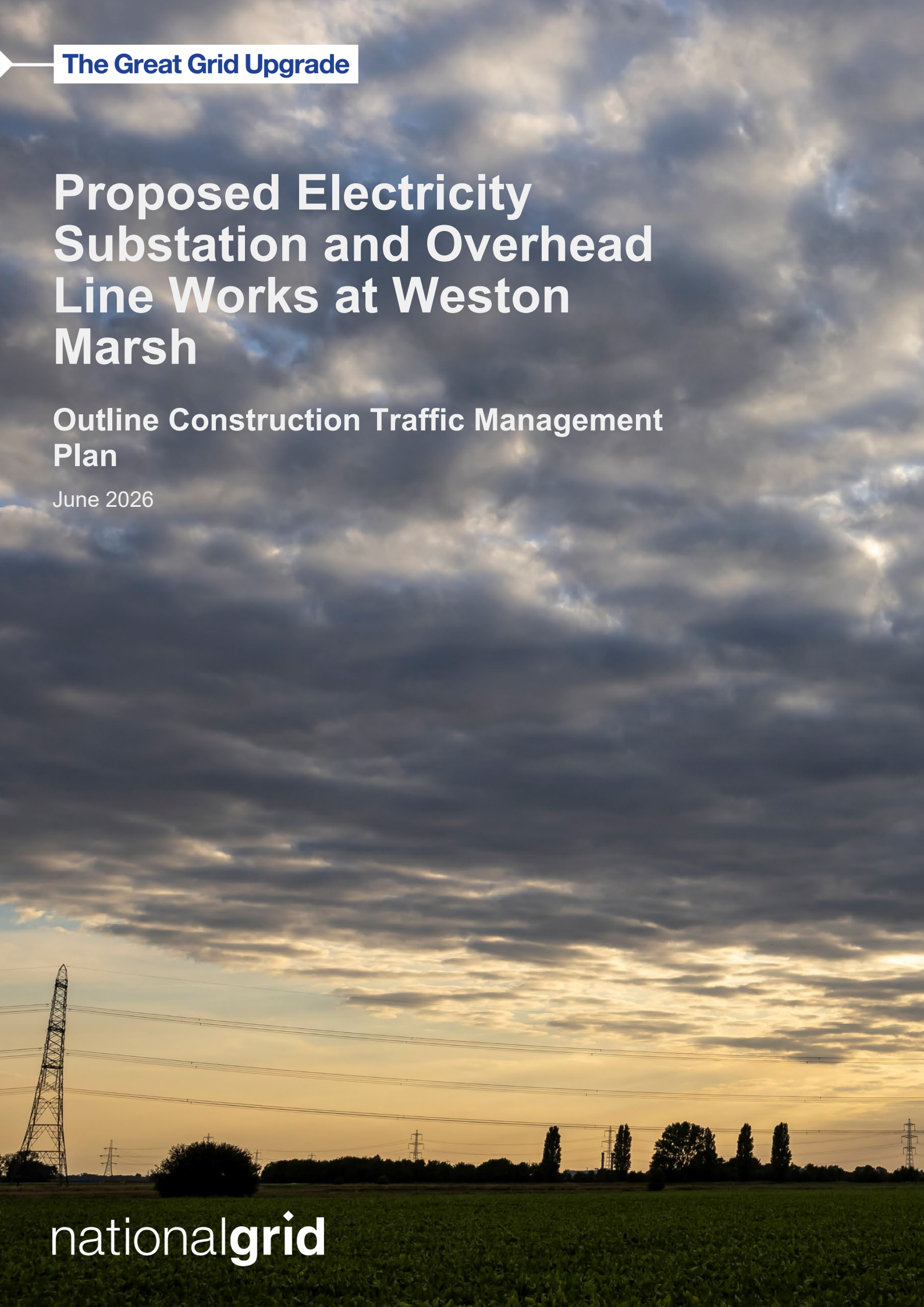
The Great Grid Upgrade

Proposed Electricity Substation and Overhead Line Works at Weston Marsh

Outline Construction Traffic Management Plan

June 2026



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Contents

1. Introduction

1.1 Summary

1.1.1 This Outline Construction Traffic Management Plan (OCTMP) has been prepared on behalf of National Grid Electricity Transmission plc (National Grid).

1.1.2 National Grid are proposing to undertake works to construct a new electricity substation, new sections of overhead line and modification of existing overhead lines ('the Scheme') within the vicinity of the Spalding Tee-Point, within the administrative boundary of South Holland District Council in Lincolnshire.

1.1.3 This OCTMP will provide the basis for the Construction Traffic Management Plan (CTMP) adopted by the appointed Main Works Contractor(s), which will set out a comprehensive and overarching management procedure which they will follow. The OCTMP details National Grid's proposals for minimising disruption to existing users on the public highway network and properties adjacent to it, for construction impacts.

1.2 Summary of the Scheme

1.2.1 In totality, the Scheme consists of four components, each planned to be progressed via separate consenting routes. These are summarised in **Table 1.1**.

