

The Great Grid Upgrade

Chesterfield to Willington

Preliminary Environmental Information Report

Volume 3: Appendix 12A Transport Statement: Construction Traffic
Estimation

March 2026

nationalgrid

Contents

12A.	Transport Statement: Construction Traffic Estimation	12A-1
12A.1	Overview	12A-1
12A.2	Construction Traffic Generation	12A-1
	General Assumptions	12A-1
12A.3	Construction Traffic Distribution	12A-8
	General Assumption and Methodology	12A-8
	Heavy Vehicles	12A-9
	Light Vehicles	12A-10
12A.4	Project Construction Traffic: Peak Daily Movements	12A-14
12A.5	Summary	12A-15

Table 12A.1: Construction activities vehicle types	12A-1
Table 12A.2: Construction activities summary	12A-2
Table 12A.3: Indicative construction vehicle movements per section summary: preparation activities	12A-3
Table 12A.4: Indicative construction vehicle movements per pylon summary: assembly activities	12A-6
Table 12A.5: Proportion of trips to/from each LDV distribution point to/from each working area	12A-11
Table 12A.6: Peak construction traffic week at each TTAL summary	12A-15

References	12A-16
------------	--------

12A. Transport Statement: Construction Traffic Estimation

12A.1 Overview

- 12A.1.1 This appendix forms the Transport Statement: Construction Traffic Estimation (referred to as 'the TS') to accompany **Chapter 12 Traffic and Transport** of the Preliminary Environmental Information Report (PEIR), providing details regarding the assumptions and methodology for the traffic generated by the Chesterfield to Willington Project (the 'Project') during the construction phase.
- 12A.1.2 The information within this TS is provided to supplement the information presented within **Chapter 12 Traffic and Transport** and should be read in conjunction with **Chapter 12** and its associated appendices, particularly **Appendix 12C Baseline Transport Context Information**.

12A.2 Construction Traffic Generation

- 12A.2.1 As set out in detail within **Chapter 12 Traffic and Transport**, construction traffic for the Project would include both Heavy Duty Vehicles (HDVs) and Light Duty Vehicles (LDVs). This section outlines the underlying assumptions for the construction traffic generation presented at PEIR stage. These assumptions will be expanded and refined as the Development Consent Order (DCO) application work progresses and the Environmental Statement (ES) is developed.

General Assumptions

Vehicle types

- 12A.2.2 The vehicle types that are currently proposed for construction activities are set out in **Table 12A.1**. Project construction HDVs are all Heavy Goods Vehicles (HGVs).

Table 12A.1: Construction activities vehicle types

HDVs	LDVs
Low loaders	Transit
Flatbed artic	Pickup truck
'Hiab' (lorry/truck mounted crane)	Private vehicles
All-terrain crane	
Tractor	
Tipper	

Construction activities relating to the proposed 400 kV overhead line

- 12A.2.3 Indicative estimates of the number of ‘movements’ of the vehicle types that would be required for various construction activities have been provided by the Main Works Contractors and have been used to undertake a preliminary assessment for the PEIR. A ‘movement’ within this document refers to a single movement of a vehicle, i.e. an LDV traveling to an access point is equal to one movement; an LDV travelling to and then from an access point is equal to two movements (one in and one out). Movements to a construction access point may be related to staff arrivals or deliveries, for example, and movements from a construction access point may be related to staff departures or removal of waste, for example.
- 12A.2.4 It should be noted that these are high level estimations of construction vehicle movements based on current best knowledge of the design and assume a conservative, worst-case scenario for assessment purposes. For instance, the estimations exclude the potential for construction staff to car share to/from work, which would be anticipated to be a key sustainable travel measure implemented via the Construction Traffic Management Plan (CTMP). The construction traffic estimations will be developed and refined for the DCO application submission and ES assessment. The estimated construction vehicle movements have been allocated on a per week basis based on an indicative construction programme for the proposed 400 kV overhead line.
- 12A.2.5 There are two elements to the construction activities – firstly preparation and secondly assembly. The indicative construction programme shows the preparation activities occurring over 20 months (Q1 2029 to Q4 2030) and the assembly activities occurring over 17 months (Q3 2029 to Q1 2032); there is overlap between the preparation and assembly activities.
- 12A.2.6 For reporting within the PEIR, the proposed route alignment has been split into six sections as shown in **Figure 12.1** and described within **Chapter 4 Description of the Project**.
- 12A.2.7 **Table 12A.2** presents a summary of activities included within each of the two elements for the purposes of the assessment within **Chapter 12 Traffic and Transport**.

