



# **SAVE OUR SANDLINGS**

**Offshore Wind Farms  
EAST ANGLIA ONE NORTH PINS Ref: EN010077  
&  
EAST ANGLIA TWO PINS Ref: EN010078**

response from  
**Save Our Sandlings**

**Issue Specific Hearing 4  
Wednesday 20<sup>th</sup> January 2021**

**Responses to Issue Specific Hearing 4 held 20<sup>th</sup> January 2021 via Microsoft Teams****Agenda item 5 Onshore Traffic and Transport****Friday Street junction<sup>1</sup> Works area 36.**

This is a problem junction for local residents and visitors alike as it has an unusual and confusing layout for traffic turning right from the A 12 north onto the A 1094, and traffic turning right from the A 1094 onto the A 12 northwards. The layout is such that traffic from the more minor A 1094 has priority over right turning traffic from the major A 12 trunk road. This junction has been the source of very many accidents in recent years, though not all have been recorded statistically as some result in minor 'fender benders' and are resolved between parties without recourse to insurance claims and not recorded in the source of the tabulated results<sup>2</sup>. Whilst the addition of some form of traffic management may help to limit further traffic collisions, the introduction of signals controlled traffic may lead to increased delays and accidents unless signals are very carefully phased with demand or become inoperative. We are of the opinion that a 3 arm roundabout provides a better and safer solution than the current proposals for the following reasons:

- i. There is no set pattern to the volume of traffic using this junction. The morning peak flow as indicated in the Royal Haskoning report<sup>3</sup> is between 7.30 : 8.30, and evening flow 16.30 : 17.30. These times may be correct for an urban setting but experience reveals these figures to be un-representative of this rural location with large industrial employer, Sizewell A and B sites, (500 – 800 increasing by a further 1500 for regular maintenance outages), and residents travelling to work in Woodbridge/Ipswich etc. in the morning and returning of an evening. Add to this many day visitors to Snape, Aldringham, Thorpeness and Aldeburgh and for events and attractions throughout the day.

The working shifts at Sizewell power stations start from 6.00 with support and day workers from 7.30 and this results in a spread of peak traffic flows outside the times used in the model. Accordingly, workers start leaving Sizewell sites from 16.00 to 17.30 with an average travelling time of 20 – 25 minutes to reach the A 1094/A 12 junction, i.e. 17.25 : 18.55.

It should also be noted that whilst there is an increase in northbound traffic from 16:15, as result of school runs, shopping etc. there is no data later than 17:30 in the modelling figures. Assuming the working day for Ipswich based office workers etc. is 17:00, by the time cars are collected and leave Ipswich outskirts, a further 45 to 50 minutes can elapse. Journey time from Ipswich to Friday Street is 40 – 45 minutes on average resulting arriving at Friday Street junction at approx. 18:25. During the summer months travelling time from Ipswich increases as a result of delays at Seckford Hall, Woodbridge as the road changes from dual to single carriageway. Additional volumes of visitor traffic always add to delays at this point. Large events such as the Snape Proms, Aldeburgh Festivals, Folk East and Latitude significantly increase traffic volumes adding to likely further delays.

- ii. During high peak flow times, traffic waiting to turn right onto the A 1094 from the A 12 can queue beyond the end of the filter lane, aggravated if there are a significant number of

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<sup>1</sup> ExA.AS-26.D4.V1 EA1N&EA2 Deadline 4 Traffic and Transport Clarification Note.pdf Chapter 2.1 para 6

<sup>2</sup> ExA.AS-26.D4.V1 EA1N&EA2 Deadline 4 Traffic and Transport Clarification Note.pdf para 1.2.6

