

From: [REDACTED]
To: [Wylfa Newydd](#)
Subject: Hearing Submission 14 March
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Attachments: [Submission on behalf of Mechell Community Council.odt](#)

Please find attached in Word format submission from Mechell Council for 14/3/2019 deadline

Submission on behalf of Mechell Community Council. MCC

Following Wylfa Newydd Examining Authority Hearing: 6th March 2019

After 4 years of asking we have finally been provided with traffic flow survey data of existing and anticipated daily vehicle movement through the Village of Llanfachell. This now means we have a base line method of enumerating any disruption in traffic daily. The potential increase in traffic levels has been calculated we are told using the same gravity model that was used to forecast the geographical location of the resident work force. This model showed that approx. 1% of the work force work come from locations in the areas serviced by roads that merge with the minor roads that bisect the village and link to Tregele.

We submit that based on local knowledge gained from the previous building of Wylfa A, on how the work force accessed the Wylfa site by car, linked to the potential readily available temporary accommodation i.e. Caravans and B/B in the catchment area for the proposed workforce, that the proposed 3% increase in traffic is far too low.

If Horizons predictions are incorrect then there is **no proposed method of identification what type of traffic has increased daily numbers over and above the forecasted base of 2327.**

Horizon propose in their WAMS strategy **PINS Reference Number: EN010007**

9.2.2 In order to manage the impact of temporary construction workers seeking accommodation during the construction of Wylfa Newydd, Horizon and IACC agreed to establish an online Portal that will be the means by which accommodation providers can advertise to workers and workers can select accommodation that meets their needs.

9.2.5 It will also mean collecting monitoring data and reporting on it to stakeholders and using that data to help guide workers' choices and achieve better outcomes for local communities. Monitoring will also help inform and target mitigation measures, for example those aimed at the Welsh language and culture.

If this proposed data base (Portal) was modified to include a field containing the Car registration plate of the worker alongside his Works or site number, then that would provide a means of monitoring the vehicles accessing the site. This would also achieve the aims of 9.2.5 above

In order to measure the increase in traffic levels at a future date data collection by rubber strip across the road has been proposed by Horizon in the draft S106. This method however does not identify what type of traffic simply the number of vehicles.

The solution to identification can be achieved using Vehicle Number Plate Recognition VNPR widely used in Car Parks, Congestion Charge schemes and the Speed Trap cameras.

If a VNPR camera was situated in the Square at Llanfechell and a further one at the Tregele A5025 junction then the information recorded linked to the WAMS Portal would give Total Control to both Horizon, IOACC and Mechell CC as to which authorised, and no authorised vehicles were using the minor roads to access and leave the site.

Horizon would know what workers were breaking the code of conduct that they had signed up to. IOACC would know how effective their strategy of limiting number workers accommodation to a geographic area was working out. Mechell CC would have statistical information to base mitigation on if the proposed 3% increase in traffic was oversubscribed.

At present Horizon are **not** proposing the introduction of VNPR at Tregele or Llanfechell they consider the connecting road (rat run) is the responsibility of IOACC to introduce traffic monitoring and calming.

Here is the statement as of Deadline 6 s106 Transport

The Council shall use the Transport (Annual) Contribution to:

2.2.5 fund traffic management measures on neighbouring roads to help prevent rat-running;

However, this is just one of the nine points that are proposed to be funded from £100K per annum.

Horizon are counting on Workers complying with the Code of Practice that they are required sign up to, there are also expecting the residents of Llanfechell to report any vehicle containing workers using the rat run to be reported to Horizon. There is no means in their existing proposals to identify workers using the rat run where not applicable.

Both MCC and NACP submit that a form of VNPR monitoring is made mandatory for Llanfechell and Tregele in addition to the total numbers monitoring that are proposed for A5025.

IOACC should propose to Horizon the introduction of VNPR linked to the WAMS data base.

A W Jones

Mechell Community Councillor Member of NACP

