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00:05

Hello again, and welcome back to the resumption of issues specific hearing three on traffic and transport. Just before I start, could a chat with a case team that are recording and live streaming have commenced? You Yes, both have started. Thank you. Right. Before we get back to the agenda, can I just ask the applicant? One thing, please?

00:33

Mr. Flanagan, just before the break, I heard from Mr. Davis about monitoring construction workers via mobile phone apps and asked Mr. Stansfield to make a written response to his reply. Just for the sake of completeness at the deadline, could it could Mr. Davies set out his reasoning for the reason why such an app couldn't be used for construction workers in writing so I can make a ready comparison at that time? Yes, suggested we'll include that in our submission. Thank you. Thank you. Right. Well, moving on to the construction worker travel plan, having dealt with that issue? I think, first of all, I'd like to hear from the council's the highways England and the police about any views they may have. So can I start with Suffolk County Council, please?

01:34

Thank you, sir. Michael Bedford, Suffolk County Council. So as you'll be aware, in our rec 3079 comments on the applicants deadline to submissions, and the version of the construction worker travel plan that was submitted a deadline to we did set out at his pages 28 onwards a series of comments on the construction workers travel plan. And there's a series of detailed comments on particular elements of the plan, which we consider, although it's moving in the right direction. It's not there yet. Obviously, there's the wider point about enforcement of all of the management plans. I don't repeat that. I think that I mean, in overall terms. This is a word. It's a good work in progress. And we think that the issues that are being raised there are the sort of things which I say further, elaboration and discussion should be able to address but there are still some outstanding issues as I think we've set out to

02:48

write Thank you. Mr. Bedford. Do does he Suffolk have any further comment to that?

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Yes, sir. Just one matter Andrew at Suffolk. So you're looking at table 3.1 of the CW TP earlier. And Mr. Bedford made

03:07

his points which I don't repeat, but in relation to the peak construction workforce split in table 3.1, ie the assumption of the accommodation campus being in place to achieve that mode share. that reinforces

the need to have a specific requirement we say for the accommodation campus to be in place by a particular trigger point, which we've said is 7000. By the time 7000 individuals are engaged in construction activities, and that reflecting what Mr. Bedford was saying earlier, needs to be in the deed without the equivocation of reasonable endeavours.

03:54

Thank you, Mr. Tate. highways England, have you any comments?

04:04

Hello, Eric Cooper from highways England. We haven't got any further comments roll more than we put in the deadline free

04:13

comments that we made. And the key the key things that we we refer to there is questioning why table 3.1 extremely well as a access mode because that will allow people to commute to the site from a further afield.

04:32

Thank you Akash good to hear whether the police have any comment they want to make one document

04:47

thank you to come a separate place. We have no no particular strong views on the plan, other than to say, again, this this would be a plan that the The TRG would be able to view and consider, which which I guess, again, reinforced my previous position around our sort of active membership and participation in that group.

05:12

Thank you, Mr. coupler. On those points. Mr. Flanagan, would you like to respond?

05:21

Yes, sir. Thank you. I'm not going to respond on the police's point. I think that's, that's clear the position there. I'm going to ask Mr. Rhodes to respond on in relation to Mr. Tate's point regarding the accommodation campus being in place by a particular trigger point. And then Marlon to respond on highways, England's point about table 3.1 of the plan and the exclusion of rail from that. So firstly, hand over to Mr. Rhodes, please. Thank you.

05:57

Thank you, John Rhodes on behalf of the applicant. Just to say that potentially haven't explained ourselves properly, it's, it's because of the mo chair target that we have to deliver the campus. You could put it the other way around when we deliver the campus will deliver the mode to target. But I don't think with the greatest respect to Mr. Tate that it's because this is set out here means that we have to have another trigger to deliver the campus we effectively have a requirement through this for the campus to be delivered. What we have discussed in the discussions with the council about the campus is a provision which exists in the draft deed schedule relating to accommodation, that the campus

would be delivered with reasonable debits in accordance with the implementation plan unless otherwise agreed with the council. And that's not to suggest that there's any hesitation on our part to deliver the campus as explained after leaving the campus is something that we need to do. It's not impossible that the campus could be phased, and we'd be very happy to discuss that possibility with the council. And we can talk further with the council about whether a trigger is really sensible. But two things, perhaps to bear in mind a little bit lighter discussions this morning. One is the campus is going to accommodate non home based workers. What the council's want us to do what we want to do is optimise home based workers. So if we like race to complete the campus as soon as possible is that necessarily the best economic output is an issue to take into account which is why the 106 suggests sorry, the D two obligation suggestion should be taken into account through the accommodation Working Group using real time monitoring data. And the other is that if we have the campus so we had it as quickly as humanly possible, it would reduce the potential for investment in the local housing and tourism market, which up to a point is desirable beyond the point is impactful. And it's that again, that balance. So we think that Central's includes to commit as we have done, to use reason endeavours to deliver the campus in order to meet the moonshot targets almost certainly going to have to do that. We have suggested through the deed of obligation and opportunity to discuss that through the accommodation Working Group.

08:16

Thank you, Mr. Rhodes. But my comment or night is I think further dialogue with the council would clearly be beneficial on this point. But I, because I am struggling just as the conversation we had earlier about traffic levels, understanding how the mood shared targets can be used as a sort of trigger mechanism for other bits of infrastructure and other mitigation. That way around, I do struggle with the concept. So I think further dialogue with the council about ensuring they are comfortable with what's being proposed and what's being suggested. I would welcome Thank you. Thank you. Marlon, did you want to add something? curse, curse.

