

TEXT_M25J28_ISH3_Session2_12052021

Wed, 5/12 12:49PM • 1:05:25

00:01

Good morning and welcome back. We will now recommence this issue specific hearing on M 25. junction 28 improvement scheme. Before we carry on, can I remind any live streamers that they will need to refresh their browsers in order to view

00:18

our feed? Mr. Chalice before we carry on, you have your hand up.

00:22

Thank you so much as for highways England, I thought it might be helpful before you move on to the next item to say in relation to the previous one that my understanding is indeed that the designated funding is is to cover this scheme, and is not for the amount so to speak. So that if it costs more, that that's for highways, England to worry about it. And I just thought it will be helpful to clarify that I do appreciate you'll probably ask us to confirm that in writing. And of course, that's fine. Yes, if you could, please. That's that's very helpful. Thank you.

00:56

Now, we will move on to the next item of the agenda, which is the adequacy of the outline traffic management plan.

01:09

The outline traffic management plan is submitted by the applicant a deadline for

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reference rep four zero 13. In the examination library,

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can I begin by asking

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the interested parties to comment? give their comment on on the adequacy as they see it at the moment. I'm mindful and no doubt the interested parties will be as well that the the applicant is intending to submit an update at deadlines seven.

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And I have I have summarised in my own mind for my own benefit that the items which I think are outstanding from the interested parties point of view, and they relate to the closure of the a 12 have slipped

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HGV management along the a 12

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and an offsite parking those seem to be the headline items that there may be others. And I will invite this stage London Borough of hearing to begin with and then then go to Transport for London. And then anybody else who wishes to comments

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to give their views at this stage mindful that there is an update coming and perhaps steering your your comments towards what what you believe that update should contain.

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So if I can hand over to Mr. Douglas

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London borough favouring in terms of the the outline traffic management plan, as it's as it's currently been been drafted, I think there are two kind of key I guess, outstanding issues from from our perspective. One.

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you've, you've already mentioned, sir, around the closure of the a 12 is bound off slip

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when responding to the panel's second set of written questions. We we raised the point hiring raised the point that the the the temporary closure of the a 12 is bound off slip didn't appear to have been included within the outline traffic management plan. We certainly feel it should be

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otherwise because it should be

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should form part of scrutiny for for the for the for the examination. We we note that the applicants in its response to

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to the panel's written questions at deadline five in response to two written question

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2.4.

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They stated that

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as as any temporary overnight road closures are by definition of a very short duration, they are not covered in the outline traffic management plan. They would be covered in the final version of the traffic management plan to be submitted to the Secretary of State for approval under requirement 10.

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But when responding when the applicant responded to landmark hirings responses to written question 2.4 so that's rep six dash 013. The applicant said in response to our concern about the a 12 eastbound off slip closure.

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Please refer to how Cygnus response to the examining authorities further written question ta 2.4 rep five dash 041. The outline traffic management plan will be updated to include temporary overnight road closures and will be submitted at deadline seven. The outline traffic management plan is supported by the decio draft decio. In that requirement 10 requires a final version to plan to be substantially in accordance with the outline version and no doubt

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the secretary state would

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Be prepared to approve the final version if you're satisfied that this is the case. So, for us there appears to be a bit of a discrepancy about whether or not the outline traffic management plan is going to include the temporary closures of the A to A 12. eastbound off slip and we'd invite the panel to to to request clarification from the applicant as to whether

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it will be included in the revised traffic management plan at deadline to be submitted at deadlines seven. The other point that I would like to raise is in relation to

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figure 2.1.

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We within the outline traffic traffic management plan, which refers to

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sorry, paragraph 2.3. point five of the outline traffic management plan, which refers to the the sweat path analysis that's been carried out

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in relation to the U turn at Pittsfield Avenue junction.

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And the applicants

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acknowledged that piece of road Avenue is not wide enough to allow it to articulated hdb's to make a U turn at the junction and that

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instead, these vehicles would need to use you need to use gallows corner in order to access the the site compound.

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I think from from havens perspective, when we just reiterate the concerns that were raised at the at issue specific hearing one in relation to the impact of construction traffic on gallows corner, if there's going to be an additional 95 movements

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going round, the round gallows corner to access the junction and an additional 95 moments.

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exiting, and some of these use using gallows corner junction. The concern is the impact that might have on that junction itself. So we just like to reiterate our concerns on that. And we would we'd also suggest that

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HDB lorry movements should be restricted to outside the the the morning and afternoon peak periods. Thank you.

07:15

Thank you, Mr. Douglas. Coming back. First of all, if I made to the the the loss of closure in your in your representations, you've noted that the the the outline traffic management plan in in the words of London Borough of Haven, the outline traffic management commentary is not supported by the necessary wording in the updated draft decio or the outline camp. Can you expand on that? What What is it that you believe is missing? What would you like to see what wording Would you like to see within within those documents? That is not there at the moment? I think in relation to the to the a 12 is bound off slit we just like a clear recognition across the documents that there will be temporary closures that will be required

08:08

during the construction period. The concern that we've got at the moment is there isn't that necessary, necessary? Sorry, wording. And if that's not scrutinised or is that if that doesn't form part of this

examination process. The concern is, whilst the applicant currently says that they will only be temporary in nature.

