



Sirs, this submission in relation to East Anglia One North and East Anglia 2 is for Deadline 9

At every opportunity I have had either Consultation Events, Examination Hearings or personal correspondence I have asked for detailed figures of the Traffic which will be associated with this development. Various charts graphs and statements of figures have been produced by Scottish Power Renewables, (The Applicant). Despite the numerous documents the Applicant presented during the consultation there is still no clear picture of total vehicle movement.

At this stage in the Examination process an unacceptable situation exists where a developer has not provided clear figures relating to all traffic which will be associated with the construction programme. I can only assume that this is due to the applicant not having a clear plan of what is Involved in this development.

They have made much of the movement of HGV but little clarity exists in their documentation of the many other vehicles associated with the development. What constitutes an HGV is set out in the DVLA guidance I already referred to during Deadline 6. However many other vehicles have the capacity to carry heavy loads and are not classed as an HGV.

Where in all the documentation has the Applicant shown how many of these additional vehicles are planning to use our roads and what controls will be in place to restrict their movements through villages and quiet lanes? This is sadly lacking in all the documents. A generalised amount of vehicle movement is not acceptable and The Applicant's should be precise and clear about the number, type and designation of all vehicles not only HGV's.

The Applicant at ISH 5 presented Average figures for traffic movements but;

“Executives’ desire to work with “a number,” to plug in an average figure, is legendary. But whenever an average is used to represent an uncertain quantity, it ends up distorting the results because it ignores the impact of the inevitable variations.

Averages routinely gum up accounting, investments, sales, production planning, even weather forecasting. “

(Harvard Business Review 2002)

The use of the Averages figure by the applicant does not give true reflection of the vehicle movement across the piste nor does it take into account the impact the traffic movements, in particular HGV's, will have on the peaks associated with the tourist and event traffic in this area. The Applicant does not include the numbers of all ancillary traffic, which by the very nature of this development, will be significant.

“So, averages can be very misleading. You need to know the distributions of the figures: how many units, and how much each unit measures. If you don’t know how the word ‘average’ is being used in a statistical analysis, you’re liable to be lied to.

(Statistics and Averages: How Numbers Can Mislead

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September 25, 2020

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It seem evident to me that the applicant in their efforts to answer the questions of traffic volumes have resorted to producing information resulting in flawed values of traffic movements. This only further confuses the reader’s ability to understand the true picture of all traffic movement and how it may affect our communities.

It is inconceivable that any developer does not know exactly how many vehicles should be associated with their construction programme. The costs associated with this will be a key issue in any well managed business. To omit the full information from their submission is again an example of the lack of professional delivery this Applicant assumes to be acceptable.

I would ask the Inspectors to insist that the applicant show exactly

- how many vehicles of each classification, as set out by the DVLA, are to be assigned to this development.
- How the vehicles will be distributed weekly across the period of development
- The exact routes that will be used by each designation of vehicle
- Restrictions planned to protect vulnerable communities ie villages and rural lanes from all vehicle intrusion
- What measures the Applicant has planned to deal with identified peaks of local traffic movements.

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