

Sizewell C Town and Parish Event 6th December 2016

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Key issue: Transport

Town/Parish	Comments
Grundisburgh & Culpho	<p>Sensible to promote 2-village to get max contribution. P&R – will they use buses to pick up from railway stations as well as from parking? Question about emergency (fire evacuation etc.) and impact on roads and access. Woodbridge P&R at Woods Lane – impact on roads? Environmental impact?</p>
Martlesham	<p>Should include passenger movements on rail. Handling facilities? Need to know to understand impact on transport. EDF need to explain their pre-construction predicted increases in the places on B1078. Martlesham P&R will be needed following Adastral Park development.</p>
Wickham Mkt	<p>Could 2 village bypass be extended to be a 4 village bypass? Is location different? Questioning timetable for 4 village work compared to Sz C timetable. EDF proposal is for single carriageway which is not adequate, should be dual. Need to know modal split, should max sea/rail. Timing of exhibitions is inconvenient. Support wide option for jetty to maximise aggregate possibilities? But depends on coastal processes impact. Southern P&R – area for freight in emergencies - a lorry park in disguise. ANPR for HGVs but what about white van man he'll use B1078. Lower the weight limit. Table in consultation document – 12% predicted increase (Tunstall 32%, B1078 75% increase) prior to construction. Martlesham P&R should be used if closure considered (struggling because of current decisions, stay of execution only, use it in some capacity).</p>
Waldringfield	<p>Rail option – how much traffic would be taken off road? Need to know.</p>

Sudbourne	<p>EDF said that the 4VBP money was available 20 years ago but SCC didn't do it.</p> <p>Near Melton, Woods Lane, any roadworks cause chaos now. Without proper freight management it will be horrendous. Need more on picking up commuters from other locations. Need much more traffic modelling.</p> <p>Climate change issue – prioritise buses, bicycles; public transport already reduced so not used.</p>
Melton	<p>Risk of losing the 2VBP “offer” if we fail to get the funding for the 4VBP – big risk.</p> <p>Woods Lane roundabout already a problem. To get to Sz use back roads not A12 anyway, so commuters to SzC will use back roads too.</p> <p>Rail through Melton, long freight trains, over level crossing will make bigger problems. Road will be closed for long stretches. Dangerous road. Already made worse by Council offices moved there.</p> <p>Already bad at Seckford, roundabout with huge queues, needs to be 2 lanes both ways.</p> <p>Need better access on to A12 at Ufford.</p> <p>Parking at stations insufficient, could EDF contribute.</p> <p>Buses from Lowestoft and Ipswich – was in stage 1 but if not in stage 2 has it been dropped? (CB: Is in Stage2 main doc and exhibition)</p> <p>Manage the influx and exit of workers at shift change over.</p> <p>Do not want Woods Lane to be southern P&R.</p> <p>A12 traffic from far afield not local only, E.G. when Orwell Bridge closed chaos. EDF say 3% increase from them – not enough to justify them doing anything. Does the 3% increase include the new housing developments, cannot rely on EDF's figures.</p> <p>Woods Lane for southern P&R not good. If Wickham Market then better presumably. Although traffic going through Woods Lane it isn't stopping or turning. Should be further south, at A14/A12 junction if moved further south.</p>

Aldeburgh	<p>Max rail or max sea – not proposing maximising both, and should be.</p> <p>Concrete beach landing pad may have a bigger impact on the costal processes.</p> <p>Don't want trucks trundling up Lovers Lane so rail terminal should be on the site.</p> <p>Straightening the road will enable less trucks though bigger.</p> <p>Blackheath corner (turn to Friston from Snape) – lots of accidents now, will be used as an alternative – no mention of impacts.</p>
Cllr Maureen Jones (SCDC) – covering her wards	<p>The recycling site – queueing already, should be in and out.</p>
Middleton-cum-Fordley	<p>4VBP not really a Sz issue, big issue is transport to and from site by the 3 different modes. Each has disadvantages. Cannot design a pier without knowing what is being brought in. Road – B1122 is breaking up already, what happens when it needs repair, any emergency or break down. Accident waiting to happen. Not fit for purpose and what would happen if closed? No back-up option. Must be a new dedicated road from A12 to site. SzC is twin reactors so much bigger than SzB so don't use the reasoning that B1122 was ok for that.</p> <p>Rail: Three main issues: level crossing in Leiston; trucks taking freight off trains then moved to site by road, limitation on number and length of trains.</p> <p>Yoxford junction, traffic lights should not be an option.</p> <p>Roundabout but including northern feeder lanes, example in Essex that has worked.</p> <p>New dedicated road is the option needed.</p> <p>Sweeping bends on B1122 not addressed.</p> <p>Vehicles going to Galloper had to cross the verges etc. If they see each other then they cater for it but if taken by surprise, then have to go over the wrong part of the road.</p> <p>B1125 junction – down to 40mph will give a fighting chance. Should be 40mph on whole road where not 30 and must be enforced. Probably sufficient if EDF monitor and cancel contracts if contravened.</p> <p>Amount of SSSI used for crossings – should be minimised.</p> <p>Old peoples' homes on B1122, lots of ambulances etc.</p>
Kelsale	<p>Numbers from south vs from North? Roundabout must cater for the levels. Don't believe that so much will come from the north.</p>
Aldringham-cum-Thorpe	<p>Re-open the rail line, legacy as a tourist line (steam trains etc.) In private ownership so probably not a total EDF issue.</p>
Cllr Guy McGregor	<p>Particularly worried about the crossing of the site – culvert, nature corridor. Is the solution acceptable?</p>

