

# AUDIO\_BLACKCAT\_ISH2\_SESSION3\_23092 021

00:04

So welcome back everybody, and the time is now 2pm. And I'm assuming session three of this issue specific hearing. Can case team please confirm everyone who wishes to be here if amplitude for this item is joined back? Hi, Mr. Scriven. Yeah, I can confirm that everyone is meant to be here for the session easier. We've had a few people drop out, but the main speaker is all within the room. Okay, thank you. Right. So this item we are discussing Next is the outline construction traffic management plan. And you might hear this referred to as the outline ctmp. That's what we're talking about is to further to written submissions received to date from various parties, including the applicant, the examining authority remain unconvinced that some aspects of the outline construction traffic management plan include includes sufficient details so as to be able to adequately consider the likely impacts of construction on the local road network, the travelling public and local businesses. And our particular concerns relate largely to those matters in this agenda item that run from B to G. So I intend to return to a later case to include admit, thank you. And so if the applicant could join me on the screen, please. Thank you. Say we'll return we will tend to a later, I've got some initial questions, and I will be looking to see if there's any input wanted from the local highway authorities and other interested and other interested parties on this as well. So if we can briefly discuss the anticipated frequency and timings of road closures, and affecting accessibility to the local highway network during construction, we look if we go for frequency first, that would that would be helpful for me. So the management of traffic is obviously an emotive and important issue have in the construction of highway schemes. I think that's that's understood and is understood there will inevitably be some disruption in the construction of a highway scheme. But we were particularly interested to know why is it not possible to give more clarity or or at least an indication of the frequency of likely road closures at this point in time,

02:43

Scott last for the applicant allows Mr. C to pick up this issue, please.

02:51

Yes, hello there, Julian see on behalf of the applicant. I think that the key issue for us is that the detailed design for the scheme has not yet been undertaken. And this is required to enable a detailed construction programme to be developed to a sufficient level of detail to define the road closures required on the on the complex junctions. It with regard to the sort of some of the the smaller roads it's anticipated say on the side roads similar to Towson and road or Barford road. Were a new bridges to be constructed offline, together with new sections a side road in the order of eight, weekday night time road closures will be required and two weekend road closures will be required to facilitate the the construction of the of the tie ins and sort of any utility diversion works that will be required on on the side roads.

04:10

And that is that's new information for us, isn't it?

04:15

Yes, we haven't I haven't included that previously. In it's not included in the OT MP. I suppose the other thing I'd just say is maybe about the closures, the weekday night time on weekday night time closures will be on Monday to Thursday, sort of indicatively between 9pm and 6am and weekends from Friday nights indicatively from from 9pm until Monday morning and at 6am.

04:49

Okay, this this does linkage to the second part of it in terms of the timings of road closures as well that's that's that's helpful. Also For my my understanding of the response to written it's written question 1.11 point 7.8. And that appears to, to differ from table 3.1 of the oCa ctmp. In that you're requiring full foreclosures over entire weekends are new to us as well.

05:23

Yes, there will be. There will be weekend closures for for certain elements of the works if the OT MP table wasn't written clearly enough. That was that was what was intended by the table, although it may not have come across that way.

05:39

Okay, and have has this. Okay, so how is this effectively secured? What you're what you're saying now, is that the weekend closures secured through the decio.

05:52

That'll be through the line. That'll be

05:55

Yeah. So we've got Mr. lines.

06:02

Scott lines for the for the applicant. As I understand that, insofar as the outline construction traffic management plan gives indicative timings, then any alteration to those that you've been told about today would be fed into the plan itself.

06:21

Okay, so we're so we would affect would effectively be expecting to receive another version of the OSI, GMP or, or not?

06:30

Yes, yes. Yes. I know, you said you're going to go back to question a Scotland for the applicant. But we're in discussions with other stakeholders, we anticipate there will be another version of the OT CMP coming through a prestigious examination? Yes.

06:49

Okay. Thank you. Have we better indication? So it talks about the local highway network? Is there indications in terms of the lighting closures of the of the a four to eight, for example, or blackcat? At this point in time?

07:11

No, sorry, Julian see for the applicant? Sorry, at the moment, we haven't got the level of detail in in the construction in the construction programme, to enable us to be able to to define the number of closures required for those works.

07:34

Okay, is this likely to come before the examining authority over the course of the examination period tool? Or is this going to is one of these things that we're talking about as detailed design? Well, yeah,

07:48

yeah. Sorry, Julian, see, for the, for the applicant. Yeah, we we really need the detailed design enabled to enable us to make a clear assessment of of those of those requirements. I suppose the way that the outline traffic management plan would at detail, the detail stage become the traffic management plan and will be developed sort of, in the detail design, design stage and then further during the during the construction phase, it would then continue to be to be updated as as the as the words progress.

08:37

Okay, at the very least, uh, you envisaging access being maintained for public transport and or emergency services as part of these diversion as part of these closures.

08:49

Yes, I think from the point of view of the closures, we would, we would the eyes with all parties and in terms of maintaining access for for emergency services, and in also for local residents and businesses that are actually within the road closures, we would make make provision to enable those, those businesses to or or residents to still acts to maintain some limited access during the road closures. So we know that, for instance, there's a number of properties and businesses, both to the north and the south of the Black Cat junction that have already been identified as likely to fall within those limits. And we would we would take measures to make sure that they can maintain access. I think we sort of this this sort of follows on from from the work that was done on the a 14 where similarly, you know, there were numerous roadblocks But we did maintain or the the applicant did maintain access for, for those local, local businesses and residents during during those works.

