



TECHNICAL NOTE

Date: 24th June 2021

File Ref: MA/PZ/P20-2187/05TN

Subject: Bacon Family – Deadline 3 Response

1.0 DEADLINE 3 - SUBMISSION

- 1.1 Create Consulting Engineers Ltd (Create) have been appointed by the Bacon Family to provide a written response at Deadline 3 in line with the Planning Inspectorate timescale, further to representations already made by Create on behalf of the Family.
- 1.2 The purpose of this submission is to build on the findings of the Deadline 2 submission dated 01st June 2021.
- 1.3 Reference is made to the SLR Plans for Approval Parts 1 and 2, along with the associated Technical Documents provided by the Applicant and all necessary updates and Applicant's most recent submissions as of 04th June 2021.
- 1.4 These include:
- SZC_Bk2_2.10_SLR Plans for Approval Part 1 of 3
 - SZC_Bk2_2.10_SLR Plans for Approval Part 2 of 3
 - Transport Assessment EN10012-002581 and Appendices/Updates
 - Traffic Incident Management Plan (Rev 2.0)
 - Construction Traffic Management Plan (Rev 2.0)

2.0 LAND IMPACT

- 2.1 Figure 2.1 highlights the works proposed by the Applicant and the interface of the SLR, B1122 and B1125. Our Client's land, directly north of the B1122, is required to deliver a diversion of

the B1122 changing the current priority with the B1125 connecting direct to the SLR with a ghost island right turn lane junction arrangement.