Little Glemham	4VBP arguments well known. Start from premise of 2VBP, further mitigation needed at junctions in Lt Glemham. Narrow so HGVs use whole width of road. Need to look beyond.
Yoxford	Gravity model lacks detail, how many will travel from west on A1120? Nothing concrete about preventing HGVs on A1120. Concerns about traffic levels, A1120/A12 junction and cumulative impact of the 2 junctions. Difficult to turn right to go south on the A12 already. Give us confidence with some “what ifs”. Barely a mention of the A1120. Commit to preventing HGVs on A1120, not just say it could be done. Shift patterns, and early in that period expect more.
Theberton & Eastbridge	Air Quality in Yoxford, by Kings Head pub on A12, already close to limits. With extra congestion. B1122 – capacity figures are irrelevant as peak times not average is what is needed. Growth figures are questionable. The alternative routes are not the solution to the B1122, they need to be looked at too. White van man, no controls. Need to work out routes if D2 in place. What are councils proposing for B1122 if D2 doesn't happen? Must not sandwich Theberton village between road and bypass? Current B1122 proposals from EDF are not sufficient.
Darsham	Will transfer problems. D2 is better solution. EDF tabling cheapest, simplest solutions. D2 – questioning the councils' response. JP explained the proof of it being needed in planning terms. 1000 car park space car park – any others that large? Traffic flows? Doubling up as 1000 going in and 100 coming out? How long will queues be? And with level crossing closed? Management of flows in and out of P&R car park at Darsham. Entrance to P&R further north? Light pollution at Darsham P&R, already said don't want street lighting. Pollution from traffic. Traffic from Blythburgh, use rat run through on B1125 to B1122. More incidents so more road closures. Plan for road closures. Westleton Road will be used by workers coming down from Lowestoft etc.
Cllr Michael Gower	Impact on Blythburgh etc. Sz B workers too. Use P&R costs towards D2. Would 4VBP negate need for southern P&R? If 60% by sea and rail not achieved, what then happens?
Cllr Peter Byatt	Seasonal traffic considered?

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Displaced traffic issues. Cutting through, rights of way issues.

Caravan park – how do workers travel from there to site. Told that not through A&B site, no connectivity between A&B and C. Why not put the caravans at the location of the campus and build the necessary infrastructure first. If use A&B site then Leiston will be gridlocked. Town centre and traffic lights cannot cope now.

Traffic discouraged from using B1122- analysis.
Access and exits to P&R sites – don't wait for EDF even though it is their job we must not wait.

Main problems will be at Yoxford. A1120 junction will be affected badly if signalised A12/B1122 junction. Don't like to give priority to Sizewell traffic. Can sit at A1120 junction for 20 minutes now.

NEED THE D2

Is the D2 issue Finance? No CPO and environmental. Don't agree that CPO needed, one man owns most of it and he's willing.

Leiston – emergency services impact from congestion – not just the town, also SzB and the construction workers.

Site access – 2 routes but will be bottlenecks.

Lovers Lane – real issue, whether caravan site in Big Field or not. 40mph limits needed now, and rigorously enforced.

Community recycling site already an issue.

SzC will generate a lot of waste, so must keep waste station. Opportunity to look at how waste is managed in the area.

Lovers Lane and B1122 – impacts on emergency plans for existing and new stations. Must address current issues, let alone with the projected increase in traffic. If rail route not right on to site then additional traffic created.

RoW lost over Sz A and B, stopping up and diversions. Regular walks around town will be lost. Galloper and Greater Gabbard with large consignments too.

Diesel fumes now known – what analysis of air quality being done? Stratford St Andrew, Yoxford.

Permissive footpaths – e.g. down to the beach, not a RoW. So can be closed. Long diversions not acceptable.

Lovers Lane and B1122 – from Yoxford to power station – needs to address, maybe a route alongside green rail route? New road and rail alongside each other.

	B1122, Lovers Lane and railway line – trains take a long time to cross and cannot block it off. Rail head at top of St Georges discounted totally.
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Cllr Andy Smith	Growth in East Suffolk, needs A12 sorted (not SEGWay). Wider economy not just energy.
Hacheston	<p>Legacy for Suffolk to improve the rail line between Ipswich and Lowestoft. Dual track line all the way to cater for freight and passengers and legacy. Dual the whole A12. Campsea Ashe loop.</p> <p>B1116 Framlingham to Hacheston, new houses being built, road already getting busier. SzC workers could be coming from the west that way to the southern P&R – chicanes, traffic speed management.</p> <p>Permanency of the P&R, do not want it to become a brownfield site.</p> <p>Access to the southern P&R site – A12 junction needs improvement for north and south travelling traffic. T junction once off the A12 from the north.</p>
Wenhaston	<p>1000 Darsham P&R site, very large. Already dangerous, fatalities in the past, need a foot bridge. Half barrier crossing, which is on occasion driven around. Café on the east of the A12, car park on the west.</p> <p>Eight fatalities in 15 years, Red House Farm junction off the A12, off-set crossroad. Speed limit needs to be moved back.</p> <p>Hazel Lane, 10% increase in traffic?</p>
Southwold	<p>Conflict between rail and sea – if rail capacity cannot cope as expected, then sea could increase but road more likely.</p> <p>Dualling the A12 is needed even without SzC, blindingly obvious.</p>
Ali Moseley, Suffolk Fire and Rescue	<p>Modal split will affect fire and emergency response times.</p> <p>Cumulative traffic impact of SzB outages? Response from Leiston held up on B1122.</p>