Meeting Note

Southern Transport Forum

Meeting Type: Southern Transport Forum

Meeting held on: Wednesday 3 June 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
John Marshall, 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
Luke Stevens, Land Management Lead
Zoe Botten, Community Relations Manager
Darren Benford-Brown, Community Safety Officer
Vidhya Shanmugam, Network Rail
Enyi Oji, Network Rail

External Attendees:

Cllr David Chenery, Wickham Market PC
Cllr Ian Norman, Farnham with Stratford St Andrews PC
Cllr Richard Cooper, Marlesford PC
Cllr Robin Sanders, Woodbridge TC
Dr Charlotte Fox, Benhall & Sternfield PC
Cllr Geraldine Barker, Saxmundham TC
Cllr Russ Rainger, Snape PC
Cllr Alexander Nicoll, Melton PC
Cllr David Findley, Ufford PC
Cllr Graeme Watts, Brightwell, Foxhall and Purdis Farm Group PC
Cllr Alexander Deal, Campsea Ashe PC
Cllr Sally Noble, East Suffolk Council

External Partners:
Suffolk Constabulary

1. **Welcome and Introduction of the Chair and Panel**
2. **Meeting notes and matters arising from Southern Transport Forum (4 March 2026)**
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 – 03/06/2026

Minute Ref	Actions/Comments	Who	By when
1 1.01	**Welcome and Introduction of the Chair and Panel – (Chair)** The Chair opened the meeting and welcomed the attendees.		
2	**Meeting Notes and matters arising from Southern Transport Forum (4 March 2026)**		
2.01	The minutes of 4 March 2026 were approved.		
2.02	The matters arising were as follows: ○ 3.14 – Steve Merry explained that the traffic regulation orders (TRO) formed part of phase 2 of the B1078 works. SCC had been asked to progress the TRO by 3 September. He was unaware of the implementation date for the signage. He		

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	was of the view that the project could be delivered separately to the main Wickham Market site. ○ 3.15 – The action was completed. ○ 3.30 – Enyi Oji explained that the trains would not remain idle at Saxmudham and Woodbridge following adoption of the new methodology. The number of engineering trains would also reduce. Cllr Robin Sanders questioned whether the trains would stop at Woodbridge. Enyi Oji replied that they would not. However, he would report any changes. Cllr Geraldine Barker reported recent instances of idling trains on Saxmundham Bridge. ○ 3.33 – Both level crossings in Saxmundham had not closed during May. ○ 3.34 – The action was addressed during the update for 3.30. ○ 5.08 – The action remained open.		
3	**Road and Rail Updates**		
	Road		
3.01	David Peacop shared a fly-through video of the main sites. The Southern Park and Ride (SPR) blacktop drainage changes were close to completion. The two-village bypass site had been set up fully, and work was taking place across the bypass. Landscaping works would be completed over the winter. Footage of the Yoxford roundabout was presented. The Northern Park and Ride (NPR) earthworks and drainage works were complete.		
3.02	90% of the archaeology for the Sizewell Link Road (SLR) was completed. The engineering trains were travelling through the Ancillary Construction Area (ACA), and earthworks had been completed. The rail line now moved through the Temporary Construction Area (TCA). The main access road would be set up through the spine of the site. The temporary batching plant was running. The site fence was 98% complete.		
3.03	David Seal reported on the A12 roundabouts. The Friday Street and Yoxford roundabouts had opened to traffic. Construction works for both roundabouts would conclude by the end of July. Road verge repairs and seeding would take place on 11-12 June.		
3.04	David Seal reported on the two-village bypass. Galliford Try had installed a temporary Bailey bridge over the River Alde. Local road improvement works and road closure dates were outlined. A new footpath would be installed at Marlesford; the Saxmundham junction would be realigned.		
3.05	David Seal reported on the A12 diversions at Marlesford and highlighted the permitted HGV diversion route.		
3.06	Luke Stevens presented the landscaping designs for the Yoxford and Friday Street roundabouts, the SPR and the two-village bypass. He also outlined the planned approach to planting.		
3.07	David Peacop stated that the SPR would consist of 80 spaces, although this figure would rise in line with increased site occupation. The bus service was being developed just as people moved into the area. SZC was currently using a blended fleet of electric and hydrogen buses. A bus operator had been appointed; SZC would conduct its own training. An example of a SZC bus timetable was shown.		
	Rail		

