

Submission by Clopton Parish Council to the National Infrastructure Planning Hearing for the Sizewell C construction Project.

5th August 2021

Clopton Parish Council have previously made representation to EDF Energy regarding the impact the additional traffic will have on the local road network in the hope that due consideration would be given to our concerns and that reasonable mitigation measures would be put in place.

Clopton Parish Council has particular issues with the proposals for the B1078/B1079 which links the A14 and A140 in the west, to the A12 in the east. The proposal is for this route to be one of the construction traffic feeder routes for vehicles to the park and ride at Wickham Market and for some onwards to the construction site and the site living accommodation.

The B1078 cuts through the population centre for the village of Clopton, it is a single carriageway road and through our village carries the National Speed Limit of 60 mph.

The particular area of concern is known as Clopton Corner. The major population centre in Clopton is to the north of the B1078 along shop road. The Village Hall and associated Children's Play Area and Playing Field are to the south on the opposite side of the B1078, as are the Phone Box with Defibrillator and the Bus Stop and Shelter. Apart from a few metres of narrow paved waiting area in front of the Bus Stop and Shelter, which is adjacent to the B1078, and a similar small paved area on the opposite side for busses travelling in the opposite direction, there are no significant paved areas for pedestrian use.

The majority of children in the village live in the Shop Road area and, during school terms, at least once a day, have to cross this busy road to access the school bus. This situation also applies should they wish to visit the Playing Field or Play Area at the Village Hall. The small stretches of pavement are quite narrow which means that children have to stand very close to the speeding traffic, in consequence, making crossing of this road very dangerous.

Also at Clopton Corner is the B1078 Junction with Manor Road which is on the south side and a few metres west of Shop Road. Manor road serves houses to the south of the B1078 and has similar issues with visibility.

Road Traffic speeds on the B1078 are an issue for all Clopton residents, however this is of particular concern for those residing in one of the 54 dwellings accessed via shop road. Shop Road is a "*No Through Road*" with residents only vehicular access being via its junction with the B1078. This junction has poor visibility as can be seen in the photographs below with motorists having to rely on the road traffic mirror on the opposite side of the road in order to exit Shop Road for travel in either direction, however visibility is extremely poor for those wishing to turn to the west.

Due to the presence of hedges directly adjacent to the B1078, the Shop Road junction is almost invisible to vehicles traveling along the B1078 from the west.



Over many years residents, when exiting shop road, report incident of “near misses” with vehicles travelling along the B1078. It is generally understood, within the village, that you take your life in your hands exiting this junction. A recent road traffic speed survey carried out by Suffolk Constabulary at the request of Clopton Parish Council indicates daytime vehicle speed of up to 75 mph along this stretch of road. We suspect these excessive speeds

are partly due to this being the first straight section of road after a long tedious and winding link commencing near Otley college to the west.

Clopton Parish Council have gathered a great deal of evidence and recently presented an extremely strong case to Suffolk County Council for the implementation of a 40mph speed limit along the B1078 at Clopton Corner, to improve the safety of both our residents and motorists travelling through the village. Particularly those motorists unfamiliar with the dangers presented by this stretch of road. Our case for a speed limit is strongly supported by both our district and county councillors and is further enhanced by the predicted increase in traffic due to the presence of the Park and Ride Facility proposed for Wickam Market as part of the Sizewell C project.

Clopton Parish Council has taken note of the negotiations between the Sizewell C project team and Suffolk County Council:

Sizewell C Negotiations SECTION 106 Issues. 5. B1078 ROAD SAFETY CONTRIBUTION.

For ease of reference, this is appended to this submission.

It is therefore, with great concern, that we see, within this section of the negotiations, whilst other villages along the route are to receive road safety improvements such as **additional** speed limits and **extensions** to their existing speed limits, under section 5.1.5, the village of Clopton, with all our issues, is likely to get no more than a few white painted fences at the side of the road forming a gateway feature at Clopton Corner, together with high friction surfacing on the approaches to the Manor Road and Shop Road junctions.

The residents of Clopton and the Parish Council regard this as totally inadequate and feel most strongly that the road safety contribution must include significant support for the implementation of the 40mph speed limit in the area known as Clopton Corner.

Clopton Parish Council suspects that the rationale for the very limited proposals comes from recommendations from a road safety report "B1078 Road Safety Route Analysis" commissioned by Suffolk County Council in 2016. The wording is pretty much as the recommendations in section 3.9.13 of that report.

