM02D (Moat Road); LL-BM02E (Sizewell Link Road); LL-BM08A (B1125 Dunwich Road); LL-BM8B (B1387 Walberswick Road); LL-BM21A, (B1387 Walberswick Road); and LL-BM21B (B1387 Walberswick Road).

17.5.9 The preferred construction HGV access routes are shown on **Figure 17.3: Construction HGV Routes**. The preferred construction HGV access routes include: the A12, A1094 Friday Street/Farnham Road/Aldeburgh Road, B1069 Snape Road/Leiston Road, Red Barn Lane, Kiln Lane, B1121 Saxmundham Road/Aldeburgh Road, Mill Road/School Road, B1121 Main Road/Bigsbys Corner/South Entrance, B1119 Church Street/Church Hill/Leiston Road/Saxmundham Road, Buckleswood Lane, Saxmundham Road, Sizewell Link Road, Pretty Road, B1122 Yoxford Road/Middleton Moor/Leiston Road, Westleton Road, Darsham Road (Westleton), Lymballs Lane and B1387 Walberswick Road.

17.5.10 The AIL access strategy is under development and any associated potential effects are not considered in this chapter of the PEIR, but will be reported in the subsequent ES.

17.5.11 It is assumed that Road closures are required on Moor Road, Darsham Road (Westleton), Lymballs Lane, Hinton Road and Lodge Road to allow for trenched excavation. A localised temporary realignment would be provided at Moor Road,

Lymballs Lane and Lodge Road to maintain access for vehicles and non-motorised users. Darsham Road (Westleton) and Hinton Road would be temporarily closed but with access for non-motorised users maintained. It is anticipated that road closures would be for less than five days in general.

17.5.12 As described in the assessment methodology, the potential consequential effects on Traffic and Transport have been assessed qualitatively using professional judgement, and based on survey data, Proposed Scheme design/Draft Order Limits, and the construction strategy available at the time of the assessment.

17.5.13 No quantitative assessment has been undertaken at this stage. A quantitative assessment of likely significant effects will be presented in the subsequent ES.

17.6 Baseline conditions

17.6.1 To provide an assessment of the likely significant effects of the Proposed Scheme (in terms Traffic and Transport), it is necessary to identify and understand the baseline conditions in the study area. This provides a reference point against which potential changes in Traffic and Transport can be assessed.

17.6.2 The baseline section should be read in conjunction with the following supporting Appendices and Figures:

a. **Figure 2.1 Zoning Plan;**
b. **Figure 17.1 Traffic and Transport Study Area;**
c. **Figure 17.2 Traffic Count Locations;**
d. **Figure 17.4 Baseline Transport Network;**
e. **Figure 17.5 Public Rights of Way;** and
f. **Figure 17.6 Indicative Construction Worker Routes.**

Current baseline

Highway network

17.6.3 The Strategic Road Network does not pass through the study area. The nearest strategic routes are the A14 which passes to the south near Ipswich, and the A12 on the north side of Lowestoft. Both routes are approximately 22km from the study area.

17.6.4 The local roads that could be affected by the Proposed Scheme include:

a. A12 (Major Road Network);
b. B1121 The Street
c. B1069 Church Road;
d. A1094 Friday Street/Farnham Road/Aldeburgh Road;
e. B1069 Snape Road/Leiston Road;
f. Sternfield Road/Snape Road;
g. Red Barn Lane;
h. Kiln Lane;

i. Grove Road;
j. B1121 Sternfield Road/Church Hill/The Street/Saxmundham Road/Aldeburgh Road;
k. Mill Road/School Road;
l. B1121 Main Road/Bigsbys Corner/South Entrance;
m. B1121 High Street/North Entrance/Main Road;
n. B1119 Church Street/Church Hill/Leiston Road/Saxmundham Road/Waterloo Avenue;
o. Buckleswood Lane;
p. Saxmundham Road;
q. The Green;
r. Harrow Lane;
s. Moat Road;
t. Pretty Road;
u. Hawthorn Road;
v. Sizewell Link Road;
w. B1122 Yoxford Road/Middleton Moor/Leiston Road/Abbey Road/Station Road; Moor Road;
x. A1120 Yoxford Road/Little Street/High Street; Fenstreet Road;
y. Yoxford Road;
z. Westleton Road;
aa. Darsham Road (Westleton);
bb. Devils Lane;
cc. Lymballs Lane;
dd. A144;
ee. Darsham Road (Hinton);
ff. Hinton Road;
gg. B1125/Dunwich Road/Angel Lane;
hh. Lodge Road;
ii. B1387 Walberswick Road; and
jj. A145 Halesworth Road.

17.6.5 The local road network generally operates reasonably well within the study area although some localised delays can be experienced at junctions along the A12, A1094 and in Saxmundham.

17.6.6 Relevant accident data for the road network study area has been obtained from Crashmap. Data for the most recent five year period (2019 to 2023) has been assessed and any identified clusters (i.e. based on an average three accidents per year) have been examined.