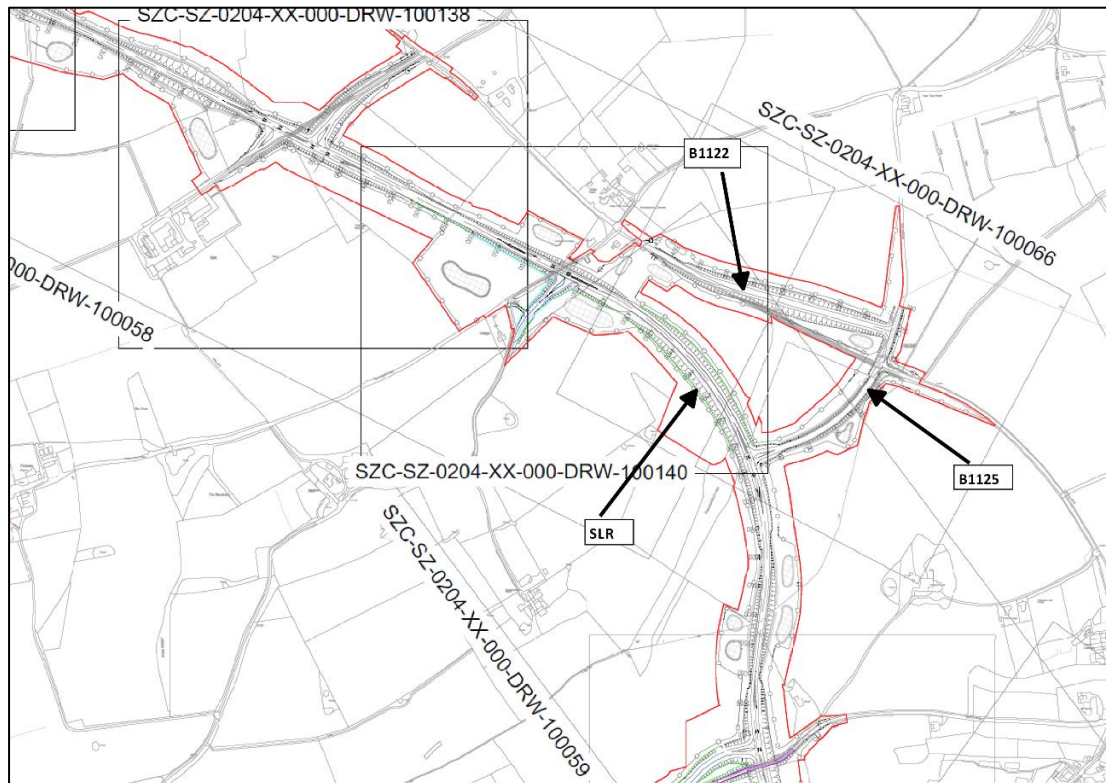


Figure 2.1 – Site Context

3.0 B1125 / B1122

- 3.1 The B1125 is a local road linking the A12 at Blythburgh to north to the B1122 to the south. The route is already heavily constrained through the villages of Blythburgh, Westleton and Middleton, to such an extent that weight restrictions are in place (except for loading) at the A12 junction with the B1125 as stated in the Create DL2 submission. The points previously made remain relevant and not repeated here.
- 3.2 A review has taken place of the Applicants DL2 submission, and the following comments are made on our Clients behalf.
- 3.3 It is notable from the latest submissions i.e. the Traffic Incident Management Plan (Rev 2.0) and Construction Traffic Management Plan (Rev 2.0) that the general routing proposals during the construction phases are now that **no movements for construction are to use the B1125.** This appears to suggest that the Applicant now accepts that the B1125 is not a route suitable for increases in traffic.
- 3.4 The confirmation in these latest submissions from the Applicant that no construction traffic is to use the B1125 is welcomed. However, Create feel this now reinforces the argument that in

the vicinity of our Client's land the B1122/B1125 junction (as currently proposed by the Applicant) should not give priority to the B1125.

- 3.5 To further discourage use of the B1125 we suggest there is also an argument that the B1125 should not link with the SLR at all and should terminate at the B1122 (as is currently the case).
- 3.6 Traffic heading southwards along the B1125 could then join the B1122 which in turn would lead to the SLR at the junction arrangement which is proposed to the West. This would result in a less direct link between the A12 and SLR (via the B1125) and make the route less attractive than the current scheme, and could potentially minimise the land-take if the B1122 were to follow its existing alignment.