08:31

If they're not subject to examination now, and it's left to the principal contractor, those temporary closures could be substantially longer than is currently indicated. We've already previously raised concerns about the diversion for residents in Kenilworth around Woodstock Avenue, where they would have to go further up the ABA 12 to two in order to come back on themselves to head in towards London. And clearly if those if those diversions are for a longer period, that's going to be in significantly disruptive to those residents. So it just we feel it just needs to be clear within the documentation that that temporary closures or the spin off slip will be taking place. And would it then be helpful to understand

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a definition in this in this context of what temporary actually is envisaged to mean

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in terms of a period of time? Yes, it would. Yep. Yeah. Yeah. Because

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temporary could could mean everything.

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are a couple of days or a couple of months depending on individual interpretation. Yep. Yeah. Yeah, that's that's noted. Thank you very much. If you have no other issues, I'll move on to to Transport for London, please. Steinberg.

09:47

Yes, Matthew reinberg Transport for London. There were four points we wanted to raise really. And the first one of those has pretty much largely been covered by Mr. Douglas from a London borough. favouring so. Really, I won't dwell on that but it's

10:00

Just the importance of understanding the closures on the at least found off slip. And, you know, what's what's proposed for those. So I won't dwell on that at all. There are a couple of points which we've raised as concerns which the applicant has got back to us on in various representations which we think are would be beneficial for those to be included in the updated traffic management plan a deadline seven. So the first of those,

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we I guess misunderstood from the outline traffic management plan that there are

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clients sets out various additional interpeak lane closures on the a 12 eastbound main carriageway proposed for the purpose of utility diversions sebesar off peak only. And we felt that the that hadn't been modelled properly and could have a significant impact. So the applicant did advise in the document responding to tfls response to further written questions which was rep six zero 11.

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For the modelling and in the transport assessment supplementary information report did in fact, include those closures and be in two peak periods. And but it demonstrates but for flows on a single lane on a 12 main carriageway various capacity for that based on the demand, so we accept where we recognise that but we do think this needs to be made clear in the outline traffic management plan as well first, if there are

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any sort of NTP closures but the the sort of impacts of those need to be recognised and any mitigation that is necessary needs to be set out.

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Another point the third point I've got for one which was clarified was that we were also concerned about narrow lane running that was specified on the a 12 eastbound main carriageway in the outline traffic management plan, which meant which suggested that if the pedestrians for the pedestrian route alongside the eastbound a 12, might not be able to be maintained open with narrow lane running. And again, highways England has now clarified that actually because the narrow lanes will be towards the central reservation, that won't be an issue. However, it does lead onto my fourth point, sorry, so that should be also clarified in the plan at line seven. But it does lead on to the fourth point where again, it's in hybrid in the applicants response to tfls further written questions rep six zero 11.

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They made clear that the pedestrian and cycle route alongside va 12 eastbound carrot carriageway will need to be closed for an extended period during construction of a scheme with a diversion route for pedestrians being via the subway at the junction with Petersfield Avenue, which we've discussed earlier in hearing. So whilst we recognise demand for using that route is currently relatively low.

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And also we recognise that the outline traffic management plan is focused on traffic rather pedestrians and cyclists. We do feel it needs to be made clear what measures are going to be put in place, whether that's signing or other measures to ensure that pedestrians are clearly diverted along the proposed diversion route and don't

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aren't sort of forced but having travelled a long way in trying to cross the a 12 carriageway further up towards junction 28, which would then have an impact obviously on traffic safety and pedestrian safety. So that was the final point that we felt all of those really needs to be covered in the updated version at deadline seven.

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Thank you, Mr. Weinberg.

13:57

All Now, before I return to the applicant, I'll hand this over to the to the rest of the room as it were. If there are any other

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queries, Jane, Jane, you'd like to raise a point.

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Okay, just to piggyback on kind of what's been said

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around clarification of the temporary closure issues,

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but disappointingly,

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going in, I haven't picked up on it. But I've tried to scan through the

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outline traffic management plan. I can't see any mentioned specifically a Woodstock Avenue. And yet, I and residents many residents locally have repeatedly tried to emphasise that our road is very unique to all other residents in this area. In the fact that we do not have any other options to turn right. Other than go around option 28. Whereas all other roads do that

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Whether they're southbound or northbound of the 812. So it's disappointing that we haven't been specifically mentioned like HGV drivers. And obviously Grove farm has to be mentioned.

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But it would be nice if if we had a similar sort of

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mentioned around maintaining access at all times.

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For our road, and it's not just our road, it's houses along the a 12, on our side of the carriageway, and an even further down really with from Kenworth, etc. So

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again, we've we've raised it many times verbally and in writing,

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under communities at the moment on page nine of the outline traffic management plan, it just says affected residents, and but that it doesn't, is more it affects us more than

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normal residents. But it's not just the territory closure, I think people need to really realise that it's the bigger picture, the holistic approach here. You know, it's a bit like a game of chess, you move one piece, and it affects the whole of the board, whether the M 25 is going to be closed between junction 27 and 28, or one or both lines, we're going to have closures between 29 and 28. We're going to have slip road closures this side and the other side of the 812. We're going to have, you know, deliveries from construction vehicles site work, men and women passing the bottom of our road, we've got diversions around gallows corner, every diversion on those I've had a little look at those maps affects our immediate vicinity, getting into and out of our properties. And I just think we warrant some kind of

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a site specific pair and I can't remember there was a terminology used that we could be perhaps considered, you know, slightly differently to other neighbouring residential areas in the fact that we did have no choice and if that slip road is closed, diverting down the road, well, it's not it's not practicable, the amount of traffic that comes backwards and forwards down the 12. You know, invariably, you're going to end up having to go through Brentwood Shem field, or mountain essing. And their long diversions,

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you know, to access local facilities.