17.6.7 No accident clusters were identified within the study area. However, Suffolk County Council has advised that they have particular safety concerns at the following junctions within the study area:

a. A12/Buttons Road junction;
b. A12/B1119 Rendham Road junction;

c. A12/B1387 Walberswick Road junction;
d. A12/A145 junction; and
e. A1094 Farnham Road/B1069 Church Road junction.

Public transport network

17.6.8 Four bus routes operate on two roads that are crossed by the route of the Proposed Onshore Scheme. There are also bus stops primarily located to serve the main built-up areas including Saxmundham, Friston and Leiston. The bus routes that could be affected by the Proposed Onshore Scheme include:

a. Service 521 (Halesworth – Saxmundham – Leiston – Aldeburgh) on the B1121 Saxmundham Road;
b. Service 64/65 (Aldeburgh – Woodbridge – Ipswich) on the B1119 Leiston Road; and
c. Service 522 and 522A (Beccles – Halesworth – Saxmundham – Leiston – Aldeburgh) on the B1119 Leiston Road.

17.6.9 The bus routes operate from Monday to Saturday, with no services available on Sundays and bank holidays.

17.6.10 In addition, a 'Connecting Communities' service is provided for locations where public transport is not available. The service allows residents to book rides in advance, providing transportation to essential services and activities.

17.6.11 A branch railway line between Saxmundham and Leiston crosses the Draft Order Limits. The branch line provides service access to Sizewell Power Station. The branch line is a freight railway line.

17.6.12 The nearest railway stations are at Saxmundham and Darsham. Saxmundham station is approximately 0.8km to the west of the Draft Order Limits and the access to Wood Farm and Darsham station is approximately 1.5km south of the Draft Order Limits at Lymballs Lane. Regional train services between Ipswich and Lowestoft are accessible from the stations on weekdays and weekends.

Non-motorised users

17.6.13 The location of Public Rights of Way that could potentially be affected by the Proposed Onshore Scheme are shown on **Figure 17.5 Public Rights of Way.**

17.6.14 There are no pedestrian footways adjacent to roads that cross the Draft Order Limits. In the wider study area, there are footways on the roads, generally in the built-up areas of towns and villages. Footways vary in width and condition within these areas.

17.6.15 The Draft Order Limits would cross the existing route of 67 PRoWs (including roads) which could be affected either temporarily or permanently due to, for example, temporary diversion of PRoW during construction and permanent changes to accommodate above ground elements of the Proposed Onshore Scheme. The PRoWs that could potentially be affected are shown by Section of

the Draft Order Limits in **Table 17.9.** The 'Section' of the Draft Order Limits are shown on **Figure 2.1 Zoning Plan**.

Table 17.9: PRoWs (including roads) crossed by The Draft Order Limits

Route No./Road	Type
Section A (see Figure 2.1 Zoning Plan)	
A1094 Aldeburgh Road	Public road
B1069 Shape Road	Public road
E-354/002/0 (The Sandlings Walk)	Knodishall Bridleway 2
E-354/007/0	Knodishall Footpath 7
E-260/017/0	Friston Footpath 17
E-260/015/0	Friston Footpath 15
Red Barn Lane	Public road
Kiln Lane	Public road
B1121 Saxmundham Road	Public road
E-354/006/0	Knodishall Footpath 6 (N)
E-260/016/0	Friston Footpath 16
E-354/001/0	Knodishall Bridleway 1
E-354/007/A	Knodishall Footpath 7
School Road	Public road
E-491/010/0	Sternfield Bridleway 10
Grove Road	Public road
E-354/018/0	Knodishall Footpath 18
E-491/004/0	Sternfield Footpath 4 (N)
E-491/006/0	Sternfield Footpath 6
E-491/005/0	Sternfield Footpath 5
E-260/018/0	Friston Footpath 18 (N)
E-460/023/0	Saxmundham Footpath 23
B1119 Leiston Road/Church Hill	Public road
Section B1 (see Figure 2.1 Zoning Plan)	
E-491/012/0 & E-354/032/0	Sternfield Bridleway 12 & Knodishall Bridleway 32
E-491/012/0 & E-260/029/0	Sternfield Bridleway 12 & Friston Bridleway 29
E-491/008/0	Sternfield Footpath 8
Section B2 (see Figure 2.1 Zoning Plan)	
The Green	Public road
Saxmundham Road	Public road