10:15

Okay, thank you. Was there anything else that the applicant wish to respond to you now on just on those questions I've asked before I even bring in highway authorities not won't be on the specific detail of the of these in Part C. But is there anything else you wish to say before I bring the local local highway authorities in?

10:35

Scotland if the applicant not at this stage, sir, thank you.

10:38

I think he could I bring in let's talk to Bedford Borough Council, first of all, please.

11:02

So in relation to IP, specifically in relation to B, although other comments Do you wish to make on this at this point in time?

11:19

Um, there is not something you can out with? Yeah. Andrew, pregnant of both the Borough Council? I think we, we haven't really got any comments at this present time, simply because we'd like further detail as to when the detailed design comes out. So you prepare us he considered it to be acceptable than that this isn't before us do an examination. But this time, yes. Okay. Could I turn to Central Bedfordshire Council, please. I'm sorry, actually, no. So Mr. Hudson, sorry. I see you've got your hand up before. Apologies.

12:02

Thank you, sir. Bryn Hudson from from mental health at Bedford Borough Council, just like to raise an issue that throughout this period of time, I am concerned that the more that we raise this to more low scale, low level approaches, we're still not comfortable that the high level of this is definitely appropriate. We need to know which roads will be affected closed, same as wanting to know which construction plants get going to be there, which bar pretends to be there. I'm concerned that if we say we have no concerns at this point, it may go through down the line that we haven't got these concerns. I want to make sure that it was still raised at this stage.

12:39

Understood. The applicant understands that presumably

12:45

Yes, that's understood. But I think goes back to the original answer that Mr. C gave us there's a limit to how much information can be provided in the bounds of the detailed design being being worked through.

12:58

And can I ask central Bedfordshire council to come forward and the same same question for for you.

13:07

Thanks, sir Jethro puncher from Central Bedfordshire Council. I think from a central Bedfordshire perspective, we would be keen to understand if any more information was available, particularly on closures related to the a one north of Sunday as part of the blackout works by significant effect on the right now coming into Sunday during the construction period. So any any further information that might be available on that?

13:34

Okay, thank you. So to the applicant is if a local housing authority has got particular concerns about a what Okay, so it's an important link in the in the network. But where we've got individual locations such as this being being raised is that is that something you can go away and look at in advance of the detailed detailed design work to provide some shorty I guess,

14:03

Scotland's for the for the applicant? Sorry, thinking discussions with the highways authorities obviously consider any specific requests they have got within the context of the comments already made. And bearing in mind that there will be further developments of the outline construction traffic management plan going forward through the detailed design stage, or certainly if there are any specific areas where the housing authorities are looking for more information. We'll we'll listen to those and we will take onboard the comments and see what we can do.

14:41

Okay, thank you. I see I've got Mr. Hight. Mr. Hagen, it's got her hand up.

14:53

Yes.

14:55

Thank you, Sara. Lydia Hagen here for the church commissioners, England. I just had a quick Question for the applicant regarding the outline construction traffic management plan. There's a reference in the plan to a customer plan and stakeholder engagement and communications plan that has apparently been prepared for the scheme. And we couldn't find a reference to that document elsewhere in the plan or in the examination library. So I was just wondering if you could shed any light on where we can find that document and whether or not it deals with the process for engaging with residents regarding road closures that may affect them.

15:38

Thank you, Mr. Lyons. Did you want to come back or attend to that later

15:42

on Scotland, if the applicant allows Mr. See if he's able to answer that, and if not, we can come back to that later and provide a reference, sir,

15:51

I will be I will be returning to all the interested parties in this conversation in this conversation discussion as well, if we can have a response now, that would obviously be very beneficial.

16:07

Julian, say on behalf of the applicant. I I think I'm aware of that document having been been written. I think it's a high national highways document. We maybe need to look into that a bit more. I don't know whether it's anybody else within the team who would know more about that than myself?

16:39

Scott line of self concern will take that away. No. And we'll come back with an answer. During the course of this afternoon.

16:45

Yeah, today. Yes. Ideally, this agenda item if we can, yes, we'll do that. Thank you. Okay. And so moving to Cambridge county council.

17:00

So thank you, Francis Terrell, on behalf of the council's and I'm joined by Mr. David Allen, I think just had some queries ready in terms of some observations in terms of this additional information. Obviously, the applicants responses to first written questions provide more information in relation to the timings of closures. And we just heard, I think that more information will be provided in relation to those timings. I'm mindful that under the order the outline construction traffic management plan is a document that becomes fixed effectively at this time of the making of the order it is scheduled, and effectively, is one of the documents that is certified under schedule 10 to the order. So it's and its provisions become fixed. So the illustrative timings whether they're just become fixed in that we have no indication in that document as of yet as to any likely locations, for the closures and how the timings foreclosures would apply in specific locations. I don't know if it's anticipated that in the revised information, and therefore the revised OSI TMP that we'll have before the order is made, there will be that further information, which is I suppose, the first point. And the second point really is when these closures are to be implemented, that will be presumably under Article 55 of the draft order. That's in relation to a temporary closure, which is obviously what we were talking about temporary traffic regulation orders for construction purposes, is on the back of four weeks notice. I don't know what is proposed, I think it set out in the ctmp in terms of involvement between now and then effectively. So we have this point in time when the ACTA PMP gets fixed. And then we'll have a point in time when an application is made to the local highways authority for the temporary traffic regulation order. Obviously, there needs to be sufficient amount of engagement and consultation with the traffic authorities ahead of that so that as the detailed design proceeds, the the applicant or its contractors, when they're implementing things aren't expecting to close specific roads for specific periods of time, which is something that the traffic authority it reasonably cannot agree to. I think there needs to be more work put into that kind of engagement activity so that this is a more iterative process involving the local traffic authorities. Those are my initial observations. I'll let Mr. Hallett Alex also add any thoughts that he has on this overarching point.