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Thank you. Thank you, Jay.

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So, again, before we go back to work before we revert to the applicants, are there any other issues that any interested party would like to raise?

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I'm seeing no more hands. So Mr. Chalice so I will come back to you. You've heard the issues that have been raised. And

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can you can can you give the responses as well as you can at this stage on on how the Atlanta traffic management plan will? That is being submitted the deadline? Seven, how will it take count of the points that have been raised?

18:17

So thank you, Bob Charles, for highways England. Yes, we can respond on that the next iteration of the outline TMP will pick up a number of the points raised. I'm going to ask Mr. Cates Mark if he would explain further, I think it's perhaps so just to remind

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everybody on this call that of course, this is an outline traffic management plan and under requirement 10 of the order, there will be a full detailed version which upon which there will be consultation, and of course, which the Secretary of State will get to decide whether it's adequate or not. So there is a further level of scrutiny beyond this examination. But as regards the next iteration of the traffic management plan, if I may, Sir, I'll hand over to Mr. Case. Mark.

19:05

Thank you very much.

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Thank you Steve Case mark for highways England.

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Yeah, I can outline the areas that we're currently updating the outline traffic management plan. So we are going to be including information on the overnight closure, particularly the a 12 eastbound off slip, which as we've said before, we believe a very short term, overnight closures are unavoidable and to construct the works for the the scheme. So that will be included in the end a plan that shows the proposed diversion, which we recognise is quite lengthy, but it has to be borne in mind that that diversion would only be in place at night. When there is very little traffic on the roads. It would be outside the pay periods and therefore the

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diversion route we've looked at the off peak journey time for driving from Woodstock Avenue up to the next junction east on the to the east on the a 12 and then back down again. And we think it adds between 12 and 15 minutes to the journey time. But the actual journey time is actually not much longer than it is during the peak hours currently because of the levels of congestion you get at the junction. So even though it involves quite a considerable extra distance, we don't think the journey time because it is an off peak period when traffic flows are free flowing, the actual journey time difference between make trying to make that journey say it during the busy time the day is not significantly different.

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It will also the updated

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allotrope measurement will also clarify the point on or confirm the point that emergency services will be able to be escorted through road closures if necessary. For for the the nature of the emergency they're attending to.

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We will also provide clarification on the issue regarding the narrow lanes on the a 12 and that they will only lit they will it will only be narrow lane running on the a 12 eastbound during peak periods and Lane close any lane closure on the a 12 eastbound will only be during the entity period when the modelling has indicated that it does not prevent or result in increased delay to traffic

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while significant increase the delay to traffic. And it will also include a statement that the

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contract will prepare a workforce travel planned in will be included in the final

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traffic management plan. And in there we just

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briefly explained as types of measures that will be considered as part of that final travel that workforce travel plan.

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And as part of that will also clarify position on workforce car parking management, provision and management.

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Which was another point that was raised during the written by parties interested parties during the written representation process.

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And it it already talks about the HGV management

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and the issue regarding the U turn at

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Pittsfield Avenue and the intention is that all traffic construction traffic will therefore be directed to U turn at gallows corner. Because the it's too complicated to send traffic to different routes depending on the size of vehicle and it would only end up confusing suppliers and subcontractors. So, it is preferable to have a single defined route. And in the outline traffic management plan we have now made reference to the fact that there will be

23:12

lorry routes defined lorry routes for accessing the work site. And those lorry boats routes will be signposted with temporary signage on the road network in the local locality and and you know all suppliers and subcontractors will be notified those are the routes and only those routes are to be used. And those will all be specified and laid out clearly in the final traffic management plan but are described

in the outline traffic management plan. Sorry to interrupt your flow, is it Am I understanding you correctly then and apologies I've had to switch my camera off

23:57

the swept path analysis and the indication of a U turn up Petersfield Avenue is are you saying that that's that's no redundant there there is no intention for there to be any U turn manoeuvres Petersfield Avenue within within the traffic management plan. That's correct. Okay, so that will effectively that will be removed. Yes. Thank you.

24:19

Yes, everything will be directed to you turn a gallows corner. And in terms of the point about the impact of the traffic on gallows corner, we do not believe the volumes of traffic involved will have a material impact on the operation of gallows corner.

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You know, we've heard to 95 vehicles.

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That's per day, we think that adequate will equate to roughly one vehicle every 10 to 12 minutes

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using gallows corner to to to access the site and we don't believe that that is sufficient additional demand given the background flows of gallows corners to have any material impact on the operation.