Route No./Road	Type
Harrow Lane	Public road
Section B3 (see Figure 2.1 Zoning Plan)	
E-515/001/0	Theberton Footpath 1
Moat Lane	Public road
E-515/003/0	Theberton Footpath 3
E-515/004/0	Theberton Footpath 4
Pretty Road	Public road
E-515/005/0	Theberton Footpath 5
Section B4 (see Figure 2.1 Zoning Plan)	
E-396/015/0	Middleton Footpath 15
E-396/021/0	Middleton Footpath 21
E-396/020/0	Middleton Footpath 20
E-396/017/0	Middleton Footpath 17
E-396/023/0	Middleton Footpath 23
Hawthorn Road	Public road
B1122	Public road
E-396/010/0	Middleton Footpath 10
Section C1 (see Figure 2.1 Zoning Plan)	
Moor Road	Public road
E-396/008/0	Middleton Footpath 8
Fenstreet Road	Public Road
Yoxford Road	Public road
Section C2 (see Figure 2.1 Zoning Plan)	
Darsham Road (Westleton)	Public road
E-550/004/0	Westleton Footpath 4
Lymballs Lane	Public road
Darsham Road (Hinton)	Public road
Hinton Road	Public road
E-144/015/0	Blythburgh Footpath 15
Section C3 (see Figure 2.1 Zoning Plan)	
E-144/016/0	Blythburgh Footpath 16
A12	Public road
B1387 Walberswick Road	Public road
Section D (see Figure 2.1 Zoning Plan)	

Route No./Road	Type
B1125	Public road
E-536/026/0 (The Sandlings Walk)	Walberswick Bridleway 26
E-536/033/0	Walberswick Bridleway 33
Lodge Road	Public road
E-536/011/0	Walberswick Footpath 11
E-536/021/0	Walberswick Bridleway 21
E-536/014/0 (Walberswick Circular Walk)	Walberswick Footpath 14
E-536/019/0	Walberswick Footpath 19
E-536/017/X (Suffolk Coast Path/King Charles III England Coast Path)	Walberswick Footpath 17
E-536/020/0	Walberswick Footpath 20
E-536/018/0	Walberswick BOAT 18

17.6.16 The non-motorised user surveys undertaken to date showed that the routes with the greatest usage were E-536/014/0 (Walberswick Circular Walk) which was used by 294 users in a day (comprising 282 pedestrians and 12 cyclists) and E-536/019/0 (Walberswick Footpath 19) which was used by 173 pedestrians in a day. Twenty-one of the routes surveyed, had fewer than 10 non-motorised users in a day

Waterways and canals

17.6.17 There are no navigable waterways within the study area. The nearest navigable waterway is the River Alde approximately 2km to the south-east. Consequently, navigable waterways and canals are not considered further in this assessment.

Air transport

17.6.18 There is no relevant air transport in the vicinity of the study area. The nearest airport is Norwich Airport. Consequently, this topic is not considered further in this assessment.

Future baseline (without the Proposed Scheme)

17.6.19 The future baseline conditions would take account of background traffic growth, and relevant committed developments (including NSIPs) and transport improvements. Committed transport improvements would include the Sizewell Link Road and other transport improvements associated with Sizewell C, other NSIPs and committed developments where applicable to the study area. Permanent changes to PRoW, such as those associated with the Sizewell Link Road would also be considered in the future baseline.

17.7 Embedded design mitigation and control measures

Design and embedded mitigation measures

17.7.1 As described in **Chapter 2 Description of the Proposed Scheme** of this PEIR, a range of measures have been embedded into the design of the Proposed Scheme so as to avoid or reduce environmental effects. These primary mitigation measures form part of the design that has been assessed, which for Traffic and Transport are listed in **Table 17.10**.

Control measures

17.7.2 Preliminary control measures are set out in **Appendix 2.1 Outline Onshore Code of Construction Practice (CoCP)** which would manage the effects of construction. The measures of particular relevance to Traffic and Transport are listed in **Table 17.10**.

Table 17.10: Design and embedded mitigation and control measures relevant to Traffic and Transport

Commitment reference code	Design and embedded mitigation and control measure	Compliance mechanism
TT1	The proposed Underground Cables would typically be installed using open cut trench techniques. Where the proposed Underground Cable Corridor is required to cross obstacles such as key roads and railway lines, a trenchless technique, such as Horizontal Directional Drilling (HDD) has been used to minimise disruption to transport users.	Embedded mitigation by design
TT2	Construction HGV traffic has been routed along A and B classified roads as far as reasonably possible.	Embedded mitigation by design
TT3	Site haul roads have been used alongside the proposed Underground Cable Corridor to move construction materials/equipment and reduce HGV movements on less suitable public roads and through local communities.	Embedded mitigation by design
TT4	The main construction access to the proposed Converter Station and proposed Underground HVAC Cable Corridor would be off the B1121 near Benhall Green to minimise the amount of construction traffic travelling through Saxmundham.	Embedded mitigation by design
TT5	Traffic management measures would be implemented to minimise the impact on traffic and transport users.	Embedded mitigation by design
TT6	Highway improvements including junction modifications, passing places and carriageway widening would be provided as required, to manage the safe movement of traffic on construction HGV routes.	Embedded mitigation by design

