

SEAS representation on Roads/Traffic and Tourism —  
comments on Applicant's reply  
2.4 Roads, Traffic and Tourism (REP5-113)

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12 March 2021

## 1 Introduction

The later items in the ISH on 12 March 2021 were not given adequate time, and I hope that this document will be considered fully.

The Applicant has mentioned three documents in their response, and three other documents were considered; these documents are identified as Document [R] where R is an upper-case Roman number, and their titles and urls given in Section 5.

## 2 Comments on specific items mentioned by the Applicant

### 2.1 ID 1

The measurements from the SID at Green Heyes are based on fact; rather than AADT figures, the data showed the distribution of traffic flow during the whole day. It was mentioned in my report that they were taken during the pandemic, but conditions during September and October 2020 were more normal than the rest of the year, and at a time when children had returned to school, and businesses were in work.

According to anecdotal evidence the number of visitors to Aldeburgh in September 2020 was not discernibly different to the usual number expected.

### 2.2 ID 3

Using the AADT as a base masks the reality of peaks in the flow, not only during the day, but also during the year, and it is these peaks that are the cause of frustration and inconvenience. As mentioned in Document[VI] the survey of visitors to Aldeburgh indicates a very high return rate, and this can easily be broken by adverse traffic conditions.

### 2.3 ID 5

If I am correctly gleaning information from Document [IV] it confirms that the peak traffic flow on the A1094 during the day does not occur within the so-called rush hours, but in the late morning, and that the traffic during the weekend is similar to that on a weekday, confirming the pattern of distribution caajoled out of the SID on Green Heyes in my submission. This is illustrated in Figures 2 and 1 whose values are taken from Count 14 in Document [IV]. For comparison I include two graphs (Figures 4 and 3) from Document [VI].

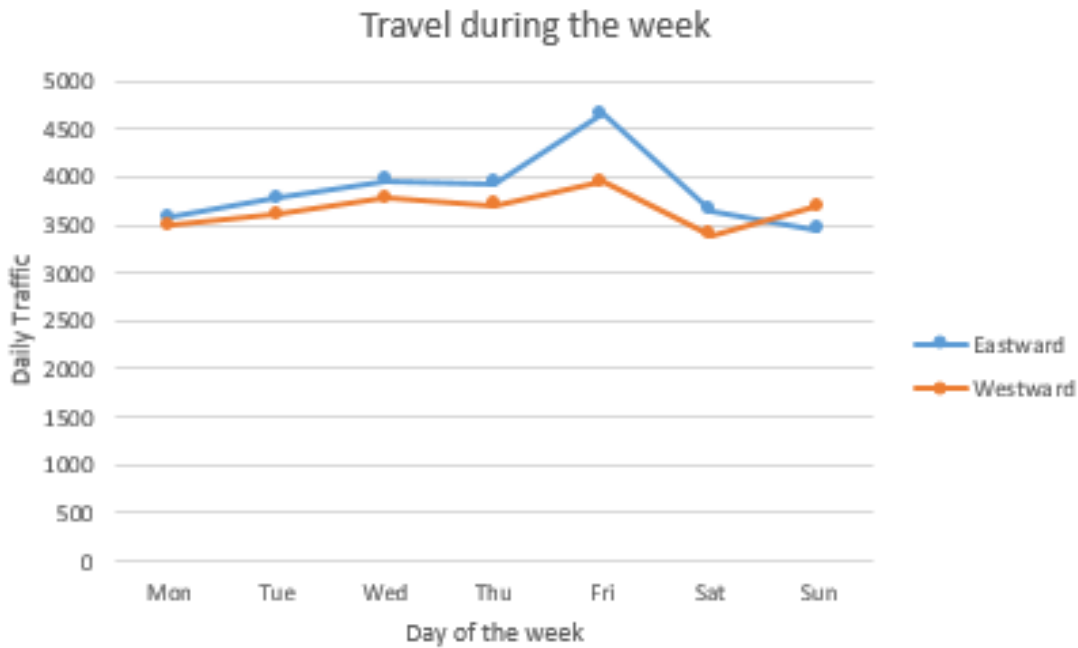


Figure 1: Traffic along the A1094 on different days of the week sourced by SPR

One should note that the peak eastward travel is near noon, whereas the peak westward travel is about five o'clock in the afternoon which is consistent with the hypothesis that the traffic into and out of Aldeburgh on the A1094 is mainly visitors. Also one should note that the westward traffic is higher on a Sunday, lower on a Friday or Saturday which is also consistent with the hypothesis of mainly visitors. Further observations are given in Section 3.