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performance of the junction and does not wash certainly does not work modelling. That was the question I was just about to ask whether whether you had you had model that, but but your your belief then is that because of that the low volume as you as you describe it, it's simply not necessarily because the impacts will be. Yep. It's a tiny proportion of the current demand that the traffic at that junction. Okay. That's that's understood. Can I just just bring you back

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to the a 12 offset closure? You mentioned

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the the intention, which is understood that these will be temporary, and that they will be overnight.

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And you've heard the concern that London Borough of haven raised in terms of the definition of what temporary actually means in this context?

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It will there be will there be a way perhaps perhaps not within the outline traffic management plan, but I can imagine that there could still be a commitment to finalise within the traffic management plan.

26:07

A definition of what temporary means in this context, temporary could be interpreted as being all night, can it not?

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What temporary we mean anything that isn't, isn't that who's going to be that left there permanently as part of the scheme. So it's any, any temporary works of any length of time, basically. So when when we use the term temporary when they're temporary during the construction period, or any period within the construction period, yet, without wishing to get into a semantic argument, that that's understood that by its nature, if it's overnight, it's temporary, because it reopens the next the next morning, but that you will, you will recognise where you're not that that would be a significantly greater impact. If it were closed all nights versus an hour or two, between one and two o'clock in the morning. Those are two pretty different prospects, aren't they? Yes, we will be clarifying the hours in the traffic management plan the hours over which we think these these closures will take place the hours between the you know, the evening and the morning. I can't remember those times offhand. But we will be clarifying that. That's it. Thank you very much.

27:22

I see Jane that you have your hand up. But I'd like to allow Mr. Case mark to respond to all of the points that have been raised. And then I will come back to you. So please carry on Mr. Case, Mark.

27:35

I think the only point was the audit. I think I've dressed all the points that were raised. Oh, no, this couple here. Yes, the point on the restricted hours, we don't believe because the traffic numbers are so low. And that they'll have a negligible impact on the operation of the road network, that we don't believe having restricted hours would be appropriate. And given that the site constraints for the construction of the facility means that the way in which the contract will operate here will be very much on last last minute delivery because of limited space on site to stockpile material and equipment, and therefore to have restricted hours would pose a considerable additional burden on the contractor and an increase in efficiency in their operations if they were not allowed to receive vehicles during the peak hours. And therefore, you know, and that potentially could extend the construction period of the whole whole project. If that was risk restriction was imposed, because of the way it would limit the working practices on site. And given the low number of vehicles, we do not believe it would be reasonable in this case to impose such a restriction.

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The other point was made was about the pedestrian access. Well, I think that is on the 12th I think that is a detailed matter for the final traffic management plan. Clearly, under current regulations, a contractor cannot close any footway, without putting in place the necessary legally required

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diversion route and direction signage for pedestrians. And I think it's inappropriate to set that level of detail out at this stage in the outline traffic management and we have described the fact that when

these closures are required, you know, diversions will be put in place. And we've indicated that for the a 12 it will be you know,

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to head west and cross and the subway if you want to then head head again. head east word towards junction 28. Because the footway on the north side, the a 12 will walk up to

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the junction will be closed at certain times during the construction period. But I don't think we need it. You know, it's described

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in there, we I don't think we need to provide the details of exactly how that will work and it would be inappropriate in an outline traffic management plan.

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But again, to clarify that, it it would be appropriate in a traffic management plan, which which will be seen content available for consultation before it goes to the Secretary of State. Is that correct? Yes, that's correct. Yes.

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I think did did you cover the the issue raised by TfL on interpeak lane closures westbound, the westbound a 12. Well, I did I did mention that we it had been modelled and in the

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traffic assessments, supplementary information report, the the information on that is in appendix in the appendix to that report, which gives the interpeak modelling results which demonstrates that we have modelled it it was assessed with with the lane closure and and the impact of that rubric reported in the transport settlement supplementary information report in the appendices. Thank you.

31:04

The The only other issues that that I that I think were raised were by Jane regarding which Woodstock Avenue and since Jane has her hand up, I'll bring her back in at this stage for you respond to so that you can respond to all of her points at once. Jane, please go ahead.

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Thank you.

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It's just the word intention. I'm a bit worried because I know the area obviously very well. And a lot of lorries do attempt u turns at Petersfield Avenue, there is actually nothing legally stopping them doing it. And I my concern is that this is a very theoretical kind of academic

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diversion because once lorry drivers, they know the area they know they can do a quick U turn halfway between junction 28 and gallows corder. They're gonna try and use it what is going to be there to stop them doing it. Because as far as I'm concerned, you know there isn't how are they going to differentiate between a lorry that's going to be delivering for the construction site to any other lorry. I mean, we get buses, we get it. It's a game that a lot of people do do u turns there because it is the only way they have a circumnavigate and going to the gallows corner. So that concerns me. And, and also the word intention has been used in relation to the temporary closure. And I know, there's been obviously a lot of discussion about it. And I won't repeat what I said off there about our concerns, because I think that's fairly clear. But the one thing I really would like

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to go back to the Secretary of State, whenever this happens is that our specific issues of Woodstock having you all raise as a specific issue. We don't get lumped in with the general community and affected residents. Because that isn't, that doesn't that isn't correct. As far as we're concerned, it doesn't apply. Because we don't have the same options, as I said before.