19:28

And thanks, Francis, David Allen county council, I'd agree with that we've got concerns about the current level of detail, we recognise that that does need to evolve and come through any closures would need to be any any requirement for roads based on our network would be need to be booked through our permit scheme so that we can coordinate those works on our network. And, I mean, we've got serious concerns about the likelihood of traffic rerouting on our network, rather than following the strategic the diversion. routes, particularly hgvs, because this could see hgvs coming around quiet villages and on narrow country lanes. So in order to address this, in any event, we'd need pre words, condition surveys and traffic counts are the likely routes for rerouting traffic broken down by vehicle category. And then ongoing monitoring during the works, and a commitment to take action to address

those issues, whether that be through signage, traffic calming measures, speed limits, TTR rows, where the roads are unsuitable. So I think my overarching comment here is that I mean, we take the point that the details still to come through, but at the minute, the detail that we've got in this plan, doesn't give us much to go on, in all events here. But I can't see in all events would we'd welcome more engagement, but I think the sewer water and all of this is we need the correct provisions through the DCR to allow us to monitor and intervene. And should we see impacts on the local on local villages in terms of either traffic flows increasing, or damage being caused by the vehicles going through.

21:02

Thank you. Yeah. So before the applicant response, I was the National Farmers Union wish to make comments on on this as well.

21:27

policies on the Charlottetown, part of the National Farmers Union. We have no further comments on this at the moment. However, if that changes, we'll come back to you and our reps.

21:39

Okay. Thank you. And church commissioners. Mr. Miss Coggan. Dude, was there anything else you wish to raise on on this regarding the

21:51

specifics? I

21:55

guess Thank you, Lydia Hagen for the church commissioners. There's nothing further at this point. We did pick up on this and our responses to the Russian question. But we would echo the comments of other parties that further detail is required. Okay.

22:11

Thank you. So returning to the applicant, would you like to respond on the comments that have been made?

22:18

Scott layers for the applicant, as far as the specific locations are concerned. So obviously, again, it goes back to the point that there's a limit on the amount of information that can be realistically included in the outline plan at this stage was bear in mind, this is a living document that will develop as a detailed design progresses. And that will be carried out in consultation with the local Highway Authority. So this isn't the this isn't the endpoint, and the information will develop as matters as matters proceed. I was put the other points last Mr. C to pick up on those blogs, if any specific concerns have been raised about the way in which the plan itself provides for engagement with the local authorities, we're happy to take that away and look to see how the plan itself can include provisions to give more comfort to the local authorities about engagement as matters proceed.

23:15

Okay, thank you,

23:17

Mr. CEO. And God,

23:20

I suppose the thing that so juicy for the on behalf of the applicant with with regard to sort of the the the traffic and keeping the traffic on the routes, through the defined either of the diversion routes or or on the a four to eight, sort of transiting the site, we have, we will will implement quite a number of, of actions to to give maintain, sort of a good level of communication with with users. So that they do sort of do remain on the on the routes so you know, there'll be roadside traffic signage, giving advance notice of the works and providing clear information about what's planned. We'll have journey time recognition systems of using portable message signs at key locations. To provide Rosa road users with real time information on the duration of travel through the temporary traffic management. And where drivers have have more information on the extent of any delays or they're less likely to to divert. highways England's variable messaging signs will be used across the strategic network to allow long distance strategic traffic to divert to alternative routes, such as the a 14 and the M 11. We will have CCTV monitoring implemented across the traffic management at the main junctions to enable the performance of the traffic management to be assessed and recovery teams located in strategic access points to mobilise immediately should an incident occur. So, we are we are putting in measures to, to to keep traffic on the on the designated routes. It is inevitable though that that there will be, you know, sort of low local traffic will adopt. We'll adopt other routes because that's what local people do. And we don't

25:44

have some of these points later on in this agenda. Right. All right. Okay.

25:49

Thank you. All right. If we could do that.

25:51

The immediate question is, I've got Mr. Lynas saying it's a living document. And I've got Mr. Terrell saying it's effectively locked down at these when it is decio. Stage. So when you're saying it's a living document, are you saying it's a living document up until that point? Or are you looking at making further changes after that point?

26:18

Scotland has for the applicant. So under the under the DCU search will be aware there's a provision for the final traffic management plan to be prepared in consultation with the local with the local highways authorities. So it's a living document in the sense that its approval DCU stage does not preclude the further development of detail within the final traffic management plan. So it's living in that sense that what would be approved and the DCU process is not the final traffic management plan that will be used by reference to detailed design.

26:53

But it should be substantially complete shouldn't.

26:57

That's That's right. So it's got lines for the for the applicant and needs to be in accordance with principles that are set out in the outline, outline plan. But the point is that as the detail develops, there will be a matter of which can be refined in more detail which will go into the plan was maintaining the consistency with the principles set out in the outline. So it remains it remains living in that sense because it will evolve as the detail of the scheme evolves. And that's set out and that's that's provided for then the DSU itself.

