

DRAFT Meeting Note



Southern Transport Forum

Meeting Type: Southern Transport Forum	Meeting held on: Wednesday 4 March 2026
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 Zoe Botten, Community Relations Manager David Taylor, Senior Delivery Manager, Network Rail Emily Wood, Senior Public Affairs Manager, Network Rail Darren Benford-Brown, Community Safety Officer	External Attendees: Cllr Ivor French, Wickham Market PC Cllr Ian Norman, 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 Cllr John Bann, Melton PC Cllr Alexander Nicoll, Suffolk County Council Cllr David Findley, Ufford PC Klaus Fortman, Campsea Ashe PC
External Partners: Suffolk Constabulary	Apologies: Dr Charlotte Fox Cllr Jill Pass; Cllr Ian Norman substituting Cllr David Chenery; Cllr Ivor French substituting

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

DRAFT Meeting Minutes – 04/03/2026

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 Charlotte Fox and David Chenery.		
2	Meeting Notes and matters arising from Southern Transport Forum (3 December 2025)		
2.01	The minutes of 4 December 2025 were approved.		
2.02	The matters arising were as follows:		



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	<ul style="list-style-type: none"> ○ ScottishPower quarterly monitoring reports – Steve Merry confirmed that the reports would be published on the East Suffolk website. ○ 4.04 – Alan Rumsby had highlighted drainage concerns to the Suffolk County Council engineers, and Network Rail had cleaned the drain in question during the Melton Level Crossing works in December. ○ 4.06 – Network Rail’s lessons learned document had been circulated to all forum panel members on 25 February. ○ 4.07 – Network Rail had coordinated with Greater Anglia’s rebuilding work. ○ 4.10 – Network Rail had shared details of works at Ellingers Level Crossing with Alexander Nicoll, via email, on 25 February. ○ 4.23 – A schedule of works for the Marlesford works had been shared with Rebecca Quigg. ○ 4.33 – Steve Merry had shared the plans for the Friday Street roundabout with Benhall & Sternfield Parish Council. ○ Request for signage on the back of vehicles – David Peacop would show the introduced signs as part of his presentation. 		
3	Road and Rail Updates		
	Road		
3.01	David Peacop shared a fly-through video of the main sites. Substantial work had taken place on the Southern Park and Ride (SPR), while the Northern Park and Ride (NPR) was already in use.		
3.02	David Peacop presented the rail route by the temporary construction area (TCA). There was an intention to ensure that the main entrance by Lover’s Lane would not back up onto the road in order to allow it to remain open.		
3.03	The campus was progressing. The boundary fence was substantially completed, and the site was preparing for the main dig. The main site access road was in place. The first bridge has now been constructed across the SSSI.		
3.04	David Seal reported that the Friday Street and Yoxford roundabouts would open to traffic at the of March. Diversion routes, signage schedules and traffic management plans had been reviewed with SCC. SZC had accepted the feedback regarding damage to verges and kerbs during closures, and it would reinstate the verges in the areas it was working within. The two-village bypass works continued to progress.		
3.05	The first of the new A12 signalised pedestrian crossings had opened in Yoxford. Road improvements would take place on the A12 at Marlesford, which would necessitate night closures and daytime road traffic management. A12 improvement works would also take place in Little Glemham, as well as at Saxmundham later in the year.		
3.06	David Seal presented the scheduled road closures for April to May and an image of the SPR in its partial operation state.		
3.07	David Peacop reported that passenger bus services were up and running.		
3.08	Richard Bull highlighted the partial openings of the SPR and NPR as a major project milestone. It was anticipated that over 1,000 workers would travel by bus daily, resulting in a reduction of up to 2,000 vehicle movements on local roads. To deliver this, the Transport Review Group (TRG) and the delivery steering group had approved SZC		