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3.08	John Marshall reported on the ACA/green rail route (GRR)/TCA track. 4,113 metres of TCA track had been installed over eight sidings. The first trains had entered the TCA on 13 May. 1,603 metres of track had been installed on the ACA. KNS zones track and ballast had been fitted for the GRR. A process was underway to establish the order of level crossing works.		
3.09	A nine-day rail blockade had taken place from 22 May to 1 June, and planned works had been successfully and safely completed. 11 trains had been used during the blockade to provide material. Some localised dust during unloading had been rapidly mitigated.		
3.10	Network Rail had conducted work on the East Suffolk line from 23-31 May. This had included signalling upgrade work at Melton crossing and safety operating system upgrades for Bealings crossing. The Melton crossing works had concluded with minimal disruption. John Marshall presented a table detailing completed level crossing works.		
	Q&A		
3.11	Cllr Robin Sanders stated that the southbound signage at Friday Street junction only referenced Farnham on the exit and did not clearly indicate access to the A12. David Seal agreed to insert a temporary sign. **ACTION**: Insert temporary signage at Friday Street junction that clearly indicates access to the A12.	DS	
3.12	Cllr Geraldine Barker thanked SZC for implementing warning signs for Marlesford.		
3.13	Cllr David Findley raised concerns about the verges further south and asked whether there were any plans to repair these. David Seal responded that SZC would adopt a common-sense approach and address the worst verges.		
3.14	Cllr Alexander Dean asked whether there would be any deterrents to prevent vehicles from using the alternative diversion route at Marlesford. David Seal replied that SZC would clearly outline the diversion routes for its HGVs, but it could not prevent non-SZC vehicles from using the alternative route.		
3.15	Cllr Alexander Nicoll stated that he hoped residents would be informed of the schedule for the Melton and Darsham level crossing works. Vidhya Shanmugam responded that planning was underway, and Network Rail hoped to award a contract by the end of the summer. Network Rail would plan its communication. Cllr Alexander Nicoll emphasised the importance of Sam Guiver's involvement and accurate signage.		
3.16	Cllr Robin Sanders asked whether National Grid had indicated when it intended to close Benhall Bridge for its investigation. Enyi Oji agreed to take this away. **ACTION**: Network Rail to check when National Grid intends to close Benhall Bridge.	NR	
3.17	Cllr David Findley stated that the River Deben had recently breached its weir. The breach threatened the East Suffolk line and farmers. He requested immediate action to ensure that the breach did not present a risk. Enyi Oji agreed to request an inspection. **ACTION**: Network Rail to request an inspection of the River Deben following the breach.	NR	

