

DRAFT Meeting Note



Southern Transport Forum

Meeting Type: Southern Transport Forum	Meeting held on: Wednesday 4 December 2025
Sizewell C Attendees: Brian Stewart, Chair David Peacop, Site Operations Director David Seal, Offsite Delivery Manager Richard Bull, Head of Planning Marjorie Barnes, Head of READ Stephen Keighley, Senior Project Manager, Rail Jez Porter, Senior Project Manager, Highways Richard Knight, Senior Community Relations Manager Rebecca Quigg, Transport Co-ordinator Steve Merry, SCC Highways David Taylor, Network Rail Ed Lennard, Rail Project Manager Zoe Botten, Community Relations Manager Paige Skinner, Project Manager, Rail Emily Wood, Senior Public Affairs Manager, Network Rail Alan Rumsby, Programme Manager, SRSA Anglia Route Will Southward, Senior Programme Manager, Network Rail Darren Benford-Brown, Community Safety Officer	External Attendees: Cllr David Chenery, Wickham Market PC Cllr Jill Pass, Farnham with Stratford St Andrews PC Cllr Richard Cooper, Marlesford PC Cllr Robin Sanders, Woodbridge TC Cllr Geraldine Barker, Saxmundham TC Cllr Russ Rainger, Snape PC Dr Charlotte Fox, Benhall & Sternfield PC Cllr John Bann, Melton PC Cllr Alexander Nicoll, Suffolk County Council Cllr David Findley, Ufford PC Cllr Linda Montgomery Hacheston PC Cllr Sally Noble, East Suffolk Council
External Partners: Suffolk Constabulary Network Rail	Apologies: Cllr Graeme Watts, Brightwell, Foxhall & Purdis Farm Group PC

1. Welcome and Introduction of the Chair and Panel
2. Meeting notes and matters arising from Southern Transport Forum (3 September 2025)
3. Corporate and Community Relations
4. Rail and Road Updates
5. Traffic Movements and Transport Review Group Update
6. Q&A via Town and Parish Council Representative
7. Date of Next Meeting
8. Close

DRAFT Meeting Minutes – 03/12/2025

Minute Ref	Actions/Comments	Who	By when
1	Welcome and Introduction of the Chair and Panel – (Chair)		
1.01	The Chair opened the meeting and welcomed the attendees.		
1.02	Apologies were noted from Graeme Watts.		



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2	Meeting Notes and matters arising from Southern Transport Forum (3 September 2025)		
2.01	The minutes of 3 September were approved.		
2.02	The actions from the meeting of 3 September were reviewed: <ul style="list-style-type: none"> o Weekly road closure and traffic management plans were being published every Friday on the works tracker and on SZC’s social media outlets. o SZC had employed a contractor to ensure that all signs were visible and legally compliant. o Sally Noble had provided photographs of SZC-related vehicles using Wickham Market High Street for overnight parking. o Steve Merry stated that he had yet to ascertain where Scottish Power quarterly monitoring reports would be published. o Rebbecca Quigg had arranged a meeting with Wickham Market Parish Council regarding the Wickham Market scheme. o David Peacop had spoken to Anglian Water regarding tanker parking. o Bespoke rail meetings had been held with Saxmundham Town Council and Leiston-cum-Sizewell Town Council. 	SM	
3	Corporate and Community Relations – (Marjorie Barnes)		
3.01	Marjorie Barnes reported that financial close had been reached.		
3.02	The Natural Environment Improvement Fund had been launched. This was a £10 million grant scheme to support environmental enhancement projects. An awards panel had been established to oversee the fund.		
3.03	SZC’s annual sustainability report had been published. Over 400 people had attended the Leiston jobs fair in November; a further jobs fair was due to be held in Lowestoft.		
3.04	New leaflets had been published explaining how communities could contact SZC. The weekly roadworks bulletin had been launched.		
3.05	The SZC community fund was ongoing. A drop-in session would be held in Leiston Library. Over £3 million had gone to local organisations.		
3.06	Marjorie Barnes stated that given the uptick in construction activity to deliver the off site transport infrastructure that going forward the full meetings would be dedicated to construction activity and the corporate and community updates would be provided in the community forum meetings and via normal channels.		
4	Rail and Road Update		
	Rail		
4.01	Alan Rumsby reported that SRSA had renewed much of the track through Woodbridge and Melton, necessitating the closure of each crossing for a significant period.		
4.02	Emily Wood apologised for mistakes that had been made. Network Rail had been assured that signs would be correctly placed in future. Local businesses could contact Network Rail’s helpline about possible claims processes. A stakeholder survey would be issued next week.		



