

In its oral and evidence to the Planning Inspectorate in May 2021, Westleton Parish Council (WPC) made broad comment about the social and environmental impacts, and detailed comment about traffic and speeding traffic through Westleton, caused by the construction and operation of Sizewell C. In this submission we add to our previous comments and concerns about traffic and speeding traffic which in summary were:

#### *Traffic flows*

- EDF stated in its documentation that *“In some locations there is a large proportionate increase in traffic compared with the reference case (without Sizewell C), such as ... the B1125, however these increases are from low existing levels and the road capacity would not be exceeded.”* The WPC does not agree that B1125 traffic flows are “low”. According to the Department of Transport 2018 Statistical Release, average daily traffic flows on rural minor roads (i.e., rural B roads) are 1,000 vehicles per day<sup>1</sup>; as the EDF documentation calculated 2,400 vehicles daily in 2015 and projected 2,950 vehicles per day prior to construction beginning, current traffic flows are already well above average for a rural B road.
- WPC Vehicle Activated Speed Signs (VAS) confirm that these EDF traffic flow figures are reasonably accurate.
- So, we agree with EDF that *...there is a large proportionate increase in traffic [on the B1125] compared with the reference case...as EDF has projected an uplift of 650 vehicles per day (up to an 22% increase in daily traffic)*

#### *Speeding:*

- Because speeding traffic through the village is such a problem, the WPC has felt the need to invest in 2 VAS and a vehicle speed radar which is operated by a Speed Watch Team.
- The VAS data shows that in April 2021, on average throughout the day 18% of vehicles travel at more than 35mph through the village – that rises to 33% during peak hours; for traffic going just one way, 1746 vehicles were logged travelling faster than 40 mph, and 69 faster than 50mpg. April figures are consistent with figures from recent months. WPC is therefore concerned that increased traffic will result in more speeding vehicles with the consequent safety concerns.

WPC were unable to attend the Issue Specific Hearings because of work commitments. WPC has reviewed the Transport ISHs and the July 2021 Consolidated Transport Assessment and our previous concerns are heightened because:

- *Traffic flows:* the July 2021 document gives further detail to the increase traffic flows which also note that in the “early years” traffic flows at peak hours will increase by up to 45% in Westleton. Moreover, during the Hearing, EDF made clear that traffic levels on the B1125 may be even higher than projected.
- *Speeding:* the VAS data shows that the worst culprits of speeding are those driving through the village at peak hours. We can therefore anticipate a disproportionately higher increase in the number of speeding vehicles through the village as a consequence of the substantial traffic increase during peak time traffic – hence significantly increased safety concerns.
- *Monitoring and control:* EDF has made clear that they do not plan to monitor its Sizewell C traffic on the B1125. This means that it will not know if the traffic flows are as projected,

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<sup>1</sup> [Road Traffic Estimates: Great Britain 2018 \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

whether and to what degree the Sizewell C traffic is contributing to the speeding problem in Westleton and what the impact of both are on the community. As EDF is not planning to monitor the traffic, it is also not planning to control the situation as also evidenced by the absence of a cap on the number of Sizewell C vehicles it will allow to use the B1125.

- *The Traffic Review Group* is due to have a monitoring role for the overall Sizewell C traffic. However, the proposed structure seems weighted in EDF's favour, lacks transparency and seemingly offers limited accessibility to Parish Councils.
- *Traffic Incident Management Plan*: it is clear that the TIMP is lacking in detail and fails to address adequately the impact on local roads of rat-running by non-HGV Sizewell traffic and non-Sizewell C traffic in the event of an incident on the A12 corridor and the link road.

Accordingly, the WPC proposes that:

- *Traffic levels*: WPC expects EDF to monitor Sizewell C traffic levels along the B1125 and through Westleton. WPC expects EDF to impose a cap on Sizewell C traffic using the B1125, expects this cap to be no more than the vehicle number projected and expects EDF to impose mitigating action in case traffic flows exceed the cap. EDF could use wireless technology/a phone app to manage this action.
- *Speeding*: WPC expects EDF undertake its own speed control; this could also be managed by wireless technology/a phone app or physical monitoring using number plate recognition. We expect EDF to impose sanctions on Sizewell C offenders with the ultimate sanction for repeat offenders of loss of employment.
- *The Traffic Review Group*: the TRG must allow regular two-way communication with the WPC so that it can react in a timely manner to identified problems.
- *Traffic Incident Management Plan*: the plan needs further work to ensure against rat-running and/or gridlock in the event of an incident on any of the roads in East Suffolk.
- *Communication and mitigation*: WPC accepts EDF's invitation to meet to discuss physical mitigation measures to alleviate the impacts of increased traffic on the B1125 and to prevent speeding in Westleton. WPC also expects regular communication with EDF if the project goes ahead to ensure efficacy of the monitoring and control measures.

July 2021