

CODDENHAM PARISH COUNCIL

Agenda Paper



Tuesday 19th February 2019

Report to Council

Item 7a. To **RECEIVE** a report on EDF Energy's proposals to upgrade the B1078 junctions with the A140 and the B1077.

At a meeting on 17th January, last, Council considered a proposal to respond to EDF Energy's consultation document and in particular, to their plans to upgrade the B1078 junctions with the A140 and the B1077. Cllr Hardy was asked to investigate further and to prepare a report, in conjunction with the Highways Working Group, for the February Council Meeting.

The following is Cllr Hardy's report:

In relation to the Stage3/Proposals/Sizewell/Nuclear new build..., Coddenham Parish Council asked for clarification of two items in the consultation document:

- A140/B1078 west of Coddenham, changes to signage and road markings as well as vegetation maintenance to improve visibility and safety at the junction,
- and similar works at the B1077/B1078 junction.

I have contacted the consultation team to ask for clarification of what additional traffic is expected to warrant these changes, to quantify expected increased traffic use and to define types and sizes of vehicles.

Summary of the key points:

- **Both junctions will be over capacity by 2022 irrespective of the Sizewell development.**
- **Sizewell will increase the traffic volume by up to 2% by 2022 for both junctions and by 7% for the A140 junction by 2027 and by 8% for the B1077/B1078 junction by 2027.**
- **The nature of the increased Sizewell traffic will be light vehicles and cars rather than HGVs.**
- **The measures to improve the junctions would be mainly in terms of safety and would take the form pruning of vegetation to improve visibility and changes in signage and road markings.**

The full response was as follows:

Dear Councillor Hardy,

Thank you for your inquiry on behalf of Coddenham Parish Council, regarding the proposed changes to signage and road markings as well as vegetation maintenance to improve visibility and safety at the junction of the A140/B1078, west of Coddenham and the B1077/B1078 junction.

To clarify, it is not the B1078/B0177 junction south of Ashbocking but the B1078/B1079 junction east of Easton and Otley College where we propose works. Both this and A140/B1078 works are mainly for safety reasons. This is referred to in sections 17.3 and 17.4 in Volume 1, please see below:

17.3. A140/B1078 west of Coddenham

a) Site description

17.3.1. The A140/B1078 junction is a priority T-junction on a dual carriageway. It is situated approximately 3.2km east of Needham Market and 650m north-east of the A14/A140 Beacon Hill junction. The A140 northbound to B1078 movement is provided by a

Coddenham Parish Council

right-turn off-slip, whilst the B1078 traffic is restricted to a left-turn movement only onto the A140 southbound. The A140 is subject to a 50mph speed limit, whilst the B1078 is 60mph (the national speed limit for a single carriageway), and neither have street lighting. Figure 17.1 shows the existing junction layout.

17.3.2. Road safety analysis indicates a higher than expected number of collisions on wet/damp road surfaces, and a higher than expected number of Heavy Goods Vehicles (HGVs) involved in collisions at this junction. From 2011-2015, eight out of 11 collisions involved vehicles turning into the B1078 across the A140, colliding with southbound vehicles. Potential reasons for the collisions identified include speeding on the A140 southbound due to the downward gradient of the A140, visual obstruction from the 'Give way' line and poor driver behaviour.

b) Future conditions in 2022 and 2027 – reference case

17.3.3. The modelling has indicated that the A140/ B1078 junction will be at capacity by 2022 without the Sizewell C development. Background traffic growth to 2022 will mean that the queuing on the B1078 approach to the junction will increase, irrespective of Sizewell C. By 2027, delays on the B1078 will cause vehicles to divert to alternative routes.

17.3.4. The performance of the junction directly relates to the A140 southbound traffic volume, which, in the 2027 reference case, is approximately 1,200 vehicles per hour. The B1078 traffic flow is approximately 500 vehicles per hour.

c) Future conditions in 2022 and 2027 – including Sizewell C

17.3.5. The Sizewell C development would increase the traffic at this junction by up to 2% by 2022 and 7% by 2027. This increase in traffic would marginally impact upon the performance of the junction and delays would increase when compared with the reference case.

17.3.6. The additional traffic generated from the Sizewell C development could exacerbate the identified road safety issues resulting in additional accidents. To minimise this risk, EDF Energy proposes minor safety improvements for the A140/B1078 junction.

d) Junction improvements

17.3.7. Figure 17.2 shows the junction improvements which are proposed for the A140/B1078 junction.

17.3.8. The works described below would be implemented during the early years of the construction programme and are as follows:

- vegetation maintenance: to improve visibility for vehicles turning right into the B1078 and left onto the A140;
- signage and road markings:
- Change the existing 'Give way' sign at the right turn from the A140 northbound towards the B1078 to a 'Stop' sign, requiring drivers to observe oncoming vehicles on the A140 southbound before crossing safely.
- Where necessary, update signs to comply with highway regulations and provide sufficient notice in advance of the junction. The signs would be cleaned, and where necessary, replaced during the Sizewell C construction period.
- Extend the existing hatching to the full length of the right turn lane on both sides, preventing vehicles from stopping parallel to each other and obscuring visibility. Road markings would be refreshed.
- site monitoring: SCC would undertake regular monitoring and liaise with EDF Energy as part of a monitor and review process.

