

Sizewell C Stage 3 Town and Parish Event 22 January 2019

Key Issue Transport

Town / Parish	Comments Table 1
Leiston cum Sizewell Town Council.	<p>Traffic currently an issue in the centre of Leiston: mitigation is being looked at for areas like Yoxford and Wickham which have a portion of site traffic however Leiston and surrounding will be impacted by all site traffic.</p> <p>Leiston's current road infrastructure is mainly based on Victorian and Edwardian design, small roads, narrow footpaths etc. A traffic survey should be undertaken to determine impact in Leiston including pedestrian, cycle, car and HGV traffic.</p> <p>Leiston would prefer the D2 link road to prevent rat running around the area.</p> <p>Concern that the EDF suggested routes will not be followed as they are too inconvenient, work needs to be done to understand this and the effects on Leiston.</p> <p>Consolidation of small loads (white van man) at park and rides or similar for ongoing transport. HGV are considered in transport survey but not smaller loads.</p> <p>Valley Road is very vulnerable to increased traffic as it is narrow and has no footpath.</p> <p>Workers renting in town – concern that parking will become an issue.</p> <p>Railway green route preferred: closure of rights of way and level crossings required, green route supported but implementation concerns.</p> <p>Caravan site – have traffic movements associated with this been looked at?</p> <p>Lovers Lane speed restriction should be 40mph for safety reasons</p> <p>Leisure facilities to be located in Leiston which is supported but route to these facilities criticised, off Lovers Lane at Crown Carm and onto Grimseys lane.</p> <p>Support for any link road.</p>

	Comments from Table 2
Aldringham Parish Council	Things have got to be planned and started before construction.
Aldeburgh Town Council	The rail led strategy will probably not 'float'.
Rendlesham Parish Council	Get regulator on site to say until x is in place you cannot start – infrastructure first.
Chillesford Parish Meeting	Consider Suffolk as a whole.
Aldeburgh Town Council	EDF should ensure most of the traffic stays off Wickham Market roads etc – control/track traffic routes.
Rendlesham Parish Council	Holding point to manage multi drop deliveries to the site – won't go to next stop through designated route.
Aldringham Parish Council	Lots of cars trying to get to car park at same time – traffic jams. People will travel to where they live not follow the designated routes.
Aldeburgh Town Council	Marine led route would not change amount of cars. Should count buses in the number of HGVs.
Aldringham Parish Council	Big vehicles are disruptive – noise. Increase pollution/emission levels.
Suffolk Coastal District Council	Similar issue with trains – especially older diesel engines.
Aldeburgh Town Council	Could insist buses etc have lower emissions. Park and ride is a good idea.
Rendlesham Parish Council	Permit should be for the vehicle not for the individual – encourages car sharing.
Aldeburgh Town Council	How would they deal with HGV drivers running out of hours when there is a road block.
Aldringham Parish Council	Villages will be impacted – more cars and employees wishing to rent in the villages.
Rendlesham Parish Council	Councils should emphasise they want EDF to pay for enforcement of parking legislation.
Aldeburgh Town Parish	Parking problems occurring in summer would be year round
Aldringham Parish Council	EDF could help issues raised above by improving parking. Can they put something in place so people use the accommodation block?
Rendlesham Parish Council	Make accommodation block attractive for employees
Suffolk County Council	Fly parking – people out of the area will meet with someone who has a permit to be seen as car sharing – get EDF to find a solution
All	Parishes have limited power to fix this
	Comments Table 3
Martlesham Parish Council	Main concern is transport – all the other developments around mean that traffic around A12 Martlesham is due to increase. Pressure on the A12 is unacceptable and this will add to it. Volume of traffic should be addressed.
Levington and Stratton Hall Parish Council.	Anyone considered the Orwell Bridge closing – in combination effects of this with additional traffic. Strongest pressure come from the room – persuade EDF to go the rail route. Understand EDF's frustration with NR, but will be an awful lot better. Going to take the easiest route out as they have dropped the sea option. Catastrophic decision – not going to put EDF in a good