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4.03	Alexander Nicoll acknowledged Emily Wood’s good work in difficult circumstances. There had been several complaints related to the Melton level crossing. A matrix sign was still showing inaccurate information. Alan Rumsby stated that Network Rail had conducted surveys relating to the uneven road surface. Resurfacing work would be carried out this weekend. Suffolk County Council engineers had visited the site.		
4.04	John Bann highlighted significant ponding. Alan Rumsby explained that Network Rail would extend resurfacing to the join line. Alexander Nicoll noted evidence of a lack of drainage. Alan Rumsby agreed to raise this with the Suffolk County Council engineers.	AR	
4.05	Will Southward outlined the bridge repairs that had been carried out. Demobilisation of the Deben Bridge site would be completed by 12 December. The Alden Bridge works would be completed that weekend.		
4.06	David Findley requested that Network Rail’s lessons learned be shared with the forum. He acknowledged the work of BAM Nuttall in communicating effectively with local communities. The damage caused by unsuitable diversion routes still needed to be addressed.	Network Rail	
4.07	Robin Sanders noted that the bridge deck was near collapse on the footpath beside Woodbridge station. Alexander Nicoll stated that Ruth Leach had raised the importance of coordination with Greater Anglia’s rebuilding work. Emily Wood agreed to follow up on this.	EW	
4.08	Stephen Keighley reported that 3.7km of new track had been installed along the west end of the branch line. Regarding the temporary construction area (TCA) and the green rail route (GRR), mobilisation to begin track installation was underway, with handover expected imminently. In the ancillary construction area (ACA), track installation was progressing well; handover was awaited for the final section.		
4.09	Paige Skinner explained that Brick Kiln level crossing would be commissioned in January. Network Rail aimed to commission all eight level crossings in 2026.		
4.10	Alexander Nicoll asked about the Ellingers level crossing work and whether an automatic crossing was being offered. Paige Skinner explained that the work had been delayed from its planned start date of 24 November; it would commence this weekend. Automatic barriers would not be provided; rather, an overlay miniature stop light would be. ACTION: David Taylor and Paige Skinner to send email to Alexander Nicoll detailing the work at Ellingers Level Crossing.		
4.11	Paige Skinner explained that the work at Melton level crossing would be delivered in two stages: interim signalling-led safety improvements to be completed by May 2026, and then the full upgrade including road widening and resurfacing. The second stage would require daytime road closures.		
4.12	Alexander Nicoll stated that Melton Parish Council was open to working with Network Rail on community engagement.		
4.13	John Bann asked if there was a commitment to ensure appropriate pedestrian facilities. Alexander Nicoll agreed that cyclists and pedestrians should be able to cross safely. Paige		