Commitment reference code	Design and embedded mitigation and control measure	Compliance mechanism
TT7	The majority of roads crossing the route of the Proposed Scheme will be maintained or locally realigned during construction to limit the need for diversions of traffic onto alternative routes.	Embedded mitigation by design
TT8	Where road closures are required, the period of the closure would be kept to a minimum and diversions would be via the most appropriate alternative route.	Embedded mitigation by design
TT9	Where PRoW cross the construction site, temporary alternative routes would be provided for non-motorised users, where reasonably practicable.	Embedded mitigation by design
TT10	Where possible, the contractor(s) shall schedule works to minimise impacts to the local community. This may include but not be limited to: - No HGV deliveries to be undertaken on Sundays or Bank Holidays (other than those necessary to undertake the operations listed in **Section 5.1.3** of the Outline Onshore CoCP).	Outline Onshore CoCP
TT11	Implementation of a Construction Worker Travel Plan to encourage workers to use sustainable transport including car sharing (to minimise single car occupancy), public transport, walking and cycling.	Outline Onshore CoCP
TT12	An oCTMP will be produced to maintain the safe and efficient operation of the road network and assist in minimising the impacts of construction on traffic and transport users. The oCTMP will be provided in the subsequent ES.	Outline Onshore CoCP
TT13	The standard approach to managing PROW during the cable installation phase is to seek to maintain access via a localised short-term temporary diversion of the PRoW to permit the construction to be undertaken and to be reinstated to the original alignment. Where PRoW closures are required, the period of the closure would be kept to a minimum, and a diversion provided where necessary and practicable.	oCTMP
TT14	Impacts (including parking, vehicle movement, access restrictions) from construction traffic on the local community (including all local residents and businesses and their customers, visitors to the area, and users of the surrounding transport network) will be minimised by its lead contractor where practicable. This will be outlined in the oCTMP which will be provided in the subsequent ES	Outline Onshore CoCP
TT15	Where practicable, appropriate measures will be implemented to ensure the local community, economy and transport networks can continue to operate effectively. Where this is not practicable, alternative mitigation measures will be identified to maintain continual public access. This will be outlined within the oCTMP, which will be provided in the subsequent ES.	Outline Onshore CoCP

Commitment reference code	Design and embedded mitigation and control measure	Compliance mechanism
TT16	All designated PRoWs will be identified, and any potential temporary closures applied for and explained in the application for development consent. All designated PRoWs crossing the construction site will be managed, access will only be diverted whilst construction works take place. Temporary diversions of PRoWs will be clearly marked at both ends with signage explaining the diversion, the duration of the diversion and contact numbers for any concerns.	Outline Onshore CoCP
TT17	Appropriate site layout and best practice measures will be implemented by the lead contractor at all construction sites. This will include but not be limited to: • Managing staff/vehicles entering or leaving the construction site, especially at the beginning and end of the working day; and • managing potential off-site contractor and visitor parking.	Outline Onshore CoCP
TT18	All plant and vehicles will be required to switch off their engines when not in use and when it is safe to do so and will conform to relevant applicable standards for the vehicle type. Vehicles will be maintained and operated in accordance with the manufacturers' recommendations and in a responsible manner.	Outline Onshore CoCP
TT19	Construction traffic routes will be planned to take the most appropriate route to site, but will also consider where possible, the shortest route to minimise construction vehicle miles. Access and egress to the public highway will be controlled, as well as maintenance and upkeep of the public highway as required.	Outline Onshore CoCP
TT20	In addition to the above, construction vehicles will be managed at any road/pedestrian/cycle crossing points and further details will be provided within the oCTMP. The oCTMP will be provided in the subsequent ES.	Outline Onshore CoCP
TT21	The lead contractor will implement a monitoring and reporting system to check for and ensure compliance of the measures set out within the Outline Onshore CoCP and the oCTMP. This includes (note this list is not exhaustive): • GPS tracking system to be fitted to HGVs along with active surveillance to check for compliance with authorised construction routes; and • monitor the number of construction vehicles between the construction site and the strategic road network. If there are deviations from the authorised routes or substantial changes to traffic levels compared to those estimated in the Transport Assessment, these will be discussed with the highway authority as required.	Outline Onshore CoCP
TT22	Specific measures would include stipulating working hours in construction contracts to manage the arrival and departure times	oCTMP

Commitment reference code	Design and embedded mitigation and control measure	Compliance mechanism
	of site workers to reduce impacts at peak times on the road network.	

17.8 Assessment of effects

17.8.1 This section presents the preliminary assessment of likely impacts and the consequential potential significant effects on Traffic and Transport resulting from the construction, operation and maintenance, and decommissioning of the Proposed Scheme. The likely impacts and consequential potential significant effects of the Proposed Scheme are identified based on a qualitative assessment, taking into account the embedded design mitigation and some of the control measures (**see Table 17.7**), given this chapter represents a point-in-time in the ongoing assessment.

