

I would like to comment on The Traffic Management Plan (including the AIL Access Report) and the Drive through Video of the route for construction traffic

Traffic management plan

I would like to make the following comments in relation to the Applicants Traffic Management plan:

The applicant maintains that peak traffic hours are 8-9am and 5-6pm however there are a lot of traffic movements before 8am (school and commuter runs - How does the applicant propose to restrict the traffic movements to outside of the hours of 8-9am and 5-6pm?

4.2.6 Many of the roads on the proposed route are not wide enough to take two HGV's coming in opposite directions eg Spring Hill, Moor Road - what instructions will be given to drivers in this instance (grass verges run along most of these roads and are not suitable for lorries)?

4.2.7 Has the emissions from all the additional traffic journeys to be made by staff been included in the carbon saving calculations?

4.5 Sustainable travel plans should be identified pre DCO and not after

7.1.1 Where will the water for the wheel washing facility come from? If bowsers or other supplies need to be brought in has the emissions from these been included in the calculations?

7.1.2 Again have the emissions from the road brushing vehicles been included in the calculations?

9.1.4 Stage 3 of the failure to adhere to road management plan states "removal of relevant party from site" this should state "permanent" removal.

AIL Access Report:

For the largest of the vehicles a police escort and possible complete road closures will be required for the section just after Hail Weston to Site D and beyond if necessary. What advance notification will be given to other road users?

Route 1 map shows vehicles being directed southbound beyond the B645 to the Black Cat roundabout and then northbound up the A1. There are major roadworks at the Black Cat junction what provision which may need to be considered. What measures are being put in place to ensure southbound A1 traffic does not leave the A1 at the B645 exit.

Comments on Drive through video of construction traffic routes

First comment is that the video is obviously recorded from a car and the perspective of the roads from a HGV will be very different and show more clearly how narrow and winding some of these roads are.

Section 1

The slip road exit from the A1 onto the B645 has a very sharp bend just as that section becomes two way traffic. Very large vehicles may need to cross over onto the oncoming traffic section. What provision has the Applicant made to stop the oncoming traffic.

The video makes reference to the Bird Lane junction in the Hail Weston section but fails to mention the main entrance/exit routes to Hail Weston either side of the village.

The road down passed Fairytale Marquees towards Meagre Farm is both steep and has a very sharp bend at the bottom. Wide vehicles will have difficulty negotiating this corner without needing to use the onward traffic lane. What guidance will the Applicant be giving to drivers for this? There have been several collisions at this point. What plans has the Applicant got to restrict the tree/hedge line to ensure as much visibility as possible?

I am concerned that the main site access at Site D is very close to a bend giving restricted viewing to approaching vehicles at this junction. What provision has the Applicant made for appropriate signage?

Section 2

Video states that all construction traffic is to exit the B645 onto Spring Hill. This again is a very narrow road with many sharp bends. Not appropriate for a lot of large vehicles.

Site access to SA05 is to be approached from Green End but there is no mention as to how the vehicles get to Green End? The road from Green End to Spring Hill passes through a housing area and there is a very sharp bend just after the left hand turn out of Green End again with restricted vision.

Site Access SA06 is to be approached from Green End but there is no mention as to which routes vehicles need to take to get to Green End. Also how will this be monitored and enforced?

Where traffic is crossing a road to get from one site to another (eg SA08 & SA07) how will this be managed? Traffic lights? "some construction traffic" expected at the Kangaroo junction – how will the Applicant ensure that is kept to a minimum?

Section 3 the video states that traffic will turn right onto the B660. The point at which the video starts traffic would need to turn left onto the B660 – can the Applicant please clarify. The junction where the video starts Great Staughton Road and the B660 (Green End Crossroads) has very very restricted visibility and without other measures in place would be a very dangerous point for large slow moving vehicles to enter the B660.

Section 4 Moor Road is extremely narrow at times and certainly not suitable for two way large vehicle movements.