09:27

Curse deep Kirsty McMahon on behalf of the applicant. Just with regard to rail, if we welcomed all the comments received on the management plans and are going through those and will liaise with the authorities and agree with with the authorities in terms of what would be needed for the next version of the management plans. But from an initial review, often we agree that we consider that we can get aligned on those and that the comments can be And large incorporated into the in today's management plans. And with regard to rail and the table 3.1. Table 3.1 sets out what the assessment mode shared targets are. And beyond that what we set out is what the kind of aspirational motor targets would be. So it's correct that we haven't as a, as a robust case, we haven't assessed workers using rail. But we will consider that we could provide that as a kind of aspiration, or being I think high rating can recognise within their rep that it would potentially contribute to a small proportion. But it's something that we should promote, which we agree with, it's something that visitors may use, that non worker trips might use, and we would add monistat to the travel plan site so we can incorporate that into the next version.

11:00

Thank you. I think then, if there are any comments from other IPS at this stage, that we'll be having a whole estate. Could I hear from you? Yes,

11:16

thank you very much, sir. Charles Street and council, they're having them all a stage, we have a concern arising from what appears to be a contradiction between the CW TP and the promoters deadline three response to our written representation. So just to explain what that is, and then why that bothers us. In the CW TP page 29 paragraph 4.8. point one. The last bullet point says that all workers will be allocated to the northern or southern parking lot of facilities, depending on which is closest to their place of residence. That's the approach that the C w TP says will be taken. When we talked about the catchments for those Park and Ride facilities. The response given in the deadline, three responses from the promoter was that, in fact, people would not be allocated on the basis of what's closest to their place of residence, but rather, reduces the shortest overall journey time. So you'll find that in rep 3042, pages 82 to 83. And the reason that concerns us is firstly, because it appears as if that is the approach, that the promoter is not taking advantage of the ability to direct vehicles to specific car parks, which we say is, as we understand that the whole justification for what they themselves describe as an unconventional transport strategy. And secondly, because it undermines the justification for the size of the Northern park and ride. So just to explain why we say they should take advantage of the ability to direct traffic, the savings in terms of time, that would result from allowing people to use fastest journey time rather than nearest Park and Ride are a maximum of five minutes. So there's an eight minute difference in terms of the time spent on the bus. But then once you factor in the longer drive time to get to the further away Park and Ride that's a minimum of three minutes, that's a maximum of five minutes difference. And what you lose if you allow people to do that are the environmental benefits that come from directing traffic to use the nearest Park and Ride the first of which is that you get a greater proportion of overall journey time by bus rather than by private car, which of course, reduces the level of traffic on the network and reduces emissions. The second is that it means the park and rides would genuinely intercept trips, which again is said to be the primary function of the park and rides. If you don't use the closest park and ride, then you actually attract rather than intercepting trips, the effect of which, in particular with the northern park and ride is that you put additional traffic through the level crossing from the south, which is as we've said previously, and already dangerous level crossing. And so that's the second issue. And the third issue is that if you direct traffic using the construction work travel plan to the nearest Park and Ride site, then that enables you to balance carpark usage at the moment carpark usage is unbalanced, and we say that once you've balanced carpark usage that undermines the justification for the size of the car park Because in fact, the promoter says you need a 50 to 20% buffer, but you're at 78% overall usage and so there is no justification for that larger site size on the car parks. The final point that we would make in terms of how the construction worker travel plan relates to carpark sizes this the if you have an effective construction worker travel plan, then you can necessarily direct people to where there are going to be spaces for them to park, which undermines any proposed justification or need for a 15 to 20% buffer. On the carpark size, it's not a public carpark people aren't driving around looking for a space, they can be directed to a space, which they know will be there for them, because that's the way in which the construction work and travel plan directs. And frankly, the suggestion in the deadline three response to our written representation, that the reason for having those extra spaces is to prevent people queuing back onto the highway network, while they look for a parking space is visible in circumstances where if you actually just look at the design of the Northern park and ride that is never going to happen, given the long route on to the car park, including a loop for errand vehicles and the layout of the car park itself. So so what we say is that at the moment,

the construction worker travel plan directly contradicts the stated justification for the size of the Northern park and ride in the promoters documents. And what we suggest should happen is firstly that the approach in the construction work or travel plan should be firmed up. So that it's clear that people will be directed on the basis of essentially the best environmental benefit to an appropriate carpark. And secondly, the promotion is to look again at its justification for the size of the Northern park and ride in light of the approach which it purports to take in its construction work travel plan.

17:07

Thank you. Mr. Flanagan. Do you want to respond to these points?

17:16

Yes. So I mean, two overarching points there. Firstly, about the last bullet point of 6.8 point one about an occasion to park and ride and the second one about the justification for the size and particular reference to the work not not operating at 100%. And I just do know that. Mr. stration refers to our deadline three response that that justification, you'll also find in response to the examination questions. And that's not a point we've recently raised that's been there all along. And we've justified on that basis, because you don't design car parks 200% capacity, because they don't work. And it's not just about getting back onto highways, but also, you can't have people when they're trying to get to work driving around a carpark looking for the one remaining space. So that's, I'd say that briefly by will hand over to the professionals. Transport professional. So could I ask

18:11

Could I just before she doesn't do that the carpark design issue, I understand the point made by both parties. But this isn't the fourth. I mean, what we're talking about here is a construction worker travel plan, not the designer, the carpark so the design of the car part we can take in, in written submissions. But I don't want to get into a detailed discussion about the design of either of the car parts.