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	Skinner explained that the existing inside footpath would be widened; there would be no new footpath on the outside curve of the crossing.		
4.14	David Findley suggested that the SZC team should take joint ownership of the work and hold Network Rail to account in a supervisory role.		
	Q&A		
4.15	It was noted that the pre-submitted questions about Ufford and the Melton highway drain had been addressed.		
	Road		
4.16	David Peacop shared a fly-through video of the main sites. In, 2026 there would be a focus on installing the diaphragm wall and preparing the infrastructure. The site was being readied for the next labour increase in late 2026 and early 2027.		
4.17	David Seal reported that the A12 AIL layby improvements had been completed. Alexander Nicoll asked if the speed limit would return to normal. David Seal replied that it would.		
4.18	David Seal reported that the southern park and ride would become operational at a reduced capacity in January. Once complete next summer, it would have a capacity of 1,250 vehicles. Alexander Nicoll asked if the existing carriageway by the bell mouth would be resurfaced. David Seal confirmed that it would be.		
4.19	David Seal outlined the safety improvements to be undertaken via the local road schemes. The B1078 phase 1 works would take place before the southern park and ride was opened. Work on the two-village bypass had begun and would last for approximately two years. Construction of the Friday Street roundabout was progressing well; the roundabout should be open to traffic in late spring 2026.		
4.20	Jez Porter noted the recent spate of unwelcome incidents at the Friday Street works. The highway authority had accepted designs in principle. Another road safety audit had been commissioned. Signalisation had been introduced. CCTV and monitoring personnel had been deployed. Geometry and lighting would remain under review.		
4.21	David Seal shared an update on upcoming road closures.		
4.22	David Peacop stated that SZC was looking at using Ransomes in Ipswich for bus parking. Engagement plans would begin shortly. He presented the passenger service routes. The first permanent delivery into Orwell Logistics Park would take place on 9 December.		
	Q&A		
4.23	Richard Cooper asked when the Marlesford and Little Glemham works would take place. David Seal agreed to share a detailed schedule. ACTION: David Seal to share schedule of local works with Rebecca Quigg.		
4.24	Richard Cooper asked about the A12 road closure. Richard Knight stated that this had been postponed until early 2026.		



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4.25	Robin Sanders asked whether the works on the A1078 junction were included in the Marlesford works. David Seal replied that this work would not commence until the first phase of the southern park and ride was complete.		
4.26	Geraldine Barker suggested removing the distracting vehicle-activated speed sign on the A12 at Friday Street. Jez Porter stated that similar signs had worked elsewhere to encourage positive driving behaviours. SZC could consider repositioning the sign if necessary.		
4.27	David Findley asked about solar panels at Orwell Logistics Park. David Peacop stated that PV was part of SZC's strategy and would be considered for all temporary infrastructure.		
4.28	David Chenery stated that Wickham Market PC had signed off the proposed traffic calming scheme. A public information event should take place early in 2026.		
4.29	John Bann asked about the use of the Martlesham park and ride. David Peacop stated that this was only temporary until the southern park and ride became operational.		
4.30	John Bann asked about the size of the HGV orange sign. David Peacop stated that the sign would only be on the front of vehicles.		
4.31	Jill Pass asked if the buses would use local roads to transport people to work. David Peacop explained that the plan was to stop buses at site and work with the police to determine the best routes.		
4.32	Russ Rainger asked whether the entire fleet of buses would be stored at Ransomes. David Peacop explained that, while there had to be sufficient capacity to park all vehicles at Ransomes, there was no intention to keep the entire fleet parked there at any one time.		
4.33	Dr Charlotte Fox asked if Steve Merry would share the plans for the Friday Street roundabout with Benhall & Sternfield Parish Council. Steve Merry agreed to do so.	SM	
4.34	Alexander Nicoll asked about bus driver shortages. David Peacop stated that SZC had established a group with local bus companies. A driver training academy would be set up. Alexander Nicoll noted that upcoming changes to local government were likely to impact the Ipswich bus market.		
5	Traffic Movements and Transport Review Group Update		
5.01	Rebecca Quigg presented the transport monitoring update. HGV numbers had risen towards the maximum of 600 movements per day. HGV movements were currently skewed towards the north due to stone deliveries from Lowestoft. LGV movements had remained well below the forecasted figure of 250 per day.		
5.02	In October, the TRG had discussed the funding of speed indicator devices and permanent monitoring sites, as well as HGV movements for the rebar facility and off-site works. The next round of traffic monitoring had taken place at the end of October; results were currently being processed. The TRG was continuing to monitor biannual sites; it was also procuring seven permanent monitoring sites.		