Note that the SPR data are atypical as the first day of collection was Sunday 3 June 2018, just at the end of the school half-term, at a time when many are relaxing after the frenzy of half-term. The weather is stated as *dry*, but it may have been cold and cloudy, and it may have changed over the course of the week.

I also note that these values have been averaged out over the whole week (e.g. the value for eight o'clock in the morning is the average over the seven days for the period seven to eight), whereas the information from the SID (shown in Figure 4) provides data for a particular day. That the SPR daily value is an average over the whole week is deduced from the data; for each count the weekly total is exactly seven times the daily total.

Hence I contest the second paragraph (“It can be noted that ...attributable to lesiure (*sic*) traffic.”); traditional morning and evening peaks are just about observable in the SPR data as well as the SID data, but are less emphatic than the noon traffic. The shape of the graph depicting the traffic A1094, whether taken from SPR or SID, is different to the normal UK traffic flow during the day (shown in Figure 3), and is evidence of a different travel scenario.

Aldeburgh has year-round attractions for visitors, but they peak at certain times: the Literary Festival, Aldeburgh Festival, Documentary Festival, Carnival, etc.; the peak volumes of traffic for these events won't be noticeable within data that are averaged over weeks, months or years (e.g. AADT values).

The data from the SID show higher values than those sourced by SPR, but, as mentioned earlier, the SPR data was collected just after the May half-term week, and may be atypical. The period



Figure 2: Average traffic count along the A1094 hour by hour garnered by SPR

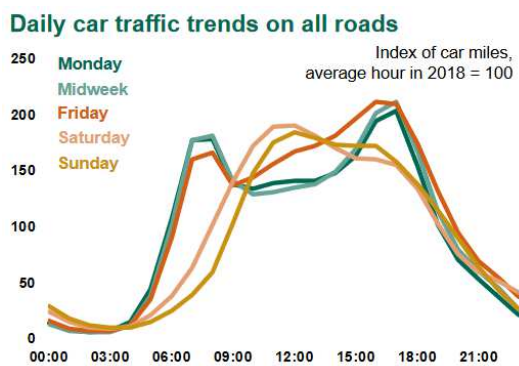


Figure 3: Average car traffic for UK

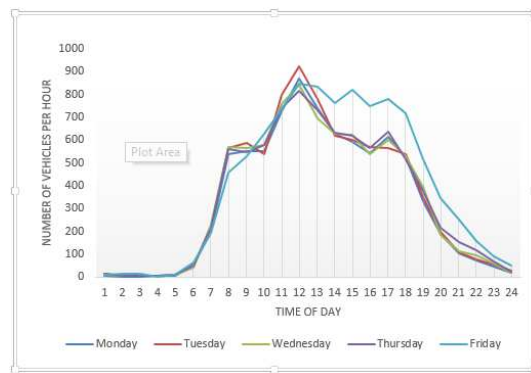


Figure 4: Average weekday traffic at Snape during September 2020 measured by a SID

in which the SID data were collected may also be atypical, but it was not noticeably different to normal years. Notwithstanding this contention, it is known that the A1094 traffic can peak, and that an extra 10% construction traffic, some slow and cumbersome, would create traffic jams at some periods. Construction traffic returning from Friston down the B1096 would build up on the semi-blind corner where it joins the A1094.

## **2.4 ID 6**

Thank you for the correction of the metrics, and for informing me of the estimated flow of LGVs. The disadvantage of using average values is that they do not show peak values when traffic is at its maximum, and when collisions are more likely to occur.

## **2.5 ID 8**

I refer to my comment on ID 5. The Applicant's data as shown in Figure 2 confirm that the traffic is mainly due to tourists and those serving them.