	light. All effort spent to get a rail led option.
Suffolk County Council.	<p>If aggregates are coming from Somerset and peak districts, how would these be transported. How would you bring that in by sea? Screams out that a rail led option should be pursued.</p> <p>Do we know what the impact on the Orwell Bridge is proportionally on the network. How does the volume of traffic associated with SZC, in percentage terms, effect the strategic route network. Increased volume and pinch points – major employers impacted.</p>
Levington and Stratton Hall Parish Council.	Surely the delay of road traffic would be a problem – traffic hold ups then the project would be delayed (i.e. a rail/marine led programme is in EDF's interest). A perfect storm with the development of Innocence Farm, SZC, Adastral Park.
Felixstowe Town Council	Two stages of consultation which have dumped the marine option. Freight Management Facility – it will add significant traffic in that area. The HGVs will have to turn around further east. Impact on Junction 59 or Junction 60 as a result of the development, which is unnecessary.
Suffolk Coastal District Council	Trombone effect – SZC and the port. Need to mitigate the impact of the FMF on the network. Use the FMF to create an at grade junction on the A14 with Innocence Farm site.
Levington and Stratton Hall Parish Council and Felixstowe Town Council	Want to have the FMF west of the Orwell Bridge – otherwise it creates additional congestion.
Personal View : Suffolk County Council	We are dealing with the implications of organisations that are not placed based (e.g. Highways England, Network Rail,) – i.e. don't have the dedicated people that are local looking at the scheme strategically. Not being taken on board at all nationally – we are working in a corner, other players are significant in what we are doing and we need to consider this.
Suffolk Coastal District Council	The FMF should be the other side of the bridge – But we would need to determine what are the constraints – need a site that can allow movement in both traffic directions immediately adjacent to the A14 – limited options.
Suffolk Coastal District Council	<p>We have to deal with what is on the table – we really need to think about the mitigation.</p> <p>The white van traffic (LGVs) should be consolidated at FMF to reduce movements to/from the site.</p>
Levington and Stratton Hall Parish Council.	Haven't had an operation stack for a time, but still could happen
Suffolk Coastal District Council	Port's freight management system has been very successful – push EDF to buy Freight management software.
Martlesham Parish Council	Is it not time to have all the roundabouts (A12) grade separated. How are the roundabouts along Martlesham going to cope with the additional traffic?
Levington and Stratton Hall Parish Council.	We need the maximum feasible traffic management at the junction (A12). Going to be queues everywhere. Going to be a complete logjam in rush hour.

Suffolk Coastal District Council	There will be air quality impacts along the route.
Felixstowe Town Council	Need to ensure that the traffic and development does not impact activity on the Port trade. Rail solution is not a panacea. It will still have road impacts. Need to ensure this doesn't get lost.
Martlesham Parish Council	EDF Should consider rail passenger transport into the site for staff. Does the location of the new rail loop effect the possibility of construction transport to use the train as far as Sizewell.
Suffolk Coastal District Council	Why can't EDF investigate passenger rail transport into the site.
	Comments from Table 4
Wickham Market Parish Council	Rail-led option is preferable as it removes HGV. Need better rail solution. Why have they dropped sea-led option; Coastal impact and marine impact – should be possible to mitigate
Middleton Parish Council	Would require also better road-solutions for rail option.
	Proposal for new road alignment between Carlton and Saxmundham – dedicated road, minimum impact on human habitation – could have P&R on other site – not seriously looking at alternative options.
Darsham Parish Council	Should have done more work on coastal processes – don't know what they have done on this. Concern around coastal processes – complicated, understand why they want to avoid jetty.
Hacheston Parish Council	Moving to rail option only slightly reduces impact on roads - does not change as much transport impact in villages.
Darsham Parish Council	EDF emphasis on cost. Conceded that 2-village and Theberton bypass are not dealing with traffic from the North and traffic through Yoxford. Still all the traffic to Darsham P&R from North – have not addressed problems with traffic coming from the North and junctions for P&R at Darsham for traffic from the North.
	Concern around B1125 Blythburgh cutting through.
Middleton Parish Council	Still high load of LGVs and cars to site: Car park at site, accommodation block car park, light good vehicles.
Darsham Parish Council	Not enough consideration to the traffic coming from the North – traffic through Westleton. B1125 rat run. EDF will not be able police to ensure which cars come through to site.
Middleton Parish Council	B1120 real problem out of Yoxford – coming out on A12 – no proposal for anything there
Wickham Market Parish Council	Do we need have bus transfers from further afield – tricky, but should be able to set this up. Should EDF encourage Sizewell B workers to use P&Rs? Also for refuelling/outage? No vehicle management for tier 2 contractors? Mitigation measures Wickham Market. Bypass at Wickham Market madness.
Darsham Parish Council	Helpful to also do traffic counting at A12 Yoxford.
Middleton Parish Council	Can we complain about the consultation process – not much further than Stage 1. PINS has public comments from consultation at their website.
Middleton Parish Council	Want Stage 4 consultation
Darsham Parish Council &	Air pollution/particles from P&R car park, no proposals on impacts for

