

Notes of Meeting: Trunk Road Maintenance Programme 2018

Purpose: To receive reports from Highways England on proposed work on the A14 in the vicinity of Felixstowe and the Trimleys during August & September 2018

Date: Thursday 21 June 2018

Location: Felixstowe Town Council offices (3pm)

Attendees

Cllr Graham Newman (Chair)	Felixstowe Mayor, SCC Councillor Felixstowe Coastal (2)
Cllr Mary Evans	SCC Cabinet Member for Highways and Transport
Cllr Mark Jepson	Felixstowe Town Council
Ash Tadjrishi	Town Clerk, Felixstowe Town Council
Yvonne Smart	Trimley St Martin Parish Council Chairman
Caroline Lay	Trimley St Martin Parish Council Clerk
Cllr Clive Minnican	Trimley St Mary Parish Council
Cllr Bryan Frost	Trimley St Mary Parish Council
Cllr Stuart Bird	SCC Councillor Felixstowe North and Trimley
Cllr Steve Wiles	SCC Councillor Felixstowe Coastal (2)
Bob Parker	Trimley St Martin Parish Council Deputy Chairman
Cllr Mike Deacon	Felixstowe Town Council
Rachel Partridge	Police
(Rachels colleague)	Police
James Gradwell	Kier Area 6 and 8 supporting Highways England
Mel Willis	Kier Area 6 and 8 supporting Highways England
Steve Smith	Kier Area 6 and 8 supporting Highways England
Chris Graves	Suffolk Highways Service Manager
Peter Grimm	Suffolk County Council Strategic Traffic Manager
Kelly Milburn	Highways England

Introduction by Peter Grimm: Emotions very high after last season's work. Public were reported as taking pot-shots at the passing lorries. Recognise that road works on trunk road need to be done. Alternative routes pass along the single-track road and through Trimley, etc. We need to work together to determine how best to mitigate the consequences of the trunk road traffic being diverted and improve communications to include messages to the community prior to the work, during the work should anything change e.g. works extend and a message at the end telling when works are complete

Kelly Milburn, Highways England: Started by saying her team were not involved in the works last season but has investigated to understand why they overran. The contractor for that project had required some remedial concreting work to be carried out prior to being able to guarantee their work.

Kelly was here to listen. She recognised the need for Highways England to communicate better.

No guarantee that there will not be further patching work identified from this year's surveys. Funding limitations are such that likely need to return each year/ every other year

Proposed Work:

Works proposed in total 20 overnight shifts week days for both patching schemes (life expectancy 5-8 years depending on numbers and weight of traffic).

1. First scheme between J59 and J58

westbound diversion via Trimley St Martin and Old Felixstowe Road (Morston Hall single track road)

2. Second scheme between J62 and J60

westbound diversion through Felixstowe
[Comment to clarify diversion via Trinity Ave, Walton Avenue, Langer Road, Garrison Lane, Candlet Road – not sure this was made clear at the meeting]

Recent Survey scheme which jumped in with proposed road closures without consulting Chris Graves or Peter Grimm, and without knowledge of Kelly, were proposed by another team. This has been modified so that currently doing coring using lane closures, but some full closures will be required at the end of the above works.

Long Term

Contraflow traffic management only economical for schemes of several weeks duration and are left out 24/7 therefore effect traffic day and night.... When feasible the advantage is traffic kept on the HE network and not traffic local roads but it is not a solution for this set of works.

We were informed by Highways England in February at a meeting at ITFC that the A14 is generally not wide enough for the volumes of traffic/HGVs to set up a contraflow in particular the section of A14 approaching Felixstowe. As pointed out the volumes of trunk road traffic are then expected to divert through narrow county roads. Later in meeting Peter Grimm suggested this topic is discussed at the 'Felixstowe' Liaison Committee.

Solution Going Forward:

Request that the Port of Felixstowe is approached to see if they are able to assist although meeting recognised they are not able to influence all lorries. Felixstowe Port believed to work more 24/7 than say Harwich Port.

Meeting stated they believed Port 'closes' Saturday afternoon and Sunday through to early Monday morning. HE took this away to investigate if this could be an option. HGV traffic causes the issues with the local residents.

Cost of impact on local roads: Are Highways England going to contribute? It was pointed out by Kelly that both County and Highways England go onto each other network (although HE traffic much heavier/larger numbers). Chris Graves stated that Suffolk are proposing to undertake pre and post video surveys of county network so that this time there is evidence of damage caused by diverted traffic. Suffolk CC proposing traffic counters for numbers/ type of traffic. Request that surveys undertaken to also measure speed of traffic.