18:36

That's helpful. Thank you, sir. Just going off piece there. So perhaps I hand over to miss Mullen to deal with the point which is on the agenda about me. Well, the point, not the size, but the allocation to the park car parks in 4.8. point one of the work of travel plan. Nervous Miss Mullen for that. Thank you.

19:09

Comment on behalf of the applicant. I think this is where probably to quickly explain the kind of the assessment but also kind of visits assessment versus reality, isn't it? And so the assessment is based on GIS, and we're allocating based on the gravity model. And I think you'll see in the kind of figures in terms of that allocation that's been assessed between the northern and southern part might in order to inform the assessment, but but that's based on the quickest overall journey time to to the site. And so it's it's something that hasn't actually been raised by any the authorities in terms of questioning the the allocation of the proposed allocation of mode to travel in 4.8 that in assessment, we said that the quickest overall journey time to site would would allocate them to inform our assessment. And it's whether in reality, it's that that would be the best approach or whether it would be that actually, we we balance out the, those car parks, and we look at which one they they've nervous to, and take a kind of more pragmatic approach. And that's something that I think we, that is the purpose of the TRG, to kind

of agree that that kind of allocation, I think it's very, kind of the differences are so small between those two approaches anyway, and I don't think it actually I think we're kind of probably is overanalyzing assessment, in some respects that it's kind of then you go beyond that to kind of look at reality, which is what we kind of need to start doing, and how that will be managed on a day to day basis. And it will be monitored, and it will be managed, it will be reviewed by the TRG, which we've set out earlier. So I don't particularly think it's a significant issue.

21:08

Okay. Thank you. But I mean, on the point about the travel to the car park and the size of the car box, and how many people are in each car park that was I think what the submission we heard was in also in response to our question about the size of the car park and and what might be helpful for for me and others, if you could set out how the carpark size was designed? Or why what factor was it that dictated the size of the car park and how your allocation currently works? Is there what the you know, likely travel times to these car park or travel number, the people, numbers of people from which areas are in those carpark, they've set out a bit more detail of how the carpark size was designed. I think that I still will have a separate time potentially questions about carpark management, just as you've heard, but this isn't a moment for that. But it would help if you set out that thing. It will take that away. Thank you. Thank you. Okay, and on top, Mr. Scott. So, thank you. I'm

22:27

following your curiosity about the matter. Can I ask how permitted Saturday working would fit into all this and whether there's a dedicated workforce for the night management of the freight trains, and similarly about the beach arrangements? Because they're there, they clearly are vital components of the of the management system. But the picture painted about the PNR is is a fairly routine workforce. I mean, I assume it will be double day working in the classic sense. But there is bound to be an impact and issues arising from those other two essential bits of the of the facility and design.

23:13

Are you wanting to know Mr. Scott, who will be using a carport the parking lot in car parks? Is that what you're asking?

23:20

Yes. I wonder whether everyone will be using them? Right. If they're not on the campus? Okay. If the applicant to respond to that. Flanagan

23:42

Yes, thank you. I'm going to ask Mr. Brown to respond and the clarification is required. I'll ask the question is about who will be using the car parks bearing in mind the 24 hour working will be going on on site and matters of that sort. So how well the work has been we'll get to site not just during normal hours, but the the workforce as a whole. So we can also monitor progress. Thank you.

24:22

So my understanding is that the the shift persons are set out in cicp Part B, but the workers it would continue to to be assigned in terms of the same process in terms of parking rides and in the car park at

the main development site. I need to just don't want to give you false information. So quite like just confirm that Jensen's did in the assessment if that's okay,

24:53

the simple question I think was if people are working on you know on the rail, freight or I remember them working on the comment on the site. Would they be using the park and ride facilities? I mean, you can respond.

25:14

Yeah, I think we just need I don't wanna give you the wrong answer. So I just wanted to kind of check in terms of what the parameters are around the nighttime working and what's been assessed and, and what would be controlled if that's okay. Yes, that's fine. Thanks.

25:29

Mr. Mustard. Thank you, sir. Gordon Lawson from Woodbridge Town Council. Can the applicant just confirm that the holding area for the 100 hgvs in the event of there being an accident on the a 12 to be provided that

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we can mark it is a completely separate, although possibly adjoining area to the car park for the park and ride.

25:58

It's not technically about a construction worker travel plan. But I will ask them on that one point, Mr. Moser.

26:10

Yeah, so I can confirm that. It's the it's the what's the acronyms the team at a traffic Incident Management Area, which is to be located at the park and ride facility. And it is separate. I mean, it is within the overall air and adjacent to it, but it is intended to be separate and to accommodate around 90 hgvs. And the references required is it's in the temp worker plan, but it's 4.3 point nine.

26:36

Thank you Mr. Flanagan. Okay with that, I think I'll move on to the template now. And again, I would like to ask the council's highways England and the police whether they have any specific comments on the templates. I'll start with Suffolk County Council.

26:56

Thank you, sir. Michael Bedford, Suffolk County Council. So again, we did make some specific comments which you will see that deadline three, all the Tim, I think I'll bring in Mr. Mary, if I may, specifically just on one aspect of that which relates in part to the teymur traffic Incident Management Area and the arrangement for the holding of hgvs. And buses off the highway network during an incident through Mr. Mary, please.

