Meeting Note

Southern Transport Forum

Meeting Type: Southern Transport Forum

Meeting held on: Wednesday 3 September 2025

Sizewell C Attendees:

Brian Stewart, Chair
David Peacop, Site Operations Director
David Seal, Offsite Delivery Manager
Richard Bull, Head of Planning
Marjorie Barnes, Head of READ
Jez Porter, Senior Project Manager, Highways
Richard Knight, Senior Community Relations Manager
Rebecca Quigg, Transport Co-ordinator
Steve Merry, SCC Highways
David Taylor, Network Rail
Ed Lennard, Rail Delivery Manager
Enji Oji, Senior Programme Integration Manager, Network Rail

External Attendees:

Cllr David Chenery, Wickham Market PC
Cllr Jill Pass, Farnham with Stratford St Andrews PC
Cllr Richard Cooper, Marlesford PC
Cllr Robin Sanders, Woodbridge TC
Cllr Geraldine Barker, Saxmundham TC
Cllr Russ Rainger, Snape PC
Dr Charlotte Fox, Benhall & Sternfield PC
Cllr Graeme Watts, Brightwell, Foxhall & Purdis Farm Group PC
Cllr John Bann, Melton PC
Cllr Ian Ransome
Cllr Alexander Nicoll, Suffolk County Council
Cllr David Findley, Ufford PC
Cllr Sally Noble, East Suffolk Council

Apologies and Substitutions:

Cllr Felicity Gillott, for Klaus Fortmann, Campsea Ashe

1. **Welcome and Introduction of the Chair and Panel**
2. **Meeting notes and matters arising from Southern Transport Forum (4 June 2025)**
3. **Corporate and Community Relations**
4. **Road and Rail Updates**
5. **Traffic Movements and Transport Review Group Update**
6. **Q&A via Town and Parish Council Representative**
7. **Dates of Future Meetings**
8. **Close**

DRAFT Meeting Minutes – 03/09/2025

Minute Ref	Actions/Comments	Who	By when
1 1.01	**Welcome and Introduction of the Chair and Panel – (Chair)** The Chair opened the meeting and welcomed the attendees.		
1.02	Apologies were noted from Klaus Fortmann, for whom Cllr Felicity Gillott was substituting, and Stephen Keighley, for whom Ed Lennard was substituting. Cllr Jill Pass noted that she was present in place of Cllr Ian Norman.		
1.03	The Chair gave the safety briefing, introduced the notetaker and stated that the meeting was being recorded for the purposes of the minutes.		

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2	**Meeting Notes and Actions from Previous Southern Transport Forum (4 June 2025)**		
2.01	The minutes of 4 June were approved.		
2.02	The actions from the meeting of 4 June were reviewed: ○ A date for the National Rail meeting with Saxmundham Town Council had been fixed, and a date for the meeting with Leiston Town Council would shortly be fixed. A commitment had been made for meetings with Melton Parish Council and Woodbridge Town Council in 2026 when plans were available. ○ Marjorie Barnes reported that some discussions had been held with bus companies at district level and would be speaking at county level regarding current gaps in the service. Active exploration was also taking place about using the fleet of clean buses for community benefit. Alexander Nicoll recommended speaking to Simon Barnett or Robert Kemp at county level. ○ Rebecca Quigg reported that she was working on more quickly getting TRG minutes published, and that secretarial support had been promised. ○ Steve Merry reported that he had passed on a request for the timelines regarding the A12 scheme to be added to the website, but it had not yet been updated.		
3	**Corporate and Community Relations – (Marjorie Barnes)**		
3.01	Marjorie Barnes reported that, in the spending review, there had been a government announcement of further significant investment. The final investment decision had also been reached and announced.		
3.02	The community fund was working well and reaching the areas that needed it. There had been a further round of funding over the summer, and the forum would meet again in a few weeks to look at round five. Marjorie Barnes encouraged more applications to come forward.		
3.03	SZC had reacted to local requests for in-area post-16 education provision and had worked with Suffolk New College to develop 'College on the Coast' which would involve a college being established in Leiston. An exhibition had been held in Leiston over the summer, which had been well-attended.		
3.04	The archaeology outreach programme had been continuing, with workshops running at the visitors' centre, as well as online webinars to be announced.		
4	**Road and Rail Update**		
	Road		
4.01	David Peacop shared a fly-through video of the main sites, which highlighted the infrastructure work. Construction had begun on all sites.		
4.02	David Seal reported that the southern park and ride project was progressing well with the footprint being created for future parking. There was a lot of traffic management around the site for bringing power onto the site. A gas main was being diverted into the site with works through to 10 October with temporary lights in place.		
4.03	A series of 'local roads' schemes were being undertaken to improve road safety and road condition. County-wide signage was being made more permanent. The AIL layby had a		