27:33

Okay, Mr. Terrell, would you like to comment on on that insert in terms of what principles are missing for example?

27:41

That's right. Yes, Sir Francis here on behalf of Cambria county council and miscellaneous is critical they were the one requirement. So requirement 11 to schedule two to the audit provides that no party authorised development is to commence until a traffic management plan for the construction of that to pass the authorised development substantially in accordance with the OSI TMP has been submitted and approved by the Secretary of State foreign consultants ation with local Highway Authority. Incidentally, there's no definition in the order of what traffic management plan should be or should do. But I think it's mostly inferred from the reference to the construction traffic management plan of the sort of thing it's doing. So the AC t MPs is absolutely fixed at the point of making the order. But these subsidiary traffic management plans which related to different parts of the works, are to be developed. I mean, we haven't seen them. we've only seen the AC TMP. So I see it'd be unusual, I think to see them before detailed design is completed. But the consequences, we don't so much have an evolution of a living document, we have two separate documents, one that we see now, and one that will be created in the future. And we're not sure of how we'll get from one to the other, in particular in terms of the involvement of the local highways authorities. For that, the as I said, we have references, illustrative references, for example, to timings of closures in the ICT MP, but to be honest, they bear no relationship to what you may ultimately seeing the actual traffic management plan for any particular works. So because they are disruptive, so I'm not sure how we know which of those would be picked. But obviously they could. If we're clear that the OSI TMP frames, what the art of the possible TMP then that would be more reassuring. But I guess the main concerns that the harm authorities have is understanding better, how they'll be involved in the development of the traffic management plans as we go forward.

29:45

So Hi,

29:46

Mr. Scriven idea. Yeah, just one question. The point that you've just made Mr. Terrell that you're not sure what the traffic construction traffic management plan will resemble Were with the outline, construction traffic management plan, is that just a function of there not being a definition in the DCR of

the traffic management plan? Because based on requirement 11 which states substantially in accordance with the outline traffic construction traffic management plan does that. Do you think that that sufficiently covers that the point that what you will see in the final construction traffic management plan will bear resemblance to what you're looking at now?

30:36

I think the point is making is applying to this narrow point of closures, when and where they would be. If we look at the ICT MP at the moment, we are told indicative times and examples being set out in that and the closures will be developed further and dealt with by traffic, temporary traffic regulation orders. And that's what we have. So that's why I say I don't know necessarily from that. Because the rest of the document goes on to deal with how the closures might be implemented in terms of traffic signals, etc. So as I didn't know, and I think it's hard for anyone to know, looking at the current documentation how, what the traffic management plan would look like, even if it was substantially in accordance with the OSI TMP because it's just so broad in the ICT MB with respect

31:24

to this point about, right. Yes, that's fine. I understand that. And I think we've heard from Mr. C today. We've had some new information about closures. But I suspect when Mrs. Grubin when you come back to point a, we might have a bit more in terms of the timing of when we might see that in the examination, perhaps. So I'll leave it there. And I'll hand back to you.

31:49

Thank you. Mr. Lyons, did you want to respond?

31:54

At Scotland for outcomes? Yes, sir. I just want to reiterate that, insofar as there's any point being raised by the county council about their ability to influence the contents of the final plan, that, of course, can be something that's picked up in the consultation process applies to the final plan. And obviously, there will be a rule, obviously, there will obviously be a rule for temporary traffic regulation orders, which will have to be followed, and in line with contact with the local highways, authorities as well. So I don't say there's really an issue in terms of ensuring that the county council has an influence over how the final plan appears. And that could include any comments they wish to make on the approach taken to closures.

32:40

Okay, and it appears it's it's early engagement, rather than waiting until the the statutory minimum in terms of road setting road closure, it says early engagement in the wider traffic management plan, isn't it?

32:55

Scotland, for Africans, sir, yes. And we're happy to take away what I mentioned earlier, which is whether we can look at the provisions of the outline plan and see if it can be something more structure put in about the way in which engagement is undertaken with the local highway authorities.

33:11

Okay. Yeah, I think that's, that sounds sensible to me. Does it sound sensible to particularly to Cambridge? We're

33:21

so advanced here on behalf of Cambridge? Yes, I think obviously, that's part of the concern, as I think you alluded to, the authority doesn't want to be suddenly presented with a plan, which he then has to process through the tra process, if it is going to result in a negative outcome, because it doesn't help either party if that's the consequence. So it is not an engagement piece and that clarity as to how we get from one document to the other involving the local highway authorities.

33:52

So I propose we make that a hearing action. We'll come back to the actions later on. With such an action. We've all local highway authorities on the applicant on that matter. So turning to some specific locations that had been had been raised around effects of construction traffic on local residents. And this has been referred to in local impact reports and written submissions from local I think from local highways authorities in particular. If we could start with station road temps furred. Now we've already heard sort of Central Bedfordshire. So we've obviously heard from Central Bedfordshire previously at the openflow hearing about some concerns around station road temps were done and its appropriateness for use by of construction traffic. I wasn't proposing that we we revisit that because you've already made the points previously unless there's anything ticularly different that you wish to raise now.

