

Hornsea Project Three

FAQs - Abnormal Load Movements

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February 2024:

- Question 1.16 updated

- Question 1.19 added.

1. Abnormal Load Deliveries

1.1. What abnormal load deliveries will you be making?

Our deliveries are up to 50t in weight and 4.5m in diameter

1.2. Why are these deliveries required?

We require large essential construction equipment for the construction of Hornsea Project Three that will be delivered from overseas.

1.3. What are the hours that the abnormal loads are allowed to travel?

Each abnormal load movement is dictated by the project Construction Traffic Management Plan (CTMP) and the police.

Abnormal loads will be allowed to travel throughout the day however will only be able to access the Oulton compound or the cable route sites during our core working hours: Monday to Friday: 7am – 6pm and Saturday: 7am – 1pm.

1.4. What are the biggest abnormal loads?

The largest deliveries will be 4.5m wide.

1.5. How fast do the abnormal loads travel?

All vehicles transporting the abnormal loads will be travelling in compliance with highway regulations for vehicles of this size.

1.6. How big are the Heavy Goods Vehicles (HGV) transporting the abnormal loads?

The abnormal loads will be transported by standard size HGV on larger roads or tractors when accessing smaller local roads.

1.7. Are the abnormal loads police escorted and are road users behind the loads required to wait for permission to overtake?

The loads will be under a police escort if specifically requested by the police.

The escort will be looking for regular and safe areas for the HGV to pull in and allow traffic to pass.

1.8. Will escorts to assist the HGVs navigate the route?

Yes, marshals will be deployed at critical junctions where the HGVs have to perform tighter manoeuvres.

1.9. Who is the haulier?

Specialist haulier companies will transport the deliveries from the Port of Boston to our Oulton compound and then from here to construction sites on the cable route as and when required.

Any questions regarding the deliveries should be addressed to the Hornsea Three Community inbox Community@hornsea3.co.uk or freephone line 0800 158 2354.

1.10. Are you going to avoid rush hours, and school pick up and drop off times?

This is the intention and in some key link routes this restriction is bound into the project Construction Traffic Management Plan (CTMP).

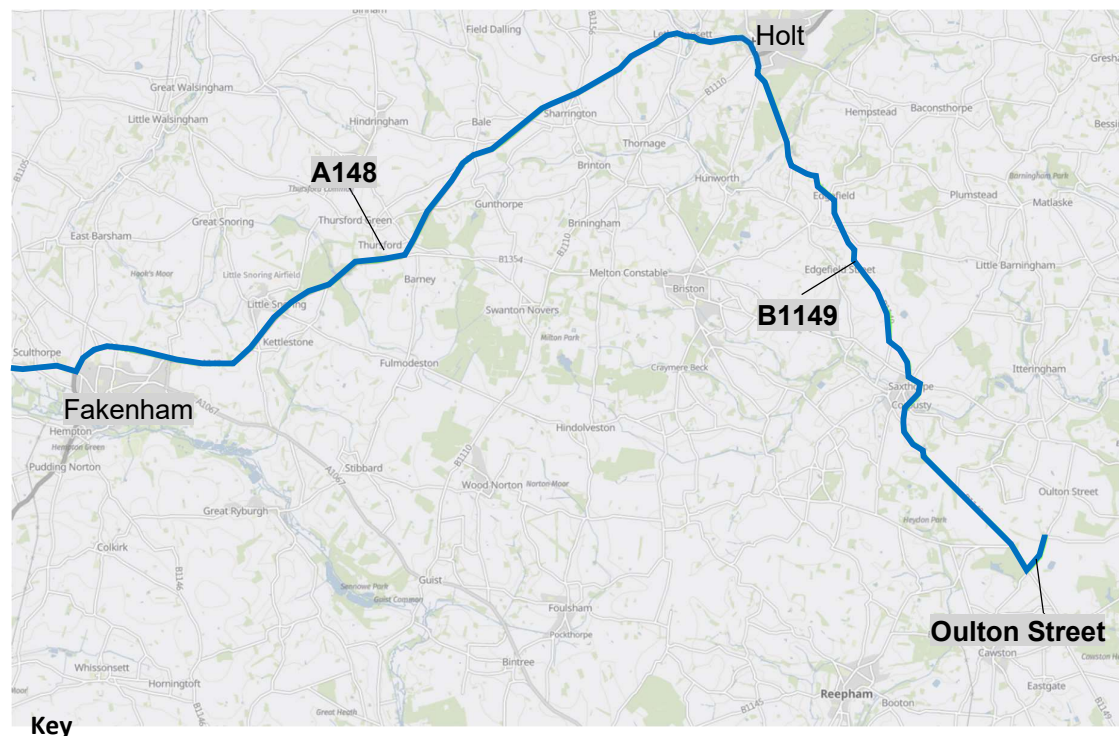
All abnormal load movements, including timings, will be finalised and signed off by the Police.

