

Speaking as a local resident, I remain concerned that the Applicant's Traffic and Transport plans pay insufficient attention to the distinctly rural nature of the roads that both construction traffic and construction workers will use, both on the designated routes and on the routes which will necessarily be used if the designated routes are blocked or unavailable. Both drive through videos submitted to the ExA demonstrate clearly that there are no street lights along the proposed or alternative routes and that the majority of the roads lack footpaths or suitable verges on which horse-riders, cyclists or pedestrians can take refuge. Indeed in many cases, the verges are often bordered by steep ditches which may contain significant quantities of water at times of excess rain or flooding. The ExA's site visit will support this.

With construction worker vehicle movements predicted to be at their highest preceding 08:00 and following 18:00, together with construction work which will begin at 08:00 and continue until 17:00, there will be significant vehicle movements during winter time when the roads are dark or visibility is limited. Are these routes suitable for the volume of traffic predicted? And what mitigations are being put in place to protect the safety of road users and in particular, the safety of more vulnerable road-users, such as motorcyclists, horse-riders, cyclists, pedestrians or bus passengers (including school children using school buses) who often need to wait on the roadside and/or walk along the road to reach their homes? The scheme also allows for several places where construction traffic will cross existing roads and no details have been provided of how these crossing points will be managed, particularly when it is dark or visibility is limited. At these crossing points, similar hazards will exist and is adequate provision being made to ensure that ALL road users, not just vehicle drivers, will be able to safely use these crossing points?

And finally have our local highway authorities taken into account the cost and effort required to maintain these rural roads, many of have no formal kerbing to protect road edges or verges. How will the inevitable increase in road maintenance be funded and more importantly managed at times when the roads need to be resurfaced or repaired, creating further restrictions upon vehicle movements which will need to be planned and managed.

Will the ExA kindly take these questions into account during his site visit and the preparation of further questions/examination, ensuring that the relevant professional opinions are consulted.