35:04

Thanks. Jessica Ponton from Central Bedfordshire council did the only further comment I'd make I'm going back to the previous discussions about the degree of information available. It would certainly be helpful if the applicant was able to quantify to a greater extent, the quantity and types of construction vehicles efficacy using these roads, as that would feed into any eventual view that the authority may take, although present are popular remains that we have significant concerns over the use of strength. Thank you.

35:38

The applicant lights respond to particularly about station road and I think we'd be keen to hear what if what if any other alternatives have been considered to the use of station road that was temporary tracks or some or anything else?

35:51

Scotland Falcon and last Mr. C to comment on that, please.

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giudici for for the applicant. I think that the route shown in the in the in the OT MP is a is a restricted route. And it's for the construction of the of the cape and gas main diversion and the East abutment of the of the East Coast mainline. We sort of record we recognise that station road temps for these narrow with paths parked on both verges and there's a level crossing that's closed for long periods. But this route through terms food is however the only route available for access to this area of the site. And

that's why it's currently being used to complete the archaeological mitigation works in in field 44. As part of the works, we we constructed a new access track and welfare compound, which required HGV movements through station road, which we did manage successfully. And we would we would aim to use the same sort of methods. When when we complete the restricted the roads restricted works on the on the gas main. There are there are archaeological and environmental constraints on the main line that restricts access to this area of the site along the main trace. Once these have been addressed and mitigated, we will put in a logistics route that runs along the trace of the mainline and then at that point, then we would make the route through temps foot prohibited for for for construction traffic.

37:47

Okay, that's that's useful to know is there. Is there any comment there from the Highway Authority on that?

37:56

gesture appointed from Central Bedfordshire Council. Thanks. I think probably just to registrate the previous commenter at this point in time, we don't have any information from the applicant to define what traffic types or quantities may be involved with the two items of work described in terms of either the gas version or the East apartments. Nor do we have an indication of what the separation in time before the use of the alternate routes to access those words might be? I think we'd be looking for clarity on those those items, if possible. Thanks.

38:32

Thank you, Mr. Linus, to

38:37

Scotland, for the Scotland for the applicants. I think we'll take that away. Sir, I'm aware that there are discussions ongoing regarding station road with the constant in terms of position statement, and perhaps we can feed that into discussions are already taking place.

38:54

Okay, thank you. And I think that's similar to the case with with Sandy, is that correct? Mr. Palmer's

39:11

background, so sorry, I wasn't sure what that question was. It's so different from Central Bedfordshire Council. I think that is the case. So we've raised as we were making reputation, representations, specific queries with regard to largely to the diversion routes to the west of Sandy, and the use of the I 63. And I believe that as a matter also, that is an area where discussions are ongoing, and potentially could be picked up within.

39:44

Okay, thank you. I think we'll attend to that in the hearing actions, as well. As is already in effectively in action is my understanding.

39:58

Yes, yep. Yeah. Okay,

40:00

thank you. So turning to or moving, moving to Patan road junction, if Cambridgeshire could join us. And if I mean, depending on on what your what your views are, and point we could cover Cambridge road junction as well. Obviously we've seen your we've seen your concerns, is there anything you wish to amplify at this point on the basis of what you've already submitted?

40:32

So I'll ask us to add on to that if we need to. And plus,

40:37

I think I think it's already covered and set out in section five of our written reps.

40:42

Okay, thank you. Was there anything that the applicant wish to respond to? on that? For example, could this could could these two locations be included in these shortlist, let's say of locations where you might be able to provide earlier detail

41:02

Scotland for the applicant last semester, see if that's feasible.

41:08

Yeah, Julian see, for the applicant. Yes, we can provide more detail and we have looked at the routes through St. neots. Again, following the the representations that that have been, have been made. And we would look to make some, some changes to the, to the routes used through Sydney, it's based on on what's been presented. So there's a that the Council have raised concerns about over a permitted construction route going through Sydney it's past a secondary school. This route uses a section of buffered road and the B 1046. is proposed to change the category of this access from a from green, a construction traffic permitted route to a to an amber restricted route, and to adopt the restrictions that were suggested in the council's representation of light goods vehicles up to three and a half tonnes and outside of peak school hours, the route via Cambridge road and Cromwell road would remain as a green route for construction traffic permitted and will be used by most vehicles and accessing via the Patan road site access. Cromwell road is a wide carriageway and as a series of industrial parts and industrial units and plant hire companies etc. So it's already frequently used by HTV traffic. So I suspect the construction traffic would have less impact in this area.

42:59

Thank you. Anything else on this item that Cambridgeshire just wanted to raise on these on the in terms of that response?

43:10

Sir, just a point of clarification for me frausto. On behalf of Campbell County Council, the amendments to the routes that Mr. C referred to I put is that I missed the point because I wasn't sure when or where we would be seeing those in terms of documentation.

43:27

Okay, so my understanding is that that's in the in the future iteration of the construction traffic management plan that we will come back to discussing shortly. Is that correct? Mr. Lyons?

43:39

That's my understanding. So yes, Scotland for the applicant.

43:43

Okay. So, not specifically construction traffic, because the applicant has made clear that workers on the site don't constitute construction traffic in their written response. Is there in it? And they've I think I picked up this there isn't an intention of having any travel plan associated with the construction of the four workers of the of the post development. Is that correct?

44:18

Scotland? My understanding that is correct, sir. Yes.

44:22

So how many Can you remind us how many construction workers we're likely to have? Well, mostly construction workers, how many workers or employees we're likely to have working on this scheme at one time?

