Together Against Sizewell C

TOGETHER AGAINST SIZEWELL C (TASC) DEADLINE 3 SUBMISSION

SIZEWELL C PLANNING APPLICATION INQUIRY (IP no. 20026424)

REVIEW OF APPLICANT'S ANSWERS TO EXAMINERS' QUESTIONS 1 REGARDING RAIL MATTERS

TASC's Comments on and Questions to the Applicant following responses to ExA's Written Questions 1 Prepared on behalf of TASC by Clive Lovelock, June 2021

ExQ1 –G.1.51

The summary timeframe shown on page 66, shows that GRIP stage 3 will not be completed until end of July this year. GRIP stage 3 leads to the selection of a single option. As this process started back last September are you now in a position to say what this single option will be and whether you are in a position to issue a draft version of signalling scheme plans showing the works associated with the Saxmundham Junction upgrade, Branchline Upgrade and the Green Rail Route? The Branchline Upgrade work is shown to be completed at the end of January 2024. Please confirm that this includes the commissioning of the eight level crossing upgrades on the route. The applicant's previous submission of November/December 2020 referred to a two train service per night to LEEIE in 2023. Can the applicant clarify whether it is their intention to run these services before the safety upgrades to the crossings are completed? It would greatly assist the examination of the rail freight proposals if there were a common standard for timescales. The bar chart on page 66 refers to actual month/years whilst the information on rail tonnage refers to "year1, year 2" etc.

ExQ1-TT.1.3

It would seem that only two options were examined namely:

1. Operate freight trains overnight outside the operating times of passenger trains.
2. Operate freight trains during the day requiring extensive alterations to level crossings to permit freight trains to run at higher speeds than currently obtained. The higher speeds being necessary so as not to impact the current passenger service.

It would seem that a third option was not considered i.e. "Operate up to 5 tpd using both day and night time operation whilst accepting the current freight train speed restrictions". This would require a passing loop at Wickham Market but would have provided 5 reliable round train paths per day. Why was this option not considered, particularly as the benefits of a loop at Wickham Market were identified ten years ago?

ExQ1-TT.1.5

Please confirm that the **earliest** the 2tpd service to LEEIE will commence is January 2024. The applicant's previous submission of November/December 2020 envisages that the services will be "parked" on the branch overnight before proceeding to LEEIE for unloading during the day. The current Network Rail Sectional Appendix shows the mode of signalling on the Sizewell Branch to be OTS i.e. **One Train Working** where a staff is provided. "Staff" in this context means a physical object which is handed to the driver of a train giving him permission to occupy the single line to Sizewell. In the case of the Sizewell Branch the train staff is "divisible" and permits a maximum of three trains on the branch simultaneously **but** currently a second or third train **cannot** proceed until the first or second, as appropriate, has been confirmed to have arrived complete at Sizewell Sidings. This method could be adapted substituting LEEIE for Sizewell Sidings but it is not appropriate to a situation where two trains are required to be in the Staff (Token) section simultaneously. What modification to the mode of signalling is proposed to allow two trains to occupy the Sizewell Branch Staff (Token) section **simultaneously?** Where exactly on the branch will the trains be "parked" overnight and whilst "parked" will the locomotives' engines be shut down?

ExQ1-TT.1.7

The applicant's response suggests that two types of wagon are being considered for aggregate train use, namely types JNA and HOA. Please describe the method of unloading these wagons and the noise and dust effects of the chosen method of unloading. Please also indicate the typical time to unload 1,256 tons of aggregate from a train. Assuming that a loaded train is 1,720 tons including locomotive and wagons please state the distance required to bring a train to a stand from 25 mph in the following circumstances:

- On a level track.
- On a 2.5% falling gradient (1 in 400)
- On a 5% falling gradient (1 in 200)
- On a 10% falling gradient (1 in 100)
- On a 15% falling gradient (1 in 67)

Assuming that the maximum length of a train is in the region of 339m how will the freight train timetable be constructed to minimise the time that the following level crossings are blocked by a train:

1. Jetty Avenue at Woodbridge when a down train is held at signal ES2011.
2. Ferry and Haywards crossings at Woodbridge when an up train is held at signal ES2004.
3. Chantry Road and Albion St crossings at Saxmundham when a down train is held at signal ES2033.

As it seems that a proportion of the aggregates will come from Mendip quarries, what proportion of the route from the Mendips to Sizewell is electrified and what steps will be taken to minimise the use of diesel locomotives on these services?

It would seem that the Applicant has decided not to proceed with a 5tpd option. In the two years of maximum activity what does this mean in additional HGV journeys to compensate for the loss of the fifth train?

ExQ1-TT.1.33

The Applicant states that Abnormal Indivisible Loads (AIL) from the north will be routed via Lowestoft via the A12 and then onto the B1122 at Yoxford. This entails crossing Darsham AHBC level crossing. What steps will the applicant take to eliminate the risk of an AIL "grounding" on the level crossing?

ExQ1-TT.1.102

What modelling of traffic patterns has been done in relation to the risk of "Blocking Back" over Darsham AHBC particularly at shift change times and on a summer Saturday in school holidays. The applicant states that "drivers of HGVs and buses will undergo an induction" but that completely misses the workers arriving/leaving the site in their own cars and the mass of the general public. Whilst there are "box Junction" markings on the crossing these are poorly understood and complied with generally. There exists the risk of a road vehicle stuck on the crossing being struck by a down train. Whilst the majority of trains will already be braking to stop at Darsham station this **does not apply** to empty stock workings that could be travelling at 55 mph or a heavy engineering train travelling at 20 mph. The train drivers view of the crossing is limited, the line is on a left hand curve at this point and a shallow cutting with the Westleton Road bridge restricts the approach view.