Wickham Market Parish Council	car parks. How much would planting mitigate for air pollution – early planting?
Darsham Parish Council & Wickham Market Parish Council	Electric charging cars points at P&R sites?
Darsham Parish Council & Wickham Market Parish Council	Question around legacy of proposals e.g. car park at Darsham.
Darsham Parish Council	Legacy of accommodation campus. Generally legacy – reverting back to countryside or not?
	Comments from Table 5
Friston , Knodishall , Nacton & Yoxford Parish Councils	Overhead pylons are not acceptable, not cutting edge design and should ideally be buried, will impact even more on AONB's. Fear beach facilities won't be used frequently. Want to see more work on spoil management, safety and what they will look like. Accommodation campus, Hinkley is currently under subscribed due to single occupancy will this happen in Sizewell.
Nacton Parish Council	Concern over the re-introduction of a freight management facility around the Seven Hills interchange. Better option would be for the lorry park to be located to the west of the Orwell Bridge, this would reduce the number of lorries trying to travel through Ipswich to access a lorry park when the bridge is closed. The likelihood of more accidents occurring with a higher volume of HGV traffic on this section of the A14 must increase significantly.
	Comments from Table 6
Farnham with Stratford St Andrew Parish Council	Why are EDF shying away from the rail led strategy? During SZB construction the sea was utilised as a transport route. It should be utilised again. Limited detail provided in the consultation documents in relation to rail-led strategy and how it would operate e.g. how the loading of trains will be organised? At what stage will the road improvements be provided? There will be significant difficulties providing mitigation during SZC construction. The road improvements themselves would cause major disruption. Need to look at whole transport strategy and whether the approach taken is appropriate. There are existing difficulties experienced driving through Wickham Market. The proposed park and ride could exacerbate these issues. Concerns expressed in relation to the design of two-village bypass: <ul style="list-style-type: none"> • The roundabout is positioned in front of a farmhouse and

	<p>should have taken the opportunity to join up with two roads close by so they could be incorporated into the layout.</p> <ul style="list-style-type: none"> • The design of the route leave one house with no access. • Limited research has been undertaken to fully understand the implications of the route. <p>It is believed that EDF will be able to control HGVs reasonably well but concerns expressed in relation to how other vehicles will be controlled. The consultation states that EDF will not be able to control any vehicle below 3.5 tons. This could cause significant issues for Wickham Market.</p>
Personal View :Rushmere St Andrew Parish Council	<p>The documentation appears to be discounting the rail option. If the strategy is road led there are concerns in relation to the cumulative impact of traffic with development in Martlesham Heath (Brightwell Lakes etc).</p> <p>The northern bypass/Ipswich Northern Route should be re-looked at, there is now an even greater need.</p>
Benhall and Sternfield Parish Council	<p>EDF haven't explained the implications for existing users of the East Suffolk Line if a rail led strategy is followed. What impact would line closure, which would be necessary to undertake the improvements, have on existing railway customers? There are insufficient weekends and BHs available to allow the works to only be undertaken on these days, closures will be necessary. Full implications of rail-led strategy are unknown.</p> <p>Need energy projects to work together to deliver infrastructure.</p> <p>A shuttle service between Saxmundham and Leiston is proposed however EDF should create shuttle service between Darsham and Leiston.</p>
Suffolk Coastal District Council	<p>If we are being pushed towards a road-led strategy, the current level of investment in infrastructure is not sufficient. EDF are offering a very small amount of money, they need to provide significantly more.</p> <p>Government should look to invest in East Suffolk.</p> <p>The new link road should be located further south e.g. a new road from Friday Street to Leiston. This would reduce traffic and ease congestion further north.</p>
Peasenhall Parish Council	<p>Freight management system. Felixstowe currently requires extra space for lorries. There is an existing need. This would be a good resource.</p>
	Comments from Table 7
All	Impact on transport, with the knock-on effect on blue light services
Snape Parish Council	Marine dismissed, rail not preferred, going to road, concern small road B1119 not listed, will be the main route for people travelling from the north of England.
Swefling Parish Council	All the traffic will try and get through Swefling rat runs.
Theberton & Eastbridge Parish council	Numbers at rail, there suggesting all road goes through Yoxford, Middleton there needs to be a proper road, not thought through.