27:30

Thank you. Hello, good afternoon, sir. St. Mary from Suffolk County Council. Yeah, just like, I just like to make money specific specifically to do the diversions and the storage. It's just the point that there is a finite element, number of hgv's that can be stored at the main site, the freight management service facility in the southern park and ride. And it is key to ourselves. And I'm sure the police in highways England that the temp that the measures in the Tim particularly management of hgv's works. I just want to say the opportunity to point out that the a 12 doesn't have very good diversion routes off it. It's something I learned from a previous job, particularly to get to the Oxford area. The diversions are predominant job predominantly along the roads through towns, and often quite a long distance. And they do lead to local small vehicles rat running through country lanes. So I just like to emphasise that. And also in terms of the management is concentrated on hgv's and buses. But we'd also like to explore with the applicants a real time information to also try and control sidewalk cars and ltv's as part of the tip. So there are two main points I wanted to make. Thank you.

28:45

Thank you, Mr. Murray. Mr. Tate, is there anything you would like to add?

28:54

No, thank you, sir. We've made some points in already. But I think there's ever especially minor nature. We'll deal with those in writing.

29:05

Thank you. highways England. Could I hear from you now please.

29:12

Eric Cooper from highways England. Like other people, we made our comments at deadline three. I mean, the key thing I would like everyone to note is I think a lot of the HTV movements are going to be a long trunk road network, given the nature of what road network is.

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And the risk of incidents along that corridor, given what what Suffolk County Council have also said is there aren't many diversion, suitable diversion routes.

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So the tip is is actually really important to get right. And I think we made a common shared relationship between the HIV monitoring and it cuts across to the construction plan

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and the extent to the IMA and And I think we've made some references to posse IRAs, it should be actually slightly larger than I proposed.

30:07

Thank you. Can I hear from us? Sorry, did you want to add something?

30:14

Yes, sir, if I may, yes. Following following engagement with with the applicants, representatives, certain hot points were identified, because the country in order to divert

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agvs in case of an incident, however, those locations must be further further investigated to ascertain the capacity of, of each and every location. So, I'm expanding from that the responsibility of, of,

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of EDF should should expand nationally to do the proposed DMS routes per day following following the monitoring of the GPS monitoring, and those hold bonds in case in case of an incident, so also some some information, some further information is required in terms of how incidents and instructions are going to be cascaded, from the site to the whole years, and from the whole years, to the individual drivers. Thank you.

31:34

Thank you. Could I hear from the police now please?

31:41

Thank you take a second please. So as we set out in our written read part three, we agree with the principles of the tip. But consider that there are some pressing issues that are yet to be fully covered. So I agree with Howard England around the the communication issue with the drivers and and how that will be communicated in a timely and effective way. Also, in terms of communication, the temporal references communication with the police, but there's little clarity within the plan as to how that would be undertaken. It may be that the strategic relationship protocol is offered as a vehicle for that. But um, our view would be that wouldn't be an appropriate tool for that communication. I think most importantly, for me is scenario planning. There are a number of foreseeable incidents within the plan. And actually will make or will be really good practice would be to sort of scenario, exercise, tabletop, those so that we had really good preparation and foresight into foreseeable incidents. So that, you know, not just as a single agency for your partnership, we're better prepared to respond and know how we would respond.

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Rather than having to come up with that, that response on on the day itself.

33:18

And lastly, at the risk of sort of sounding like a broken record error, I'd return back to the, the TRG. And when I look at the Tim, in the section on review, again, it references one of the roles of the TRG is to discuss recorded incidents in the IMA. And again, so I'd come back to them need for us to be represented in that group. Thank you.

33:45

Thank you, Mr. Cutler. Mr. Flanagan, do you want to respond on those points?

33:54

Yes, thank you. We do I'm gonna ask Miss Mullen to respond on Mr. Mary's point regarding sizable cars and lgb as part of the time, the highways England points about information being cascaded, the police points about communication and scenarios, scenario planning as well.

34:19

So first up on on behalf of the applicant, so just with regard to miss Mary's point, that that is one of the purposes of the teymur. There's lots of acronyms here. And so that's the traffic Incident Management Area proposed at the southern park and ride that would only be used in the event of an incident that be used to hold hgvs and buses back off the network. And one of the reasons is why is the kind of the limited capacity to do that holding at the Plaza. And so there would be kind of points that the pliers obviously and then the ability to then hold the team at that and then also hold it the amount of 70 depending on where the incident was on the network. I think the the other point is With regard to the potential to and within their comments, which were very helpfully received about the potential to cascade kind of information to ltv's, and cars and workers with regards to instance or to reduce the impact, so we can we can take that on board with regard to housing, then we are engaging with them. I think we set this out, yes, I said, I'm gonna repeat myself that the Add to extend the the incident management area so that we can agree the extent of that ga fence for the TPS system so that we can have a site of hgvs on their route to the fate master management facility, in the event, that there was an incident upstream from the phlegmatic 30 terms of communication with the drivers. And it's the communications proposed for the DMS. You know, obviously, there's a safety aspect of communicating directly with the drivers as they're driving HTV, the communications proposed through the DMS to the local supplier to the supplier, and they then in turn, and it will be flagged up as an urgent and a warning. And then they then have to notify that their drivers so the communication would be with the supplier itself. I think that was

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scenario planning that the police had mentioned

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no planning. That's exactly right. So this is something also that highways England suggested in their comments back that we have a kind of a process chart in terms of protocols and and cask ating, that dad in terms of particular scenarios and what would happen in particular events. So I think that'd be a useful thing to progress with the authorities as part of the next iteration of the 10. And I take it a police would be involved in that scenario planning that yet they come to our meetings. Thank you. Mr. Fortman?