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5.03	Rebecca Quigg presented the overview of current schemes. Typical improvements included new and enhanced pedestrian footways and crossings, road resurfacing, village gateways, safety improvements, side road viability, and speed limit reductions.		
5.04	Steve Merry stated that the A12 MRN proposal had been submitted on 14 November and was going through planning. A possible start date was early 2027.		
	Q&A		
5.05	John Bann asked how average speeds differed by direction. Rebecca Quigg explained that the figures presented were an average of both directions, but more detailed data was available. If there were errors regarding speed limit data, councillors should contact SZC.		
5.06	Geradine Barker asked about the A12-B119 scheme. Richard Bull explained that this would enhance road safety by improving visibility and road markings.		
5.07	Linda Montgomery asked if there had been a traffic meeting with Hacheston Parish Council. Rebecca Quigg stated that there had not been; the councillor should contact SZC.		
6	Q&A via Town and Parish Council Representatives		
6.01	<p>Melton Parish Council</p> <p>Q1: Can SZC commit with their HGV contractors to check lorry drivers GPS and tachograph reports to identify irresponsible behaviour? Monitoring driver behaviour by the public would be greatly aided if SZC have clear signs on the front and back of their vehicles showing that they are on contract to SZC. Scottish Power have committed to this. Despite the involvement of the public, it clearly remains the responsibility of SZC to manage and control behaviour of their haulage and other construction traffic and, for HGV in particular, the timing to site and routes used - not least as many HGVs have been seen on small roads rather than the A12 and parked in a number of rural laybys not suited or dedicated for that purpose.</p> <p>Q2: Will SZC/Network Rail commit to examining with SCC the existing highway drain, clearly not working, and review the road levels from Wilford Bridge Road onto the level Crossing which is now a highway hazard particularly for cyclists and motorbikes.</p> <p>John Bann asked whether SZC could check GPS and tachograph reports to identify irresponsible behaviour from drivers. Darren Benford-Brown explained that all SZC HGVs were tracked. Random daily checks were conducted. All vehicles were kept at the fleet management facility until they were ready to be released to site.</p>		
6.02	John Bann asked why there was no signage at the back of vehicles. David Peacop agreed to review this. Darren Benford-Brown stated that SZC could check registration numbers.	DP	
6.03	<p>Saxmundham Town Council</p> <p>Q1: Now that the opening of the Park and Ride facilities are imminent, could Sizewell C please explain the parking arrangements for workers who live locally, for example, Saxmundham and our neighbouring parishes? Will they be expected to drive to Wickham Market or Darsham or will parking be available on site?</p>		



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	<p>Q2: The council is pleased to note that buses call into Saxmundham station, how will Sizewell C ensure that the station does not become a park and ride location, with workers 'fly-parking' in neighbouring streets to avoid daily parking charges?</p> <p>Richard Bull answered the questions posed by Saxmundham Parish Council. Workers would be allocated a park-and-ride site based on the results of a parking survey. Those residing east of the A12 would be reviewed on a case-by-case basis. Regarding fly parking, there would be no opportunities for buses to park on route. A parking support team would be employed in Q1 2026, including a fly parking response unit.</p>		
6.04	<p>Woodbridge Town Council</p> <p>Q1: Woodbridge residents are becoming increasingly annoyed and concerned by unacceptable driver behaviour by some Sizewell C HGVs, in particular, but no limited to, tipper trucks along the 40mph southbound carriageway from the A1152 to the B1079 roundabouts. Residents are seeking speed cameras on that section of road. A video placed on the Nextdoor demonstrated the excessive speed and tailgating and was forwarded to you. how many HGV drivers have been warned about their behaviour? how many have been banned from working for Sizewell C over the last 2 months? what on site speed monitoring is being undertaken by the compliance team or police on the 40mph section of the A12 Woodbridge Bypass and how many have been stopped for speeding and/or tailgating?</p> <p>Q2: Some Woodbridge residents who reside very close to the railway suffered severe impact from noise during the 24 hour/day line improvement enabling work through Woodbridge. Their properties, although shown in your noise mitigation documentation as requiring noise insulation, had not even been contacted about such insulation work. Why have these works not been instigated and progressed?</p> <p>Robin Sanders asked what was being done to address unacceptable HGV driver behaviour. Darren Benford-Brown explained that all reports were investigated under the code of conduct. The AIL team was undertaking speed enforcement on the A12. Suffolk Constabulary was targeting commercial vehicles via Operation Tramline.</p>		
6.05	<p>Robin Sanders asked about the noise insulation works. Richard Bull explained that all properties that were eligible for noise insulation had been contacted. If any properties had not been contacted, they should inform SZC. Properties qualifying for ventilation only would be contacted from January.</p>		
6.06	<p>Ufford Parish Council</p> <p>There have been multiple incorrect or missing signage, unclear diversion route and confused timing issues from Network Rail's recent level crossing and bridge upgrades in the area. I have heard similar comments about some of the highway projects sponsored by SZC. Will SZC commit to reviewing these and the lessons learned with their partners and multiple subcontractors to avoid further disruption and traffic chaos in the next phase of highway works and rail closures coming in 2026?</p> <p>Richard Cooper highlighted the importance of a signage strategy to prevent rat running once works commenced on the A12 in Marlesford and Little Glemham. David Peacock agreed.</p>		