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And again, I might be repeating myself again, but this bigger holistic approach, it's every diversion that you've that's mentioned in this outline and being outline at this late stage still worries me because, you know, obviously I I gather it's going to be updated again, but but time is running out. And it's it's not an easy thing to get to grips with as a as a lay person really.

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And you know, the closer it gets to deadline, the harder it's going to be for us to keep raising our voices, I suppose as a community. So

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just just to remember that all those diversions between the 25 the a 12, sleep, all of that they're all gonna have an impact on us because the diversions that that go along the 812 eastbound,

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you know, on top of being on top of a construction site and etc, etc. Thank you.

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Thank you, Jane. I think we we are potentially drifting towards the next agenda item. But before we do

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I think we'll Park

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how if you like the control of a few turns of Petersfield Avenue is is policed for one of a better word, or will be policed until the next agenda item. But

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I see that Mr. Douglas has his hand up. Unless Unless this is related to to the points that I'd like Mr. Cates mark to respond to regarding which took Avenue in particular. Can I can I ask you to wait until he's addressed those points?

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Thank you. Thank you, Mr. Augustine. If you can put your hand down as well.

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So Mr.

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Mr. Case, Mark,

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you've heard Jane Ellen's representation, you've heard the concerns that she and while she's not representative spokesperson of the entirety of Woodstock Avenue, it's fair to say that her concerns are no doubt shared by by other residents.

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They do believe that the impact on them is somewhat somewhat unique. And I think it's fair to say that the impact on them is

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somewhat worse than it is on the abroad rate 12.

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How do you respond to the points that she that she has arranged?

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And well, Well, firstly, we reckon we do recognise that there is a more severe impact on

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Woodstock Avenue residents. And those immediate vicinity than there are, you know, the wider reveal, but at the same time, you know, we need to be recognised, we can't build this game without some level of disruption, it's not physically possible to do that,

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we the whole proposed approach has been designed to minimise that disruption. And in particular, what you know, the contract is well aware of the the point that Woodstock Avenue have no alternative route than to U turn at junction

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28, when wanting to head westbound and therefore the closure of the oscillate there has a very particular impact on them. And that that is one of the reasons why they are looking to minimise that.

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That close to, you know, to overnight and as an infrequently and as short as, as a feat as practically possible to minimise the level of impact.

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So with regard to the whole approach, it has been designed to minimise that the impact but recognising that we cannot build this scheme without some level of disruption. And on the point about the policing of the vehicles or Petersfield Avenue.

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Again, you know, it will be dealt with most likely through temporary signage though there'll be a sign saying no, you turning for access for works, your works traffic, or whatever the title of the project is, at the time, indicating that they're not to make the U turn there. As I said, you know, the principal in charge will notify all suppliers and subcontractors balance of the routes they're supposed to be using. And in terms of policing, there's only so much they can do the contractor will be you know, they will have to have trust to a degree that the contracts are in will follow the instructions, but

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the end vehicles for the site will have identification in their windscreens. So they can be identified as being vehicles associated with the works. And therefore if residents on wall or local authorities whatever observed vehicles not following the route and trying to make u turns Peter Phil's Avenue, as with any construction site, there will be a hotline to the principal contractor where those concerns can be raised. And, and the contract then can take you know, raise that matter with the supplier or the subcontractor to

38:21

ensure that you know, there is a repeat those sorts of event of issues. But you know, recognising it's impossible for contracture, possibly to completely prevent the odd occasion of vehicle, inadvertently making a U turn a piece of an avenue.

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Thank you Mr. Case, Mark, as I said, I will come back to this issue, because I think it talks to

38:46

a broader concern,

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which is which will be covered by our next agenda item. But that's that's useful information. Mr. Douglas, and before before we close this, this agenda item, you had your hand raised earlier. Can I ask you to to make your comment? Thank you, sir. It's just a point of clarification. Really.

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It was mentioned earlier that the the in terms of the the updated outline traffic management plan that will be submitted at deadline six. There will be

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that will be submitted deadline seven sorry. There'll be clarification in terms of the the temporary nature of the the of the the closure of the a 12 eastbound off slip would that also include the frequency in terms of the number of nights over the course of the construction period that the a 12 year span offset will be close for because I know I noticed in table 2.4 that it does have in terms of traffic management measures, it does have a duration for each of the traffic management measures that have been proposed. Thank you. Thank you, Mr. Douglas. Mr. Case mark, would you like to respond?

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Yes, that is the intention to provide an indication of the the

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The frequency as well, and the durations and the say and the timing The Times

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overnight in which they would, it would take place.

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Thank you, Mr. Cates. Mike.

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I think this is a useful unless there are any further questions to

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Mr. Case mark at this stage or any other points that the interested parties want to raise? I think we can we can move on to the next agenda item because as I say, I think we're starting to

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to veer into that territory anyway.

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And I don't see any hands raised. So, we will we will then move on to agenda item 2.3.