	Comments from Table 8
Personal view : Halesworth Town Council	Sea to a rail, but seems more sensible for items to come by sea
All	This seems to have been because of marine implications, don't believe the weighing against the land is correct, don't believe EDF.
All	Important to have facilities in place before any construction begins – otherwise they will deliver marine access when plant is completed
Marlesford Parish Council and Saxmundham Town Council	Need to put pressure on network rail to deliver in time
Personal View : Halesworth Town Council	If they wanted to, they could very quickly construct a harbour facility If you ask a marine ecologist they will give you doomsday report, but you need to get a fair appraisal from all angles.
Personal View: Saxmundham Town Council	Need to investigate the situation impartially, don't let EDF choose who they do assessments – they are not impartial
Marlesford Parish Council : Suffolk County Council Confirmed that they are doing this at the moment.	Cannot see logic for 2 Village By Pass (VBP) compared with 4 VBP, urge SCC to say that Segway has got to be the option.
All	EDF may say they are not the only user for the roads, they will say East Anglia (EA)1 and EA2 also use. They would be justified in saying they are not the only ones who should contribute.
All	Rail service now it was two hours- there are times of the day where they could justify a 2 hourly service which would be good
Halesworth Town Council	How do they propose to manage worker logistics for work. They can't all park there. If living in Halesworth be expected to use park and ride. The expectation is to use park and ride, voucher needed to park.
Brandeston Parish Council	Alternating shift patterns – what is that shift pattern going to be – will there be lots of movements throughout the nights? Will they join rush hour, or will they go the other way to the flow?
	Comments from Table 9
All	Concern with rat runs Modelled data needs to be shared between district, county and parish councils to ensure that everything is clarified. Very light on detail and both road and rail strategies need to provide more detail. Ensuring the infrastructure is ready for the start of construction.
Melton Parish Council	Woodbridge bypass doesn't have sufficient capacity.
All	Could design out a bit of traffic by including cycle lanes
Kelsale cum Carlton Parish Council	Cycle lane should be on Sizewell Link Road
All	Southern Wickham Market junction needs improvement
Pettistree Parish Council	Wickham Market bypass
All	Diversion routes in the event of A12 closure Emergency service response times

	Problems with existing A12 junctions that would be made worse
Kelsale cum Carlton , Melton	2VBP is supported – would prefer SEGWAY
Rendham, Pettistree Parish Councils	Rendham supports 2VBP, doesn't see need for SEGWAY
All	Sizewell Link Road junction with A12 should be 500m further north, would have less impact on houses
Kelsale Cum Carlton Parish Council	Support rail-led, sea-led over a road-led proposal, <i>if</i> the road went ahead then it should start further up the A12 (to avoid disruption to the houses near the North Green turn-off).
Personal view : Melton Parish Council	Wickham Market rail loop would be a big legacy benefit
Melton Parish Council	Rail Loop at Melton (just north of Ufford) will generate a lot of its own traffic during construction. Trains will be running at night. Lift speed limit on line through residential areas, impact on Woodbridge and Melton. Potential safety concerns.
All	Crossing noise at night
Melton Parish Council	Right of Way diversions are extensive
Kelsale Cum Carlton Parish Council	Rail led option clearly preferred Sea led option should be reinvestigated Look at impact of Sizewell C Link Road on houses near junction with A12 Move junction 500m to the north (Sizewell Link Road) Sizewell Link Road must incorporate a cycle path