

From: [REDACTED]
To: [SizewellC](#)
Subject: Request to speak at the transport Issue specific hearings
Date: 24 June 2021 22:06:02

EN010012 – The Sizewell C Project

Interested Party Reference Number: 20026225

Name: Arthur Stansfield

I would like to speak concerning monitoring and control mechanisms particularly related to LGVs and private vehicles. I have some expertise in vehicle tracking and related technologies.

I also have issues with EDF's answers:

AR.1.22

On the B1078 between Border Cot Lane and Spring Lane, the peak number of vehicles parked along the High Street during a parking occupancy survey in 2019 was recorded as 22; the future capacity would be 17 (loss of five spaces). The capacity of the long parking bay along High Street between Spring Lane and Lower Street would be reduced from 12 to 10 spaces – however the parking survey recorded a maximum of 10 cars parked along the kerbside east of Spring Lane at peak, suggesting that the future design would be sufficient to accommodate demand

The capacity of 22 could be as many as 24 by my inspection of the parked cars between Border Cot Lane and Spring Lane.

The capacity of the long parking bay along High Street between Spring Lane and Lower Street would be reduced from 12 to 10 spaces

The capacity here by my inspection of parked cars was 15 spaces with a further 3 from Lower Street towards the bridge.

The use of Barhams Way for displaced parking has not been discussed in meetings with EDF.

There seem to be fewer parked cars now than before Covid in certain locations Wickham Market. It is difficult to know the number of parked cars as things return to a more normal situation.

If EDF workers rent property in Wickham with multiple tenancy then this could result in 3 or 4 cars per house. This will lead to further pressure on on-street parking

AR1.23

with regards to reducing delay though Wickham Market, SZC Co. has been working with the Parish Council to bring forward a public realm improvement scheme within the public

highway which would represent the first phase of the implementation of the Wickham Market Neighbourhood Plan (rather than temporarily removing on-street parking on the B1078 or constructing a diversion route via Valley Road and Easton Road)

(ii) Any additional mitigation would be secured through the Deed of Obligation (latest draft of the Deed of Obligation is provided in Doc Ref. 8.17(C)). The public realm improvement scheme would address elements of the pedestrian safety, and cycling, walking and disability access routes policies of the draft Wickham Market Neighbourhood Plan, as well as deliver a number of the potential improvement works identified in the transport and movement section of the Neighbourhood Plan. Measures are currently exploring the introduction of village gateways, pedestrian crossings, narrowing of roads/widening of pedestrian routes, and demarcation of parking bays.

Does it address pedestrian safety, and cycling, walking and disability access policies of the Neighbourhood Plan? There have been no discussions with the Neighbourhood Plan Committee. The proposals may well make it less safe for cyclists. Very little has been said concerning cyclists by EDF or their consultants during our meetings, certainly nothing has been offered from the cyclists' perspective.

AI.1.24

If the park and ride was located at either Woodbridge or Martlesham, many construction workers living west of the A12 would likely be allocated to using the Darsham park and ride as this would be a shorter total journey time to the main development site

It does not necessarily follow that the workers should be allocated to the Northern Park and Ride.

Option 2 site at Woodbridge would be at a new fourth arm to the A12/A1152 Woods Lane roundabout. The additional arm and turning traffic would likely increase the number of collisions significantly at the roundabout

Is this true? Surely this also applies to Wickham Market - there will be additional collisions in the High Street and also increased danger to pedestrians and cyclists.

While traffic flows on the B1078 travelling to and from the Southern park and ride would obviously reduce, other Sizewell C related LGV traffic would remain and still cause an impact that would require mitigation.

This indicates that Wickham Market will have substantial LGV traffic.

EDF have told us that the route from the west will be A14/A12. If this is the case then the closer the park and ride site is to A14/A12 junction then the less traffic on the A12 heading north. EDF have no way of enforcing their policy and would require effective monitoring to be in a position to enforce the policy.

AI.1.25

freight management facility, as it would require workers to make a circa 45 minute bus journey (an extra 20 minutes compared to that from Wickham Market) to site after driving to the park and ride site from their home location

EDF are more concerned with convenience to workers and their journey time than impact to residents of Wickham Market.

those living in Ipswich, Woodbridge and Framlingham for example

How many workers are expected to live in these towns and also in Wickham Market. For Wickham Market what will be the impact on on-street parking? There could be increased demand for on-street parking.

Regards

Arthur Stansfield