Table 12A.2: Construction activities summary

Preparation	Assembly
<ul style="list-style-type: none"> • mobilisation; • access construction and vegetation clearance; • temporary accommodation and welfare; • haul road construction; • foundation enabling works; and • foundation works. 	<ul style="list-style-type: none"> • set up of equipotential zone (EPZ) and drum location and haul road; • pylon assembly; • pylon erection; • stringing and clipping; and • removal of EPZ and drum location and haul road.

12A.2.8 For site preparation activities, construction traffic generation assumptions were made by the Main Works Contractor of the total movements per section. For each of the six sections, the total LDV and total HDV movements per week when the activity occurs within the indicative construction programme were averaged according to the number of access points within the section. **Table 12A.3** summarises the preparation activities per week totals for each section and activity.

Table 12A.3: Indicative construction vehicle movements per section summary: preparation activities

Section	Activity	Total Movements Per Week		Number of Access Points in Section	Average Movements Per Access Point Per Week Activity Occurs	
		HDV	LDV		HDV	LDV
Section 1	Mobilisation	700	1,120	8	88	140
	Access construction	700	1,120		88	140
	Temporary accommodation and welfare	700	1,120		88	140
	Haul road construction	700	1,120		88	140
	Foundation enabling works	700	1,120		88	140
	Foundation works	700	1,120		88	140
Section 2	Mobilisation	700	1,120	7	100	160
	Access construction	700	1,120		100	160
	Temporary accommodation and welfare	700	1,120		100	160
	Haul road construction	700	1,120		100	160
	Foundation enabling works	700	1,120		100	160
	Foundation works	700	1,120		100	160

Section	Activity	Total Movements Per Week		Number of Access Points in Section	Average Movements Per Access Point Per Week Activity Occurs	
		HDV	LDV		HDV	LDV
Section 3	Mobilisation	700	1,120	8	88	140
	Access construction	700	1,120		88	140
	Temporary accommodation and welfare	700	1,120		88	140
	Haul road construction	700	1,120		88	140
	Foundation enabling works	700	1,120		88	140
	Foundation works	700	1,120		88	140
Section 4	Mobilisation	700	1,120	5	140	224
	Access construction	700	1,120		140	224
	Temporary accommodation and welfare	700	1,120		140	224
	Haul road construction	700	1,120		140	224
	Foundation enabling works	700	1,120		140	224
	Foundation works	700	1,120		140	224
Section 5	Mobilisation	700	1,120	7	100	160
	Access construction	700	1,120		100	160
	Temporary accommodation and welfare	700	1,120		100	160

Section	Activity	Total Movements Per Week		Number of Access Points in Section	Average Movements Per Access Point Per Week Activity Occurs	
		HDV	LDV		HDV	LDV
	Haul road construction	700	1,120		100	160
	Foundation enabling works	700	1,120		100	160
	Foundation works	700	1,120		100	160
Section 6	Mobilisation	700	1,120	6	117	187
	Access construction	700	1,120		117	187
	Temporary accommodation and welfare	700	1,120		117	187
	Haul road construction	700	1,120		117	187
	Foundation enabling works	700	1,120		117	187
	Foundation works	700	1,120		117	187

Note: Construction traffic movements are indicative and will be subject to change as the DCO application work progresses and the ES is developed.

12A.2.9 For assembly activities, construction traffic generation assumptions were made by the Main Works Contractor as to the average total movements per pylon. Vehicle movement calculations were based on the duration in days of the activity, the number of vehicles per day and number of movements per day per vehicle. **Table 12A.4** summarises the assumptions per activity for an average pylon. The total movements were distributed across the indicative construction programme resulting in total movements per access per week of the indicative construction programme for these activities.

