

**From:** [Cronshaw, Ian](#)  
**To:** [Ian Field](#)  
**Cc:** [Ibberson, Kelly](#)  
**Subject:** Beacon Fen - Highways Consultation Meeting Notes  
**Date:** 13 June 2023 12:36:00  
**Attachments:** [image001.jpg](#)  
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Hi Ian

Thanks for your time earlier. I'm just sending you a brief record of our conversation as an aide memoir for both of us. Please let me know if you have anything to add or have any further comments.

Items briefly presented by myself included;

- Potential access routes to northern and southern arrays, noting there is no direct A-road access to either area;
- The current approach to identifying unfavoured access routes at this stage, including for example avoiding areas of local population, roads with insufficient geometry, weight restrictions, on-street parking;
- Proposed survey locations, to include ATCs on A15 and A52, ATCs on all links comprising the favoured construction access routes, and 3-day level crossing survey at Burton Road level crossing;
- Potential for one-way loops to avoid construction traffic on local roads.

Issues identified by you for further consideration include;

- To follow a general principle of keeping construction traffic on A and B roads as much as possible, and taking direct routes to sites on local roads, and avoiding villages where possible;
- Detailed accident analysis and mitigation on A52 may be required, as there have been several fatalities – you are to consult with colleagues as to whether any mitigation schemes have been identified, and to provide details to us if available;
- Percentage traffic increases on local roads may be significant given very low background flows;
- One-way construction traffic routes are favoured to avoid conflict on local roads;
- Left-in, left-out access to A17 is preferred to avoid cross movements of HGVs on a high speed road with heavy traffic flows;
- SPA is required to demonstrate negotiability of local roads by construction vehicles;
- Confirmation of abnormal loads and routing should be provided – single track roads are not generally considered suitable for such loads;
- Passing places favoured as an effective form of mitigation where construction routes are too narrow for two-way working.

I appreciate that we have provided very limited information at this stage for you to consider, and we will endeavour to share more detailed information with you as it becomes available.

Kind regards

Ian

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