"Last time 5 nights with no sleep for several weeks than a break and suddenly returns without notification".
"Can traffic be slowed down as HGVs clocked at 60mph not 30mph?"

HE and SCC could investigate a 20mph restriction?
It could be possible however it would have to be advisory and it is not enforceable. The police can not enforce/charge someone going faster if a temporary 20mph is arranged.

Police can enforce 30mph but difficult to man overnight. HE said they have paid for police to be in attendance on other schemes.
“Awful at night as can’t get away from the noise of HGV traffic”.

Highways England are trying to arrange for their Speedcam vehicle to be available however they can not enforce the speed restriction. HE and SCC are currently working together to explore the possibility of the Norfolk-Suffolk Speed Partnership being on site. These can enforce the 30mph restriction.

Cadent are proposing to work in July using traffic signals along Walton High Street. Re-assurance given by Chris that works will be co-ordinated by Network Assurance. As yet Highways England have not noticed their works formally to Suffolk to allow Network Assurance to confirm roadspace.

Concern about the previous quality of repair by Cadent along the High Street. Graham had been chasing Network Assurance. Chris confirmed the previous temporary repairs were due to be rectified in July prior to the HE works.

POST NOTE: the temporary repairs have been arranged to be undertaken with Cadent’s other works planned for July. (Note these are not along the proposed diversion route).

Highways England asked opinion that they use temp traffic signals e.g. where sections of parked car restrict road width to single lane. Meeting also concerned about additional noise from stop/ start air brakes and noisy acceleration from standstill.

High Road, Walton, has a very irregular surface which jolts vehicles and exacerbates the noise of HGVs.

Request that potholes repaired along the diversion route!

POST NOTE: Chris drove route after the meeting and could not identify a pot hole in High Road Trimley. There are some sunken manhole covers along the High Street.

Councillors meeting with John Clements (Suffolk Highways Asset Manager) to view sites in Felixstowe area including the High Street.

Suggestion to use Stack system to hold vehicles overnight during the works. Possible solution for future but as diversion majority westbound this would not be suitable.

Morston Hall single track road. Verges were overrun during last works. It was thought that Highways England were going to repair these having been reported at the time to HE. Also it has been identified that 28 number gully grates were damaged along the same section of road. Evidence circumstantial. Insufficient to claim. Councillors asked if these will be repaired before the next diversion takes place. HE offered to 'cone off' along the section of road to protect the damage gullies. SCC to check if these repairs have been programmed following the inspection. SCC stated they would like HE to contribute to the repairs along this section of road.

POST NOTE: Suffolk Highways are planning to undertake repairs to Morston Hall section of road for end of July including 29 number gullies and verge repairs due to overruns, etc. The repairs to the gullies alone are estimated at £22,544.

Meeting favoured one-way restriction on Morston Hall single track road. Chris stated more effective for eastbound diversion towards from Trimley as short alternative route along A14/ main flow of traffic unable to fit into passing bays. Westbound not as vital as main direct of flow is has priority and diversion from Levington junction sends traffic all the way back to Seven hill junction where they started from.

Action Plan

HE to speak to the Port, although the meeting acknowledged they are likely to have limited impact on traffic leaving the port and other lorry distributors in the area.

HE going to look in to the possibility of

weekend/Sunday working to avoid/minimise HGV traffic along the diversion.

HE to book road space with SCC network Assurance to secure their preferred dates.

HE and SCC to explore the possibility of the Norfolk-Suffolk Speed Partnership to enforce the 30mph restriction.

Alternatively, HE and SCC to explore the possibility of an advisory 20mph restriction.

Following a request for speed surveys and traffic counts. SCC to arrange (suggest HE should pay).

HE to review need for temp traffic signals or possibility to temporary restrict parking alongside providing alternative parking.

HE to place one-way restriction along Morston Hall single track road to allow diverted traffic out of Trimley unimpeded. Advance signing required at the other end of Old Felixstowe Road and Seven Hills junction.

Communications Plan

Draft communications plan being prepared by HE. Dates need to be confirmed.

Identify councillors who need to be informed.

Weekly Alerts can be signed up for from HE.

Reason for timing of this meeting is to enable local magazines, newsletters to include text from HE.

To be advertised locally in newspapers and local radio.

HE stated they will letter drop those residents along the diversion routes. Agreed that local Councillors be given the opportunity to review the distribution zone prior to this to ensure the message is being sent out to relevant parties.

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