44:35

Scotland for the applicant? Not sure if Mr. Sealed answer that question.

44:44

No, I don't I don't know that figure off off the top of my head. I'm afraid we'd have to come back with with that.

44:50

But are we talking hundreds?

44:54

Julian see for the applicant. Yes.

44:56

So that I mean that has the effect of being quiet. Even if it's low hundreds, that's still quite a few additional people that are working in the area is an effectively that creates a temporary employee It doesn't say and dealing with that number of people commuting to a site, how will that be managed?

45:25

Those sorry, Julian see for the applicant. The routes that they will be using to access the site will all be via the the trunk roads. So, because the the the main site offices will be at the black cat roundabout, and wintering and park so that the traffic will be will will be along the main trunk routes rather than rather than through sort of the local roads?

46:01

Possibly, but if if they are looking to avoid traffic, will they not divert as any other employee would looking to get to their place of work? And I'm just I just wonder whether or not how federally How would you secure that?

46:22

Sort of Julian see for the applicant? Sorry, I don't have an answer for that at the moment.

46:29

Sir Scott Scott liners for the applicant. So the point is noted, perhaps we can take this away, have a look at potential figures on construction workers and we can we can consider the point that you've raised.

46:44

Okay, thank you. I will take that down as a hearing action. Yeah, yep. Okay. So moving on to I think we'll move to D. So, this is the anticipated rerouting of existing traffic across local road network, the unlikely effects and mitigation. And these particular in a couple of specific locations that have been raised in rep one dash 048 and rep one dash 055 and particularly interesting Toseland yelling and Caxton. Notwithstanding the proposed strategic diversion routes, it is logical that traffic and sat nav all seek what might appear to be the quickest route potentially leading to inappropriate route running through villages such as tosun yelling and Caxton. Ah, obviously, we've had the responses, and you've seen the responses from the local highway authorities. Is there anything else that the local highway authorities wish to to raise on on these villages? And specifically with regard to each village? Or are they general points?

47:56

So thank you. It's transparent barf camp counsellor. I think the matters are set out in the rain reps, as you refer to Mr. audit, and others on the call can join in if they want to outline anything specifically. I see we have race specific impacts in terms of the the effects of traffic rerouting in those villages, and I think, pretending anymore to say on that.

48:28

David Allen county council, I think it's less about this specific here then then about the mechanism of monitoring within the study area, and having a mechanism to put REITs through traffic management or repair where we have an increase in flows resulting from this scheme construction.

48:47

Thank you. So a question for the applicant is so I mean, we've touched on it earlier. And particularly, just in terms of the day to day, how will this informal rerouting of existing traffic, and it's so informal

rerouting existing traffic costs to local road network be managed and monitored and dealt with during construction? Or will that be passed local highway authorities to do?

49:18

Scott liners for the applicant last Mr. C to respond to that, please?

49:23

Yeah, Julian see for the applicant. I don't think we have we don't have any any particular powers that we can sort of in to enforce traffic to use any specific routes. That traffic is entitled to travel around the network as it as it feels as it sees fit. And we can't implement measures on all on specific routes to prevent traffic that's legally allowed to use those routes from from using them. All we can do is, is provide good communications and, and, and efficient traffic management on our, on our own route to make that as easy to use as possible and and and reduce that effect on the local villages but we don't think there are any there's no magic bullets that you can use to to stop traffic from from particularly local traffic from using using backroads and, and side and side roads when there is construction works going on. I mean, I would think I do think that a lot of the villages that Cambridgeshire have pulled out there do suffer from from rat running at the moment from the existing scheme, particularly when there is when there is a problem on the on the trunk road network with traffic just averting through those through those villages. And I suppose the bigger picture is in the long term, once this work is completed, those facilities will will see a big benefit in that the traffic will will have far better alternatives.

51:27

So if issues come up during the construction period, say and it's raised that this raised with local highway authorities, it will it will the will the applicant be helping to deal with those issues? Or will it be down to the local Highway Authority to deal with?

51:51

Julian see for the applicant, I think that it's fairly limited in what we will be able to do we can we can obviously where that where where it'd be of benefit, we can put up signage and so on. But we're quite limited in what we can do outside the limits of the of the site to go and sort of impose any particular restrictions or or developments to two routes that are outside the red line boundary, for instance.

52:33

Mr. Scalise, the applicant, I think it's what's been mentioned before, essentially sorry that we have said through the outline construction management plan, we'll be taking various steps to try and keep traffic on the strategic road network, including roadside signage, we've got journey time recognition systems, we have a dedicated customer communications team to deal with customer inquiries as well. So the strategy is basically to keep the traffic on the on the strategic road network, to try and minimise the extent to which these route running events take place. Beyond that, we've we've done what we can have a strategic road network and after that, it's ultimately down to individual driver choice, but we will be doing what we can on the strategic road network to minimise the risks.

53:31

Okay, I'm gonna I'm going to bring in Mr. Turtle first, and then I can see there's a hand the hand has been up for for quite a while from Mr. Hudson. And I'll come back to Mr. Hudson after if I could go to Mr. Tyrol. First.