40:48

So following the submission of the application at deadline five of the signposting documents, I would like to invite interested parties to comment on the requirement or otherwise for a code of construction practice to be submitted to the examination. interested parties will be aware or will recall that the applicant

41:09

is not currently undertaking to provide a code of construction practice, but but have submitted signposting documents in lieu of that. And really, again, if I can, if I can go to Mr. Douglas, on the border of hearing first and then to Mr. Ryan, Birgit Transport for London. If you can give your thoughts At this stage, on the suitability of the signposting document, along with the camp as an adequate substitute for the code of construction practice or for a code of construction practice.

41:47

personal space, then does London borough paving.

41:52

We've reviewed the signposting document that was submitted by the applicant at deadline six.

42:00

And whilst

42:02

the document does demonstrate in the interdependencies between some of the management plans, as was requested by the inspector at written questions to we don't consider that all of the interdependencies have been identified within the document as it as it currently stands. So for example, the document that was that was submitted within the transport into independencies section,

42:31

there is a reference within there to waste the material improvements, which is something that we would consider

42:38

would get picked up in a code of concern construction practice.

42:42

had that been had that been submitted,

42:46

we welcome that there is going to be a workforce force travel plan that will be included as part of the final traffic management plan. And that's something that's that's been alluded to earlier on in the, in the, in the in the hearing today,

43:02

we would suggest that a workforce travel plan should be scrutinised as part of the examination because again, that is a that is a topic that would we would expect to see included in a code of construction practice, if one had been had been, had been prepared.

43:18

The other points that that that I think haven would want to make with regards to why a colo construction practice should be should be submitted as part of an examination is that it really brings together

43:32

all of the processes into one document. So site management,

43:38

transport, deliveries, collections, issues around parking management, permitted hours of working, noise and vibration notices, and a number of other things.

43:49

Whilst we would acknowledge that

43:53

a number of these matters are included in various documents that the applicant has submitted

43:59

at various stages within the examination, we feel it would be it would be a simpler approach to to include all those relevant topics in one succinct document.

44:11

The other the other point I would make is that

44:15

a kind of code of construction practice includes community engagement, which is kind of a real fundamental element of that of that document.

44:24

In terms of the scope of the community engagement, the methods and techniques employed,

44:30

and

44:31

the cumulative impacts of any construction sites operating in the vicinity.

44:37

And the impact that that would have on the local community would be included in the code of construction practice. And what we we we certainly feel that that's something that that's currently lacking, lacking at the moment. The other the other points that that I would want to make is it's a reiteration of what we've previously prepared,

44:57

said at previous submissions, but

45:01

The applicant has prepared a draft cicp as part of their lower Thames crossing decio project. So we do feel that a precedent has been set. And we also feel that there is further precedent precedent that's been set within within vcos. In, in general for our code of construction practice to be included as a requirement as part of a decio. So one example of that is the one junction 10, a develop consent order that received consent from the Secretary of State in in 2013, where the final developed consent order included a requirement for a kind of construction practice to be submitted to an approved in writing by the relevant planning authority prior to any authorised development, commencing. So we do feel that there is a

45:48

precedent now. Thank you.

45:57

Here's to Mr. Douglas. Mr. reinberg. Do you have anything further that you?

46:03

Yep. Thank you, Matthew ryberg Transport for London. So our overall view is that for a scheme of this size and nature, it would certainly benefit from the provision of a code of construction practice. And that's really standards and procedures for the applicant and its contractors must adhere to, to manage the delivery of a schemer all set out in one place in an accessible way. And that's for interested parties such as attending here but also other stakeholders and the public just so that

46:33

it is easily understandable.

46:36

That said, from the information that TfL requires that we sort of recognise but it is all there for what we need specifically in the construction environmental management plan.

46:51

And assisted with the react as well as a register of environmental actions and commitments. So we do we do have enough information ourselves there. And we recognise the signposting document does kind of demonstrate that the necessary documents are secured by requirements in the decio. But we're still of the opinion but a coda construction practice would be very beneficial for this project. If this was a TfL. Project, it's within our own project management processes. It's a requirement we have to produce them for, for reasons we've set out rarely. So

47:26

yeah, that's that's tfls position.

47:28

Thank you, Mr. reinberg. Before I go to the applicants, can I ask whether there are any other interested parties that wish to comment on on this topic at this time?

47:45

I've seen no hands. So I will go

47:48

over to the over to the applicant. And,

47:52

Mr. Charles, if you've heard what

47:55

not to bore of hearing TfL have had to say London Borough of hearing in particular? Yes, it is. It? It does, it does seem like this would be a really useful document. Why? Why is it that the applicant believes that this would not be a helpful addition to the suite of documents already provided?

48:14

Thank you. So Mark trellis for highways, England will in short. So we take the view that our construction environmental management plan,

48:22

which even in outline form is a very substantial document and will probably be more substantial in its final form, does the same job as a code of construction practice, and therefore, it's not necessary or appropriate for us to produce another document that overlaps with that one.

48:44

And if I can sort of make some general points about that highways England is using the process that it uses under the dmr the design manual for roads and bridges, which

48:58

the camp is in accordance with the standards in there and it doesn't call for an additional code of construction practice.