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6.07	<p>It was noted that questions had been submitted by Campsea Ashe Parish Council who were not present</p> <p>Q1 Can SzC please explain plans for such future closures – what are the actual contingency plans?</p> <p>If the B1078 will not be subjected to an official diversion, we look for by SzC/TRG to assure our residents that the B1078 will not be subjected to this level of unmanageable traffic volumes.</p> <p>Q2 We hope SzC will manage this to avoid a repeat situation and we ask whether SzC going to discuss plans in advance with affected Parishes?</p> <p>Afternote: update was provided to CSA PC</p>	RK	
6.08	<p>Marlesford Parish Council</p> <p>A12 mitigation works will be carried out in Marlesford and Little Glemham in Half 1 2026. Can SZC explain what signage they will deploy to discourage “rat running” through the minor roads adjacent to the A12, by drivers trying to avoid the A12 works?</p> <p>Richard Cooper suggested that SZC provide tacho break facilities for HGVs to prevent the use of public laybys. David Peacop explained that SZC was coordinating with others on this. Once the plaza was built, there would be a large area for tacho breaks. Darren Benford-Brown emphasised that he had visited local residents and agreed to deal with issues caused by SZC HGVs.</p>		
	<p>Cllr Sally Noble</p> <p>Q1. Providing designated areas for driver tacho and welfare breaks</p> <p>Q2. What efforts are being made by SZC and SCC to liaise with other energy projects to coordinate on HGV driver break areas?</p> <p>Sally Noble suggested that SZC provide tacho break facilities for HGVs to prevent the use of public laybys. There was a particular issue with HGVs blocking an access way on the A12 by Hill House. David Peacop explained that there was already a designated tacho break area at the Freight Management Facility for incoming drivers. There was currently limited capacity for drivers leaving the site, but a designated area would be provided once the North Plaza was complete.</p> <p>David Peacop stated that issues relating to community impact were being coordinated and discussed with the NSIPs, with a particular focus on management of HGVs and parking. An update would be provided on this at the next transport forum. Marjorie Barnes highlighted that SZC’s team was supporting communities by thoroughly investigating all enquiries. Darren Benford-Brown emphasised that he had visited local residents and corresponded with parish councillors to address issues caused by SZC HGVs.</p>		
6.09	<p>Russ Rainger noted that his question about digital signage in Snape had been omitted from the agenda. The Chair clarified that the Question did not appear to have been received but stated that the question would be addressed outside the meeting.</p>	RK	



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Minute Ref	Actions/Comments	Who	By when
	Afternote: Update provided to Cllr Ranger		
7	Date of Next Meeting		
7.01	The next meeting would start at 18.00 on Wednesday 4 March 2026 at Riverside Centre, Stratford St Andrew Club.		
8	Close		
8.01	The meeting closed at 20.39.		