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	long length of cones on the northbound carriageway, to control the lanes and speed approaching the layby. The embankment was being cut back to create a wide layby for the AIL trucks.		
4.04	A series of road resurfacing works were taking place in three phases. Public notification would happen on 10 September.		
4.05	The two village bypass was the largest scheme in the region, with challenges around water levels and drainage. The contractor would be Galliford Try. Work was taking place on the roundabouts at each end of the two village bypass, but there would not be disruption until they were tied into the main highway.		
4.06	David Peacop noted there had been some questions about water and tankering. There had been some issues around some of the places tankers were filling up. SZC had upgraded some of the filling points, working with Anglian Water and the hauliers. This was all linked to the long-term water strategy.		
4.07	Buses were up and running, and another 14 buses were joining the fleet for the northern park and ride. The routes would be point to point with no pick-ups in between in order to keep the road network moving.		
4.08	Jez Porter presented the traffic management statistics for September and October. Communications would be being sent out to help people who did not have internet access. Some schemes were to be delivered under a cooperation agreement. As worked picked up, there would be more disruption, but solutions were being sought to minimise it. Work was ongoing at the Friday Street junction, with lane closures through to the end of November.		
	Q&A		
4.09	Cllr Alexander Nicoll asked whether consideration was being given to unintended consequences. He highlighted the 'excessive' coning off on the A12 northbound, which was causing traffic through Ufford and Wickham Market to come out ahead of the coned lanes. The size of works was much larger than the eventual footprint. David Findley asked why the cones could not start at the junction north of Ufford. The impact of multiple diversions on individual motorists needed to be better communicated. David Seal noted that an independent assessment was being made of the coning. Steve Merry explained that the rationale behind the long length of coning was to avoid a lane merge halfway along the dual carriageway. This was, however, under ongoing review. Steve Merry noted there would be several weekend closures of the A12 in the following year, which was likely to mean a strategic diversion via the A140 and A12. Conversations with the community about the best approach would be needed.		
4.10	Cllr David Chenery noted the cumulative effects of other projects as well as SZC at Wickham Market. He queried the coordination and awareness of this.		
4.11	Cllr David Chenery stated that the 30 mph speed limit south of Yoxford was not appropriate and suggested that 40 mph would be better.		
4.12	Cllr Jill Pass noted that, despite signage, there were still lorries trying to turn right up Church Hill. A lot of traffic was also using Church Hill as a 'rat run'. There should be much stricter direction control.		