Table 1.1 Components of the Scheme

Works Required	Consenting Regime
Construction of the new Air Insulated Substation (AIS) – 400 kV Weston Marsh Substation A, associated landscaping and environmental mitigation works, drainage, highways and other associated works	Town and Country Planning Act 1990 (TCPA) Component referred to as '**Substation Works'**
Construction of a new section of overhead line to connect the new substation into the existing 4ZM overhead line Removal of a portion of the existing 4ZM overhead line Other associated works	Section 37 of the Electricity Act 1989 and deemed consent pursuant to section 90(2) of the Town and Country Planning Act 1990 Component referred to as '**S37 4ZM Overhead Line Works**'
Construction of new sections of overhead line to connect the existing 2WS overhead line into the new substation. Removal of a portion of the existing 2WS overhead line Other associated works	Section 37 of the Electricity Act 1989 and deemed consent pursuant to section 90(2) of the Town and Country Planning Act 1990 Component referred to as '**S37 2WS Overhead Line Works**'
Reconductoring works required on the existing 4ZM overhead line Two spans of temporary overhead lines	General Permitted Development Order 2015 / The Overhead Lines (Exemption) (England and Wales) Regulations 2009

Works Required	Consenting Regime
	Component referred to as '**Exempt Overhead Line Works'**

1.2.2 Other requirements (included within the Substation Works Site Boundary) include additional land to facilitate the construction of the Scheme including, but not limited to:

- Temporary land for construction activities i.e. temporary construction compounds to provide working areas for construction equipment and machinery, site offices, welfare, storage and access.
- Temporary access roads and highway works.
- Land required for landscaping and ecological mitigation as a result of the environmental assessment process.
- The inclusion of associated crossing protections required for highways and watercourses.
- Local infrastructure utility diversions and drainage works to enable the Scheme.
- Other associated works.

1.2.3 The Substation Works will require consent from South Holland District Council under the Town and Country Planning Act 1990.

1.2.4 The new overhead line component of works forming part of the S37 4ZM Overhead Line Works and the S37 2WS Overhead Line Works (collectively referred to as 'the S37 Overhead Line Works') will require consent from the Secretary of State for Energy Security and Net Zero under Section 37 of the Electricity Act 1989.

1.2.5 The Exempt Overhead Line Works are required to facilitate the operation of the Scheme. These constitute permitted development under Part 15 Class D of the General Permitted Development Order 2015 and The Overhead Lines (Exemption) (England and Wales) Regulations 2009.

1.2.6 The Scheme Site Boundary, which consists of the land required to construct and operate the Scheme in it's entirety, is illustrated on **Figure 1**.

1.2.7 The Scheme is a standalone development to enable connection of the Outer Dowsing Offshore Wind Farm to the national electricity transmission system. It will need to fully function as part of the transmission system independently of the outcome of the Grimsby to Walpole Development Consent Order (DCO) application. Consent for expanded Weston Marsh Substation A infrastructure, and the connection of the new 400kV overhead line to facilitate connection for other energy projects will be sought via the Grimsby to Walpole DCO.

1.3 Geographical and Regional Information

1.3.1 The Scheme is predominantly located to the south of the River Welland, north of Weston and north east of Spalding.

1.3.2 The surrounding local road network comprises mostly of rural roads connecting the smaller sized settlements and villages. The major road network is also present within

the surrounding area, connecting the larger settlements of the area surrounding the Scheme including the A16 (providing access to Boston and Spalding), A17 (providing access to Kings Lynn and Sleaford) and the A151 (connecting the A16 and A17 south of Weston Marsh). More information regarding the local transport provision including Road, Public Rights of Way (PROW), cycle and waterway networks surrounding the Scheme can be found in **Section 5** of this report.

1.3.3 The location of the Scheme is shown in **Figure 1.**

1.4 Purpose of the Outline Construction Traffic Management Plan

1.4.1 This OCTMP has been prepared in support of the Scheme and sets out the strategy and measures which will be finalised and adopted by National Grid and the Main Works Contractor(s), subject to engagement with the Local Highways Authorities and National Highways, in order to:

1) Facilitate the site access points (bellmouths) and routes for the delivery of construction materials, equipment and movement of construction workers, along the Primary Access Routes (PAR).
2) Provide temporary access routes within the site working areas.
3) Manage the impacts arising from any temporary road closures that may be required for various stages of the Scheme, including the provision of diversion routes where appropriate.
4) Maintain communication with the local authorities and residents throughout construction activities.
5) Monitor the conditions of the highway's surfaces.

1.4.2 CTMPs are prepared to demonstrate that a proposed development is planning and managing construction traffic / logistics effectively. A CTMP aims to manage the impact of construction traffic (particularly during peak periods), reducing congestion and emissions arising from the proposed development whilst ensuring improved vehicle safety for both site staff and surrounding populations and properties. The appointed Main Works Contractor(s) will be responsible for implementing the measures outlined in the CTMP.

1.4.3 This draft CTMP sets out measures to support the achievement of the following objectives:

1) To demonstrate that construction materials can be delivered, and waste removed in a safe, efficient and environmentally friendly way;
2) To seek opportunities to reduce the number of deliveries, re-time or even consolidate, particularly during peak periods;
3) To help cut congestion and ease pressure on the environment by keeping construction traffic to a minimum during peak network periods;
4) To encourage construction workers to travel to the site by sustainable or active travel modes;
5) To improve vehicle and road user safety, by ensuring that effects and disruption on local communities is minimised;

6) To encourage the use of greener vehicles;

7) To improve the reliability of deliveries to the site; and

8) To reduce fuel costs and carbon emissions for freight operators.