Table 12A.4: Indicative construction vehicle movements per pylon summary: assembly activities

Activity	Vehicle Type	Duration (Days)	Vehicles Per Day	Movements Per Day Per Vehicle	Total Movements
Set up of EPZ and drum location and 100 m x 6 m haul road	<i>HDVs</i>				
	Low Loader	2	1	2	4
	Flatbed Artic	3	1	2	6
	'Hiab'	4	2	4	32
	Tractor	-	-	-	-
	Tipper	5	1	4	20
	<i>LDVs</i>				
	Transit	5	3	4	60
	Pickup Truck	3	5	4	60
	Private Vehicle	5	2	4	40
Pylon assembly	<i>HDVs</i>				
	Low Loader	2	1	2	4
	Flatbed Artic	3	1	2	6
	'Hiab'	2	2	2	8
	Tractor	-	-	-	-
	Tipper	12	1	4	48
	<i>LDVs</i>				
	Transit	12	7	4	336
	Pickup Truck	6	5	4	120
	Private Vehicle	12	4	4	192
Pylon erection	<i>HDVs</i>				
	Low Loader	2	1	2	4
	Flatbed Artic	4	1	2	8
	'Hiab'	2	4	2	16
	Tractor	-	-	-	-
	Tipper	6	1	4	24
	<i>LDVs</i>				

Activity	Vehicle Type	Duration (Days)	Vehicles Per Day	Movements Per Day Per Vehicle	Total Movements	
	Transit	6	7	4	168	
	Pickup Truck	3	5	4	60	
	Private Vehicle	6	4	4	96	
Stringing and clipping	<i>HDVs</i>					
	Low Loader	2	1	2	4	
	Flatbed Artic	2	1	2	4	
	'Hiab'	3	2	2	12	
	Tractor	8	1	2	16	
	Tipper	14	1	4	56	
	<i>LDVs</i>					
	Transit	14	5	4	280	
	Pickup Truck	7	5	4	140	
	Private Vehicle	14	2	4	112	
	Removal of EPZ and drum location and 100 m x 6 m haul road	<i>HDVs</i>				
		Low Loader	2	1	2	4
		Flatbed Artic	3	1	2	6
'Hiab'		4	2	4	32	
Tractor		-	-	-	-	
Tipper		5	1	4	20	
<i>LDVs</i>						
Transit		5	3	4	5	
Pickup Truck		2	3	4	2	
Private Vehicle		5	2	4	5	

12A.2.10 **Annex 12A.1** shows the expected resulting construction traffic vehicle movements (preparation and assembly) per week of the indicative construction programme used for the assessment within **Chapter 12 Traffic and Transport**.

Construction activities relating to the new Chesterfield Substation

- 12A.2.11 Indicative estimates of the number of HGV and LDV movements relating to the construction of the new Chesterfield Substation across the indicative construction programme have been provided by Jacobs. For the preliminary assessment for the PEIR, it is assumed that all construction traffic relating to the new Chesterfield Substation will access the Project via access point AP-01. The high-level indicative construction traffic estimations will be developed and refined for the DCO application submission and ES assessment.
- 12A.2.12 As set out in **Chapter 4 Description of the Project**, the new Chesterfield Substation pre-commencement construction works would be expected to start in 2026 and demobilisation works to be complete by the end of 2031. Thus, there is overlap with the indicative construction programme for the proposed 400 kV overhead line in 2029, 2030 and 2031.
- 12A.2.13 Within the period of overlap between the proposed 400 kV overhead line construction activities and the new Chesterfield Substation construction activities, the average peak movements associated with the new Chesterfield Substation are estimated to be as follows:
- HDV peak: five per day (25 per week assuming a five-day week); and
 - LDV peak: 169 per day (843 per week assuming a five-day week).
- 12A.2.14 Over the entire indicative construction programme for the new Chesterfield Substation, the peak total movements occur within 2027, which is prior to the commencement of the proposed 400 kV overhead line construction programme. The average peak traffic movements are estimated to be as follows:
- HDV peak: 58 per day (286 per week assuming a five-day week); and
 - LDV peak: 188 per day (942 per week assuming a five-day week).

Additional construction activities

- 12A.2.15 It should be noted that there would be additional Project construction activities to the main ones identified above. These additional activities are likely to be small in number, compared to the peak construction traffic levels experienced, and details of them are not known at this stage in the design process. These additional works include works by National Grid Electricity Distribution Plc, as detailed within **Chapter 4 Description of the Project**. The inclusion of the additional construction activities and associated traffic distribution will be revisited in preparing the ES.