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	increasing the number of bus services and movements held within the transport agreement/HDV cap from 300 to 329.		
3.09	David Peacop stated that all SZC offices had been moved to Orwell Logistics Park, while Rockford House had been decommissioned. A fly parking team was now operational; signage had been attached to the front and back of SZC vehicles.		
3.10	Jez Porter highlighted the NSIPs within the area. Over the last 18 months, SZC had worked with ScottishPower Renewables East Anglia TWO to reduce the cumulative impact on the area. Dialogue was taking place with Lion Link and Sea Link in relation to de-risking work activities. SZC and ScottishPower had agreed to a collaboration to streamline road improvements in East Suffolk.		
	Q&A		
3.11	Alexander Nicoll asked whether there had always been an intention to increase the HDV cap. Richard Bull explained that SZC had requested a small increase in the HDV numbers, to allow it to move workers to and from the site and run the minimum required standard bus timetable.		
3.12	Robin Sanders noted that Sea Link had submitted an option 3 to their access for AILs along the B1122. He asked if SZC and Sea Link addressed this as part of its discussions. Jez Porter said he anticipated that the discussions would also cover this topic.		
3.13	David Findley expressed concern following damage to the kerbs and verges on diversion routes. He also asked if the Wickham Market to Coddendam Road works had been completed. Jez Porter replied that the first phase of the B1078 improvements had been implemented. SZC would undertake public realm developments, including elements of the road, in due course.		
3.14	Alexander Nicoll requested a timeframe for the implementation of the speed limit at Border Cot Lane. David Seal agreed to check the dates. Rebecca Quigg added that the project formed part of the Deed of Obligation scheme and agreed to provide an update. ACTION: David Seal to clarify when the speeding limit at Border Cot Lane will be implemented. ACTION: Rebecca Quigg to provide an update on the speed limit reduction plans at Border Cot Lane.	DS RQ	
3.15	Geraldine Barker requested that the lighting for the two lights by the SPR be reduced. David Peacop agreed to request this. ACTION: David Peacop to request that the lighting by the SPR be redirected accordingly.	DP	
3.16	Klaus Fortman asked whether the northern section of the four-way traffic management system for the SPR could be closed off during weekends. David Seal explained that Cadent and utility works were taking place in this specific section of the carriageway.		
3.17	Klaus Fortman asked who parish councils could approach regarding road improvements. David Peacop suggested that councils contact Richard Knight. Steve Merry suggested that		



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	councils use the reporting tool. Section 59 of the Highways Act also permitted authorities to reclaim costs generated due to exceptional traffic.		
3.18	Russ Rainger remarked that kerbs and verges were being damaged by traffic utilising alternative routes outside of SZC's scope.		
3.19	Ian Norman stated that signage during the Friday Street closure had lacked clarity.		
	Rail		
3.20	Stephen Keighley provided an overview of the ancillary construction area (ACA)/green rail route (GRR)/TCA track. Work on the GRR and TCA would start in the area immediately at the turnout from the branch line while work would commence in areas 4 and 5 of the TCA. The track within the ACA was substantially complete. The first train had entered the ACA on 23 February.		
3.21	75% of the TCA corridor had been handed over to the rail team. Regarding the GRR, installation of drainage across Buckleswood Road had been completed. Network Rail would perform heavy maintenance work on the Saxmundham junction from 23 to 31 May.		
3.22	David Taylor provided an overview of Network Rail's engineering works planned for 7 and 8, 14 and 15 and 21 and 22 March. A bus replacement service would operate between Ipswich and Halesworth.		
3.23	Emily Wood reported that, following lessons learned, Network Rail would use press releases to notify residents and stakeholders of works and highlight diversion routes where possible. Stakeholder correspondence would continue. Line-side neighbour notifications would be shared with local councillors and parish councillors, and there would be better traffic management signage. Local businesses would be contacted ahead of disruptions, and emergency services would be notified of road closures.		
3.24	David Taylor outlined that works would take place on the East Suffolk line from 23 to 31 May, with bus replacement services operating between Ipswich and Halesworth.		
3.25	David Taylor reported on the Melton Level Crossing update. Network Rail would deliver an interim stage and make minor adjustments to the signalling system. The work would facilitate overnight road closures.		
	Q&A		
3.26	Alexander Nicoll requested visibility of the 24-hour closures.		
3.27	Steve Merry requested that Network Rail also inform the tourism industry of road and rail disruptions.		
3.28	David Findley asked if Network Rail's engineering works would only take place in Ufford over three weekends in March. Emily Wood confirmed that there would be two weekend closures for Ufford.		
3.29	David Findley highlighted that there was substantial concern regarding the second phase of the Melton Level Crossing works. Stephen Keighley stated that the second stage of the Melton Level Crossing upgrade would take place in the first half of 2027.		