1.5 Process of the CTMP

1.5.1 As the Scheme develops, the CTMP will be reviewed and updated where required as changes to the programme take place.

1.5.2 The stages which the CTMP will be updated include:

1) OCTMP: This initial structure and detail has been prepared for submission.

2) CTMP: Following from the Scheme approval, the OCTMP will be further developed alongside the Main Works Contractor(s). The final CTMP will then be adopted and secured (replacing the OCTMP) for use by the Main Works Contractor(s). It is anticipated this would be pursuant to a planning condition.

1.6 Structure of the CTMP

1.6.1 The structure of the CTMP is set out below:

Chapter	Content
Scheme Overview	This references the construction schedule, working hours and the consents, licences and permits anticipated to be used for some aspects covered within the CTMP.
Project Team, Roles and Responsibility	This sets out the roles and responsibilities relevant to the OCTMP and the training and awareness that will be completed.
Vehicle Movements	This section provides an analysis and breakdown of the expected construction traffic flows that will be approaching each construction bellmouth along with the expected traffic conditions along each PAR.
Local Transport Network and Routing	This describes the road and PROW network potentially affected by the Scheme during construction. It describes the measures to reduce effects from works to the surrounding transport network, such as the installation of site access points (bellmouths) or how the transmission line will cross the road network. It also describes measures to reduce the potential effects on the road network from the additional vehicles generated during construction.
Staff Travel	This section identifies the expected staff movements, how they will likely operate as well as potential mitigation measures for reducing impacts from staff commuting on the surrounding network.

Chapter	Content
Implementation	This section sets out the site checks that are anticipated to be undertaken to monitor compliance of the CTMP during construction. It also outlines the change process.

2. Scheme Overview

2.1 Scheme Commitments

2.1.1 The Scheme design is the result of a process of iterative design development. Environmental considerations have had a key influence on the Scheme, with knowledge gained through the Weston Marsh consultation, input from the Scheme team (including the results of site surveys) and discussions with interested parties (such as landowners, relevant planning authorities and regulators).

2.1.2 The embedded, standard and additional mitigation measures and that are proposed by National Grid that are relevant to the road network and PRoW network are included within the Outline CEMP.

2.2 Construction schedule

2.2.1 Subject to gaining the relevant consents in 2027, it is anticipated that construction of the Scheme would commence in 2028 and be completed in 2031. The construction phase would start with enabling works including site clearance activities, the installation of construction compounds and access roads, followed by the main construction works (construction of the Substation Works and overhead line works). Reinstatement would be required following the construction period.

2.2.2 The construction schedule takes account of seasonal constraints such as protected species breeding or hibernation seasons; reducing impacts associated with working within flood zones and network outage availability.

2.2.3 The nature of the Scheme is such that construction activities at the substation would occur for much of the three year period albeit with traffic movement peaks anticipated during construction of the supporting haul road and substation platform. Activities involved in overhead line construction are transient in nature and would move along the length of the overhead line over time. Therefore, although overhead line construction may not be taking place at all times surrounding the substation, there is likely to be continuous construction practices across the construction period directly within the Scheme Site Boundary.

2.3 Key Considerations

2.3.1 A review of the local road network between the Strategic Road Network (SRN) and the construction accesses has been undertaken to identify issues and constraints. This has been used to inform the routing strategy and construction traffic management measures. The potential issues and impacts are summarised in the table below.

Table 2.1 Construction Traffic Issues and Constraints

Issue	Potential Issues
Pedestrian Access	• Restrictions on pedestrian access to walkways, footpaths and roads.
Traffic	• Increased vehicle movements mainly consisting of HGVs causing traffic congestion and capacity issues at junctions. • Narrow rural roads • Transfer of mud and material from vehicles onto the public highway. • Exhaust emissions. • Possible damage to existing carriageway / footways in the vicinity of the site. • Road closures and diversions
Air Quality	• Exhaust emissions from lorries and plant delivering and removing materials
Noise	• Slightly increased road noise levels from vehicles. • Slightly increased noise levels from plant and piling activities.
Vibration	• Slightly increased vibration levels from vehicles and piling
Cumulative Impacts	• In combination effect with other developments under construction. Overlap of programme can result in significant traffic impact on the local highway network.
Public Relations	• Successful management of the Scheme will require maintaining a collaborative approach with both the general public and local authorities.

2.4 Working Hours

2.4.1 The proposed core construction working hours are:

- Monday to Friday 07:00 – 19:00; and
- Saturdays, Sundays, Bank Holidays and other Public Holidays 08:00 – 17:00.

2.4.2 The core construction working hours would exclude start up and close down activities which would take up to one hour before or after the core construction working hours.

2.4.3 Some construction activities may take place outside of the proposed core working hours referred to above, to minimise disruption to the public. Examples of these works, may include, but are not limited to the following:

- the jointing of underground cables for third party services, with the exception of cable cutting which would only take place during the core working hours;
- the installation and removal of conductors, pilot wires and associated protection across highways, existing overhead lines or watercourses.

