

**EDF Energy**  
**Sizewell C/Wickham Market Parish Council Traffic & Transport Meeting**  
**28 September 2020**

**Attendees:**

*Steve Merry, Suffolk County Council (Chair)*

*Richard Bull, EDF*

*Tom McGarry, EDF*

*Stephen Henry, EDF*

*Nick Cottman, WSP*

*Alister Kratt, LDA Design*

*Cllr Alexander Nicoll, Suffolk Highways*

*Carolyn Barnes, East Suffolk Council*

*Philip Ridley, East Suffolk Council*

*Cllr David Chenery, Wickham Market Parish Council*

*Dick Jenkinson, Wickham Market Parish Council*

*Jo Peters, Wickham Market Parish Council*

*Cllr Anne Westover, Wickham Market Parish Council*

*Cllr Sonya Exton, WMPC & Sizewell Working Group*

*Fiona Judge, WMPC & Sizewell Working Group*

*Arthur Stansfield, WMPC & Sizewell Working Group*

*Richard Cooper, Marlesford Parish Council (Surrounding Parishes Representative)*

*Stephen Leach, Hacheston Parish Council*

*Ivor French, WMPC*

**I. Apologies**

Apologies were noted from Sonia Lambert, Carol Poulter and Annette Robinson. Alister Kratt and Nick Cottman were introduced to the attendees. Richard Bull explained that Alister Kratt would consider WMPC's comments in relation to the park and ride site. It was also hoped that Alister Kratt would provide assistance on the highway scheme in conjunction with Nick Cottman and the LDA.

**II. Minutes of 24 August Meeting**

It was noted that the comments from WMPC had been included within the minutes of 24 August.

**III. Matters arising**

EDF to circulate the slip road and roundabout drawings and to go through the concerns

This action was carried forward.

EDF to ensure that all attendees receive the meeting minutes

All attendees confirmed that they had received the meeting minutes.

EDF to respond to traffic mitigation proposal working document prior to the next meeting on 14 September

It was confirmed that Richard Bull had responded by email.

Anne Westover said she had not had visibility of Richard Bull's comments. Richard Bull apologised for this. EDF would ensure that its response was circulated.

Steve Merry to obtain drawings for Stoke-by-Nayland

The drawings had been included within the meeting pack.

#### **IV. Update on DCO timetable and responses**

Steve Merry reported that both councils had gone through their cabinet meetings with their relevant representations. The meetings were published on the relative websites and would be submitted to PINS in the near future. He asked if there was any further information regarding PINS and the start of the examination. Richard Bull replied that it was not anticipated that this would commence before Christmas.

#### **V. Response to Parish Traffic Mitigation Proposals Working Document July**

Richard Bull agreed that the Parish Traffic Mitigation Proposals Working Document should be a working one and that the formal response would be circulated. With regard to the use of tracking and the technology suggested in appendix 1, this suggestion would be considered further. The construction traffic management plan would manage HGVs along designated routes for all vehicles over 3.5 tonnes. EDF strongly supported the use of traffic cameras along the B1078 to the west of Wickham Market.

Richard Bull noted that the relevant information in response to some of the points was contained within the DCO submission. Richard Cooper said that for the majority of WMPC members the DCO was quite challenging. It would be useful if there could be quick dialogue on specific points of concern rather than Richard Bull directing WMPC members to the DCO. Richard Bull noted Richard Cooper's comments. He suggested that he circulate the working document. He also noted that he would prefer an informed discussion from both sides.

#### **VI. Transport mitigation**

a) B1078 Speed Limit

Steve Merry reported that the extension of the existing 30mph speed limit to the west of Wickham Market had been supported by everyone. A number of indicative locations for speed limit signs been identified.

Dick Jenkinson noted that Steve Merry had discussed an extension of the speed limit rather than a buffer zone. He asked if it would come out at 30mph rather than 40mph. Steve Merry replied that it had been changed based on the views of Wickham Market. Dick Jenkinson added that he was in favour of the location of the speed limit signs.

Anne Westover said she was unsure of the proposed locations. The Wickham Market sign was almost totally obscured by vegetation, and the sharp bend sign was almost completely faded out.

Steve Merry asked Anne Westover to log these issues onto the online reporting tool. He added that he had attempted to insert indicative locations on the side roads in order to include the entrance to the sports ground. Steve Merry asked Richard Bull if WSP could review the locations and undertake a reality check. Richard Bull believed so.

Steve Merry highlighted the request for WSP to design a generic gateway feature. Alister Kratt responded that WSP would be happy to look at this under Richard Bull's direction.

Anne Westover said the proposed gateway opposite the new allotments needed to be before the driveway into the new allotments rather than after it. Steve Merry noted that the stars on the plan represented potential gateways, and the arrows the terminal limits for the speed limit. Anne Westover said WMPC would be happy to walk the suggested areas. David Chenery stated that Wickham Market would require the assistance of the police to support such a scheme.

b) High Street, other roads, speed limits

Steve Merry asked if the speed limit across the A12 would be covered in the DCO. Richard Bull replied that it would be.

c) High Street Mitigation

Steve Merry highlighted the high street traffic calming between Border Cott Lane and Rackhams Bridge. A preference had been expressed for marked parking bays. The next stage involved reviewing the topographic survey and existing parking restrictions, rearranging these to make the best use of the parking as traffic management. One of the major issues was the existence of the curve in the road. Dick Jenkinson believed that it would have been more ideal had the traffic calming been extended further up the high street. It was also noted that there had been the mention of a possible mini-roundabout, though this no longer appeared to be an appropriate option. Steve Merry explained that there had been concerns with regards to slowing traffic. The parking on the opposite side of Border Cott Lane would also have to be removed. Steve Merry did not believe that this was something to progress.