Section 3.9.1 of that report deals with the section of the B1078 at Clopton Corner. We strongly believe that the report is deficient in that it takes no regard of the number of vehicles requiring access to the B1078 from adjacent roads, and that the photographs within the report illustrating driver's visibility and sight lines are also deficient because the pictures were taken at the side of the road rather than a location commensurate with a driver a few meters back from the road edge, sitting in their car with the vehicle bonnet and steering wheel between themselves and the road junction. The report is also deficient in that it claims that there was no vehicle speed limit data available at the time. This is incorrect as Clopton Parish Council had earlier commissioned Suffolk County Council to carry out a vehicle count and speed check prior to this report. The results of this earlier speed survey were consistent with those

of the later one referred to above and presented as supporting evidence in the case for our 40mph speed limit.

Clopton Parish Council wishes to add that from the general feedback we have received from other communities served by the B1078 and other B roads in the area, that neither EDF energy nor Suffolk County Council has placed sufficient emphasis on the required road safety improvements necessary due to the increase in traffic along these “B” road routes as a result of the construction of Sizewell C.

Clopton Parish Council acknowledges that with a project of this magnitude it is important that the Project provides value for money. In less enlightened times that was the reason used to justify a certain number of deaths and/or serious injuries to the construction workforce on many projects. Fortunately, that attitude no longer prevails and sufficient attention and resources are applied to ensuring the safety of both the workforce and the general public on construction sites and in general it is accepted that there is an overall cost benefit to the project from this approach.

We believe that an enlightened and progressive project management team should recognise that they also have a degree of responsibility for ensuring the safety of their workforce whilst travelling to and from the construction site and also for the safety of the local population impacted by such projects.

No doubt a considerable amount of money is being spent on the Health and Safety aspects of this construction project on site and we believe it is equally valid to make a sensible contribution to all the local infrastructure, to mitigate the dangers off site, and that this includes the “B” roads impacted by the additional traffic created during and after construction.

Clopton Parish Council and many local District and County Councillors from the area, feel that the Sizewell C project team have not given due regard to their responsibilities, given the negative impacts this project will create for the local road network and the local population using these roads.

In Conclusion:

Clopton Parish Council asks that within:

Sizewell C Negotiations SECTION 106 Issues. 5. B1078 ROAD SAFETY CONTRIBUTION,

In addition to the works proposed, an adequate contribution be assigned to the implementation of the 40mph speed limit through the village of Clopton at Clopton Corner.

We also urge the National Infrastructure Planning Hearing to recommend and ensure that due regard is given to making adequate and sensible safety improvements to all of the local road network impacted by this construction project. To this end we would suggest that both EDF

Energy and Suffolk County Council should be instructed to collaborate on a more ambitious road safety plan. Particularly for the “B” roads impacted by this project.

Clopton Parish Council would like to thank this hearing for allowing us to make our case.

Peter Raffell

Chairman Clopton Parish Council

Appendix:

Sizewell C Negotiations SECTION 106 Issues. 5. B1078 ROAD SAFETY CONTRIBUTION

5.1 On or before the Commencement Date, SZC Co will pay Suffolk County Council the B1078 Road Safety Contribution, which Suffolk County Council will use to fund the following road safety improvements, the final scope and design of which are to be finalised but may include:

5.1.1 A14 signage strategy – a signage strategy to be developed and agreed with Highways England, as the strategic highway authority, to direct all Sizewell C traffic to route via the A14 in order to reduce Sizewell C car and LGV related traffic on the B1078 corridor;

5.1.2 A140/B1078 junction – improvements including vegetation maintenance to improve visibility for vehicles turning right into the B1078 and left onto the A140 as well as additional signage and road marking, or alterations to existing signage and road marking;

5.1.3 B1078/B1079 junction, Ottley - improvements including vegetation maintenance to improve forward visibility on the B1078 between Easton and Otley College and the B1079 and additional signage and road markings on the B1078 approach to the B1079.; and highlighting the centre warning line of the carriageway with studs to increase driver awareness;

5.1.4 B1078/Ashbocking Road junction, Ashbocking – improvements which may include a speed reduction to 50 mph using gateway features and additional signage, including 50 mph repeater signs, to reinforce the new limit and retain the 40 mph limit in Ashbocking; and may include some resurfacing near Stonewall Farm, at Hare and Hounds Corner and at Blacksmiths Corner;

5.1.5 B1078/B1079 junction, Clopton – improvements which may include additional signage and a gateway feature at Clopton Corner, together with high friction surfacing on the approaches to the Manor Road and Shop Road junctions;11/68068899_1 95

5.1.6 B1078, Charsfield – improvements which may include the extension of the 30mph speed limit and a gateway feature and additional signage to reinforce the speed limit

5.2 SZC Co will regularly check the condition of roads signs at the B1078/B1079 junction and, where necessary, clean or replace them during the Construction Period.