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4.13	Cllr Geraldine Barker agreed that the cones were excessive. She asked whether individual paper copies of the traffic management plan could be provided at forum meetings. She also suggested that on each Friday the road closure plan be sent to each town and parish clerk who could put it onto social media. **ACTION** to be considered	Richard Knight	
4.14	Cllr Robin Sanders noted the traffic lights at the end of the Wickham Market bypass and queried whether this was on the slip road. Steve Merry confirmed that it was. Robin Sanders asked whether the Martlesham AIL would be closing. Steve Merry stated that it would not.		
4.15	Cllr Russ Rainger asked that more care be taken around the setting up and putting away of the temporary road signs so that they would look better at the side of the road. David Peacop committed to write to the traffic management companies on this subject. Cllr Russ Rainger further raised concerns about 'sign blindness'. **ACTION**: David Seal to write to traffic management companies regarding the setting up and putting away of temporary road signs.	David Seal	
4.16	Cllr John Bann noted that the diversion when Friday Street was closed would go through Tunstall and Melton. He expressed hope that there would be coordination with the closure of the level crossing at Melton. There had already been one incident in which the crossing had been incorrectly closed.		
4.17	Cllr Richard Cooper noted the short notice received before works were due to start despite having requested information. David Peacop commented that it was difficult when dealing with third parties such as utilities. He accepted that the community should have been kept more up to date.		
4.18	Cllr Sally Noble noted that there had been more traffic going down the high street, including some SZC-related vehicles that should not be. SZC maintenance vehicles had been parking overnight on the high street. David Peacop asked for photos of the vehicles.		
4.19	The Chair noted there had been a great deal of discontent expressed around the table. He urged SZC to take more care with communications, ensuring that the ideas were the right ideas, to communicate them better and to take the community with it going forward.		
	Rail		
4.20	Ed Lennard explained that the base of operations for rail works was adjacent to the branch line. Measures were in place to be as unintrusive as possible, including on-site dust suppression. Rail works were starting in earnest. Construction was commencing at the ACA. Predominant recent works had been on the branch line. A new railway corridor was being installed, starting with the green rail route turnout, which was a set of points being installed currently.		
4.21	David Taylor reported that design reviews and methodologies were still ongoing regarding the Melton level crossing. There was a road closure on Friday, Saturday and Sunday nights to undertake some ground investigation works around the level crossing. The aim was to clearly communicate and to deliver works on time with the minimum of disruption.		
4.22	Enji Oji explained that he had attended the Northern Transport Forum and agreed to find out what had happened in relation to a closure of the Melton level crossing on the weekend		

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	of 2 August. Enji Oji apologised on behalf of Network Rail. It had been down to a communication error. The project manager from the traffic management team had provided the wrong set of plans to the team on the ground. This had been a case of human error, and a check system was being put in place to prevent any reoccurrences.		
	Q&A		
4.23	Cllr Ian Ransome asked where Network Rail's projects outside of SZC were listed. Enji Oji explained that they would be published through normal channels unless they were emergency works.		
4.24	Cllr John Bann noted that the chair of Melton Parish Council had been affected by the level crossing closure and had found it very hard to contact someone who would take responsibility. The explanation had been that, as it had been a contractor, it was nothing to do with Network Rail. Enji Oji stated that the contractor was doing work on Network Rail's behalf. Cllr John Bann noted that there needed to be clearer lines of contact in the future.		
4.25	Cllr David Findley noted that the listed Ufford level crossing had been said to be part of the renewal programme, but the project manager had said it was related to SZC. There had been a lack of consideration for farmers when level crossings had closed. David Taylor acknowledged these points.		
4.26	Cllr Alexander Nicoll thanked Enji Oji for his acknowledgement. He noted there was a basic communications issue. The National Trust at Sutton Hoo, despite requests from Alexander Nicoll and Ruth Leach, had not been included on the mailing list. Cllr Alexander Nicoll wanted to work with Network Rail to improve their communications. The Chair noted that his previous comments about the importance of communications and always seeking to minimimse the disruption to the community were equally relevant here, He urged the SZC executives and their partners and contractors to do better in future as the project progressed.		
5	**Traffic Movements and Transport Review Group Update**		
5.01	Rebecca Quigg presented the update on the transport monitoring. These figures covered April to June 2025 and only applied to SZC vehicles. HGVs remained below the cap of 300 HGVs per day in this period. LGVs remained well below the forecast of 250 LGVs per day. The directional split showed more vehicles coming from the North than expected; this is due to deliveries of aggregate required for the construction of the Green Rail Route		
5.02	The last meeting of the TRG had been on 23 July. Secretarial support was being secured to expedite the faster publication of minutes. Key topics of discussion had included permanent traffic monitoring and the results of the latest traffic monitoring survey.		
5.03	There were a number of transport working groups taking place in September, and three schemes had been formally accepted by their working groups. The next step was to obtain technical approval from Suffolk County Council.		
5.04	Steve Merry noted that Scottish Power had commenced its works on 1 July and would also be providing quarterly monitoring reports. Steve Merry would find out where that information would be published.		