<sup>3</sup> ExA.AS-26.D4.V1 EA1N&EA2 Deadline 4 Traffic and Transport Clarification Note.pdf Appendix B

priority vehicles waiting to turn right from the A 1094 onto the A 12 northbound. When there is a large volume of traffic travelling south on the A 12 with no significant gaps between vehicles severe delays result leading to impatience and frustration and ultimately poor decisions and risk taking. This junction confuses a great number of visitors and users. There is a stop line for right turn vehicles (A 12 – A 1094) with the option for one vehicle to enter the junction and wait at a 2<sup>nd</sup> stop line. On many occasions an additional vehicle enters the junction impeding a right turn from the A 1094 to the A 12, leading to yet further frustration, hesitation and potential road rage. Ideally, this should become a yellow box junction ensuring a free flow of vehicles at all times. Unfortunately, a number of visiting users are less courteous towards local road users and employ the cut and thrust tactics of city driving.

We consider that a 3 arm roundabout provides a much better solution than traffic signals to the many problem issues of this junction and we do not accept the consultant's conclusion that temporary traffic lights provide an adequate solution to traffic issues.

The road approaching from the North reduces from 2 lanes to one, with the nearside lane becoming a left turn filter. The road from the South is single carriageway merging into 2 lanes with lane 2 becoming a right turn filter. Issues begin when traffic turning right from the A 1094 onto the A 12 are uncertain how to merge with faster flowing A 12 traffic in the nearside lane, or move straight over into the nearside lane. Less confident drivers hesitate and alter speed and/or slow down causing a great deal of uncertainty for other road users of their intentions.

Issues are compounded by the fact the lay-by on the A 12 Northbound carriageway is alongside the right turn filter lane to the A 1094. It is possible for traffic joining the A 12 from the A 1094 to be unaware of vehicles leaving the lay-by and a potential for collision.

#### **New infrastructure not considered.**

Additionally, a substantial new potato processing plant, weighbridge and office accommodation have recently been consented by the Local Planning Authority on the 23<sup>rd</sup> April 2019 and is being built off the A 1094 just south of the Friday Street Farm Shop. The day to day operations of the plant will result in an increase in HGV traffic on the A 1094 and Friday Street junction.

The Friday Street Farm Shop and Café is a very popular destination for fresh locally grown food and dry goods, and continues to expand with a range of goods and services, and is open 7 days a week.

The large field immediately adjacent to the southbound A12 at Friday Street is the location of the weekly Car Boot sale, generating significant traffic each Sunday morning through to midday contributing to regular queues and delays both on the A 12 and the only access and egress on the A 1094, less than 50 metres from the junction with the A 12.

Additionally, there have been and continue to be significant housing developments in Saxmundham, Aldringham and Leiston area, with 400 – 500 since 2018, both single and multi-property developments with the corresponding increasing traffic demand on the A 12 , A 1094 and B 1069

For all of these above reasons we do not believe the conclusions to implement temporary traffic light control at the A 12 – A 1094 junction with no additional junction alteration/remediation will aid traffic flow or reduce potential collisions during the construction. Rather we believe the additional

works related traffic will only exacerbate the already overloaded road network contributing additional delays and impairing road safety and severity of this collision cluster.

### **Summary**

A 3 arm roundabout will offer the following benefits not only to local residents and frequent users of this junction, but will simplify and improve safety for irregular and first-time users especially as roundabout junctions are familiar to all UK drivers

- A roundabout design naturally results in a reduction in speed of A 12 traffic approaching the junction allowing greater safety for all traffic and lessening the collision risk
- Traffic turning right from the A 1094 onto the A 12 has priority over traffic from the left and can safely merge onto the A 12 Northbound.
- Traffic turning right from the A 12 to the A 1094 has priority over Southbound A 12 traffic, but will give way to traffic from the A 1094
- Traffic turning left from the A 1094 onto the A 12 can merge onto the A 12 when safe to do so.
- A roundabout will also allow vehicles to make a 180 deg. turns which whilst not encouraged at present have been observed on several occasions.
- Traffic merging onto the A 12 Northbound from the lay-by may do so in safety, giving way to traffic on the roundabout.
- A result of Eastbound turning traffic flowing more freely will result in a reduction in the likelihood of queues obstructing the A 12 Northbound.