17.8.2 Resultantly, any further mitigation that is required will be presented in the subsequent ES, following the full assessment of likely significant effects in accordance with the methodology presented within the **EIA Scoping Report** (Ref 1).

17.9 Construction

17.9.1 This section should be read in conjunction with the following supporting Figures:

a. **Figure 17.3 Construction HGV Routes;** and
b. **Figure 17.6 Construction Worker Routes.**

17.9.2 The Traffic and Transport impacts during the construction phase are likely to include:

a. construction vehicle movements to and from the various construction compounds;
b. road closures and diversions; and
c. alternative routes for PRoW.

17.9.3 Construction vehicle movements required to construct the Proposed Onshore Scheme would include the delivery of plant and materials and site worker trips. Works would include enabling works, haul road construction, earthworks, cable laying and construction of a bridge, proposed Converter Station, substation and proposed Landfall.

17.9.4 The primary routes for construction HGVs would be the A and B roads with limited use of lower road classifications, where reasonably practicable. Where feasible, HGVs would use site haul roads alongside the cable routes to reduce the impact on the local road network, including lower road classifications.

17.9.5 Construction activities would be managed from construction compounds. Details of the construction compounds are provided in **Chapter 2 Description of the Proposed Scheme** of this PEIR. The locations of the compounds are shown in **Figure 2.2 Proposed Onshore Scheme**.

17.9.6 Information on the indicative construction programme and methodology is provided in **Chapter 2 Description of the Proposed Scheme** of this PEIR. The peak month for total daily construction movements is Month 19 (2030) of the proposed construction programme.

17.9.7 The construction assessment considers the traffic and transport impacts and effects for the peak estimated construction traffic movements on each road, some of which occur outside Month 19 (2030) due to the phasing of the works.

17.9.8 There would be temporary five day closures of several roads within the area to enable trenched excavation for cable laying, including the following:

a. Moor Road - temporary local realignment;
b. Darsham Road (Westleton) – temporary road closure;
c. Lymballs Lane – temporary local realignment;
d. Hinton Road - temporary road closure; and
e. Lodge Road – temporary local realignment.

17.9.9 The construction of the Proposed Onshore Scheme is likely to require temporary traffic management measures including for AIL movements and haul road crossings. Any lane restrictions, where practicable, would be scheduled to minimise the impacts on traffic in the peak periods. The impacts and effects of temporary traffic management measures will be reported in the subsequent ES.

17.9.10 Construction of the Proposed Onshore Scheme would result in changes in daily traffic flows due to workers and construction vehicles accessing the site.

Driver delay

17.9.11 Changes in traffic flows due to construction traffic, are anticipated to lead to significant adverse effects on driver delay (congestion) on the following road links:

a. A1094 between B1121 Aldeburgh Road and B1069 Snape Road (Full Build Out of Kiln Lane Substation only) – due to peak hour construction HGVs and worker trips (car/LGV);
b. B1121 South Entrance between LL-BM23 and the B1119 Church Street - due to peak hour construction HGVs and worker trips (car/LGV);
c. B1121 Church Hill/Saxmundham Road between Mill Road and Sandy Lane (Full Build Out of Kiln Lane Substation only) – due to peak hour worker trips (car/LGV);
d. B1119 Church Street/Church Hill/Leiston Road/Saxmundham Road between B1121 High Street and LL-BM26 – due to peak hour construction HGVs and worker trips (car/LGV);
e. B1121 High Street/North Entrance/Main Road between the B1119 Church Street and Clay Hills Road - due to peak hour worker trips (car/LGV); and

f. B1387 between the A12 and B1125 Dunwich Road - due to peak hour construction HGVs and worker trips (car/LGV).

17.9.12 Changes in traffic flows due to construction traffic could lead to significant adverse effects on driver delay (congestion) at junctions. The junctions where significant adverse effects may occur include the following:

a. A12/Buttons Road;
b. A12/A1094 Friday Street (Full Build Out of Kiln Lane Substation only) - junction improvement proposed by Sizewell C;
c. A12/B1121 Main Road (south);
d. A12/B1119 Rendham Road - junction improvement proposed by Sizewell C;
e. A12/A1120 High Street;
f. A12/A144 High Street;
g. A12/B1387 Walberswick Road;
h. A12/B1125 Angel Lane;
i. A12/A145 Halesworth Road;
j. A1094/B1069 Church Road (Full Build Out of Kiln Lane Substation only);
k. A1094/B1069 Snape Road (Full Build Out of Kiln Lane Substation only) – junction improvement proposed by Sizewell C/Scottish Power Renewables;
l. B1121 South Entrance/B1119 Chantry Road/B1121 High Street/B1119 Church Street; and
m. B1119 Waterloo Avenue/B1069 Station Road/B1119 Main Street/B1069 Park Hill.