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	ACTION: Steve Merry to find out where Scottish Power quarterly monitoring reports would be published.	Steve Merry	
5.05	There had been noncompliance on the morning peak movements, where a cap applied between 08.00 to 09.00 and 17.00 to 18.00. Work was taking place to understand the reasons for this noncompliance.		
	Q&A		
5.06	Cllr Alexander Nicoll asked when a date would be offered to Wickham Market Parish Council for a close-out meeting on the Wickham Market scheme. Rebecca Quigg said a meeting was being organised for the latter end of September. Cllr Alexander Nicoll asked that he and Cllr Sally Noble be notified of this date.		
5.07	Cllr Richard Cooper asked whether all the currently missing TRG papers would be uploaded the following week. Rebecca Quigg said all of the ones under her control would be published.		
6	**Q&A – via Town and Parish Council Representative**		
6.01	Saxmundham Town Council The issue with goods trains being held in Saxmundham has already been raised with Sizewell C. Unfortunately, thus far, Network Rail have not been forthcoming with a solution. Saxmundham Town Council were advised that 'the drivers are unable to switch off their engines while waiting, as restarting them would be inefficient and cause further delays due to the time needed to warm up the locomotives'. This situation is totally unsatisfactory. The trains should not be held in Saxmundham. Local residents are being woken during the night and often, due to the extended duration of the engines running, are unable to return to sleep. To eliminate disturbance, is there any reason why the locomotives cannot be held outside Saxmundham? Cllr Geraldine Barker had posed a question regarding goods trains held in Saxmundham during the night with the engines running. Ed Lennard noted that SZC had no choice as to where the signaller halted the trains. Geraldine Barker noted that this was causing consternation and keeping people awake. David Taylor said he had raised this with the operational side of the business and was awaiting feedback.		
6.02	Melton Parish Council **Q1)** at past Forum meetings I have asked about improving access across the Melton level crossing for pedestrians and cyclists as a benefit for the local community and as a quid pro quo for disruption caused with the closure of Melton level crossing for SZC rail works and at other locations which result in the suspension of our train services. Your response to my queries led me to believe that when the improvements to the track were made, there could be improvements done at the same time for the pedestrians and cyclists as part of the SZC scheme. Network Rail made it clear at a recent meeting that this was not the case and that they are concentrating on just the track and that any instructions about of other improvements are outstanding. Can you update me on SZC's current position on this? **Q2)** When the Melton Level Crossing works are undertaken at the end of October, Melton Parish Council want to have electronic matrix signs placed on the A12 at the A1152 roundabout to clearly direct drivers who want to travel beyond the crossing via the signed diversionary route up the A12. This will reduce unnecessary traffic,		

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	including for Bentwaters, travelling down Woods Lane into Melton and being forced to U turn or attempt a return to the A12 via Melton, Yarmouth Road and Ufford. Can SZC commit to organising this with SCC Highways? John Bann said he had hoped that Stephen Keighley would be present, as he had been engaging on the matter of pedestrian and cyclist accessibility to the Melton level crossing. Ed Lennard noted that Network Rail was looking to find the optimum solution. Efforts would be made to improve the footpath on the inside of the curve. Steve Merry reassured John Bann that walking and cycling would not be forgotten in the highway agreement. John Bann had posed a second question about matrix signing when the level crossing was closed. Enji Oji noted that this seemed highly appropriate, and he was speaking to highways about it.		
6.03	Marlesford Parish Council **Q1) HV Works Marlesford to Southern Park and Ride** In my emails of 14th July and 4th August I raised the issue of the works required to lay an HV cable from Marlesford to the Southern Park and Ride. As this is likely to involve significant disruption to A12 traffic coming through Marlesford and the works are believed to be taking place in Q4 2025, Marlesford wants to understand what the programme of works is and how it will impact Marlesford residents. **Q2) Southern Park and Ride** In February, a commitment was made by SZC to host a visit to the Southern Park and Ride site "when it was possible". We are aware that SZC are looking to discharge planning conditions associated with the Southern Park and Ride and we believe the final plans for the site have been drawn up. What is preventing SZC from hosting a visit to the Southern Park and Ride site for Wickham Market, Hacheston, Campsea Ashe and Marlesford? Cllr Richard Cooper noted that his question on HV works between Marlesford, and southern park and ride had been covered, but as the works started soon, he requested a prompt response so he could update the village. Cllr Richard Cooper noted that, on his second question, he had had a useful discussion with David Seal ahead of the meeting, and a visit would be organised for Wickham Market, Hacheston, Campsea Ashe, Marlesford and Sally Noble.		
6.04	Campsea Ashe Parish Council **Q1)** We have been informed of SZC subcontractors removing the blue vehicle stickers and using roads (like the B1078 Coddenham – Campsea) they have been briefed not to use. How will SZC be dealing with this, as 'briefing ' employees seemingly are not quite working. **Q2)** We had been repeatedly assured that no sub-contractors would utilise Bentwaters /Rendlesham. It seems that is not being the case, with large amount of contractor vehicles (including road sweeper) stationed in the Bentwaters/Rendlesham area. This is hugely disappointing, considering the strains our village is already under. These vehicles add to an already heavy load on the weight restricted Ivy Lodge Road. Can SZC assure that their assurances will be correct in the future? On Klaus Fortmann's question regarding the removal of blue vehicle stickers, Alexander Nicoll explained that someone in Snape had seen an SZC badged vehicle having the badge		