37:06

Yes, thank you class horseman on behalf of camps out parish Council, but also surrounding parishes. It is the whole issue of incidents on the O 12. Hence, what has been called rerouting we'd often call rat running is a serious issue because as Steve Mariota said the escape route or diversion routes around here are rather minimal. And we would point specifically to the B 1078 and the B 1069. The rude cassiar Snape, tonsils Snape is having at least eight areas was in that road which are less than five and a half metres wide hands making it a pretty dangerous place to be a diversion route or you know for so

called rat running to have to happen for vehicles who are not going to the main side. So this whole issue is a major concern for for our area. Thank you. Thank you, Mr. Galloway. Hello, Hello, Mr. Galloway. Mr. Galloway. Mr. Galloway, welcome back on sorry, hell. Sorry. Hello. I

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can hear you Mr. Galloway, but can't see you at the moment

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to realise let's chance the cameras. Well. Good afternoon. Thank you. technical problems apologies. Used to them. Six vehicles are likely to be approaching from north of the Oxford on the agewell. There seems to be quite a concentration of teymur capability as it were safe of the Oxford particularly at the park and ride. If there's an incident on the northern section of the a 12 above the Oxford in the north and the northern park and ride, what Incident Management would apply there because as far as I understand growth from personal use, there isn't a great deal of layout opportunity on the a 12 through two Lewisville.

39:44

Thank you Mr. Galloway. Mr. qussuk.

39:52

Thank you Yeah, during case at Milton calm for the parish Council. I just like to express solidarity with my colleagues. kempsey Ash on the issue of rat running following an instance on the eighth 12, south of Oxford, particularly a concern of my passion, and like real Kelso, as well is running coming up through for the road and or pretty rode on its way east on the SLR or the B 1122. And while we can accept assurances from sizewell C, that their traffic control traffic would not be allowed to take those routes, we can sell the other non sizewell c related traffic would indeed seek out those routes. exacerbating a problem that already exists on some of these roads, where times you can have an a half hour blockage caused by an accident on the a 12, which would prevent emergency vehicles attending residences and the people exiting their residences onto the minor roads concerned. And so I just want to reiterate and slow down to the others who spoke along those lines. Thank you very much.

41:05

Thank you very much. Could I Mr. Flanagan, would you like to respond on those three points, please?

41:12

Yes, please can ask us to respond. Mr. kousaka. Mr. formance. comments regarding rerouting and Mr. Galloway regarding the north of the Oxford incidents and over to Mr. Milan.

41:26

Thank you. Mr. Cruz, could you turn your camera and microphone off.

41:38

So because I'm on on behalf of the applicant, I think we covered running yesterday in terms of the modelling that we've done, recognising that that modelling is not during an incident situation, and but

that we are implementing, and kind of road safety improvements throughout the network as well. So it's very, I think the two corridors that work were noted to be 1078. So you're seeing the deed of obligation, and that there are along that corridor, road safety improvements will be provided. And we're doing those with the Suffolk County Council. And that should help both in terms of you know, kind of all around terms of whether it's an incident or not, in terms of the the 40 rave, pretty radical aspect, most of our workers will be on Park and Ride buses. And I think if you look at the the travel plans, kind of 80% is sustainable modes, is the target. So you can see that it's kind of we're talking about the 20%. And that the in order to get a parking permit at the main development site needs to live within the a 12 corridor, as opposed to the travel lane kind of further afield. So they're very kind of local trips. So the park and ride buses, and the purpose of the traffic incident management plan is to manage those Park, my buses and the ATVs in the event of an incident. And to minimise that effect. In terms of the incident kind of north of the 812, again, goes back to kind of the purpose of the team and the vacation, and that is recognition of the majority of the HTV. So coming from the south and forecasting a lower level from the north. So between balancing the the kind of hgvs and holding them between the players and the team, and we consider that that sufficient mitigation and along the a 12 in the event of an incident, and that we don't need a further holding point. So the North

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make potentially a suggestion on that point. No, that part of the scenario planning that you might do might be an incident and further north, and what scenario what would you do in that instance?

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They can, that's fine. We'll consider that part of the scenario testing, sir.

44:05

Thank you, Mr. Collins.

44:10

Yes, on that point about the northern traffic. And if if we did have an incident either on the BLM 22 or the size of the link road, at some point as those that traffic comes out, they will also not been through the facility at the freight handling facilities. So all of those vehicles will effectively be coming in invisibly, I presume, because they will not have had a slot I don't see where they get a slot and therefore, how are you going to get in touch with them to tell them not to park down to the B 1122 or stop somewhere. So it seems to be an area that is completely bereft of any planning.

44:53

I think what I just suggested scenario planning on that very circumstance might be Good thing which I think they're going to take away and look at. They may want to respond further on that point, but I'll, I'll just hear two more people then I'll, I'll speak to them again. Mr. Flanagan, do you want to respond on that point?

45:18

No, sorry. Sorry. I jumped the gun. I didn't realise you're going elsewhere. No, I was going to say that we were we will deal with that in the more than scenario planning suggestion, which was helpful. Thank

45:27

you. Okay. Thank you. Mr. Fortman. Yes, thank you class hold on county parish Council. Just with reference to the comment from customer Colin be 1078 Digital publication route improvement road improvements, excuse me. Not we are not aware of that. And I wonder whether you're referring to the Western stretch of the Burana seven eight which is a problem on its own as a shortcut between the a 140 and the a 12. Or whether the eastern stretch of the B one or seven eight, which is a shortcut. Maya kmch. tonsils Snape to least

46:08

ask her to respond to that point. But that's not really an issue about a traffic Incident Management Plan. It's more on the next agenda item about look at a consideration of traffic impacts. But I will ask you to discern sorry. Thanks to qussuk.