53:47

Thanks, Francis Chan on behalf of council. I think in terms of the question of what could be done, I think obviously, there's two categories to this one, which is probably the easiest easier position is in terms of any hgvs which might be using these routes. Contrary perhaps to the the plan set out in the OSI TMP, obviously, I think the authorities would look to highways England to use its powers under the order or basically assist and fund the authorities to use their past to make regulation orders to prevent hgvs. So that's point one, I suppose. Point two in terms of non HD traffic, I ordinary traffic, we take the point that obviously housing then cannot prevent vehicles going where they wish to go on a generalised basis. However, I think as has been communicated higher is England, the court or authority has asked that there should be traffic counts and condition surveys carried out ahead of other works and relevant points during them. And I'll see I don't know whether it's intended this would be part of the traffic management plans that are proposed or not, but they could be and that could be secured. And obviously if those counts, and those impacts identify particular impacts on particular villages as the Highway Authority has set out in his written raps, it's concerned about, then measures such as traffic calming, could be put in place either on a permanent or temporary basis to deal with that additional traffic and comment. And again, I think the local highway authorities would be looking at how is England to work with them on that and to assist them in the funding of any of those temporary measures that might be required in those villages. So those I mean, there are, there are things that can be done, this is not something that I was in and throws his hands up in the air and says we can't help Sorry, I keep saying housing that I should say, national highways, I apologise. It's not something that the applicant need not do anything at all about. And there are other things that can be done to assist the local hiring authority to manage it. And I think we would be looking for commitments in relation to that, either inside agreement or in the traffic management plans themselves.

55:48

Okay, thank you. That's Mr. Lyons this, does that seem sensible

55:57

to exercise a degree of caution about this sort of Scott liners for the for the applicant, because as I said, on the one hand, National Highways will be doing everything they can to keep us traffic on strategic road network, circumstances where it doesn't have ultimate control over what drivers do. Beyond that, I think we'd be slow to accept that we should be taking further steps to deal with the wide dispersal of traffic outside the strategic route network. And the way it has been suggested, obviously, we will speak to the county council about what they are wishing to see. But I put down a marker at this stage that we're not minded at the moment to accept that we should be providing wide ranges of traffic calming and so on, well away from the road network to mitigate any of these any of these effects. But we will we will take this away and consider it but I just want to put up that market on the stage.

57:05

Thank you. Mr. Tables got his hand up.

57:11

Sorry. Very briefly, just to clarify, I think in relation to what Mr. Lyon was saying. And what we're asking for is in relation to mitigating the effects of construction traffic only. It's not a generalised ongoing thing in terms of trying to get highways England to help. Sorry, national highway is to help the local Highway Authority manage its network, it is purely to mitigate those, those construction traffic impacts.

57:34

For example, food, temporary PCB bands, that kind of thing,

57:38

temporary HTV bands, temporary traffic calming measures, etc.

57:43

Chi, I'll go to Mr. I'd like to get him. I think Mr. C has got his hand up, I would like to get to Mr. Hudson, I know he's been he's had his hand up for a long time, you can be virtual.

57:57

Thank you. So bring out an environment to help the bethabara Council, I want to dance around the finish. But it's important to mention at this stage that at this point, the applicant has not satisfied any local authorities that the borrower pays for the construction management pits can be built within the construction area. Therefore, we do not have confirmation that there won't be a significantly increased number of HTTP traffic, moving those event inflation from the borrower pits, or from the construction sites at my further point, which is an acceptable level, we've not seen the noise levels that would allow us to say they can definitely be there on site so that they're not being included in the assessment of HGTV thinking might be worth actually to this point. Thank you.

58:43

See your hands up? Yes, on that point?

58:48

No, I wasn't going to hold on that point.

58:50

So sorry, Mr. Lyons, then if you could respond on on the point. It's just been raised with regards to bureaucrats that we are talking we will be talking about purpose. Never agenda, right. I think that's tomorrow.

59:05

Scott liners for the applicant. I need to take instructions on that, as I understand discussions will be ongoing with the local authority. I don't know exactly what stage it was raised, but it's a matter that I'm sure will be progressed through further engagement.

59:20

And that item is for tomorrow's discussions. Okay. Mr. C, sorry for catching you off.

59:27

Sorry, Julian see on behalf of the applicant. The applicant doesn't agree with the idea of imposing temporary traffic regulation orders for weight limits on local roads is a strategy that should necessarily be employed. The project wouldn't have any powers to enforce these orders and experience from previous projects and liaison between national highways and the police has shown that these would not be enforced. Due to other priorities, and may encourage unreal, unrealistic expectations of enforcement, I just thought that that I needed to make that point because it seemed to be sort of discussed previously.

1:00:15

Understood. Yeah, I appreciate you wouldn't have powers to enforce. Mr. Terrell.

1:00:24

So I think you want to turn on behalf camscanner. counsel, I find that a slightly strange point in sense that the applicant is obviously taking powers in the order under Article 55 to make a whole range of traffic regulation orders, including temporary ones, which are unenforceable as Mr. Mr. C said, I'm not sure what the purpose of that would be.

1:00:47

Understood. Mr. Linus? Was there anything you wanted to respond to on that? So what's effectively what, what's the point of having any HTV restrictions? How, how is it? How is anything going to be enforced? With regards particularly to stop construction traffic? I think we've previously previously seen response saying that we dealt with internally through disciplinary action, that kind of thing, but how can we how can we be sure of in the absence of being able to enforce something? How can we be sure that the effects of that mitigation can be secured

1:01:31

Scotland's for the applicant, if a if a measure is mentioned in the outline construction traffic management plan is then followed through and the final traffic management plan, the requirements provide the construction shall take place, in accordance with the finalised traffic management plan. So that there's a degree of enforcement through the DCU, in that sense that, and I think it's mentioned the traffic management plan will have to be adhere to by virtue of the requirement on the DCU. If you if f1 is looking for something more, for example, when it comes to construction of traffic routes, and so on, the normal way that that is done is through contractual provisions with with suppliers. And there's a possibility that as well as looking through the emerging outline construction traffic management plan, we can look to see whether that could be added into the plan. So there's something there, which can give greater confidence in that respect.