17.9.13 With the exception of the B1119 Waterloo Avenue/B1069 Station Road/B1119 Main Street/B1069 Park Hill junction; the adverse effects at the above junctions would be due to peak hour construction HGVs and worker trips (car/LGV). The impacts on the B1119 Waterloo Avenue/B1069 Station Road/B1119 Main Street/B1069 Park Hill junction would be due to worker trips (car/LGV) only.

17.9.14 It is not anticipated that temporary road closures and diversions would result in significant adverse effects on driver delay as the closures are anticipated to be for less than a week, the roads affected (Darsham Road and Hinton Road) are lightly trafficked and alternative routes are available. For the closure of Darsham Road, it is anticipated that traffic would be diverted via the A12, B1122 and B1125, although other minor roads are also available. For the closure of Hinton Road, it is anticipated that traffic would be diverted via the B1125, B1387 and A12.

Highway safety

17.9.15 No accident clusters were identified within the study area, and on this basis, changes in traffic flows are not anticipated to lead to significant adverse effects on highway safety. However, it is envisaged that there could be increases in HGVs of more than 10% on some of the junctions that Suffolk County Council has identified as particular safety concerns. This may lead to significant adverse effects for highway safety at the following junctions:

a. A12/Buttons Road junction;

b. A12/B1119 Rendham Road junction;
c. A12/B1387 Walberswick Road junction; and
d. A1094 Farnham Road/B1069 Church Road junction (Full Build Out of Kiln Lane Substation only).

17.9.16 Further assessment will be presented as part of the subsequent ES.

Public transport delay

17.9.17 It is not anticipated that construction of the Proposed Onshore Scheme would require bus route diversions and there would not therefore be a significant adverse effect on bus users.

17.9.18 Effects on rail passengers has been scoped out as the branch railway line which crosses the Proposed Onshore Scheme is a freight line. It is not however anticipated that construction of the Proposed Onshore Scheme would require a closure of the branch railway line, as a trenchless technique would be used to construct the cable route under the rail corridor. No significant effects are anticipated.

Traffic severance

17.9.19 Changes in traffic flows are anticipated to lead to significant adverse effects on severance for non-motorised users in the following locations:

a. B1121 South Entrance between LL-BM23 and the B1119 Church Street - due to peak hour construction HGV traffic in Saxmundham;
b. B1121 between Mill Road and the A1094 - due to peak hour worker trips (car/LGV) passing through Friston; and
c. B1121 High Street/North Entrance/Main Road between the B1119 Church Street and Clay Hills Road - due to peak hour worker trips (car/LGV) in Saxmundham.

Pedestrian delay

17.9.20 It is not anticipated that changes in traffic flows are likely to lead to adverse effects on pedestrian delay. No significant effects are anticipated.

Pedestrian and cycle amenity

17.9.21 It is anticipated that there could be significant adverse effects on pedestrian and cycle amenity on the following highway links:

a. B1121 between Mill Road and the A1094 – due to peak hour worker trips (car/LGV) where there is a narrow footway; and
b. B1119 Church Street/Church Hill/Leiston Road/Saxmundham Road between B1121 High Street and LL-BM26 – due to peak hour construction HGV traffic where there are narrow footways;

Fear and intimidation

17.9.22 It is not anticipated that changes in traffic due to the Proposed Onshore Scheme would result in adverse effects with regard to fear and intimidation for non-motorised users. No significant effects are anticipated.

PRoW diversions and closures

17.9.23 The construction works associated with the Proposed Onshore Scheme would require the temporary diversion/realignment of PRoW and roads. There would be temporary alternative routes for a number of PRoW in the vicinity of the Proposed Onshore Scheme. These temporary diversions/realignment would take two forms:

a. Where a PRoW crosses the proposed Underground Cable Corridor and/or haul road or the proposed Overhead Line (OHL) corridor (associated with the Full Build out of Kiln Lane Substation Scenario), the general principle would be to re-route the PRoW a short distance ahead of the works area and to revert back to the original alignment of the route once the works have taken place (i.e., a short-term temporary diversion). Once the route has reverted back to the original alignment, crossing of the active construction site by users of the PRoW would be under supervised conditions. It is anticipated that the short-term temporary diversion would last up to five days.
b. In other locations, e.g. around the proposed Converter Station or Kiln Lane Substation, there would be a long term temporary diversion or realignment for the period of the works.

17.9.24 Non-motorised users of the following PRoWs are likely to experience significant adverse effects as a result of long term temporary diversions (more than 8 weeks), which affect more than 10 users a day:

a. E-354/006/0 (Full Build Out of Kiln Lane Substation Scenario only) – increase in journey length greater than 500m due to construction of the Kiln Lane Substation (24 users a day);
b. E-460/023/0 – increase in journey length less than 100m to enable construction of a site access (46 users a day);
c. E-396/018/0 – increase in journey length less than 100m to accommodate a haul road (10 users a day)
d. E-396/017/0 – increase in journey length less than 100m to accommodate a haul road (11 users a day)
e. E-396/023/0 – increase in journey length less than 100m to accommodate a haul road (12 users a day); and
f. E-536/021/0 - increase in journey length greater than 500m to enable construction of the underground HVDC cable and the Landfall (99 users a day).