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3.18	Dr Charlotte Fox stressed the importance of meaningful coordination. National Grid's uncompromising view on the Sea Link project had been incredibly disheartening. There were several issues associated with National Grid's proposed route for Sea Link. Any access route that ran through Benhall and over the River Fromus would result in an adverse impact. SCC had proposed an alternative option that the National Grid had rejected by stating that it would delay delivery of its critical infrastructure. Dr Charlotte Fox appealed to SZC to try to coordinate with other developers at a meaningful level.		
3.19	Richard Bull expressed sympathy with Dr Charlotte Fox's comments. He hoped that National Grid adopted a collaborative approach, should it receive a DCO. SZC was happy to engage with National Grid.		
4	**Traffic Movements and Transport Review Group Update**		
4.01	Rebecca Quigg presented the transport monitoring update.		
4.02	Maximum daily HDV movement had slightly exceeded the target in March. This had followed the Transport Review Group's (TRG) decision to allow for an additional 58 movements. The directional split of HGV movements had shifted back towards the target distribution of 85% southbound and 15% northbound. LGV movement remained at 100 per month.		
4.03	The parish monitoring workshop would take place on 17 June. Rebecca Quigg had held one-to-one meetings with approximately 25% of traffic monitoring parish councils to discuss their figures in detail. The TRG had agreed to fund a feasibility study for Knodishall. Financial administration for the permanent traffic monitoring points was complete. Quarterly traffic monitoring reporting meetings would commence once data had been collated from the permanent points.		
4.04	The Q2 TRG had taken place, during which support had been expressed for electric charging points for buses at the park and ride sites. Routes and HGV limits for OSI sites had been agreed; rail freight movements and passenger transport operations had also been discussed.		
4.05	Richard Knight reported that Causeway one.network and OS map overlays had been incorporated within the works tracker. The Causeway one.network had launched in a hybrid state alongside the SZC works tracker. Causeway one.network would include a list of roadworks associated with SZC. The list would also be issued every Friday via text and email. The road network would be cleared during peak hours and key events.		
	Q&A		
4.06	Cllr Sally Noble expressed concerns regarding speeding and high traffic volumes on Wickham Market High Street. SZC motorcycle officers had stated that Wickham Market High Street did not have a safe area to pull over vehicles. Cllr Sally Noble requested that the motorcycle officers monitor Wickham Market High Street with cameras. Rebecca Quigg acknowledged the concern and explained that Suffolk Constabulary would designate the camera locations. Rebecca Quigg also agreed to raise this with the Suffolk Constabulary representatives at the TRG. A local scheme was being developed to support Wickham Market.		

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4.07	Cllr Richard Cooper asked if the SPR had opened for the LGV consolidation. David Peacop responded that it had not. Cllr Richard Cooper questioned how SZC was recording the LGV figures. He anticipated a change once the SPR came into operation for the LGV consolidation. Rebecca Quigg agreed to check this with the freight management team. **ACTION**: Rebecca Quigg to determine whether there will be a change to how SZC records the LGV figures once the SPR comes into operation for the LGV consolidation.	 RQ	
4.08	Cllr Alexander Nicoll said he hoped that the HGV cap would not increase continually. He also asked if the rail freight might result in a reduction of HGVs. Steve Merry replied that the rail freight should lead to reduced HGV numbers. Regarding the cap increase, SCC would review all data. Such decisions were not taken lightly.		
5	**Q&A via Town and Parish Council Representatives**		
5.01	**Marlesford PC –** ***The Parish Working Group on traffic monitoring last met on 21 November 2025. In the draft notes of the March STF, it was recorded at paragraph 4.03 that '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'. Marlesford therefore has two questions:*** 1. ***The last round of data referred to must mean October/November 2025 – where are the results?*** 2. ***Whilst we have had a one-to-one meeting with Rebecca Quigg, these have not specifically been in relation to traffic monitoring.*** ***Can SZC clarify the position on traffic monitoring reporting and explain whether the proposed quarterly reporting of data from permanent monitoring sites is going ahead?*** Cllr Richard Cooper stated that the pre-submitted questions had been addressed. He asked if SZC could take any action to deter rat running in Marlesford. Steve Merry responded that discouraging signs could be erected that would outline that certain roads were unsuitable for diversions. He also cautioned that this might not be the optimal solution.		
5.02	**Melton PC –** ***On 15 May overnight road closures on the A12 at Marlesford for highway works arising from the SZC scheme were announced by letter to locally affected residents as commencing on 1 June and for as yet unspecified dates in July, August and September. While supporting the elements of the scheme proceeding in consultation with Marlesford PC, it is noted that the diversion route includes the A1152 through Melton where local community sensitivity is heightened as this route is heavily used and includes the Melton level crossing. Melton PC were not advised or consulted by the SZC Community Relations team or SCC Highways. Why?*** Cllr Alexander Nicoll requested that Melton PC be advised of future diversion routes so that residents could be informed. ***SZC and a group of parishes last met to consider traffic monitoring over six months ago. More recently at the March STF meeting it was noted that the TRG had reviewed the last round of traffic monitoring data and a workshop would take place with key parishes, but Melton PC is not aware that any such meeting took place. It would therefore be helpful if SZC could clarify the arrangements (we thought previously***		