3. Scheme Team Roles and Responsibilities

3.1 Scheme Responsibilities

3.1.1 Once the Main Works Contractor(s) are appointed to construct the Scheme, they will provide National Grid with:

1) Contact details for the Contractor and Engineer managing the construction;
2) List of contact details in the event of an emergency on site;
3) More precise dates of construction activity;
4) Any identified requirement for on-street construction activity on public roads;
5) Details of any identified requirement for work to the public footways and/or streets;
6) Work hours, any work outside normal hours will be agreed in advance;
7) Details of any identified requirement for truck unloading/staging;
8) Construction site signage;

3.1.2 In addition to the Main Works Contractor(s) as a whole, the following roles will also be required for the Scheme:

Table 3.1 CTMP Roles and Responsibilities

Role	Organisation	Responsibilities
Environmental Adviser(s)	Main Work Contractor(s)	The Environmental Adviser(s) will be responsible for the maintenance of all environmental plans and registers, including monitoring that the environmental measures and mitigation are implemented on site and as recorded within the CTMP. It is assumed that they will be the main point of contact for all environmental matters on the Project. They will also develop good working relationships with external stakeholders such as the Environment Agency (EA), Natural England, and the relevant planning authorities. They will also draft and submit applications for necessary permits and secondary consents on behalf of the Project, track the progress, provide updates, and communicate approvals.

Role	Organisation	Responsibilities
Environmental Clerk of Works (EnvCoWs)	Main Works Contractor(s)	The EnvCoW will monitor that the works proceed in accordance with relevant environmental planning conditions and adhere to the required mitigation measures. The EnvCoW will be supported as necessary by appropriate technical specialist advisors depending on the location and potential effects.
Ecological Clerk of Works (ECoWs)	Main Work Contractor(s)	The ECoWs will monitor the works to ensure compliance with any licenses, permits and consents obtained to avoid effects on protected species and habitats, along with ensuring compliance with environmental legislation. The ECoWs will oversee ecological pre-construction surveys and will also manage ecological operatives engaged in ecological mitigation activities, such as undertaking ecological watching briefs and translocation of protected species.
Project Manager		The Project Manager will be responsible and accountable for the delivery of the Project.
Arboricultural Clerk of Works (ACoWs)	Main Works Contractor(s)	The ACoWs will monitor works conducted by a suitably qualified and experienced ACoWs to/within proximity to high grade trees, including trees under Tree Preservation Orders and veteran trees, to ensure relevant control measures are in place to protect these trees.
Works Supervisors	Main Works Contractor(s)	The Works Supervisor will be responsible for delivering the site works in accordance with the requirements of the CTMP/ CoCP and implementing good environmental practices required by the Environmental Manager(s). They are responsible for managing operatives, plant and their areas of work in accordance with the principles of good environmental practice.
Agricultural Liaison Officer	Main Works Contractor(s)	The Agricultural Liaison Officer will have an agricultural background and experience of working with utility companies. They will provide a single point of contact for both the Main Works Contractor(s) and the landowner/occupier of the land. They will be responsible for coordinating site access in line with pre-agreed timescales, help facilitate the dialogue between the Main Works Contractor(s) and the landowner/occupier as

Role	Organisation	Responsibilities
		necessary and will be the first point of contact for any issues escalated by the landowner/occupier or the Main Works Contractor(s). They will be responsible for witnessing and agreeing all land condition surveys conducted by the Main Works Contractor(s).

3.2 Information Training and Awareness

3.2.1 As part of the main mitigation measures for reducing the impact of construction traffic, all staff involved with the construction process will be provided the relevant training courses and awareness / guidance to ensure safety. This is highlighted in mitigation measure GG04 of the Outline CEMP. Additional details of the proposed information and training available to staff and operatives on the Scheme will be included within the final CTMP submitted for TCPA / Section 37.The final CTMP will be secured via planning condition attached to the TCPA planning consent.

3.3 Community Engagement and Public Information

3.3.1 Information and detail on the level of community engagement and public information will be included in the final CTMP.

3.3.2 The community engagement and public information is likely to include the following:

1) Newsletters tailored to the specific area and reflecting the works to be carried out and the duration of the works.
2) The name and contact details for the Scheme displayed at the entrance to the main temporary construction compound.
3) A free telephone Scheme helpline and Scheme website.
4) Processing of feedback.

4. Vehicle Movements

4.1.1 During construction, the Scheme will generate construction traffic which will vary over time according to the level of activities on the site.

4.1.2 The anticipated trip generation would result in temporary increases in vehicle movements on the highway in the vicinity of the site. These increases are not continuous throughout the construction period and as such consideration has been given to the worse case i.e. the peak of construction traffic activity.

4.1.3 As a minimum, trips to the site are expected to be associated with waste removals / vegetation removals, site preparation and material deliveries including aggregates, steel and fabrications, mechanical and electrics, and finishing products and people.

4.1.4 Site traffic surveys have been undertaken using both automatic traffic counts (ATC) link counts and junction turning counts on the A151 and also along Stone Gate / Marsh Road.