12A.3 Construction Traffic Distribution

General Assumption and Methodology

- 12A.3.1 This section sets out the distribution applied to the Project construction traffic for HDVs and for LDVs.
- 12A.3.2 As set out in detail within **Chapter 12 Traffic and Transport**, for the PEIR the traffic and transport Study Area excludes the Strategic Road Network (SRN), as there is not enough information regarding the origin/destinations of construction vehicles available to make a meaningful assessment of construction vehicle movements on

the SRN. The assessment of the impact on the SRN will be subject to consultation with National Highways and included within the ES as appropriate.

- 12A.3.3 The distribution on the Local Road Network (LRN) within the traffic and transport Study Area is detailed in the following sections.
- 12A.3.4 It should be noted that the distributions set out consider only movements between the Project construction access points and the SRN or other locations providing access/egress from the traffic and transport Study Area. The distribution does not account for any additional Project construction activities that may occur along the LRN itself, such as road widening works. Further details of these activities will be provided within an Outline CTMP to be produced for the DCO application. As previously noted, these additional activities are likely to be small in number compared to the peak construction traffic levels experienced, and details of them are not known at this stage in the design process. The inclusion of the additional construction activities and associated traffic distribution will be revisited at ES stage.

Heavy Vehicles

General assumptions

- 12A.3.5 For the PEIR, HDV construction traffic has been assumed to consist of HDVs travelling between the SRN and the construction access points. This forms a worst-case assessment in terms of the traffic and transport Study Area as some HDV movements may be formed of HDV movements between construction access points, for example.
- 12A.3.6 The HDV traffic distribution assumptions will be revised as part of the ES if required based on developing information.

Distribution methodology

- 12A.3.7 Each Project construction access is accessed by HDV traffic using the Primary and Secondary Access Routes (PARs and SARs) shown on **Figure 12.1**. Details of the PARs and SARs used to access each construction access are provided within **Appendix 12C Baseline Transport Context Information**. An Outline CTMP will be produced for the DCO application which will set out further details of the access routeing strategy for the Project construction traffic.
- 12A.3.8 For some construction access points only PARs are used; however, some access points have route options via either a PAR or a SAR. Where this is the situation, for a worst-case assessment it is assumed that both the PAR and the SAR route have 100 per cent of the construction traffic routeing along it to access/egress the construction access point. Where the PARs or SARs have one-way sections of road, this has been taken into account in the distribution of the HDV traffic.
- 12A.3.9 Construction HDV traffic distribution follows designated PAR and SAR routes to each access point. Traffic and Transport Assessment Locations (TTALs) have been identified for these PAR and SAR routes. A full list of PAR and SARs, and the TTALs associated with them, is provided within **Appendix 12C Baseline Transport Context Information**.

Light Vehicles

General assumptions

- 12A.3.10 For the PEIR, LDV construction traffic has been assumed to consist of construction staff LDVs travelling from an origin location outside of the traffic and transport Study Area to and from the construction access points. This forms a worst-case assessment in terms of impact on the traffic and transport Study Area as in reality a proportion of LDV movements:
- would be to construction compound locations and then workers would travel to work locations via a shared vehicle such as a minibus;
 - would route from access point to access point (rather than a full additional trip from LDV distribution points to the access point, thus impacting on a smaller section of the LRN) – reflecting workers moving between access points as part of the working day; and
 - would be deliveries to the Site, as opposed to worker movements (these deliveries may be collated at construction compounds, for example, before being transported onward together to working locations).
- 12A.3.11 The LDV traffic distribution assumptions will be revisited as part of the ES and refined where possible and appropriate. The worst-case assumptions allow for a robust assessment of traffic and transport impacts on the road network.

Distribution methodology

- 12A.3.12 The 2011 Census WU02EW – Location of usual residence and place of work by age dataset (Ref 12A.1) was used to develop the LDV construction traffic distribution. This dataset details the usual residence area of workers in employment and their place of work. To develop the LDV distribution the origin of workers was analysed for the following areas within the census data: Amber Valley, Bolsover, Chesterfield, Derby, Erewash, North-East Derbyshire and South Derbyshire (collectively referred to as the ‘seven census working areas’ henceforth).
- 12A.3.13 The 2021 Census has not been used due to the impacts of the COVID-19 pandemic on travel behaviour reporting.
- 12A.3.14 Google Maps journey planner was used to identify the likely route of traffic between each usual residence area and each of the seven census working areas on a typical Wednesday (neutral weekday) to arrive within the standard AM peak hour (8am to 9am). Following this assessment, common locations routing outside of the traffic and transport Study Area, as well as internal locations within the traffic and transport Study Area, were identified. Collectively, these locations are referred to as LDV distribution points. The LDV distribution points are shown on **Figure 12.6**. **Figure 12.6** also shows the points within each of the seven census working areas used for this routing exercise, selected based on the Project spatial extent and area characteristics.
- 12A.3.15 **Table 12A.5** sets out the resulting proportion of trips, from the 2011 Census WU02EW, routing to/from each of the LDV distribution points for each working area.

