

## **EN010012 – The Sizewell C Project**

Interested Party Reference Number: 20026225

Name: Arthur Stansfield

### **Issue Specific Hearing 2 and 3**

#### **Construction Worker Travel Plan**

The Construction Worker Travel Plan states 980 drivers to southern park and ride. EdF estimate 1050 vehicles per day through WM (525 vehicles in each direction) along the B1078 through Wickham Market. Does this mean that 50% of cars travelling to P&R will travel through Wickham Market?

Workers living within 800m expected to walk or cycle. If a worker is living in Wickham Market, possibly in a shared house with other workers, this will mean additional parked cars, causing further aggravation to the parking issues.

We expect congestion at Woodbridge will cause additional local traffic to use B1078 to travel to Ipswich, and west to A14. I use that route to Ipswich and know other locals that use that route. This means that EDF's modelling showing 1050 extra car journeys through Wickham Market as optimistic.

There needs to be baseline of traffic through Wickham Market prior to and then leading up to and during construction to have a complete picture of traffic history. The monitoring should be undertaken so that the origin of traffic can be deduced. This will enable verification of the modelling and give accurate information of the impacts.

If EDF intend to minimize the impact of workers' journeys then accurate data on these journeys is required. I have described two methods that could be used to monitor these journeys and whether undesirable routes are used. The worker should bear the cost of these journeys rather than the residents of villages such as Wickham Market. These 2 methods could achieve that purpose. Irrespective of any legal obligations Pledge 1 in the many community newsletters state "Minimise disruption to local communities during the construction of Sizewell C". EDF should therefore do everything possible to reduce the impact on Wickham Market. We feel that although some of the modifications to street furniture and layout may be beneficial they fall short in mitigating the impacts of the extra traffic along the B1078 through Wickham Market and indeed for many residents making use of on-street parking the impact is definitely negative as the number of parking spaces will be removed. There is already competition for parking.

#### **Monitoring of workers journeys to work location.**

I will not repeat the description of the mobile phone app and use of geofences to monitor the workers' journeys. However I would like to emphasize that it is not a tracking system. The phone used for monitoring will know its position from GPS at any point in time, but that data is not transmitted to be stored in any connected computer system. The GPS position of a phone can be made available to Google or Apple depending on settings on the phone and is often used in searches to find nearby points of interest. The salient points are as follows:

##### **Mobile phone app with geofences**

- Geofences are controlled by EDF. EDF may wish to consult on the geofence definitions with the local community
- The app need only be active to monitor the journey to/from work
- The app will download the geofence data
- The app will be aware when the phone is inside a geofence and will report: entry time, exit time, geofence name and information to allow EDF to identify the driver. It need not report exact locations.
- EDF will be storing personal and vehicle details of workers for other reasons - for example access to car parks and the main site. Therefore there may not be any GDPR issues that are difficult to overcome.
- I have verified that this method of monitoring travel through geofences works.

##### **Smart cameras with number plate recognition**

Again I will highlight salient points

- Registration numbers to monitor can be downloaded to the camera
- Cameras can be placed on any road that requires monitoring
- The camera would only report on the downloaded registration numbers
- It would be possible to download registration data to the camera on a time basis, so that vehicles would only be monitored during the expected journey times to and from work.
- EDF will be storing personal and vehicle details of workers for other reasons -for example access to car

- parks and the main site. Therefore there may not be any GDPR issues that are difficult to overcome.
- This technology is in use to prevent rat-running in West London and also to monitor pay and display car parks to ensure that required fees are paid.

Mr Flanagan for EDF said at the beginning of Issue specific hearing 3 on transport:

“Opposition is this that I think it's quite clear and important position that neither law or policy requires the imposition of controls or monitoring on a project simply to ensure that your project conforms with the outputs of the assessments undertaken at the application stage, then an assessment, whether it's a transport assessment, or an environmental assessment, doesn't really say really doesn't should not translate into controls in that way.”

This appears to be counter to Pledge 1 often seen in the EDF Community Newsletters because if traffic is not monitored and controlled then it is impossible to control the impact on the community. Pledge 1 states:

Minimise the disruption to local communities during the construction of Sizewell C.