Hazardous loads

17.9.25 The only hazardous loads anticipated to be generated by the construction phase of the Proposed Onshore Scheme are fuel deliveries for construction plant. At this stage, it is envisaged that there would be an average of approximately one

fuel delivery per week to the site. Fuel deliveries would be made to active work sites and would use the construction HGV access routes. Given the absence of accident clusters, low frequency of hazardous load deliveries, the nature of the deliveries and the proposed construction routing strategy, focussed on A and B roads with mitigation to provide safe passing of construction HGVs where necessary, it is not anticipated that fuel deliveries would lead to adverse effects. No significant effects are anticipated; this will be reviewed and reported in the subsequent ES.

17.10 Operation

17.10.1 The following section considers the impacts on Traffic and Transport and the likely consequential effects resulting from the operational phase of the Proposed Onshore Scheme.

Highway network

17.10.2 The operation of the Proposed Scheme would be unlikely to have any substantial impacts due to increased traffic, as daily attendance would only be required at the proposed Converter Station, where it is anticipated that there would be 12 staff. The maintenance of the Proposed Onshore Scheme would require a limited number of staff and deliveries as shown below:

a. Kiln Lane Substation
   i. two staff once a week for visual inspections; and
   ii. twenty staff for four days once every two years with one HGV delivery for outage maintenance.
b. Proposed Converter Station
   i. fifty staff for two weeks once a year with four HGV deliveries for outage maintenance.
c. Proposed Underground Cable Corridor – two staff for one day a month for inspections.
d. Proposed Landfall – similar to the Proposed Underground Cable Corridor i.e., two staff for one day a month for inspections.

17.10.3 The limited and occasional traffic generated by the operational phase of the Proposed Scheme is therefore not anticipated to lead to significant effects.

17.10.4 There would be no substantial permanent alterations to the public highway network in order to accommodate the Proposed Onshore Scheme.

17.10.5 The only operational impacts that could lead to potentially significant effects are therefore related to the permanent diversion of PRoW.

Non- motorised users

17.10.6 Three PRoWs would be either permanently re-aligned or diverted:

a. E-354/006/0 (Full Build Out of Kiln Lane Substation only);
b. E-491/006/0; and

c. E-491/005/0.

17.10.7 It is anticipated that non-motorised users of E-354/006/0 are likely to experience significant adverse effects as a result of the permanent diversion which increases journey distance by approximately 500m.

Decommissioning

17.10.8 There are no plans to decommission the Proposed Scheme. Most components of the Proposed Scheme have a design life of 40 years; however, the lifespan of components may be extended with regular maintenance and refurbishment.

17.10.9 As outlined in **Chapter 2 Description of the Proposed Scheme** of this PEIR, in the event of decommissioning, it is proposed that underground components of the Proposed Onshore Scheme would be left in situ and overground components would be reused or recycled where reasonably practicable, or disposed.

17.10.10 Since the quantum of work would be reduced compared to construction, it is anticipated that the workforce and construction traffic required for decommissioning of the assets would be lower, and the effects on Traffic and Transport receptors would be less. Decommissioning is therefore scoped out of the assessment

17.11 Mitigation, monitoring and enhancement

17.11.1 Mitigation measures are defined in **Chapter 5 EIA Approach and Methodology** of this PEIR, with embedded control measures specific to Traffic and Transport being presented in **Section 17.7** of this chapter.

Additional mitigation and enhancement

17.11.2 The implementation of the **Appendix 2.1 Outline Onshore CoCP**, along with the oCTMP and oCWTP would assist in minimising the potential for significant effects during construction of the Proposed Scheme.

17.11.3 Any further Traffic and Transport mitigation measures required during the construction of the Proposed Scheme would be considered based on the outcomes of the assessment. These will be reported in the subsequent ES.

Monitoring

17.11.4 A monitoring and reporting system would be implemented to check compliance with measures set out in **Appendix 2.1 Outline Onshore CoCP**. Worker travel patterns would also be monitored as part of CWTP monitoring. Proposals for monitoring Traffic and Transport impacts will be reported in the ES.

17.12 Summary of residual effects

17.12.1 The assessment of likely significant effects on Traffic and Transport is an iterative process and this chapter is based on a point in time in the ongoing

assessment. The chapter provides a preliminary qualitative assessment of the likely impacts and the consequential potential significant effects in relation to Traffic and Transport from the construction, operation and maintenance, and decommissioning of the Proposed Scheme. It does not include a quantitative assessment of potential significant effects using the methodology set out for Traffic and Transport in the Environmental Impact Assessment (EIA) Scoping Report. (Ref 1); the full assessment will be provided in the subsequent Environmental Statement (ES) when the required data to inform the assessment has been fully captured.