Table 12A.5: Proportion of trips to/from each LDV distribution point to/from each working area

LDV Distribution Point	Working Area [Proportion of Trips]						
	Amber Valley	Bolsover	Chesterfield	Derby	Erewash	North-East Derbyshire	South Derbyshire
M1 south	1.9%	2.3%	1.4%	2.0%	5.2%	0.8%	2.3%
A38 south	0.8%	0.2%	0.1%	3.3%	0.3%	0.3%	6.8%
A619 west	0.0%	0.3%	1.0%	0.0%	0.0%	0.0%	0.0%
A610 south	3.2%	2.2%	0.6%	0.6%	1.9%	0.6%	0.0%
A617 east	0.3%	0.0%	2.2%	0.0%	0.1%	0.6%	0.0%
A608 east	0.1%	0.0%	0.2%	0.0%	0.7%	0.0%	0.6%
M1 north	2.1%	16.8%	4.4%	1.4%	1.0%	10.6%	0.8%
A61 north	0.1%	0.8%	11.0%	0.0%	0.0%	31.9%	0.1%
Derby Road	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
A362 west	0.0%	0.0%	6.7%	0.0%	0.0%	1.7%	0.0%
Rylah Hill	0.4%	9.7%	0.1%	0.1%	0.1%	3.4%	0.2%
A38 east	7.8%	9.1%	0.9%	1.0%	1.9%	1.1%	0.6%
A52 east	0.0%	0.0%	0.0%	2.4%	5.2%	0.0%	0.0%
A52 west	0.0%	0.0%	0.0%	0.4%	0.1%	0.0%	0.0%
A50 west	0.0%	0.0%	0.0%	2.9%	1.2%	0.0%	18.1%
Derby	9.4%	1.6%	0.7%	67.1%	13.7%	0.6%	20.0%
Chesterfield	2.2%	8.7%	56.8%	0.2%	0.3%	25.3%	0.4%

LDV Distribution Point	Working Area [Proportion of Trips]						
	Amber Valley	Bolsover	Chesterfield	Derby	Erewash	North-East Derbyshire	South Derbyshire
Amber Valley	31.6%	3.0%	0.6%	4.7%	4.3%	0.8%	1.2%
B5023 west	0.0%	0.0%	0.0%	0.5%	0.3%	0.0%	0.1%
Kedleston Road west	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.2%
Bolsover	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Alfreton and surrounds	17.0%	14.2%	1.6%	1.2%	1.2%	2.8%	0.5%
A362 east	0.0%	0.0%	5.4%	0.0%	0.0%	0.0%	0.0%
Ilkeston	12.3%	1.9%	0.5%	4.3%	39.5%	0.4%	1.6%
Long Eaton	0.9%	0.2%	0.1%	1.9%	21.9%	0.1%	1.1%
A516 west	0.9%	0.2%	0.0%	1.5%	0.0%	0.1%	0.0%
A514 south	0.1%	0.0%	0.0%	1.5%	0.5%	0.0%	42.7%
Clay Cross and surrounds	2.7%	2.7%	4.8%	0.3%	0.2%	14.6%	0.2%
A615 west	2.9%	0.0%	0.0%	1.7%	0.4%	0.0%	1.2%
B6052 north	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%
A453 east	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%
Mansfield Road east	0.0%	24.3%	0.0%	0.0%	0.0%	1.4%	0.0%
B6014 west	0.0%	1.7%	0.0%	0.0%	0.0%	1.9%	0.0%
Unnamed road near Ambergate west	2.5%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%
Mill Lane west	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%

LDV Distribution Point	Working Area [Proportion of Trips]						
	Amber Valley	Bolsover	Chesterfield	Derby	Erewash	North-East Derbyshire	South Derbyshire
Matlock Road west	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
A517 west	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
A609 east	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

12A.3.16 For each construction access point, the corresponding working area was determined, as well as the most probable route to and from each of the LDV distribution points (using Google Maps journey planner). The TTALs along each of these routes were identified, establishing the LDV distribution associated with each construction access point.