I also have issues with EDF's written answers:

## AR.1.22

*On the B1078 between Border Cot Lane and Spring Lane, the peak number of vehicles parked along the High Street during a parking occupancy survey in 2019 was recorded as 22; the future capacity would be 17 (loss of five spaces). The capacity of the long parking bay along High Street between Spring Lane and Lower Street would be reduced from 12 to 10 spaces – however the parking survey recorded a maximum of 10 cars parked along the kerbside east of Spring Lane at peak, suggesting that the future design would be sufficient to accommodate demand*

The capacity of 22 could be as many as 24 by my inspection of the parked cars between Border Cot Lane and Spring Lane.

*The capacity of the long parking bay along High Street between Spring Lane and Lower Street would be reduced from 12 to 10 spaces*

The capacity here by my inspection of parked cars was 15 spaces with a further 3 from Lower Street towards the bridge.

The use of Barhams Way for displaced parking has not been discussed in meetings with EDF.

EDF's current plans are also to extend the parking bay towards westwards Spring Lane. I along with 6 other households access the High Street from The Drift. In 1993 when I moved here there were yellow lines opposite The Drift. Some years later Suffolk County Council extended the parking bay without consultation. This made it more dangerous when turning right out of The Drift. Extending the parking bay further and adding a build out will make this situation more dangerous. Although I have been involved in discussions with EDF concerning traffic mitigation I am unable to endorse many of their proposals.

There seem to be fewer parked cars now than before Covid in certain locations Wickham Market. It is difficult to know the number of parked cars as things return to a more normal situation.

If EDF workers rent property in Wickham with multiple tenancy then this could result in 3 or 4 cars per house. This will lead to further pressure on on-street parking.

## AR1.23

*with regards to reducing delay though Wickham Market, SZC Co. has been working with the Parish Council to bring forward a public realm improvement scheme within the public highway which would represent the first phase of the implementation of the Wickham Market Neighbourhood Plan (rather than temporarily removing on-street parking on the B1078 or constructing a diversion route via Valley Road and Easton Road)*

*(ii) Any additional mitigation would be secured through the Deed of Obligation (latest draft of the Deed of Obligation is provided in Doc Ref. 8.17(C)). The public realm improvement*

*scheme would address elements of the pedestrian safety, and cycling, walking and disability access routes policies of the draft Wickham Market Neighbourhood Plan, as well as deliver a number of the potential improvement works identified in the transport and movement section of the Neighbourhood Plan. Measures are currently exploring the introduction of village gateways, pedestrian crossings, narrowing of roads/widening of pedestrian routes, and demarcation of parking bays.*

Does it address pedestrian safety, and cycling, walking and disability access policies of the Neighbourhood Plan? There have been no discussions with the Neighbourhood Plan Committee. The proposals may well make it less safe for cyclists. Very little has been said concerning cyclists by EDF or their consultants during our meetings, certainly nothing has been offered from the cyclists' perspective.

#### **AI.1.24**

*If the park and ride was located at either Woodbridge or Martlesham, many construction workers living west of the A12 would likely be allocated to using the Darsham park and ride as this would be a shorter total journey time to the main development site*

It does not necessarily follow that the workers should be allocated to the Northern Park and Ride.

*Option 2 site at Woodbridge would be at a new fourth arm to the A12/A1152 Woods Lane roundabout. The additional arm and turning traffic would likely increase the number of collisions significantly at the roundabout*

Is this true? Surely this also applies to Wickham Market - there will be additional collisions in the High Street and also increased danger to pedestrians and cyclists. I would say that extra traffic through Wickham Market would have a much more adverse impact than collisions at the A12/A1152 Woods Lane roundabout.

*While traffic flows on the B1078 travelling to and from the Southern park and ride would obviously reduce, other Sizewell C related LGV traffic would remain and still cause an impact that would require mitigation.*

This indicates that Wickham Market will have substantial LGV traffic.

EDF have told us that the route from the west will be A14/A12. If this is the case then the closer the park and ride site is to A14/A12 junction then the less traffic on the A12 heading north. EDF have no way of enforcing their policy and would require effective monitoring to be in a position to enforce the policy.

#### **AI.1.25**

*freight management facility, as it would require workers to make a circa 45 minute bus journey (an extra 20 minutes compared to that from Wickham Market) to site after driving to the park and ride site from their home location*

EDF are more concerned with convenience to workers and their journey time than impact to residents of Wickham Market.

*those living in Ipswich, Woodbridge and Framlingham for example*

How many workers are expected to live in these towns and also in Wickham Market. For Wickham Market what will be the impact on on-street parking? There could be increased demand for on-street parking.