1:02:36

Yeah, I think it's also bearing in mind that this would always be after the event. So the damage is always or potentially is already done. Okay, well, it will stop, potentially stop someone from doing it again in future, but it is a it's a reaction, isn't it?

1:02:52

Well, Scotland for the applicant, it really depends on what control is put into the margin plan in the first place. I think from our point of view, if contractual provisions or if there's trouble if the plan itself refers to contractual provisions with suppliers, then we would say that's sufficient protection to make sure that drivers follow the proper route. Of course, in any case, it will be a quest to become a question for Sunday if those matters aren't complied with, but as far as putting something in the plan is concerned, or it can be expected of us at this stage that we make provision for how to prevent it. And we would say that, putting some further provisions into the margin plan relating to contractual provisions with suppliers would be the way to go.

1:03:39

Mr. Terrell,

1:03:44

thank you for answering on behalf of camscanner. counsel, I think just and just to follow up on that discussion, really, I think the point is not so much that from the county Council's point of view, we think that the powers shouldn't be there to meet up your regular traffic regulation orders, I think, obviously, the local Highway Authority and traffic authority, the county council support such powers and thinks they are useful and can have a useful purpose and are enforceable. So I think the point is, I don't think we would agree with a council of despair that they shouldn't be made or in relation to controlling construction traffic because they're not enforceable. I think they are. And that is demonstrated by the fact that the applicants themselves are seeking such powers as well.

1:04:21

Thank you. And presumably, there's no reason why you know, if it does come when it comes to the line construction traffic management plan that presumably the likes of the police could be involved in that in the shaping of it if they get if they have to deal potentially with traffic disruption. Would they typically be involved in the shaping of an outline traffic management plan will have the opportunity to rather

1:04:50

Scotland outcome the last Mr. C to give us experience on that.

1:04:56

Children say on behalf of the applicant? Yes, we would typically involve the police liaison in the development of the of the traffic management plan. Okay,

1:05:08

thank you. So we've we've we have Mr. Terrell, I see if your hand is up.

1:05:18

Sorry. Sorry to interrupt. Thank you just assistance. I just wanted to also flag that, obviously, in relation to any traffic regulation order, both in general practice and also under Article 55 of the past in this draft order, the police would be consulted informed about

1:05:33

the late stage, isn't it? So it's a it's a productive, early engagement on trying to talk about there. I think. So. It's just coming up 305. I would just like to understand a little bit better, where things are up to so this is item, this is f. Can the applicant provide an update on what discussions have taken place with the local authorities with regarding monitoring, including any likely resource reports and that's been raised previously? Not the open floor hearing, I think

1:06:07

Scotland's for the applicant, I'll ask Omri Rogers to come in on SF needs to be but my understanding is that there's a joint position step and being prepared, which is due to be circulated to the council by the end of this week. And a meeting has been arranged next week with the council discuss in more detail the matters in the joint position step. And so we're on track to submit an update by deadline three.

1:06:31

Okay. Thank you. We will I will deal with G as a written question, I think. And so just returning back to the question a. And that's what we've got a future iterations during during the examination period, when can we expect to receive the next iteration of the outline traffic management? construction traffic management plan?

1:07:03

Scotland? Thank you just bear with me, sir. Just check something for a moment. Sorry, sorry. Thanks for that pose. We're looking to provide the next iteration deadline for

1:07:31

okay. Mister Hi.

1:07:41

Mr. striven is just worth confirming if the other actions that have emerged through this hearing our agenda item, which is potential figures of construction workers and how that's been accounted for more structured approach to how engagement will take place.

1:08:05

I'm seeing them separate. I'm seeing them. Are you

1:08:07

seeing this? Okay, so So are you seeing those are separate hearing agenda actions, which will come at deadline three? Yeah. And then deadline for is the updated? Okay, I'm confirming that

1:08:30

Scotland has the applicant on those other action points, or we can aim for deadline? Three, I just need to take further instructions as to when exactly that might be provided. There's a difficulty with that. We'll explain that. And any deadline three response we put in.

1:08:44

Okay. And have we had a response can just remind you how we had a response to the question that was raised by church commissioners.

1:08:52

So I have taken instructions on that. So Scott liners for the for the applicant, the document that has been referred to isn't otherwise in the application documents, it's not attached to the construction traffic management plan. It is an internal document. So what I propose we do is to set out a deadline three, what the contents and the purpose of that document is. We can reflect on that further and give an update by deadline three.

1:09:25

Okay, yeah, we'll make that hearing action. Yes, thank

1:09:27

you, sir. Okay, thank

1:09:29

you. Thank you, everybody. I think we've, we've managed to get back on time as well, actually, almost. And I think that sort of time now is 10 past three. We'll take a short break at this point and resume again at 320.

1:09:47

Thank you, sir.

1:09:49

If you decide to leave the meeting, then can you rejoin using the same link provided in the invitation email, and if you're watching the live stream then please remember to refresh your browser to resume each subsequent session. All right, thank you very much.