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	removed. He described this incident as one of SZC's 'errant underlings' deciding to 'go AWOL'. This had damaged confidence in the badge system. It was noted that, in the last few months, there had been three reported incidents in which SZC vehicles had been spotted without stickers. It had been explained to the contractors that they were not to be removed. On Klaus Fortmann's question regarding contractors using Bentwaters/Rendlesham, David Seal asked for the registration numbers of any vehicles to be reported to him.		
6.05	Benhall and Sternfield Parish Council **Q1)** The new Friday Street roundabout will sit wholly within Benhall and the Benhall and Sternfield Parish Council would like to know exactly what provisions have been made for cycling, walking and wheeling road users and whether any upgrades to current designations - such as from footpath to bridleway - have been made? **Q2)** The PC would like to understand how the various existing PROWs, pedestrian and cycling footpaths will link together in order to ensure that there are no 'stranded' sections and that full connectivity is achieved. Dr Fox had posed a question about the design of the Friday Street roundabout for non-vehicular use. David Seal stated that part of the scope was the public rights of way. Richard Bull said the needs of cyclists and pedestrians were considered.		
6.06	Woodbridge Town Council **Q1.** At an earlier forum it was agreed that Sizewell C team would ensure all Sizewell C related HGV traffic would bear an SZC sticker so that they are identifiable as vehicles servicing/visiting Sizewell C or its associated sites such as the two villages bypass and the P&R projects. This was so they could be identified easily and reported if there were concerns about where the HGVs were seen or if drivers were transgressing speed limits etc. It is readily apparent that this HGV sticker scheme is either non-existent or that it is failing to be enforced. In recent trips up the A12 I have not seen a single SZC sticker on a HGV, many of which I suspect are on Sizewell C related journeys. I have also seen at least two HGV on the A1152/B1079 which I suspect are Sizewell C related. Now that there are other energy related projects where similar HGVs are being utilised it is, in my view, imperative that we can distinguish Sizewell C HGVs from others on the roads and I consider this to be instigated fully in the next week or two. **Q2.** I have recently raised concerns with the Project Team on the presence of a fleet of medium to large water tanker HGVs that have been abstracting water daily on a nearly constant basis, for quite a few months, from two fire hydrants in the Martlesham Heath industrial estate. All these vehicles are parked on bends and in one location on double yellow lines causing a serious road safety hazard and are starting to impact on the road verges, kerbs etc. Two weeks ago one driver advised that these tankers are supplying water for dust suppression on Sizewell C. I am aware that on Thursday last week you sought to investigate this matter. Can you please report to this meeting if you were aware before my contact of this matter, if this abstraction is being paid for and that you are seeking to remedy the traffic hazards the tankers are causing by parking on bends. Cllr Robin Sanders suggested putting HGV signage on the back of the vehicle rather than the windscreen. David Peacop said that, if there was an issue with a vehicle, the registration number needed to be supplied.	David Peacop	

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	Robin Sanders noted an issue around where tankers were parking, which included bends and double yellow lines. David Peacop would take this away and speak to Anglian Water. **ACTION**: David Peacop to speak to Anglian Water about tanker parking.		
7	**Dates of Future Meetings**		
7.01	The next meeting would start at 18.30 on Wednesday 3 December at Stratford St Andrew Riverside Centre.		
8	**Close**		
8.01	The meeting closed at 20.47.		