1.11. What happens if an HGV breaks down? What happens if it breaks down on a single carriageway? What is the route they will take on local roads through Norfolk?

In the event of any break down situation, our hauliers shall have suitable maintenance resource available, to respond in a timely manner.

In addition, our hauliers shall also ensure that adequate traffic management resource and equipment is available to safely manage any situation involving an abnormal load breakdown on the highway.

1.12. What is the route the abnormal loads will take on local roads through Norfolk?



Key

— Abnormal Load Route

1.13. Why have you chosen this route?

This route has been identified as the best option as it will avoid weak bridges and will comply with height and other restrictions.

1.14. When will the deliveries take place?

We are planning for the deliveries to be undertaken between 12 February 2024 – December 2024, however as with all of our activities these dates are subject to change.

1.15. Could the programme of movements change?

We have developed a programme that allows some flexibility in the delivery of the abnormal loads. However, there are some factors which remain outside of our control which may cause delays and therefore a change in the dates of the programme. These factors include:

- Poor weather
- Availability of police escorts
- Unforeseen road closures (emergency repairs or accidents)

1.16. How many abnormal loads will be travelling during this time?

It is estimated that we will be delivering approximately 10 abnormal loads a week, however this will not be for the whole duration. There shall be periods of increased activity followed by periods without any deliveries within the February to December timeframe.

We have been working alongside our hauliers and Norfolk Police to minimise disruption to the local communities, and these abnormal loads will therefore travel escorted two at a time. We expect that you will, therefore, see at most one convoy a day.

Given the nature of delivery logistics these figures and dates may be subject to change.

1.17. Why haven't you chosen another (closer) port?

One of the advantages is that the Port of Boston is an inland port and not subject to heavy swell which will help secure delivery and offloading of our deliveries.

Consideration to other ports such as Great Yarmouth and King Lynn were explored. However, Great Yarmouth is on the sea front and often fights with bad swell and Kings Lynn is restricted by the types of vessels it accepts and tide times. There are also road restrictions on the routes from Great Yarmouth and Kings Lynn to our Oulton compound which would limit our ability to make the deliveries.

1.18. Why can't you keep the deliveries at the Port of Boston and then deliver them directly to the sites?

There is a storage facility in the Port of Boston where our deliveries will be stored and delivered to site in a controlled manner through guidance and agreements from movement orders and police acceptance.

Keeping the deliveries at our Oulton compound allows us to more logistically manage our equipment by keeping the deliveries close to our works in a secure zone.

The HGVs delivering the equipment to the construction sites along the cable route are also unable to access the cable route as they are too large.

1.19. Has the route been assessed to ensure that it is suitable for the abnormal loads?

To determine the route of the abnormal load traffic, we checked the suitability of various routes against any possible constraints, such as very narrow roads, low bridge heights and weak bridges.

We then informed all the relevant local organisations of what we assessed to be the route with the fewest constraints. These organisations included the police, the local councils, the highways authority, owners of any bridges, and Network Rail.

In this instance, all the aforementioned organisations agreed that our proposed route would be suitable for the abnormal load traffic.

In addition to this, we have been in regular contact with the appropriate departments at Norfolk Police and Norfolk County Council, and neither organisation has raised any concerns with the proposed route.

2. Community Engagement

2.1. How will you inform us of these movements?

We have distributed an Advance Works Notice (AWN) to properties near to the abnormal load route and the Parish Councils that represent the areas which the route travels through.

Any changes to the timings set out in the AWN will be communicated to your local Parish Council who will be asked to forward this update onto their constituents.

2.2. What would happen if there was a change to the route? (if there was an accident for example)

The police determine this via a Movement Order process.

A movement order is the process by which HGV hauliers gain permission for transporting deliveries. During this process the Police are able to adjust the route of the deliveries to ensure the safety road users.

2.3. How can I identify the abnormal loads?

Our deliveries are 50t in weight and 4.5m in diameter and will be accompanied by an escort vehicle.

2.4. Who should I get in contact if I have questions or concerns?

Via the community help line.

E: Community@hornsea3.co.uk

T: 0800 158 2354