

Mitigation

The following mitigation measures could be introduced to reduce the significance of the impacts if required:

- Identify suitable access points, optimum routes and times for construction traffic to use;
- Reduce points of access through the adoption of extra haul roads and the use of horizontal directional drilling under roads;
- Utilise designs that minimise the requirement for importing materials;
- Consolidate HGV and employee movements at areas close to main roads to reduce vehicle movements along more sensitive local routes;
- Develop a Construction Traffic Management Plan to manage employee and HGV movements to avoid sensitive times, use only defined routes, comply with maximum HGV 'caps' and set out strategies to continually monitor and enforce;
- Commit to repair or make good any damage caused to existing highways due to construction traffic movements;
- Provide induction briefings to drivers covering topics such as agreed delivery routes and times, and any specific road safety risks; and
- Operate localised temporary speed limits and traffic management measures.



Share your views & keep up to date

If you have ideas on how we can minimise impacts on traffic and transport or want to tell us about issues and concerns regarding how we plan to minimise transport and traffic impacts, please get in touch. You might also like to highlight relevant groups, stakeholders or data sources we should consult on this theme.

To contribute your views, register your interest and keep up to date with the project, use one of these means:



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Norfolk Vanguard & Norfolk Boreas Offshore Wind Farm Information Sheet:

Traffic and Transport



Traffic and Transport

This information sheet explains how we plan to approach our work to assess and minimise the traffic impacts of the project.

The sensitivity of the road network and road users will be a key consideration in deciding the final location of the onshore infrastructure.

What we plan to assess, and how

To assess the potential impacts, we will look at the following:

- Traffic flow data, including seasonal traffic fluctuations;
- Details of sensitive receptors (such as district centres, schools, leisure facilities etc);
- Collision data;
- Existing pedestrian/cycle/bus routes;
- Detail of abnormal load routes; and
- Choice of load-out port

The assessment methodology will be agreed with relevant authorities, including Highways England and the local highways authority, taking into account local sensitivities.

The principal guidelines for the assessment are the 'Guidelines for the Environmental Assessment of Road Traffic' (GEART).

Data sources

To assess the impacts we use a combination of publically available data and data from site specific surveys where necessary.

The potential impacts

Potential impacts during construction

At this early stage, it is expected that construction traffic is likely to include HGV deliveries and the potential requirement for abnormal loads.

A review of the baseline situation indicates potential impacts fall into the following two broad categories:

- Increased traffic congestion effects including:
 - Driver delay;
 - Severance;
 - Pedestrian/cycle amenity; and
 - Air quality, and noise and vibration
- Road safety issues;
 - Risks with the formation of new construction accesses; and
 - Suitability of delivery routes for HGVs, plant and abnormal loads.

In addition we will also consider potential impacts associated with employee and HGVs movements for the offshore construction.

No final decision has been made on which port will be used. This may be a facility on the Norfolk coast. This will be assessed when the actual site has been decided.

Potential impacts during operation

The substation and cable relay station will not be permanently manned, therefore there will be minimal operational impacts which will largely be for routine maintenance visits (e.g. monthly).

As with the construction phase, in addition to considering the onshore impacts there is also the potential for impacts associated with the offshore wind farm operations and maintenance activities.

Potential cumulative impacts

Onshore cumulative impacts will be considered as part of the process. Any other project with the potential to result in impacts that may act cumulatively with Norfolk Vanguard will be identified during consultation and included in the assessment.