Coddenham Parish Council

17.3.9. EDF Energy expects that whilst these junction improvement works would not increase the capacity of the junction and delays are still likely, they would improve the safety of the A140/B1078 junction.

17.4. B1078/B1079 east of Easton & Otley College

a) Site description

17.4.1. The B1078/B1079 junction is a rural priority T-junction approximately 1.5km south of Otley and 400m east of the Otley campus of Easton & Otley College. The B1078 is subject to a 40mph speed limit, whilst the B1079 is 60mph, both are single carriageways and neither have street lighting. Figure 17.3 shows the existing road and junction layout.

17.4.2. Road safety analysis indicates a higher than expected number of collisions on the B1078 between the college and the B1079 junction. There is limited forward visibility and this has contributed to accidents in the area. SCC has already undertaken works in the area to make drivers more aware of their surroundings and this has been included within the assessment of the reference case.

b) Future conditions in 2022 and 2027 – reference case

17.4.3. The junction modelling indicates that the B1078/ B1079 junction will be above capacity by 2022 and in the 2027 reference case, even without the Sizewell C development. Capacity issues arise because nearly all B1078 traffic turns right onto the B1079. The analysis shows that the limited visibility at the junction has little influence on the delays.

c) Future conditions in 2022 and 2027 – including Sizewell C

17.4.4. The Sizewell C development is expected to increase the traffic at this junction by up to 2% by 2022 and up to 8% by 2027. This increase in traffic would impact upon the performance of the junction.

17.4.5. The additional traffic generated from the Sizewell C development could exacerbate the identified road safety issues on the B1078 between the college and the B1079 junction, resulting in additional accidents. To mitigate the effects of the Sizewell C traffic, EDF Energy propose minor safety improvements for the B1078 and at the B1078/B1079 junction.

d) Junction improvements

17.4.6. Figure 17.4 shows the proposed improvements on the B1078 and B1078/B1079 junction.

17.4.7. The works described below would be implemented during the early years of the construction programme and are as follows:

- vegetation maintenance: to improve forward visibility on the B1078 and to increase visibility for vehicles at the B1078/B1079 junction;
- signage and road markings: additional signs on the B1078 approach to the junction. The condition of roads signs would be checked, and where necessary, cleaned or replaced during the Sizewell C construction period. The centre warning line of the carriageway would be highlighted with road studs to increase driver awareness; and
- site monitoring: SCC would undertake regular monitoring and liaise with EDF Energy as part of a monitor and review process.

17.4.8. EDF Energy expects that these highway improvements would improve the safety of the B1078 approach and the B1078/B1079 junction, although delays are still expected.

The table below is taken from the information provided in Chapter 6 of our main consultation document, for Wickham Market, with comparative daily two-way flows at Coddenham:

Coddenham Parish Council

Location	2015	2027				2022			
	Current	2027 RC	SZC	2027 With SZC	Incr over RC	2022 RC	SZC	2022 With SZC	Incr over RC
B1078 Wickham Market (location O)	3,850	6,200	1,050	7,250	17%	5,250	200	5,450	4%
B1078 Coddenham	8,200	11,650	850	12,500	7%	12,500	150	12,650	1%

RC refers to 'Reference Case' – which is the forecast level of traffic without Sizewell C in 2027 (the year of peak construction on site) and 2022 (the first year of construction).

These figures are similar whether we pursue a road-led or rail-led strategy for the delivery of freight to site. It is important to stress that the official HGV route to site and the conditions we will put in place means that HGVs will keep to the dedicated route of the A14 and A12 and should not be using these junctions at any point.

You will note that there are higher base flows at Coddenham but less Sizewell C related traffic - so a much lower relative impact from our activity.

Please do not hesitate to contact us if you need any further information.

Best regards,

Sizewell C Community Team
EDF Energy - Nuclear New Build
Freephone:0800 197 6102*
Email:info@sizewellc.co.uk
Post: FREEPOST SZC CONSULTATION

I followed this up with an additional enquiry as to the nature of the additional traffic in terms of types of vehicles and received the following information.

Dear Councillor Hardy,

Thank you for your email. Our forecasts indicate the traffic attributable to Sizewell C at Coddenham would not be HGVs or buses but cars and Light Goods Vehicles (less than 3.5 tonnes). About 8-9% of the Sizewell traffic would be LGVs, the rest are cars.

Cllr. Colin Hardy, Friday, 08 February 2019

Peter Whitehouse

Parish Clerk