## **2.6 ID 17**

Besides direct employment in the Accommodation and Food service sectors, there are other employment sectors that are directly supported by tourism: bookshops, clothes shops, art galleries, antique shops, etc. These would not be classified as tourism sectors, but their continued existence in places such as Aldeburgh is dependent on tourists. This is not the same as the multiplier effect mentioned in the Deloitte report, but additional to it.

## **2.7 ID 16**

SPR may be committed to supporting local business and using the local supply chain, but this is only for the length of the project, and there will be insignificant future employment. Based on figures in Appendix 26.23, the loss of jobs in the tourism industry would be more than the temporary employment engendered by this project.

Furthermore, any employment created by SPR is independent of the location of the onshore installation. There is no contention that offshore windfarms are required; the debate is the location of the onshore facility, and where it will do least harm to Suffolk.

## **2.8 ID 17**

I note that the connection to the electrical grid is important, but I also note that the electrical grid extends all over the UK, and that the onshore connections to East Anglia ONE and THREE are at Bramford. The contention in my analysis is that the supply chain supporting construction at Friston will have a significant and long-lasting effect on the communities served by the A1094.

# **3 Further observations on the traffic data collected by SPR**

Table 1 shows a summary of the data from Document [IV]; it is the average daily count for each Count site (except for Count 6 that was not included in the document) in each direction. I have not been able to identify the designation of each Vehicle Class, but suspect that Classes 5 to 10 are non-LGV heavy vehicles; Class 5 has two axles, but the other five vehicle classes have three or more axles. Some observations are:

SPR Count	Description		Total	Vehicle Class										
				1	2	Car	LGV	5	6	7	8	9	10	Bus
1	Sizewell Road E of Leiston	E	1329	6	28	389	866	32	2	0	3	0	1	2
		W	1326	8	27	339	910	31	3	1	4	0	1	2
2	B1353 W of Thorpeness	N	976	13	29	297	609	22	1	2	1	0	1	2
		S	892	10	30	248	575	21	1	3	2	0	0	3
3	B1353 E of Aldringham	N	1116	8	36	242	795	28	1	2	2	0	1	2
		S	1027	9	29	237	718	26	1	2	3	0	0	2
4	B1353 W of Aldringham	E	1132	9	19	410	650	28	1	1	5	0	1	9
		W	1261	9	18	471	717	29	1	1	5	0	0	8
5	B1122 S of Aldringham	N	1537	4	32	446	991	49	1	1	5	0	0	9
		S	1622	3	28	378	1139	51	2	1	6	0	0	14
7	B1096 N of A1094	N	2254	3	16	1279	857	72	4	1	10	0	7	5
		S	2271	4	21	1342	818	61	3	1	10	0	6	5
8	Grove Road N of Friston	N	152	4	13	28	95	6	1	1	3	0	0	0
		S	179	6	9	22	127	8	1	2	3	0	0	0
9	B1121 N of Friston	N	600	5	10	223	339	18	0	0	3	0	1	1
		S	569	5	13	161	366	18	0	1	3	0	0	1
10	B1121 S of Friston	N	605	1	7	190	381	20	0	0	3	0	0	2
		S	585	4	8	113	433	21	0	1	3	0	1	2
11	A12 N of Yoxford	N	6330	3	41	2180	3615	294	13	6	51	0	91	37
		S	6268	2	35	2014	3709	302	14	4	53	0	91	43
12	B1122 E of Yoxford	N	1302	2	14	466	721	61	4	2	9	0	11	12
		S	1287	2	15	519	661	57	4	2	8	0	10	10
13	A12 N of Friday Street	N	5517	1	41	855	4156	296	6	2	51	1	71	36
		S	5762	1	55	1116	4075	295	10	3	63	0	98	44
14	A1094 W of Snape	N	3663	2	40	1417	2034	114	7	4	22	0	12	12
		S	3860	1	33	995	2603	155	7	4	27	0	13	20
15	A1094 W of Aldeburgh	N	2726	7	30	937	1643	80	2	3	13	0	1	11
		S	2773	11	33	1342	1295	66	5	2	11	0	2	7

Table 1: Summary of average daily traffic count as collected by SPR

1. As expected the highest volume of traffic is along the A12, but the traffic along the A1094 at Snape is over half that along the A12, not insignificant. The A12 is a major route, whereas the A1094 is not so blessed.
2. As mentioned in the ISH on 12 March 2021 by Mr. T. Beach, there are very few HGVs going along the B1122 to and from the Station Hotel roundabout in Aldeburgh as shown by Count 5 for Classes 6 to 10.
3. The surprising fact that there are significantly more LGVs than cars for each direction for each count except for (relevant cells shown as gray in Table 1):

**Count 7** both ways;

**Count 15 S** .

This could be due to a mis-classification of vehicles.