49:08

Before I was able to prepare the application, there was consultation with a ring about which documents should be produced, including, I believe, draft versions of

49:20

the construction environmental management plan, and also the React which has been mentioned. And I do think it's fair to point out that hiring at that point didn't say that they wanted a code of construction practice. Otherwise highways England would have considered whether to provide one but what we are producing here is in accordance with dmr and is consistent with pretty well all of the other

49:47

highways England decio is there there may be one or two exceptions. And I am aware for example, that the a 14 scheme which is actually mentioned further in the agenda, there was a co CP for that

50:00

And sometimes for bigger schemes such as the Southampton to London pipeline scheme, there's a cicp. But those are both schemes have a completely different order of magnitude to this scheme, and

50:15

we simply don't think it's necessary to produce more than will already be produced in the construction environmental management plan.

50:24

Mr. Douglass

50:26

set out in his letter of the 27th of April, that's rep six oh 34 the reasons why he thinks that a C OCP is necessary and se fairly said when he spoke. The signposting document was to show the interdependencies between the documents to be produced onto the camp. And its purpose because that's what we were asked to provide and happily did so.

50:52

And it wasn't a document intending to explain why no code of construction practice

50:58

ought to be produced. But But looking at some of the things that Mr. Douglas mentioned, waste and materials. Well, the the camp will include

51:08

a site waste management plan.

51:12

Mr. Douglas mentioned in that letter, the workforce travel plan. And as Mr. Cates Mark has explained, one of those will be produced. Mr. Douglas also mentioned the need for a community engagement plan. But one of those is to be produced under the templates under requirement for to m. So that's covered.

51:36

And we really don't see what else needs to be covered in a co CP that isn't already going to be covered in what will be a very comprehensive

51:46

construction environmental management plan.

51:49

Mr. Douglas also mentioned the lower Thames crossing scheme. Of course, that isn't the subject of a current application. But my understanding is that it is not highways, England's intention to produce both a camp and a code of construction practice.

52:06

Because they do the same job, I think there may be some discussion about what is going to be taught. But it's not the intention to produce both. Because it's simply not considered necessary. And that's the view we take here.

52:22

So, Mr. Chow's is it essentially your, your position that the wording or

52:31

the words represented by the acronym camp

52:36

really should be read as construction and environmental management plan?

52:46

I think that's probably fair. So I mean, it does deal with numerous aspects of the construction, processing including. As I've mentioned, community engagement, hours of working is there within the camp. That's another thing that Mr. Douglas mentioned in his letter. So I suppose it could be called a construction and environmental management plan, but they are the word and isn't usually used.

53:12

They are called different things. Sometimes they called outline environmental management plan, they do have some different names, but

53:19

sorry, I spoke across your audio. Well, no, no, no, you finish your point that that's not not a problem at all. You, you can see that.

53:27

I come at this slightly late person, but I'm a construction professional. And

53:34

I have to say I find it a little bit odd that I would look in an environmental management plan to find details of how the construction process is best to be managed and how control measures and standards will be implemented relating to the construction process as opposed to environmental management processes. Is

53:57

Is that is that a reasonable confusion? Would you say?

54:02

Perhaps so I do think there's obviously an overlap between environmental issues in general construction issues, and I suppose that the environmental aspects are probably the most important aspect of it, because, you know, that's what people are primarily concerned about during the construction phase is that their amenity and the environment generally is not, is not disturbed. So I think there is a very substantial amount of

54:30

overlap. But as I've said, this is how my ways England has approached with one or two exceptions, all of its development, consent order promotions, that there is an overlap and from from the the documents that I've seen an examples of code of construction practices that I've seen in the past, they they sit as, as an overriding document. So once they don't take precedence one, one over another

55:00

They do a very good job in in telling. Certainly any individual that needs to have an overview of the process or needs to quickly get to a certain parts. a specific topic, if you like,

55:15

rapidly, it tells them where to find it. Now, a lot of that information, as you say, would be in a camp. Yeah, some of it might be in a riak. Or or traffic management plan. Yes. But at this stage, I think the feeling feeling not just within the examining authority, but but within interested parties as well, is that there are

55:35

there's a suite of information, there's there's a hefty number of documents, and it's not always the clearest process to find where which piece of information is we are, as I understand it, now. Some of the management plans are also now being extracted from the campaign will be standalone documents.

55:58

I suppose, I suppose.

56:02

Coming coming back to to the original points.

56:08

Other than it being a matter of process.

56:14

Why is it that a document such as such as the one I've just described would wouldn't be a helpful addition?

56:22

Well, so I suppose I repeat what I've said, I think all of the things that need to be covered would be covered in the document that we will be producing and which highways England

56:36

pretty well always produces fruit schemes. I mean, insofar as it's an indexing issue, and I do accept that there are quite a lot of documents there and the signposting document.

56:46

Would I hope assisted with that, but insofar as it is a question of finding things, then I think that's a rather different point to the need to produce a separate document which I was England doesn't normally produce.

57:02

I think I think it's I don't think it's that different the point to where it's where it's straightforward, and were there a simple way of accessing accessing the information, then, then it would be a moot point, we wouldn't be having this discussion. I think it's clear that the discussion exists, because there's there's an amount of clarity which which is, which is not there at the moment.

57:31

I'm going to

57:34

I'm not going to belabour the point, I think you're aware of our of our feelings. I think I will I will hand over to my to my colleague, Mr. Allen.

57:43

See whether he has anything further he would like to add?

57:47

Before before we move on a little further.