17.12.2 This section provides a summary of the potential consequential effects based on the preliminary qualitative assessment relating to the construction, operation and maintenance and decommissioning of the Proposed Scheme with regard to Traffic and Transport receptors.

Construction

17.12.3 The preliminary qualitative assessment in this chapter has concluded that changes in traffic due to the construction of the Proposed Onshore Scheme with either the Amendments to Kiln Lane Substation Scenario or the Full Build out of Kiln Lane Substation Scenario could potentially lead to significant adverse effects in terms of congestion and delays for road users on the following road links and junctions:

Road links

a. A1094 between B1121 Aldeburgh Road and B1069 Snape Road;
b. B1121 South Entrance between LL-BM23 and the B1119 Church Street;
c. B1121 Church Hill/Saxmundham Road between Mill Road and Sandy Lane;
d. B1119 Church Street/Church Hill/Leiston Road/Saxmundham Road between B1121 High Street and LL-BM26;
e. B1121 High Street/North Entrance/Main Road between the B1119 Church Street and Clay Hills Road; and
f. B1387 between the A12 and B1125 Dunwich Road.

Junctions

a. A12/Buttons Road (due to the volume of traffic on the A12);
b. A12/A1094 Friday Street;
c. A12/B1121 Main Road (south);
d. A12/B1119 Rendham Road;
e. A12/A1120 High Street;
f. A12/A144 High Street;
g. A12/B1387 Walberswick Road;
h. A12/B1125 Angel Lane;
i. A12/A145 Halesworth Road;
j. A1094/B1069 Church Road;
k. A1094/B1069 Snape Road;

l. B1121 South Entrance/B1119 Chantry Road/B1121 High Street/B1119 Church Street; and
m. B1119 Waterloo Avenue/B1069 Station Road/B1119 Main Street/B1069 Park Hill.

Highway safety

17.12.4 Based on safety concerns raised by Suffolk County Council, changes in traffic flows may lead to significant adverse effects for highway safety at the following junctions:

a. A12/Buttons Road junction;
b. A12/B1119 Rendham Road junction;
c. A12/B1387 Walberswick Road junction; and
d. A1094 Farnham Road/B1069 Church Road junction.

Traffic severance

17.12.5 Changes in traffic flows may lead to significant adverse effects on severance for non-motorised users on the following highway links:

a. B1121 South Entrance between LL-BM23 and the B1119 Church Street;
b. B1121 between Mill Road and the A1094; and
c. B1121 High Street/North Entrance/Main Road between the B1119 Church Street and Clay Hills Road.

Pedestrian and cycle amenity

17.12.6 It is anticipated that there could be significant adverse effects on pedestrian and cycle amenity on the following highway links:

a. B1121 between Mill Road and the A1094; and
b. B1119 Church Street/Church Hill/Leiston Road/Saxmundham Road between B1121 High Street and LL-BM26;

PRoW diversions and closures

17.12.7 Non-motorised users are likely to experience significant adverse effects as a result of diversions of the following PRoW: E-354/006/0; E-491/005/0; E-491/006/0; E-460/023/0; E-260/029/0 & E-491/012/0; E-396/018/0; E-396/017/0; E-396/023/0; E-144/015/0; E-144/016/0; E-536/033/0; and E-536/021/0.

Operation

17.12.8 The operation of the Proposed Scheme would be unlikely to have any substantial impacts due to changes in traffic on the road network and the assessment of effects associated with Traffic and Transport receptors is therefore confined to non-motorised users of PRoW who may experience increased journey distance due to the permanent diversions/realignment of PRoW.

17.12.9 The preliminary assessment has concluded that the operation of the Proposed Onshore Scheme would likely have a significant adverse effect on non-motorised users of E-354/006/0.

Decommissioning

17.12.10 The potential for likely significant effects on Traffic and Transport receptors during decommissioning has been scoped out, as explained in **Section 17.10**.

17.13 Monitoring

17.13.1 There is no other specific monitoring requirements currently proposed for Traffic and Transport.

Topic Glossary and Abbreviations

Term	Definition
AIL	Abnormal Indivisible Loads
ATC	Automatic Traffic Count
CoCP	Code of Construction Practice
oCTMP	Construction Traffic Management Plan
oCWTP	Construction Worker Travel Plan
EIA	Environmental Impact Assessment
ES	Environmental Statement
HGV	Heavy Goods Vehicle
HVAC	High Voltage Alternating Current
HVDC	High Voltage Direct Current
LGV	Light Goods Vehicle
NPPF	National Planning Policy Framework
NPS	National Policy Statement
NSIP	Nationally Significant Infrastructure Project
PEIR	Preliminary Environmental Information Report
PRoW	Public Right of Way
SCC	Suffolk County Council
TAG	Transport Analysis Guidance

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