4.2 Vehicle types and usage

4.2.1 The following assumptions underpin the vehicle movements based on experience with similar Schemes.

4.2.2 The details of vehicle types and access and route category is set out in **Table 4.1** below.

Table 4.1 Vehicle types and Subsequent Route Types for access to the site

Vehicle Types	Use	Access Type		Route Type for Access to Site		
		Bellmouth	Crossover	Primary	Worker	Haul Road
Tipper Truck (20T)	Transportation of heavier plant and equipment to and from the site	✓	✓	✓		✓
Low Loader	Delivery of plant, scaffolding and sheeting to site	✓	✓	✓		✓
Grab Wagon	Transportation and collection of materials	✓	✓	✓		✓
Concrete Mixer	Delivery of ready-mix concrete	✓	✓	✓		✓
Crane	Moving Static components	✓	✓	✓		✓

Vehicle Types	Use	Access Type		Route Type for Access to Site		
		Bellmouth	Crossover	Primary	Worker	Haul Road
Road Sweeper	Clean and maintain construction access and public highways	✓	✓	✓	✓	
Fuel Tanker	Refilling temporary construction compound fuel stores, vehicles and plant	✓	✓	✓		✓
Van	Welfare facilities & Maintenance activities	✓	✓	✓	✓	✓
Pickup Truck	Transport of Workers and equipment	✓	✓	✓	✓	✓
Welfare Bus	Transportation of Operatives	✓	✓	✓	✓	✓
Emergency Vehicles	Ambulance, Fire and Police	✓	✓	✓	✓	✓

4.3 Total vehicle movements

4.3.1 The traffic breakdown for the new Weston Marsh Substation A are provided within the **Transport Statement** section 3.4. The change in traffic both resulting from the increase in construction vehicles as well as within the existing network (calculated by TEMPRO) can be found in section 4.3 of the **Transport Statement**.

4.4 Total vehicle movements – access routes

4.4.1 Traffic generation estimates have also been undertaken for the proposed construction traffic routing for the bellmouths to the permanent substation access and the temporary access to the haul road. This creates an idea of which roads of the surrounding highway network are likely to receive increased congestion originating from construction traffic.

4.4.2 The assessment of vehicle movements via access routes within the highway network and the plan showing the relevant routes are located in the **Transport Statement** section 3.4.

4.4.3 The analysis outlines existing 2024 AADT data taken from DfT count sites as well as surveys undertaken in 2024 and 2025. Tempro (a software tool used for viewing the National Trip End Model) datasets were used to identify expected traffic growth primarily for 2029 as that highlights the expected highest construction traffic peak across the entire construction timeline with expected construction traffic generation also included to identify likely congestion levels during the construction phase.

5. Local Transport Network and Routing

5.1 Introduction to the Transport Network

5.1.1 The baseline conditions of the Scheme are highlighted in this section as well as routing arrangements, along with the anticipated mitigation measures that are likely to be proposed across the access locations and the existing transport network of the surrounding area.

5.1.2 The siting of the proposed access road(s) and haul roads required for the construction of the Scheme have considered environmental factors and technical requirements. Environment and safety formed part of the decision making, with the intention of alleviating the need for removing mature trees and bushes where practicable, without compromising visibility splays and sight lines. The transport strategy for the Scheme is informed by the requirement for the movement of materials (such as stone, concrete, steelwork, conductors and cables) as well as equipment and construction personnel. It is also influenced by the nature and location of existing transport infrastructure, including roads suitable for two-way Heavy Goods Vehicle (HGV) movements, ports with appropriate water depth and offloading facilities, and available rail paths and offloading facilities.

5.1.3 Locally, the deliveries and movement for the construction of the Scheme are currently planned to be undertaken by HGVs, light goods vehicles (LGVs) as well as private vehicles for site personnel. At this stage it is not anticipated that AILs will be required.

5.2 Site Visit

5.2.1 A site visit took place 1 to 3 May 2024 to look at the proposed bellmouth locations. The purpose of the site visit was to observe existing junction access routes from the SRN or classified road network to identify any key conflicts which may restrict access for large construction vehicles. These include width constraints, road surface conditions, local HGV restrictions etc. along roadways that will be used for informing safety when accessing the different junctions of the construction haul road.

5.2.2 An extract of the site visit outcomes for the Scheme (in terms of potential constraint severity) are provided in **Appendix A**. This will be available for the Main Works contractor(s) and delivery vehicle operators. The constraints have been categorised in the following categories:

1) Yellow – Low risk, to be noted for information
2) Orange – Moderate risk, to be considered on a route by route basis
3) Red – High risk, issues for HGV access that will need assessing by the Main Works Contractor(s) for potential action
4) Traffic Sign – Notable traffic signs have been identified that should be noted for potential HGV constraints / restrictions currently in place.

5.2.3 It should be noted that the site visit constraints were identified using professional judgement. Further analysis of each access and haul road was conducted during the design stage, where swept path analysis and visibility splays were checked.

5.3 Strategic Road Network / Classified Road Network

5.3.1 None of the roads in the immediate vicinity of the Scheme Site Boundary are part of the Strategic Road Network (SRN). However, several SRN routes will likely provide access from wider distance, including the A1 and A47.

5.3.2 Several roads in the local area form part of the Major Road Network (MRN), which are A-class roads forming key links around the country. The nearest main roads to the site are as follows:

1) A16 – Providing access to Grimsby and Louth to the north as well as Peterborough and the A1 to the south;
2) A17 – Providing access to Kings Lynn to the East, as well as Sleaford; and
3) A151 – Providing access between Spalding and the A17.

5.3.3 The A16 and A17 meet the A47 about 15 miles to the south of Spalding. The A47 (part of the SRN) provides a key route through northern East Anglia to the A1, providing access to Wisbech, King's Lynn and Norwich to the east, as well as Leicester to the west.

5.3.4 The SRN and the MRN are roads that have been identified as accessible road space for vehicles up to the size of maximum legal limit for HGVs. These routes have been established as both:

1) Core Routes (CR): Sections of high construction usage from the SRN and classified road network; and
2) Local Links (LK): Roads providing access connection from the CRs to the individual bellmouth access.

