

## Briefing note 1 - Traffic

### Proposed energy-from-waste facility at Great Blakenham, Suffolk

Recycling and resource management company, SITA UK, submitted a planning application to build an energy-from-waste facility at the former highways depot at Lodge Lane, Great Blakenham, near Ipswich, in January 2011.

A decision on the planning application is expected by the Autumn.

The results of an independent survey, which has assessed the traffic implications of the proposal, will be included in the planning application. The survey has concluded:

- The amount of traffic going to the proposed energy-from-waste facility will be more than halved compared with its previous use as a highways depot, although there will be a marginal increase in the number of lorries going to and from the site.
- The majority of lorries will get to the site from the A14 (junction 52 at Claydon). The only lorries travelling through Great Blakenham, Claydon, Bramford, Sproughton, Needham Market, and the villages along the B1078 will be local waste collection vehicles, which already use these routes. There will be no increase in these vehicles.
- When the A14 is closed because of an accident or incident, waste lorries already on the road would follow the diversion routes approved by the Highways Agency. This is likely to be on an infrequent basis. If the closure was planned, waste lorries would not set off for or leave Great Blakenham until the A14 has re-opened.
- In carrying out the traffic assessment, we have taken into account the potential traffic impact of other proposed developments, including SnOasis, the expansion of the Orion Business Park and development at Felixstowe Port. We have also allowed for the general increase in traffic, using Department for Transport estimates.
- Taking all of these factors into account, the assessment showed that if all these developments went ahead, the current road network, including nearby junctions, could cope with the overall increase in traffic.

#### Vehicle numbers

##### Vehicles going in or out of the site each day

	Energy-from-waste	Highways depot	Difference
<b>Lorries</b>	212	178	+ 34
<b>Cars</b>	96	502	-406
<b>Coaches</b>	4	0	+ 4
<b>Total</b>	312	680	-368

At peak times, when the roads are busiest, the energy-from-waste facility would create less congestion on the roads, than the highways depot that used to operate at the same site. Between 8am and 9am, there would be a maximum of



11 cars and 16 lorries going into or out of the site – that's 55 fewer cars, but two extra lorries compared with when it was a highways depot. Between 5pm and 6pm, there would be 27 cars and no lorries, compared with 32 cars and 9 lorries when it was a highways depot.

For the energy-from-waste facility, the figures are based on the predicted number of waste vehicles going to and from the site, plus 43 staff (each travelling in their own cars), five visitors (in cars) and two coaches a day.

In practice, not all staff will necessarily arrive by car, and there are unlikely to be five visitors or two coaches going to the visitor's centre every weekday, so the overall number of vehicles going to the energy-from-waste plant is likely to be less than the above figures suggest.

Around 39 of the lorries in the energy-from-waste column of the above table are already on the local road network anyway, as they are currently taking waste to the Masons Landfill site nearby. Once the energy-from-waste plant opens, these lorries would divert there.

The highways depot figures are based on actual numbers going to the site over seven consecutive days in June 2010, when the highways depot was still operational. This represents a typical week, but not when the site was at its busiest with gritter lorries during the winter months.

### Junction assessment

We paid particular attention to the impact of increased traffic from all proposed developments on the following junctions:

- Lodge Lane/Bramford Road junction
- B1113/Bramford Road junction
- A14/B1113 Claydon interchange.

The assessment concluded that the junctions could cope with the predicted traffic levels. The change of use from highways depot to the proposed EfW would actually improve the operation of these junctions in the peak hours, as a result of reduced flows.

### A14 diversion routes

The Highways Agency has agreed routes to divert traffic from the A14 when there is an incident / accident. Depending on where the incident is, traffic is diverted through Barham, Claydon, Great Blakenham, Needham Market, Bramford and Sroughton. Maps showing the diversion routes are available by ringing: 0800 072 1179.

Energy-from-waste related traffic that is already on the road would have to follow these diversions, but wherever possible traffic going to or from the plant would not set off until the A14 was re-opened.

**More information** – if you would like more information on traffic, or any other issues relating to the proposed energy-from-waste facility, please call our freephone information line: 0800 0721179.