57:54

Yes, thank you mister got that No, no, nothing specifically other than to echo I suppose. automake Mountain, perhaps we'll make it clear to Mr. Mr. Chan as to what the while in while we hear your answers, while we're here, always England's approach to this. I think

58:10

the fact that you've that we've had to produce a signposting document is perhaps evidence that this information is rather scattered. And I think it would be rather helpful to not just the secretary of state but also to residents and others, local authorities if this were contained in a single document where these practices could be set out. But you've said what you've said, and we'll have to obviously, take that into consideration. Apart from that, Mr. McCarthy. No questions. Thank you. Thank you, Mr. Allen. just in closing, we touched on a number of

58:51

points have been raised on the topic of particularly on of engagement with with communities.

58:57

I'm aware from the signposting document and from from the camp itself that a community engagement plan is to be produced.

59:08

Will that in some form be before the examination before it closes?

59:14

Mark travels for highways England, that wasn't our intention.

59:18

It will be something that will be in the final version and subject to the consultation process involving various parties for the Secretary of State to approve. And again, I don't think they are necessarily normally produced in outline form.

59:36

So it's not our not our current intention. I think it's fair to say so to do that.

59:41

And again, you believe it's you believe it's useful, or most helpful, in this case that the interested parties and particularly your your be no but don't surprise that I'll be referring to two residents of Woodstock avenue that they

1:00:00

They don't have the opportunity within the examination period to comment on the methods

1:00:09

and the ways in which they will be able to engage in it. And I will come back at this point to to point I alluded to earlier that Mr. Cates Mark raised, someone else answered regarding the policing of right turns as an example, or u turns rather, at the Petersfield junction, crossing, I would imagine at this stage that as a local, if I were a local resident, I would want to know, if if I see construction traffic making a turn, which has been prohibited within within the process, how I addressed that how it's dealt with, how I raise it, who I raise it to within the main contractor, what the process is for dealing with, how are we communicated with during the process, what the repercussions are for somebody who carries out that kind of manoeuvre, and how it will be prevented from happening again, I don't think a statement that says we're putting up some signs really deals with that.

1:01:09

No, so I I see what you say, and if the community engagement plan will be

1:01:15

obviously a far more wide ranging document that that I appreciate you're not suggesting otherwise.

1:01:21

All I can really do is take an instruction. Bearing in mind, the comments that you've made as to whether

1:01:29

highways England wishes to bring forward that plan in outline version, and I appreciate it something that your Mr. Allen might want to bring up in further, further deadlines.

1:01:43

Thank you that I would I would urge you to put that points to the applicant if they're if they're not listening in strong terms as you can.

1:01:56

Okay.

1:01:58

We understand your position. Thank you. Understood. Thank you. Thank you, Mr. Thomas.

1:02:03

So I could strengthen that then, Mr. CHAIRPERSON, you could use you could you perhaps take this as a request from the examining authority that such a document is submitted into the examination? And we'll get your response to that at the next deadline? in detail. Thank you.

1:02:21

Thank you, both, Jane, you, you have your hand up. I'm just pleased to hear what you've just said there. Mr. Allen, a community engagement plan sounds good to me and the examples that you're given about, you know, monitoring things and reporting things, I think it's Paramount, because

1:02:37

I've kind of tried to navigate this system right from the beginning. And it isn't an easy task. And most people don't really have the time or the energy or the you know, the willpower, you it really is quite overwhelming. It's it's kind of the you know, just getting your head around the the acronyms and stuff and

1:02:57

but, and I think we we we do miss out and I am very concerned all this, I keep hearing this, it will be in the final plan, it will be in the final plan. But we are not likely to see that or we're not likely to see it in a timely fashion so that we can comment again. Because my anxiety is, you know, I've been trying to wave the flag Woodstock avenue for quite a long time now. And things that still haven't, I don't feel in fully appreciated, the environment that we live in, and the issues that we currently have to deal with, let alone what's going to happen in the next, you know, three or four years.

1:03:34

You know, in our back garden is one of our roads. So I just you know, I definitely have reservations. And it would be really good if we could have the complete openness, transparency and all these lovely

words that people put in documents at the start of projects and but we need it fulfilled and even the example of the non motorised users it I think, could be, you know, circumnavigate in our

1:04:01

residents, it just feels like it is to me anyway, so things are going to get done by stealth, and we're not going to know about it until it's happened. So I'm trying to kind of avoid that really.

1:04:14

Thank you, Jane. That point well made and and noted.

1:04:19

Mr. Chalice, do you want to respond any further at this stage?

1:04:25

So I don't think so. Thank you. I mean, the intention isn't to do things by stealth, although I obviously I note what Jane Ellen just said, but

1:04:35

you know, we are producing a very substantial outline version. And as I've said, the full version will be subject to further scrutiny before it's approved.

1:04:46

Thank you, and and you've heard you've heard our point. So I want I want to repeat them. I suggest then, as it's 1214. Now that there's there's little point in moving on to the next agenda item at this stage.

1:05:00

So I suggest that we break for lunch. So we will recommence at 1:30pm.

1:05:09

This is 15 minutes enough for everybody.

1:05:13

That no one yes yeah.

1:05:17

Very well. So we will see you again at 1:30pm