5.3.5 As far as practicably possible, access routes will avoid passing through local villages; however, many of the access roads to the construction areas are extremely narrow and the only route possible may require vehicles to pass through a village. Construction traffic routing has been established to minimise the use of routing via sensitive receptors and smaller villages. Haul roads will be used to minimise the use of local villages / urban areas for construction traffic access.

5.3.6 Routing plans specifically for the Scheme will be included in final revision of this CTMP following discussions with the surrounding affected local authorities on local highway improvements which may be needed for transport conflict mitigation. The overall HGV strategy will be an evolving process by the Main Works Contractor(s).

5.4 Local Highway Network

5.4.1 Outside of the SRN and classified roads, the highway network varies across the area surrounding the Scheme.

5.4.2 Several smaller B and C roads can be found throughout the surrounding area, creating connections to and from the SRN and classified road network. Indicative access routes to the site are located on C roads, B roads and along agricultural

access roads. Many of these agricultural access roads remain at notably low carriageway widths, this makes access difficult for HGVs (without providing passing places) and have in turn been considered avoidable where possible (if alternative more suitable routes exist).

5.4.3 Although the most applicable routing arrangements have been identified, certain access routes will require sections of carriageway widening where no effective alternatives exist. Stone Gate to the south has been identified for carriageway widening or temporary highway access improvements to provide access to the relevant haul road location from the A151 and A17 as part of the Scheme.

5.4.4 Amongst the local highway network, an additional routing arrangement has been provided for worker and LGVs that can be undertaken as an alternative to the CR and / or LK routes.

5.4.5 In addition to CR and LK routes, a separate arrangement of Worker Routes (W) are additional routes that workers cars/vans are likely to use that are not considered suitable for HGV routing.

5.4.6 Road signage will be present along the key junctions within the surrounding highway network along the PARs to ensure HGVs and construction vehicles follow the correct alignment.

5.5 Primary access points

5.5.1 The primary access point for construction to the new Weston Marsh Substation A will be taken from the temporary haul road at Stone Gate, via a temporary bellmouth, designed for HGVs. The current approximate geometric parameters that the primary access point will be designed to include is an approximate 60m wide access with 12m radii. Visibility splays are established as per the road speed limit. The Marsh Road access will be the permanent access to the substation, it will also be used for staff vehicles accessing the site offices during construction.

5.5.2 Construction traffic leaving the haul road will be routed south along Stone Gate to its junction with the A151, where construction traffic will join the main road network. The construction traffic routing after this point will be dependent on the origin / destination of the load. Construction traffic will not be permitted to use Marsh Road to access the A151.

5.5.3 The permanent access for the new Weston Marsh Substation A will be constructed from the temporary haul road. Once the permanent access is in place, it will only be used by construction workers travelling to and from site. Construction vehicles will use the temporary access from Stone Gate instead. The permanent access will be from Marsh Road, servicing as the main access to the substation once operational.

5.6 Public Rights of Way and Promoted/Recreational Routes

5.6.1 PRoW operate within close proximity to the Scheme. The most notable being public bridleway Spal/14/1, Wstn/6/1 and Wstn/8/1 that can be found parallel to the River Welland. Public footpath Wstn/3/1 is also within close proximity to the site location.Public footpath Wstn/7/1 crosses the Scheme and will be diverted during construction

- The locations of nearby PRoW can be found on the Lincolnshire PRoW definitive map (Ref 1).
- Key information regarding the current approach to PRoW mitigation is provided in the following:

5.6.2 Closures are to be undertaken as a last resort.

1) Proposed PRoW diversion Wstn/7/1will be discussed with Lincolnshire County Council.
2) Diversions undertaken with closures will require advance notification and signage for PRoW users.
3) A controlled crossing point (using fences and gates) will be provided where the PRoW crosses the haul road. Priority will be afforded to pedestrians and horse riders over construction traffic movements.
4) Discussions with Lincolnshire County Council will also identify the potential need for TTRO for temporary closures / diversions to existing PRoWs.

5.6.3 None of the roads in the immediate vicinity of the Scheme Site Boundary have footways and it is considered that the narrow country lanes in the vicinity of the Scheme Site Boundary would be unsuitable for pedestrian access

5.6.4 The construction of the Scheme requires the diversion of PROW Wstn/7/1.

5.7 Cycle Network

5.7.1 No routes of the National cycle network (managed and operated by the Walk, Wheel and Cycle trust) have been identified to cross within close proximity of the Scheme. Cycling may take place on the roads in the vicinity of the Scheme, construction traffic vehicle drivers will undergo relevant training which will encompass the awareness of the hazards that HGVs and other construction vehicles can pose to cyclists.

5.8 Scheme Crossing of Key Features

5.8.1 This section considers traffic management measures at points where roads are crossed by overhead lines as part of the Scheme.

5.8.2 The strategy to ensure road user safety is that each crossing would be equipped with crossing protection, comprising of scaffolding and netting. The scaffolding will be installed on both sides for the carriageway and the netting will be fitted across the carriageway from scaffolding to scaffolding. This will be done prior to the overhead line conductor stringing.

5.8.3 This method will minimise road closures, reducing the congestion impacts during the main construction works. To install the crossing protection a TRO will be required (as will all other required traffic management where works are directly off, or on the public highway).