12A.4 Project Construction Traffic: Peak Daily Movements

12A.4.1 The HDV and LDV trip distributions were applied to the HDV and LDV traffic generations respectively to calculate the number of HDV and LDV movements at each TTAL on each week of the indicative proposed 400 kV overhead line construction programme.

12A.4.2 The indicative proposed 400 kV overhead line construction programme shows construction traffic movements commence during the week beginning 1 January 2029 (week 1) and end in December 2031 (week 153). The indicative construction programme will be updated and refined for the ES as more information becomes available. As set out within **Chapter 4 Description of the Project**, the proposed core construction working hours are Monday to Friday 7am to 7pm and weekends and bank holidays 8am to 5pm with start-up and close down activities pre-post these hours for up to one hour and some exceptions allowing work outside of the proposed core working hours. For a worst-case scenario for assessment of the construction traffic volume per day, it has been assumed that the weekly traffic is spread over only five days per week (i.e. only five days per week are working days); this results in a higher average number of daily movements than assuming a seven-day working week. As previously identified, there are construction traffic movements relating to the new Chesterfield Substation prior to the commencement of the proposed 400 kV overhead line construction programme. When the Project is considered as a whole (overhead line and the new Chesterfield Substation), the peak Project construction traffic at all TTALs would occur within the timespan of the proposed 400 kV overhead line construction programme.

12A.4.3 **Annex 12A.1** presents the weekly average daily construction traffic for each TTAL across the indicative proposed 400 kV overhead line construction programme. The construction traffic numbers presented in **Annex 12A.1** include both the overhead line and the new Chesterfield Substation. The location of the TTALs is shown on **Figure 12.1**. The week with the highest total construction traffic movements (per day) has been identified as the peak construction traffic week at each of the TTALs. **Table 12A.6** summarises in which week of the indicative construction programme the week with the peak total construction traffic daily flow occurs. It should be noted that for some TTALs the peak construction traffic occurs on multiple weeks; **Table 12A.6** reports only the first instance of the peak.

Table 12A.6: Peak construction traffic week at each TTAL summary

Indicative Proposed 400 kV Overhead Line Construction Programme Week	TTALs With Peak Construction Traffic
Week 16 (2029)	1-2; 1-7 and 1-8.
Week 18 (2029)	1-4 and 1-5.
Week 19 (2029)	1-1; 1-3; 1-6; 3-7; 3-8; 4-1; 4-2; 4-3; 4-4; 4-5 and 4-6.
Week 36 (2029)	2-1 and 2-7.
Week 37 (2029)	5-3; 5-4 and 5-5.
Week 40 (2029)	1-9; 2-2; 2-3; 2-4 and 2-6.
Week 43 (2029)	5-1 and 5-2.
Week 59 (2030)	2-5; 3-1; 3-2; 3-3 and 3-4.
Week 60 (2030)	3-5 and 3-6.
Week 62 (2030)	6-1; 6-2; 6-3; 6-4 and 6-5.

12A.4.4 As shown in **Table 12A.6**, the peaks for all TTALs occur within 2029 or 2030. Each of the TTALs has been assessed for its peak construction traffic value, as set out within **Chapter 12 Traffic and Transport**. The future baseline traffic flows for each receptor for its respective assessment year are provided within **Appendix 12C Baseline Transport Context Information**. **Figure 12.7** shows the peak daily construction traffic at each TTAL.

12A.5 Summary

12A.5.1 This appendix has detailed the key assumptions regarding the Project construction traffic generation and distribution for the PEIR assessment. This document also identifies the year in which the average daily peak construction traffic occurs at each TTAL (all of which are within 2029 or 2030).

12A.5.2 The assumptions set out within this appendix, and used for the assessment within **Chapter 12 Traffic and Transport**, are high level assumptions that will be refined and expanded as required for the ES.

References

Ref 12A.1 Nomis (2014). Census 2011 Location of usual residence and place of work by age (MSOA level). [online] Available at: <https://www.nomisweb.co.uk/census/2011/wu02ew> [Accessed 31 July 2025].

National Grid plc
National Grid House,
Warwick Technology Park,
Gallows Hill, Warwick.
CV34 6DA United Kingdom

Registered in England and Wales
No. 4031152
nationalgrid.com