46:26

Thank you during that Middleton Count 40 parish Council, whether deliberately or otherwise, I don't think the spokesman of the applicant properly understood or responded to the point about rat running through the minor roads leading up north of sex London through Cal sail to be 1122 and the SLR we understand that those would not be permitted routes for sizewell c workers. Our point, though is that whether it's a be an incident on the a 12, that non size row related traffic would be also involved in that instance. And we are concerned that that would exacerbate an existing problem, a rat running through those routes, because of the overall increased level of congestion caused by the sizewell c projects. And I don't feel the applicant properly took on board that point.

47:22

Thank you, Mr. cusat. Mr. Wilkinson. Yes,

47:27

thank you, Mr. Humphrey. I wonder if this is the appropriate point where I could return to my question earlier today about the emergency plan. My question is with the additional traffic generated by the employees coming and going from the site in the early years. If EDF has taken into account the impact that might have on the emergency plan, which already has five and a half 1000 people to worry about in relation with an additional 4000 or 5000 workers, it would be prudent to to know that the impact of that workforce has been taken into account in the emergency plan.

48:06

Thank you, Mr. Wilkinson. Mr. Flanagan?

48:13

Yes, I'm going to ask Miss Mullen to deal with a B one a seven eight improvement and just point about workforce. Mr. Key Sachs clients are concerned. So it wasn't say that in terms of not avoiding that point. I think what we're saying is the point that's being made about rerouting you've heard from his mother and it's been modelled. we're satisfied there are the impacts such as there are can be properly

mitigated. So we there we have responded to that and certainly not enough to say anything further that can I hand over them

48:42

to miss Marlin on those and what she also respond to Mr. Wilkinson's point. Yes, Mr. Wilkinsons point about workforce? Yes, an emergency planning. Have to be small now then click okay. Thank you.

49:19

Before you start, can I just on Mr. Cusecs behalf? I think his point was if there was an incident on the a 12. Yeah, it's not necessarily what scenario planning you've done for your traffic. It's scenario. Does your scenario planning include your traffic and other traffic? I think his point is, I understand that they don't in isolation.

49:42

So I mean, and in terms of modelling, we're modelling we're not modelling and say the traffic modelling doesn't model an incident. The purpose of the traffic incident management plan is to provide a management plan of how we might deal with an incident should it happen as opposed to kind of model, assess and mitigate it through kind of highway mitigation. And that's, that's, I suppose the important distinction. What we're saying, though, is that in terms of the area that's been set out, I think it's kind of around the Cal sail area is that that's, that's to the east of the a 12. And the majority of the workforce, you would be assigned to two buses and hgvs, which were saying would be held off the network. And therefore the only ones the only traffic that would be routing through there is the those that have a parking permit, and they live within that boundary themselves. So it's, there's not kind of got so I think it was about the car traffic, but also the the hgvs and the in the in the buses are held off the network.

50:49

I think I think his concern was that you have a traffic incident management plan for traffic relating to size, well, if there is an incident, or the traffic will also want to divert, and is that accounted for in a traffic incident management plan? Or is that just traffic left to their own devices?

51:11

Let's see what you mean. By that effectively, that's, it's, we're mitigating our impact. We're not managing kind of the whole of the network in terms of incident manager, county, police and Suffolk County Council deal with that on a day to day basis, and they would continue to manage incidents, what we're trying to do is seek to minimise our impact, and say, you're correct that general traffic would need to abide by any policing diversions that are put in place by the authorities. That's that's, that's dealt with separately. And that's the current case.

51:47

Thank you. interrupted about possibly about the B. 1078.

51:53

Yeah, just to confirm that those proposals that it's the is the section to the weaker markets, west of the a 12, north and east of the a 12. So it's the the route between cotton M and M with a market that's included within the deed of obligation to confirm that. And then the final, the final points on emergency planning. And I just like to go to Mr. founded on that one place. Okay.

52:30

Thank you, sir. So, on that specific emergency planning question from Mr. Wilkinson. Until options, I mean, I don't I don't think we have an answer right now for you. But we have next week on Tuesday. We'll be out of order. But Mr. Mike Lavelle, the safety and operations director will be in attendance and he will be able to provide the answer I think to Mr. Wilkinson's question, we could also, alternatively put it in writing, but rather than try and give an answer, which may not be entirely correct now, can I offer that instead? So

52:58

that's, that's fine with me. And I think it will depend if Mr. Wilkinson can be here next next week, so and maybe do both Mike will be certainly prepared to do.

53:12

Thank you, Mr. Stansfield. If there's an incident near wicker market on the a 12, would

53:22

emergency plan hold us is that so they didn't bring workers to the southern Park and Ride which would cause congestion safely with a market if that wasn't the case.

53:35

Okay, thank you, Mr. Stanfield. And Mr. Galloway. You have another point?

53:42

Yes, thank you again, one quick point that perhaps the applicant can put to bed immediately is a previously identified option that was I understand explored was in the event of a larger incident, EDF might consider trying to lay up vehicles on the newly provided saboten link, template and bypass to await clearance back onto the a 12. It's been mentioned by several people that I've been speaking to as something that they picked up in one of the exhibitions and perhaps they could put it to rest once and for all. Thank you, Mr. Galloway.