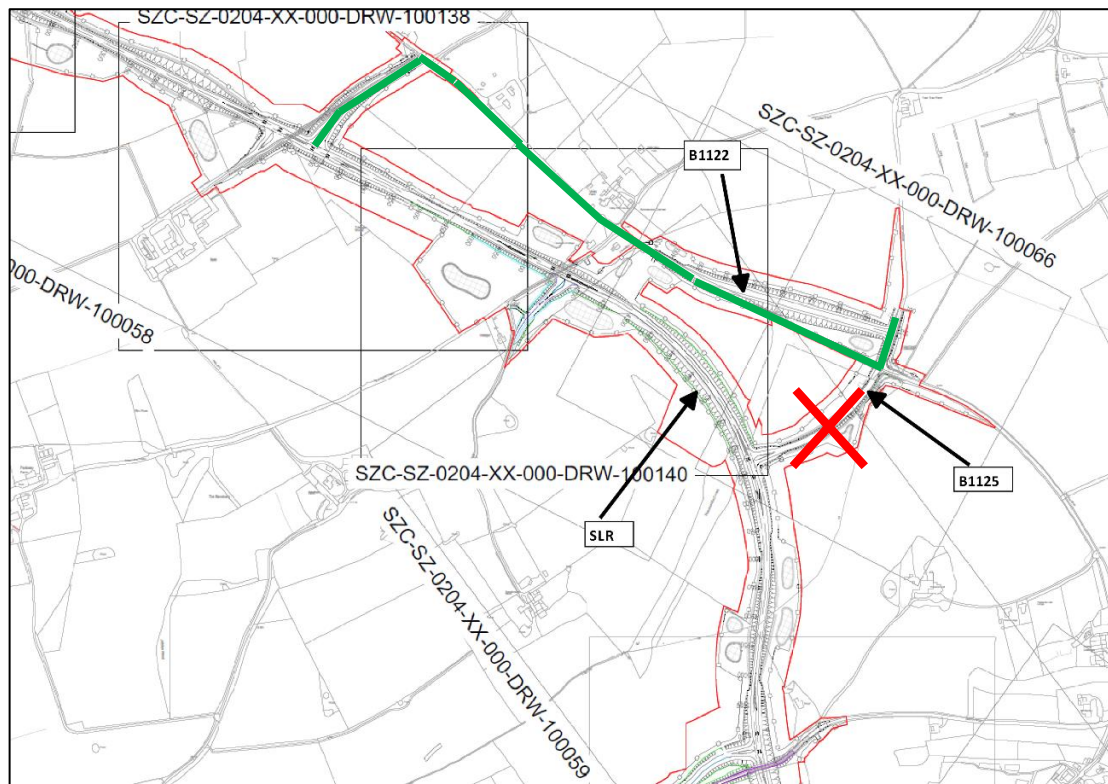


Figure 3.6 – Alternative route (with no direct B1125/SLR connection)

- 3.7 As a minimum, the future B1122/B1125 junction layout should give priority to the B1122 (as is currently the case) with comprehensive traffic management measures implemented from the A12 (at Blythburgh) along the B1125 to the B1122 in the South.
- 3.8 Measures for the B1125 alongside the Applicant's own enforcement measures could include:
- 20mph village zones;
 - Village gateway features;
 - Village gateway signing i.e. "Please drive carefully in the village";
 - Flashing Speed Limit Signs together with regular enforcement;
 - Sections of carriageway narrowing/shuttle-working;

- Raised tables at junctions;
- Speed attenuation bumps; and
- Footways and pedestrian margin strips etc.

3.9 The **Consolidated Transport Assessment**, specifically the Sizewell C Stage 1 Safety Audit, are considered insufficient. Create make the following comments on the Road Safety Audit;

- The use of WSP as the Applicants Transport Consultant and Road Safety Auditor is not considered best practice and we request a third-party independent safety audit is completed;
- The level of detail supplied by the Applicant on the SLR alignment would allow a more comprehensive Road Safety Audit to be completed in line with the GG119 Road Safety Audit guidance Rev 2. There is at present no assessment on the planned form of junctions, traffic use, interaction with pedestrians and non motorised movements.

3.10 Such consideration is fundamental to the discussion, and ultimate conclusion on the B1122 / B1125 proposal where a wider consideration is essential to determine the safety implications of Applicants proposal / mitigation requirements and a new Road Safety Audit and Designers Response is required.

3.11 Taking the above into account Create believes the Applicant could provide a lasting legacy along the B1125 by changing the current strategy, deliver highway intervention measures to actively discourage Sizewell traffic, reconsider the currently proposed B1122/B1125 junction configuration (i.e. staggered crossroad with priority for the B1125) as well as other general background traffic along the B1125 and promote the A12/SLR as a more suitable route as per the recently published Traffic Incident Management Plan (Rev 2.0) and Construction Traffic Management Plan (Rev 2.0) dated June 2021.

4.0 CONCLUSIONS

4.1 The purpose of this note is to consider the direct effects of the B1125/B1122/SLR on the Bacon Family's land interests beyond the DL2 submission made.

4.2 The Applicant's proposals for the B1125/B1122 altered priority arrangements with a direct connection between the B1125 and proposed SLR to the South will lead to a increase in Sizewell and general traffic along a route already prone to accidents with sub-standard alignment and lacking pedestrian amenity.

4.3 This is not considered by the Applicants Road Safety Audit.

4.4 The Traffic Incident Management Plan (Rev 2.0) and Construction Traffic Management Plan (Rev 2.0) both acknowledge that the B1125 route between the A12 and SLR is inadequate

given that both documents now require that no movements for construction are to use the B1125 and so by implication, it is illogical for this route to be made more attractive for general traffic on the network (which the current proposals clearly have the potential to give rise to).

- 4.5 Create requests the Applicant revisits the B1125/B1122 strategy particularly in terms of the proposed B1122/B1125 junction format, the potential disbenefits of a direct connection between the B1125 and SLR and general measures along the B1125 to offer a permanent legacy benefit to the local area.

Note By: Paul Zanna - Technical Director