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	agreed) whereby traffic monitoring reports would be discussed with those parishes most affected via a Teams meeting and with greater regularity than once or twice a year given that we had been advised that there would be quarterly reporting of data from permanent monitoring sites presumably as requested by the TRG. It was confirmed that the question had been covered during the meeting.		
5.03	**Campsea Ashe PC –** ***During recent closures of the line between Woodbridge and Lowestoft, the bus replacement service has been using several minor and for large vehicles unsuitable lanes in Campsea Ashe. Ivy Lodge Road is a weight restricted road and has also been regularly used. The reason for the TO there is that it is in parts very narrow and hence dangerous to navigate not only for larger vehicles. If proof is needed, yet another frontal collision between cars happened again there recently. Can National Rail ensure that bus replacement services in future will use appropriate routes?*** It was confirmed that the question had been covered during the meeting. ***Residents have complained about the noise and visual impacts of the SPR. Whilst SZC decided not to plant on the bund, we would like to query whether SZC will re-appraise that decision, should repeated complaints about impacts continue?*** Richard Bull said the site would be easier to manage during operation. The landscaping scheme had been developed to mitigate the operation of the site. The scheme would bolster the existing hedgerows around the site and incorporate the new line of hedgerow along the public right of way (PRoW) on the western boundary. There was a focus on the permanent boundary.		
5.04	**Ufford PC –** ***At the 4 March meeting, a question was raised about the SZC stance regarding solar panels on warehouses, buildings and its transport infrastructure, given the commitment to electric buses and other transport initiatives. The response – unfortunately not minuted – was that SZC were committed to installing solar panels and other green energy initiates where viable.*** Richard Bull stated that SZC would assess this in more detail. David Peacop added that this would be reviewed for the main site. ***Given climate change and other developments, why have SZC not installed solar carports at the two park and ride facilities? This is common practice in many European countries both to shield vehicles from direct sunlight and heavy rain but also to generate green energy and water recycling. A good example is in almost all motorway service areas across the road network in both France and Italy. This practice is being adopted as part of UK Government energy and transport policy advice.*** Richard Bull said the SPR was a temporary site. Solar and EV could not be mixed due to a fire risk. It would be much more difficult to place a canopy over the car parks as Wickham Market was situated on a slope.		
5.05	**Woodbridge TC –** ***Woodbridge TC has noted, alongside Melton PC, a significant increase in traffic using the B1438 through Woodbridge and along Melton Hill/Road to join the A1152 at Melton Crossroads as an increasing number of drivers become***		

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	aware of roadworks/closures on the A12. The B1438 through this area has areas of high pedestrian use and un-signalised pedestrian crossing to and from many substandard width pavements. It would be appreciated if SZC/SCC would consider signing before the A12/B1438 junction that read 'Avoid using B1438/B1069 to access the A1152' and at Melton crossroads that stated, 'Avoid using B1438 to access A12 southbound'. The question was acknowledged. ***Woodbridge TC has noted Network Rail deadline 7 submission during the examination of National Grid Electricity Transmission's (NGET) Sea Link project where it expresses severe concerns that NGET seeks to remove from Network Rail various rights to control the operational use of the railway within the Sea Link DCO and allow unfettered use/control of the land by NGET. This could have severe consequences on the overall transport strategy for SZC and impact on road traffic. What action, if any, is being taken to curb NGET's ambitions to be able to close the line at will?*** Richard Bull stated that Network Rail had pushed back against NGET and set out its case during the examination. SZC had also emphasised the importance of rail freight for its project. Both SZC and Network Rail had requested protected provisions within the DCO. It was hoped that the Secretary of State would make the right decision.		
6	**Date of Next Meeting**		
6.01	The next meeting would start at 18.00 on Wednesday 2 September at Riverside Centre, Stratford St Andrew Club.		
7	**Close**		
7.01	The meeting closed at 19.38.		