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3.30	Robin Sanders highlighted that it had been rumoured that some of the engineering trains parked at Saxmundham would be moved back to Woodbridge. Emily Wood agreed to check this. ACTION: Emily Wood to check whether some of the engineering trains parked at Saxmundham will be moved back to Woodbridge.	EW	
3.31	Robin Sanders noted that the parish councils were also publicly funded bodies and would require time to distribute correspondence. Emily Wood said Network Rail would produce posters that could be issued online. It always intended to provide advance notice.		
3.32	Klaus Fortman highlighted that parish councillors and local organisations utilised Nextdoor. Emily Wood stated that Network Rail would assess whether it could access Nextdoor.		
3.33	Geraldine Barker questioned where the heavy May works near Saxmundham would take place. Stephen Keighley said the main works would take place within 100 metres of the branch line junction. Geraldine Barker asked if both crossings in Saxmundham would be closed. Stephen Keighley said he did not believe so but agreed to check this. ACTION: Stephen Keighley to confirm whether both crossings in Saxmundham will be closed during the May works.	SK	
3.34	Geraldine Barker asked whether there would be any engines idling overnight in Saxmundham during the engineering works. Emily Wood agreed to review this. ACTION: Emily Wood to check if there will be any engines idling overnight in Saxmundham and Woodbridge during the engineering works.	EW	
3.35	John Bann requested an assurance that Melton Parish Council would be invited to provide input on the redesign of the Melton Level Crossing. David Taylor provided this assurance.		
3.36	Alexander Nicoll highlighted the previous Melton Level Crossing closure and recalled that residents had been barely aware of the closure until it had been imminent. Emily Wood stated that Network Rail would work with its traffic management companies and SCC colleagues on signage.		
4	Traffic Movements and Transport Review Group Update		
4.01	Rebecca Quigg presented the transport monitoring update.		
4.02	Regarding Average (mean) and maximum daily HGV movements. HGVs continue to be managed closely – an exceedance of the maximum daily cap in October had been dealt with and rectified to the satisfaction of the TRG, and movements in November and December were lower. Average LGV movements remained below the forecasted 250-daily limit.		
4.03	The TRG had reviewed the last round of traffic monitoring trends. A workshop would take place in March, while Rebecca Quigg would undertake one-to-one visits with parish councils.		



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4.04	SZC would fund a feasibility study for Knodishall. The TRG had also reviewed support for freight welfare provision at the NPR, as well as the transport and traffic monitoring reports.		
5	Q&A via Town and Parish Council Representatives		
5.01	<p>Melton Parish Council</p> <p>Q1. Energy scheme construction lorries, largely to and from SZC, are breaking kerbs and the edge of roads across the area but especially on the A12. As part of the SZC community payback scheme, can SZC release funds for SCC to undertake necessary road maintenance in response?</p> <p>Q2. Have Network Rail (NR) learnt the lessons of inaccurate signage and late/incomplete communications to all affected local communities around rail line and crossing closures last autumn and what pressure is SZC and SCC putting on NR to improve this poor performance in view of further planned works on the East Suffolk Line during 2026 and commencing in March?</p> <p>– John Bann said his pre-submitted questions had been comprehensively covered. He explained that some individuals might choose to not use diversion routes but rather opt for other routes that they were more cognisant of, which would then become damaged. SZC should look wider than diversion routes and provide funding to SCC to facilitate the improvements. Steve Merry stated that discussions on this would take place with SZC.</p>		
5.02	<p>Farnham with Stratford St Andrews Parish Council</p> <p>Q1. Road verges and surfaces on local roads</p> <p>There was considerable damage to the verges and road surfaces caused when the Friday Street junction was closed over a number of weekends. We realise that the damage occurred because most drivers did not follow the diversion and used sat nav instead. This includes articulated lorries as well as cars. We have been informed that the repairs are being delayed due to the wet weather. However, we would like to know the timescale for these repairs to be carried out and what plans there are for preventing this re-occurring on subsequent SZC-related closures, including when other road closures are in place?</p> <p>Q2. Overnight noise</p> <p>Several residents within Farnham and Stratford St. Andrew are being disturbed overnight when weekend closures take place. There is a significant amount of noise from large articulated vehicles delivering materials and when these reverse (beep alarm), as well as the sound of heavy equipment being used etc. There is also a significant amount of light pollution. This is in addition to all the daytime disruption from construction that is suffered all week. What can be done to mitigate some of this noise to allow locals to attempt to get some sleep?</p> <p>– Ian Norman stated that the question regarding verges had been answered.</p> <p>Regarding the question concerning overnight noise, David Seal said the tippers would need to work at night under the bespoke mitigation plan. He agreed to raise this. In relation to light pollution, he agreed to lower the lighting on Friday Street.</p>		
5.03	Snape Parish Council		