54:22

Mr. Flanagan, do you want to respond to those two points, please?

54:27

So the first question, I'm just gonna repeat it as I had it for Miss Martin's benefits. If I get it wrong, no doubt I'll be corrected as I understand the question was about impact in an emergency of buses on wicker market that might have been directing to or from the park and ride we can market and so that's a last Miss knowledge address that and the second question is to catalyse question about laying up on the middles and more link.

54:54

I think it was, can I just say I think he's about holding up bosses. I take it with workers on them. On on the way back to park and rides as well as the point you've raised there. Thanks for that clarification.

55:22

So customer Milan on behalf of the applicant. And just with regards with market, I think my understanding is that might be but might be wrong about buses, and would they be held at the team? And what would the impact be on worker market? So the proposal is that they're, they are held back at the tailor the pump the park and vide route, the buses don't go through weaker market, they wouldn't go through weaker market in the event of an incident. But I don't know if I've misinterpreted the question. So I couldn't hear it very well.

55:58

Mr. side, clarify that. If this is an incident, that if we can market if the buses bring the workers back to the park and ride, we're going to have lots of

56:11

workers driving through weaker market to avoid the incident. So with the plan, stop them coming to the market and on the buses. Thank you, Mr. Stanfield.

56:22

And now I understand it now. I think we need to take that away as can scenario testing as well in discussions with the with the highways authorities, and this was something that Suffolk Council have asked for in terms of how kind of information is cascaded to cause an LTV, so we'll take that away as an action. And the other aspect was about Surbiton. And I think it was about perception bypass and potentially, or previously was theft and bypass which now forms part of the size one link code and the potential to stack hgvs up I think on that that road that my understanding that doesn't form part of the traffic Incident Management Plan. Not sure if it I don't recognise that as a proposal. I'm afraid so apologies. But it's not something that I I believe has been considered. It's not part of our proposals. That's the purpose of the having these holding facilities. Rather than stack hgvs. up we want to obviously take the hgvs and buses off the network rather than stack them on the network.

57:23

Thank you, Miss McClellan. I think that's been a very useful discussion on a traffic Incident Management Plan and I think demonstrates the benefit potentially of scenario planning, because there's quite a few scenarios to plan following that discussion. My next, my last point on the first agenda item is about the operational travel plan. I note there's no operational travel plans submitted for consideration. Could you explain why in this case, that's that's to the applicant? Mr. Flanagan. Finally got nothing you muted.

58:14

Apologies. Yes, sir. You're obviously quite right, though. In that sense. I'll hand over to miss Mullen to explain the detail in a moment. But like I point out in the obligation to produce one does exist, so that

we do have in schedule. But I'll now hand over to miss Mullen to explain the thinking as to why there isn't one quite yet. Thank you.

58:48

Cast On behalf of the applicant. It's quite simple answer, hopefully very short, that it's sometime in the future. We've assessed a kind of worst case scenario for the operational phase, in terms of car trips, and an allowance for car sharing, as part of that operational phase modelling. But it doesn't include any further travel plan measures, it's, it would be difficult for us to preempt what the future looks like that far into the future. And so therefore, we want to be able to discuss that narrative the time and with the authorities. And there's an approval process set out within the deed of obligation. And for us to have that travel plan agreed and the appropriate measures and that was formed part of that travel plan.

59:40

At that point, but correct me if I'm wrong, but I'm sure I heard on the accompanied site inspection workers at a nuclear power station must live within 20 miles of the power station. And as you say, You've model trips as a bit of a loss to understand why it's such a leap of into the unknown why you couldn't have a framework travel plan is an indication of the direction of travel and that sense.

1:00:10

And I think it's particularly unusual to, to have a to do take the approach that we've got that once that you have something that's agreed kind of further down the line. And but that you have a kind of worst case assessment in order to understand what what those unmitigated are without travel plan effects might be, which is the approach that we've taken. And I think this, we are, you're correct in terms of the distance that they're living from, and that forms past the modelling and tend to that catchment, the operational kind of workforce, but how they travel and where they may live, and the electric parking spaces, the any kind of bus, other measures that might be in place, we don't even know what the public bus system might be like, at that point. So whether we need to supplement that with other measures, it's difficult to tell at this time.

1:01:12

But I mean, in most pi applique, you would start with a framework plan of the measures, you know, and aspirations you might have for your workforce. And that would be fairly normal event in a planning in a in a planning application.

1:01:31

And, yeah, I suppose it's also stupid, the level of workforce that there are it's kind of a lot lower level of workforce. And so I suppose you correct that, that you can have a kind of framework travel plan. And then as plots and kind of areas come forward, you'd have a more detailed travel plan for remedying extensions. I think that's the approach that they've taken with boat well, lakes. It's a high level travel plan, but actually reserved matters for workplace travel plans for residential town plans as different just have mattered applications before. But it's, I suppose it's there, for the scale of of workforce. And without the thought it was more proportionate that we model in 2034, and kind of 12 years time, a split between car and car share, but that they that we we don't set any travel parameters, as yet. And we agree those with the authorities.

1:02:29

question I have about the travel plan, I think in the deed of obligation, that's paragraph 2.5. You say, in sheduled, 16, the operational travel plan will be implemented for five years at the end of construction, five years is that limit of the obligation.