5.8.4 Although no instances of road closures for the Scheme crossings are currently planned, any closures which may be needed will be established with appropriate signage and include direct communication with any relevant organisation which may be affected (e.g. Royal Mail, NHS, Local Police Authority.)

5.8.5 The Scheme does not introduce any requirements for crossing any live railways.

5.8.6 The Scheme (the existing 4ZM overhead line) makes a crossing of the River Welland, which is a navigable waterway for use by canal / small boats up to the Folly River Outfall (Near Deeping St. James) from the Wash. Construction activities and traffic may effect maritime navigation on the River Welland. A separate Self Service License from the MMO is being progressed that will be required to deliver the restringing works and discussions are taking place with the Navigation Authority, the Environment Agency.

5.9 Site Deliveries

5.9.1 HGV movements will normally take place during the working hours. Where possible, deliveries of construction materials will be timed to fall outside of traditional peak traffic periods (i.e. 08:00 to 09:00 and 17:00 to 18:00 Monday to Friday) or as otherwise set out as part of the Permit Schemes (local highway authorities approach to managing activities on public roads). It is assumed that vehicles finishing at the end of a working day shall be permitted to leave site (i.e. a one-way movement out of the access point).

5.9.2 More information will be provided in final version of the CTMP.

5.10 Vehicle Maintenance and emissions

5.10.1 In line with the Outline CEMP, construction vehicles will be maintained to the vehicle owner operators recommendations. The Main Works Contractor(s) will be responsible for monitoring the maintenance practises of construction vehicles as an ongoing process. Regular maintenance checks and vehicle servicing will be undertaken to ensure vehicles are well maintained throughout the entire construction process.

6. Staff Travel

6.1.1 It is envisaged that the Main Works Contractor(s) will travel to site locations using their own vehicles, such as work vans/lorries or personal cars, etc. Suitable parking will be determined by the peak activity, for office based personnel. The parking will be adjacent to or in close proximity to the offices and welfare facilities.

6.1.2 In order to reduce the impact upon the surrounding highway network, it is important to consider opportunities for sustainable staff travel. This will help to reduce the overall environmental and social impacts on the surrounding highway network.

6.1.3 The Main Works Contractor(s) will be encouraged to use sustainable modes of transport to reduce the impact of workforce travel on local residents and businesses. The following is to be considered:

1) Identifying and utilising sustainable travel modes for travel to site (Including public transport, active travel and multi-modal opportunities);
2) Anticipated staff trip generation and how this may change as the construction activities progress;
3) Mitigation measures that will be introduced to reduce the impact of construction workforce on the existing highway network; and
4) Consider targets to encourage sustainable travel and reduce single occupancy car trips to the site.

6.1.4 The Main Works Contractor(s) will also consider travel information, such as:

1) Information on public transport, including the nearest bus stops located at Weston High Road (8km distance), destinations and timetables
2) Details of local rail station provision within Spalding located 8km from the site, including routes and destinations served; and
3) Local taxi numbers and details.

6.1.5 Employee access to the worksites and temporary construction compounds can be taken from the access routes. If private vehicle access is used, multiple occupancy vehicle access will be encouraged by the Main Works Contractor(s).

6.1.6 Further details of the Construction Worker travel planning will be set out in the final version of the CTMP.

7. Implementation

7.1 Implementation of the CTMP

7.1.1 National Grid will put in place robust procedures to inform and supervise all personnel working on the Scheme. This includes contractual requirements on the Main Works Contractor(s), to enforce control measures set out within the CTMP are adopted when undertaking the construction of works. The Main Works Contractor(s) will be responsible for implementing these control measures.

7.1.2 The Main Works Contractor(s) will brief all operatives on the specific details within the CTMP prior to the commencement of works. The briefings would be delivered by a suitably trained member of the team, such as the site supervisor, Construction Manager or Environmental Manager.

7.1.3 The CTMP Co-ordinator will help the development run smoothly by making sure each construction phase complies with the CTMP. It will also be the CTMP Co-ordinator's job to oversee the effectiveness of the CTMP and prepare regular updates to the local highway authority when required.

7.1.4 The CTMP Co-ordinator's name and contact details will be provided when the detailed CTMP is produced. This will be provided at a noticeable place within the site and to the local highway authority.

7.2 Site Checks and Reporting

7.2.1 The Main Works Contractor(s) will undertake pre-site condition surveys as part of the site setup which will be agreed with the local highway authority. This would include making a record of the condition of existing features such as public highway, tracks and PRoW. Post site conditions surveys would be undertaken after construction and the results of these and any remediation, would be discussed with the landowner and where applicable, the relevant highway authorities, prior to handover.

7.2.2 Regular site checks would be carried out across the Scheme to monitor compliance with the CTMP. The programme of site inspections would be controlled by the EnvCows and/or ACoWs) who would draw on appropriate suitably experienced specialists for specific tasks. The overarching inspections are summarised below in **Table 7.1**.

7.2.3 Appropriate action would be taken should any incidents of non-conformance with the CTMP be found during inspection. Further details provided in non-compliance procedure below.

7.2.4 Site checks and inspections would include checks against compliance with measures detailed in the Outline CEMP and other commitments made by the Scheme.