4. On the whole there is a good correlation for the traffic going each way along the same stretch, except for these significant differences (relevant cells shown as magenta in Table 1):

**Cars on Count 14** show more travelling westward than eastward;

**LGVs on Count 14** show fewer travelling westward than eastward;

**Cars on Count 15** show fewer travelling westward than eastward;

**LGVs on Count 15** show more travelling westward than eastward;

The total of all vehicles in each direction is consistent, so again the discrepancy may be due to mis-classification of vehicle class.

5. There is a difference for LGVs between Counts 2 and 3 on what is essentially the same road with hardly any dwellings along it, and the expectation would be that they be comparable; however this discrepancy may be due to works at the sewage pump halfway between Thorpeness and Aldringham. (Relevant cells shown as cyan in Table 1).

I have grave doubts about the correct classification in the SPR-commissioned traffic report, and regrettably have had to shelve the analysis that I had started on the predominance of one class of vehicle on some routes.

## 4 Conclusions

All the evidence is that the A1094 serves a significant tourist industry that could be much reduced by the extra traffic engendered by the onshore location of this project. The temporary and unproven economic local benefits from construction will not compensate for the long-term economic loss within this area.

Much is made by SPR of the increase of local employment and the use of a local supply chain, where possible. However, this unproven added benefit is independent of the location of the onshore installation.

SPR's plans are not safe and the choice of Friston for the onshore location is not suitable for the extra traffic that will be created.

## 5 Appendix of References

- [1] **Chapter 26 Traffic and Transport of the ES** (APP-074) which is // [https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010077/EN010077-002677-ExAWQ1D1V118EA1NEA2ApplicantsResponsestoWQ1Volume18118Transportation378403\\_1.pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010077/EN010077-002677-ExAWQ1D1V118EA1NEA2ApplicantsResponsestoWQ1Volume18118Transportation378403_1.pdf);

- [II] **Appendix 26.2 of the ES** (APP-528) which is // <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010077/EN010077-001387-6.3.26.2%20EA1N%20ES%20Appendix%2026.2%20Traffic%20and%20Transport%20CIA%20with%20EA2.pdf>
- [III] **Traffic and Transport Clarification Note** (REP4-027) which is // [https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010077/EN010077-004035-ExA.AS-6.D6.V2%20EA1N&EA2%20Sizewell%20C%20Cumulative%20Impact%20Assessment%20Note%20\(Traffic%20and%20Transport\).pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010077/EN010077-004035-ExA.AS-6.D6.V2%20EA1N&EA2%20Sizewell%20C%20Cumulative%20Impact%20Assessment%20Note%20(Traffic%20and%20Transport).pdf)
- [IV] **Appendix 26.7 – Summary of Commissioned Traffic Counts** (APP-533) which is <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010077/EN010077-001392-6.3.26.7%20EA1N%20ES%20Appendix%2026.7%20Summary%20of%20Commissioned%20Traffic%20Counts.pdf>
- [V] **A12 improvements: A14 ‘Seven Hills’ to A1152 Woods Lane**  
<https://www.suffolk.gov.uk/council-and-democracy/consultations-petitions-and-elections/consultations/a12-improvements/#timeline> and the AADT graphic in <https://www.suffolk.gov.uk/assets/council-and-democracy/consultations-petitions-and-elections/A12-improvements/AADT-graphic-02.02.21.pdf>
- [VI] **SEAS representation on Roads/Traffic and Tourism** (REP5-113)  
<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010078/EN010078-003763-DL5%20-%20SEAS%20-%20Roads,%20Traffic%20and%20Tourism%20Report.pdf>