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	<p>Q1 The Friday Street junction has been closed and continues to be so as part of the roundabout commissioning work. While not always the designated diversion, it is clear that the B1069 through Snape village is used as an alternative. In October 2020 Snape bridge was closed to traffic, while essential repairs to the structure were undertaken. Could you reassure the PC that inspections are being completed to ensure the known structural damage is not worsening as a result of the extra and sometimes large traffic diverting through the village, please? Steve Merry stated that inspections were being undertaken on Snape Bridge.</p>		
5.04	<p>Woodbridge Town Council</p> <p>Q1. The numerous diversions this winter, particularly due to A12 closures related to SZC, have resulted in substantial traffic flows onto minor roads with restricted widths. The volumes of traffic have led to a lot more trafficking of the haunches and verges and combined with the very wet weather, this is leading to serious issues with deep ruts in the verges and failure of haunches. How and when is the restoration of these minor roads to be addressed?</p> <p>Q2. Signage of diversions has often not been inconsistent and often signs are placed blocking visibility for vehicles pulling out from junctions. How is this monitored and where there are multiple diversions can consideration be given to marking each diversion with symbols so the correct diversion is followed?</p> <p>– Regarding the question on diversions, David Seal stated that SZC would restore minor roads directly impacted by SZC works. Discussions would need to take place between him and Steve Merry.</p> <p>In relation to the question on signage, Steve Merry remarked that the symbols on the signs were being used.</p>		
5.05	<p>Marlesford Parish Council</p> <p>Q1. The viability of the Marlesford A12 mitigation works has recently been called into question because of an apparent reluctance on the part of Suffolk County Council councillors to approve the required reduction in speed limit through the village from 40mph to 30mph. What assurances can SZC and SCC Highways give that the works in Marlesford <u>will</u> be delivered in line with the proposed programme of works due to start on 5th May?</p> <p>Q2. Can SZC confirm that the latest Sizewell County-wide Construction Phase Directional Signage Strategy Pack (Rev07, 4th December 2023) is the latest version that is being worked to? And, given that the Southern Park and Ride is now operational (on a “soft opening” basis) is all the directional signage detailed in the strategy now in place to control worker traffic travelling to the SP&R?</p> <p>– Regarding the first question, Rebecca Quigg said SZC was confident that the consultation for the Traffic Regulation Order would go ahead before the pre-election period.</p> <p>In relation to the second question, David Peacop stated that some signs needed to be erected. The signs would be tweaked.</p>		



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5.06	<p>Benhall & Sternfield Parish Council</p> <p>Benhall and Sternfield Parish Council would like to apologise for not being able to send a representative along to the SZC STF meeting, but yet again, cumulative impacts intervened and an unavoidable clash occurred. Being situated on the NSIP frontline, Benhall and Sternfield parish council is becoming increasingly concerned that the adverse impacts of such an unprecedented number of NSIPs being developed or proposed for development at the same time in the same small geographical area are becoming overwhelming.</p> <p>Cumulative Impacts arising from such concentrated infrastructure development are affecting our daily lives in every way from pot holes and extended journey times to struggling with our mental health and wellbeing and the parish council would therefore like to ask the SZC Team to address the possibility that the community is already beginning to flounder here and assist us with getting our concerns aired with the other Developers at the highest level please.</p> <p>– It was noted that no representative from Benhall & Sternfield Parish Council was attending due to a clash of meetings. The question was acknowledged by the forum.</p>		
5.07	<p>Campsea Ashe Parish Council</p> <p>Q1. The recent A12 closures and the subsequent diversions have put high strain on smaller roads and lanes. As a result, many of them now exhibit unsafe verges, for example dangerous drops from tarmac to ground. Are there any plans to address this?</p> <p>Q2. With regards to A12 closures and the signposted diversions; How aware is SzC and SCC about drivers avoiding those advertised routes and choosing instead alternative and often unsuitable routes, that have difficulties coping with such level of volumes?</p> <p>– Klaus Fortman attributed the Melton closure as the reason for the unsafe verges and kerbs in Campsea Ashe.</p> <p>Regarding the question on A12 closures and signposted diversions, Klaus Fortman stated that parish councillors had predicted major issues with alternative-route traffic. There should not be such excessive hesitation over the allocation of funds.</p>		
5.08	<p>Cllr Alexander Nicoll</p> <p>Q1. The note from Network Rail recently shared via SZC with members of the Southern Transport Forum (following action 4.06 of the notes of the meeting of 4 Dec 2025) appears to summarise Network Rail’s internal communications review of the major blockade of the East Suffolk Line last autumn and suggests the review has been completed.</p> <p>Q2. Why did the review not seek to collaboratively cover the wider operational aspects from a Highways Authority or community impact perspective, thus suggesting that the Network Rail review was finalised without any discussion with the Suffolk County Council Network Assurance team and affected communities represented by Woodbridge TC, Melton PC and Ufford PC?</p>	EW	



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	<p>– Alexander Nicoll stated that Network Rail’s review of the major blockade of the East Suffolk line had not encompassed input from the SCC network assurance team and Woodbridge, Melton and Ufford parish councils. Emily Wood agreed to meet with these bodies.</p> <p>ACTION: Emily Wood to schedule a virtual meeting with the SCC network assurance team and Woodbridge, Melton and Ufford parish councils to discuss Network Rail’s review of the major blockade of the East Suffolk line.</p>		
6	Date of Next Meeting		
6.01	The next meeting would start at 18.00 on Wednesday 3 June at Riverside Centre, Stratford St Andrew Club.		
7	Close		
7.01	The meeting closed at 19.55.		