

IP [REDACTED]

Andrew McDonald

1 I have previously made written and oral submissions on cumulative traffic management and impact pressures, especially in respect of the limited choice of study area that NGET have chosen; and also in about their expressed lack of concern for traffic pressures consequent upon the addition of SeaLink traffic to SPR/SZC/LionLink *outside* that area. Road users (as they are now demonstrating) are quick to respond to danger and delay on their present routes by finding alternatives, and this should have been part of NGET's forecast and assessment processes.

2 We are now in a sort of unregulated test phase for these cumulative impacts. Last weekend's A12/A1094 closure for SZC works led straight away to a 3-400% increase in traffic through Snape Village towards Tunstall and the A1152 (as I believe I have forecast in previous written responses), and similar pressure on Sternfield Road, especially at the B1121 junction. HGV pressure on the A1094 consequent upon Sea Link's consenting would have the same effect, but would *embed* these 'escape routes' into normal behaviour.

3 The impacts on rural roads, quiet lanes, verges and hedgerows are already emerging purely on the basis of one (admittedly very large) project and its traffic impacts. Severance, Pedestrian Delay, Fear and Intimidation, and Non-Motorised Amenity effects are with us already, so let me give you an example of an NSIP's *attempted cumulative impact mitigation*) - SPR's EA1N/EA2 'traffic management' works at Snape Church junction, which as an intervention against severance are apotropaic rather than effective - unless you consider that an unmarked, unsigned and invisible kerb marking at a notoriously difficult junction close to a stretch of national speed limit A road to be in any way 'traffic management'. At least they recognise the danger, although their intervention is ineffective and limited to an ineffective study and impact area. Apotropaic, since you ask, means 'designed to ward off evil, usually through magical means'.

4 In projects of this scale it is more usual to use **junction modelling** than magical means to ensure that infrastructure can handle future demand while minimizing congestion. It is a critical component of transport assessments, and so I'd like to just ask **why Sea Link's proposals are being examined without a full traffic assessment**; and with junction modelling squeezed out, like blood from a stone, from this immensely well resourced and very large company at the last possible deadline?

Thank you for considering my submission..