

# Chilling Lane

Construction Traffic Management



## Traffic Management Plan

To reduce the impact of our project traffic in the area we will do the following:

- Use an escort vehicle to enforce a 15mph speed limit for all HGVs
- Hold HGVs in a clearly signposted off-road holding area with engines switched off (marked on the map above and clearly signposted on Hook Lane), before escorting them to site when the road is clear of large vehicles, such as caravans
- Brief drivers about Chilling Lane's use as a footpath and cycleway
- Our working hours will be:  
**Monday to Friday, 8am to 6pm**  
**Saturday, 8am to 1pm**

**Wherever possible deliveries will be scheduled between 9:30am and 3:30pm**

There may be occasions when the NGET project team are required to carry out essential work outside of these hours, and we will let you know before we do

- Smaller deliveries (including mail) can be left at the holding area for inclusion on another vehicle going to site
- Road clearing, whether through hand sweeping or a vacuum road sweeper, on a regular basis

For further information please contact:

**T: 0800 019 2054**

**W: [www.nationalgrid.com/chillinglane](http://www.nationalgrid.com/chillinglane)**

**E: [nationalgrid@chillinglane.com](mailto:nationalgrid@chillinglane.com)**

A new substation at Chilling Lane is required to connect IFA2, an new interconnector between the British and France transmission systems.

The above map shows the route that our vehicles will use to access our site in blue. After having considered the possibility of reopening a route previously used to access the former landfill site and quarry (behind Lowaters Nursery), we have concluded that the best option is to use the existing highway through Hook Village. This is because:

- After the landfill and quarry were closed in 1999, the council planted trees and shrubbery to mitigate the habitat disruption caused by the access road - about 50% of this road is now a mature habitat with a variety of species. To reopen this we would be required to clear the habitat.
- Work to survey and establish a new road could take up to a year, which would prevent us from meeting the connection date for IFA2 in November 2019.
- We have to consider a cost comparison between the route options, as cost is always an important factor for regulated businesses. The cost of using an alternative to the existing highway would be higher than routing along Hook Lane. This is because a significant amount of work including habitat clearance, reinstatement and land regeneration to ensure a stable foundation would be required to develop a viable and maintainable traffic route.
- The road through Hook village is built to a standard that is able to support the vehicles that will be accessing the substation.

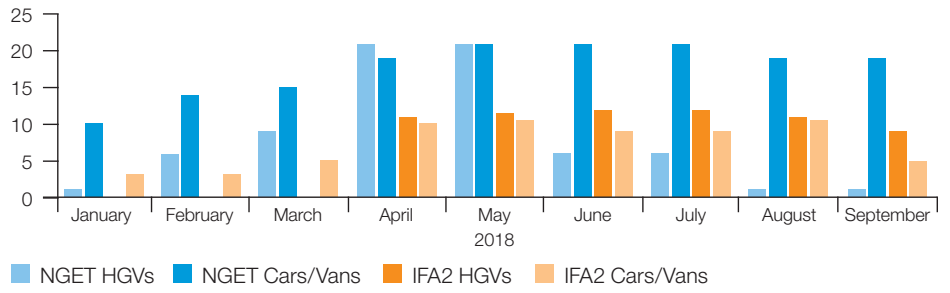


30T, 10m HGV example vehicle



40T, 12m HGV example vehicle

## Traffic volume and types



The graph shows the average number of vehicles coming into and out of the site daily for the first nine months of activity.

- Cars/Vans are domestic cars and vehicles up to the size of transit vans.
- 75% of NGET HGVs will be up to 10m in length and 30T in weight and 25% will be up to 12m in length and 40T in weight.

With civils work due to be complete around the end of autumn 2018, 2019 will require a much lower level of traffic movement for the electricals work.

## Timeline of activity



For further information please contact:

**T:** 0800 019 2054

**W:** [www.nationalgrid.com/chillinglane](http://www.nationalgrid.com/chillinglane)

**E:** [nationalgrid@chillinglane.com](mailto:nationalgrid@chillinglane.com)

- NGET team on site
- IFA2 team on site
- Site shutdown