Table 7.1 Anticipated Site Checks Relevant to the CTMP

Inspection Type	Purpose	Who	Frequency
Environmental Inspections	To monitor compliance with Scheme commitments and the environmental standards. To raise adherence to good practice commitments and raise actions where concerns are identified. To check mitigation measures for sensitive features are in place.	Environmental Advisor	Weekly
Site Checks	To ensure that working practices are carried out in accordance with approved methods, standards and good practice commitments. These should also check compliance with requirements agreed in any applicable permit.	Works Supervisors	Daily Visual Check in working area
Monitoring of vehicles and road network	Checking signage is in place. Monitoring of vehicle condition and use of agreed construction routes.	Environmental Advisor	Weekly
Environmental Observation	Allows all staff to raise concerns or good practice ideas to safeguard continual improvement and innovation.	All staff	As Required
Monitoring of PRoW Routes	Checking signage is in place and checking condition of PRoW within the Site Boundary.	EnvCow	Daily Visual Check in working area.

7.2.5 The results of inspections would be recorded in an Environmental Log. Findings would be disseminated to the wider construction team as appropriate and additional procedures put in place if required. These findings would be shared with the local highway authority, as and when incidents of non-conformance are reported.

7.2.6 Pre-construction surveys for traffic monitoring will be undertaken with both traffic flow surveys and speed surveys, particularly at locations identified for congestion / road safety by local authorities as well as areas which will see larger quantities of construction traffic. Pre-construction surveys will also prioritise the movement of larger vehicles, identifying the existing conditions of the highway provision.

7.2.7 The Main Works Contractor(s) would implement suitable monitoring and reporting system to check compliance with the measures set out within the CTMP. The Main Works Contractor(s) will also be expected to monitor the number of construction vehicles between the sites and the SRN.

7.3 Site Safety

7.3.1 The Main Works Contractor(s) will set out their methods for recording and monitoring the following safety related issues:

1) Record of all logistics-related accidents.
2) Modes of transport staff use to travel to site.
3) Vehicles and operations not meeting safety requirements.
4) Description of the Main Works Contractor(s) management system.
5) Description of the driver information pack.

7.3.2 Non-Compliance The EnvCoW will generally be responsible for undertaking site audits to check compliance with the CTMP. All incidents associated with the construction of the Scheme, including environmental incidents and non-conformance with the CTMP, will be reported by the EnvCow. Where a breach or complaint is reported, the Main Works Contractor(s) and/or National Grid will carry out an investigation in order to identify appropriate corrective actions. Where needed, corrective actions will be agreed with the relevant local highway authority and/or community members prior to implementation.

7.4 Community Liaison

7.4.1 In accordance with mitigation measure GG25 in the Outline CEMP, members of the community and local businesses will be kept informed regularly of the works through active community liaison. Information on the role and remit of the community liaison will be included in a future iteration of the CTMP but is anticipated to include:

1) Notification of heavy traffic periods.
2) Start and end dates of phasing.
3) A contact number to be provided to members of the public to raise concerns or complaints about the Scheme.

7.5 Royal Mail Management and Mitigation

7.5.1 National Grid have has considered feedback from Royal Mail during the development of this CTMP and have included the following measures in the CTMP in respect to feedback received:

1) Royal Mail is notified by National Grid or its contractors one month in advance on any proposed road closures / diversions / alternative access arrangements, and hours of working related to such measures; and
2) If road closures / diversions are proposed, National Grid or its contractors liaise with Royal Mail one month in advance and make available alternative highway routes for operational use, where possible.

7.6 Complaints Procedure

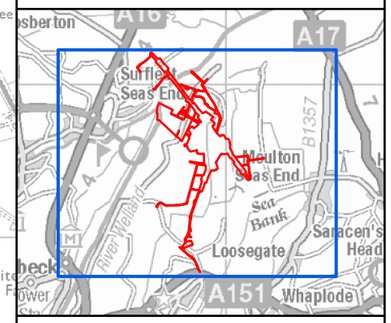
7.6.1 The complaints procedure will be developed and details outlined in the final CTMP.

References

Ref 1 Lincolnshire County Council (n.d.) Lincolnshire Public Rights of Way. Available online: https://lincscc.maps.arcgis.com/apps/instant/basic/index.html?appid=4977330953ed48fb857f1e688a3ebddb [Accessed 09 March 2026]

Figure

LEGEND



Legend

- Scheme Site Boundary
- Substation Works Site Boundary
- S37 OHL Works Site Boundary
- Exempt Overhead Line Works Site Boundary
- S37 - 2WS - OHL Works Site Boundary
- S37 - 4ZM - OHL Works Site Boundary

Rev	Date	Description	GIS	Chk	App
A	05/05/2026	First Issue	MM	DF	HJ

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Purpose: OUTLINE CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Scheme: PROPOSED ELECTRICITY SUBSTATION AND OVERHEAD LINE WORKS AT WESTON MARSH

Document Title: FIGURE 1 SCHEME SITE BOUNDARY

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MM	05/05/2026	DF	05/05/2026	HJ	05/05/2026

Document Type:	Scale:	Format:	Sheets:	Rev:
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Appendices

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Appendix A
Site Visit Constraints Plan

N

Key

Constraint Risk Level

- Yellow
- Orange
- Red
- Scheme Site Boundary

2,000 0 2,000 4,000 6,000 8,000 m

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Weston Marsh Site Visit Plan

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