1:02:47

That's, that's in accordance with the Suffolk guidance that there is at the moment. So it's you effectively and the normal travel plan and the practice and indeed, it's the the guy in accordance with the guidance suffered guidance, is that you would implement a travel plan, you monitor that over five year period, and at which point it should have achieved what it's meant to do. And it's it's obviously up to the kind of review mechanism within the travel plan where it not to achieve those targets during that time that that can be extended. And that normally applies in all travel plans. But it's generally considered that as a five year period, you should be able to achieve those targets that's been set. So we're aligned with it that the guidance effectively so

1:03:37

thank you. Maybe I'll hear from Suffolk County on this one, then. Thank you. Suffolk County Council, could I hear your views on the operational travel plan?

1:03:47

Thank you, sir. Michael Bedford, Suffolk County Council. So in terms of the overall, we had accepted the principle as set out in the construction work or travel plan at 1.4. Point three, the operational travel plan would be a follow on document rather than a document at this stage of the process, in part for the reasons that Miss McClellan was indicating about the timescale for the site to become operational. Having said that, and obviously having heard clearly your remarks, we can certainly see force in the consideration of the role of a framework travel plan at this stage, as it were to set out the overarching principles or be noted that it would be framework for, again, precisely the same reason. So that's the first point but I say we had not, as it were objected to the applicants approach that it would be a follow on document, obviously subject to the approval of the county council at the appropriate time, we do have a concern, which is certainly capable of being dealt with, which is what you might call the overlap point between what would be regulated during the final periods of the construction work travel plan. And then what would be the arrangement during the operational travel plan. Bear in mind, the incentives are completely conventional points that if you want to embed sustainable travel patterns, whether it's amongst employees or residents, whoever it may be, you need to as it were getting early, so you would certainly want to ensure that the operational travel plan was in place at the first opportunity as the operational workforce was coming on stream. So we would be certainly wanting to just see a little bit more precision about the mechanics of how those elements as they dovetail or interrelate, if that's the right way to look at it. And then I think the third point, which we have noted, and Myth number nine is, is correct that the, as it were, the conventional position in Suffolk, under its relevant guidance is to look for a travel plan for a five year period. But one can obviously recognise that that's the conventional position for a wide range of developments, we would certainly encourage the applicant for a development of this scale, and this duration, to be looking at mechanisms for embedding the operational travel planned for a longer period of time, potentially through as it were a review trigger mechanism at the end of a five

year period reviewing whether it needs to be extended for a further period and so on. But certainly, we would welcome there to be as it were more consideration of FAA in securing long term sustainable travel patterns amongst what is a large workforce of 1900 workers over an extended period in what is still going to be a relatively remote rural location, long term.

1:07:24

Thank you, Mr. Bedford. Mr. Flanagan, could you respond at this point?

1:07:32

So I think to keep it brief, I think we hear what Mr. Bedford says in his encouragement in those respects. And I think, rather than give you a long answer, now, I think we will take it away and see if some of those suggestions can be worked up and taken on board. And

1:07:48

thank you for that. Mr. Collins, you have your hand up.

1:07:52

Yes. And whilst I thank you, separate needs to be parish Council. Whilst I recognise that the applicants may not know what's going to happen in 12 years time, when this thing is finally built. They obviously made some sort of plan, because they have a car park, which actually fits a certain number of vehicles. So they've made some assumptions, and they've made some plans. But I think, despite the fact that none of us know what the rural transport situation, the sustainable transport situation is going to be around here. But given the nature of the roads around here, I think they can make a pretty good guess the vast majority of people who work at size will be come by come by car if they're not very local. So and I suspect that's going to be exactly the same in 10 to 15 years time, if and when this thing gets built. So I'm sort of surprised that there isn't at least an indicative plan at this point, which everybody can look at whether they have lots of electric charging points or otherwise, is an interesting point. And probably they'll have more than they think. But that's, you know, it needs it. They certainly have some idea of what this looks like. And it's surprising they aren't actually coming up with that right now.

1:09:11

Yes, thank you, Mr. Collins. I think Mr. Flanagan just committed to go and look at that issue but I'll get him to confirm that Flanagan

1:09:26

apologies, yes. For the rhetorical but yes, I that's exactly what I said. We will take that away.

1:09:34

Thank you. Okay. Hopefully, that deals with although on my system Mr. Collins, you've still got your hand up is that correct?

1:09:50

No, I think Mr. Cooper's got his hand up. I think my hands down but maybe not.

1:09:55

Yeah, okay. I've got to admit to having a bit of an issue in it. Then if Someone in one of my colleagues can tell me no I've got no I've still got you Mr. Collins. Someone could tell me who. Okay,

1:10:09

can I interrupt Mr. Mr. McCray? Humphrey? Sorry Cooper hobbies England, it was my hand. Okay, Mister Can I do I do apologise that my screen goes white and often don't quite know why. I just

1:10:25

say I've got an IT admin that can't see the hands up and my screen is frozen with Mr. Flanagan on it, but I can hear you, Mr. Cooper. Excellent. And I just really wanted just to

1:10:37

reiterate what other people said and support that position and have a framework travel plan or something similar to that, given 10 to 15 years away is a long way. And generally speaking, people tend to forget things which which are in the long run longer term. So there has not been there is a basis to work on. That will be welcomed.

1:10:58

Thank you very much. And if you just bear with me a moment while I see if we can sort my it issue out and we'll move on to the next agenda item which is consideration of local transport impacts.

1:11:21

Unfortunately, I've still got Mr. Collins stopped. Mr. Collins on my hands up. I think what I will do at this point is potentially take a short adjournment for a break. It is 1531. So can we say would be 1545 we'd come back. Thank you.