Anne Westover stated that there had to be traffic calming measures at the Spring Lane and Border Cott Lane junction. Speeds had to be reduced to 20mph throughout the built-up areas of the village. Steve Merry said that if proceeded with this should be a speed zone rather than a speed limit to avoid additional signs in a conservation area. Alister Kratt wondered whether this topic should be reviewed in totality. He was happy to walk through this and identify what made absolute sense for Wickham Market. Sonya Exton said something had to be done in order to prevent an accident from occurring. Dick Jenkinson asked if this could be done with the minimum loss of parking spaces.

Anne Westover asked Carolyn Barnes if she could clarify the role of the East Suffolk Council conservation officer. Carolyn Barnes replied that she had highlighted to Robert Scrimgeour a need to discuss the conservation area in Wickham Market village centre. Robert Scrimgeour was happy to be involved in this discussion.

d) B1078 Rackhams Bridge to Southern P&R

e) Pedestrian/Cycle Link to Marlesford

Steve Merry stated that there was an appetite to provide a good cycle and pedestrian link from Wickham Market up to the park and ride. One of the key aspects of this was a safe crossing point on the Fiveways roundabout. The working presumption was that this would be on the Framlingham side of the roundabout, though this was not a given. There was an exercise in consolidating the data. Steve Merry suggested it was for EDF or WSP to consider if it is necessary for a topographic survey.

Regarding traffic control measures, there was the option for the footpath to be improved and to convert it into a shared-use cycle route on the northern side of the lane. There was also the potential to have a cycle lane marked on the road, which would narrow the lane for cars. Anne Westover said that she would support a cycle lane marked on the road.

Richard Bull stated that EDF was keen to progress a scheme which would be led by highway design. There had to be a clear specification and guidance with regards to what was required and where.

Steve Merry stated that he would be willing to produce a high-level sketch of what was necessary. Richard Bull believed that EDF could devise a broad scheme.

Richard Bull said EDF would support additional cycling and pedestrian amenity along the identified stretch. EDF would take this away as an action.

Richard Cooper highlighted the Marlesford road junction, which was horribly overgrown. He asked if this could be reinstated as a cycle and pedestrian route up to the park and ride. Steve Merry suggested that Richard Cooper report this on the online tool.

f) Wider village transport concerns, e.g. High Street from B1078 to The Square, Co-op to The Square, Dallinghoo Road, Broad Road and mitigation

Steve Merry stated that there were narrow footways, concerns about speed, and on-street parking that could be better organised. Concerns had also been raised regarding Dallinghoo Road. No work had been carried out on any of these other than data collection.

Steve Merry highlighted Market Square. There were narrow footways and poor crossing points. There was a challenge as to what could be done in this area. There was no survey data, and without this Steve Merry would have reservations as to the forward visibility for a single carriageway to work.

Anne Westover assumed that EDF had already looked at this area. It was a historic area desperately in need of improvement. Anne Westover added that Hopkins Homes had submitted an application for 130 homes to the south of the village. It was hoped that funding could be generated through the legal agreements with Hopkins Homes' application. It was also hoped that Carolyn Barnes would support this.

Alister Kratt asked Steve Merry if he had a feel on lead-in times for his technical input on surveys. Steve Merry replied that he did not intend to carry out any surveys. He would look to WSP to undertake any necessary surveys.

Steve Merry highlighted Broad Road. There were concerns regarding speeding and substandard footways as one entered the Market Square.

Steve Merry addressed the potential extension of the speed limit and gateway on B1438. Dick Jenkinson explained that the village had taken traffic data in 32 locations within the village. Wickham Market was now aware of the speed and number of vehicles in both directions. It was also believed that the 30mph speed limit to the south of the village would be extended if further residential development came forward in this area.

g) Signing strategy for Southern Park and Ride

Steve Merry stated that a number of parishes would like to understand more about the signage strategy to get to site. Local parishes wanted to avoid vehicles prematurely coming off the slip road at Pettistree.

Richard Bull thanked Steve Merry for the signage document.

Steve Merry said that he would be keen to know how the park and ride would operate during an emergency.

h) Management plans, Delivery Management Systems and transport working group

Dick Jenkinson stated that WMPC would be interested to know how the management plans would function during an incident.

## **VII. Design and timescale for documents to be produced by EDF/SCC**

It was agreed that EDF would review the transport mitigation plan. Richard Bull said that EDF wanted to ensure that it had enough clarity and input in order to start to work up the design of the scheme. EDF would have to ensure that it had all topographic data for the area in order to inform the parameters of the design.

Alister Kratt queried whether a programme and process could be devised prior to the 12 October meeting in order to help everyone understand what was necessary. Anne Westover seconded this suggestion.

## **VIII. Feedback on comments to the WSP Power point**

Agenda item. No further discussion.

## **IX. Deliverables (for October meeting)**

Steve Merry to obtain a drawing for the speed limit.

## **X. Non-highway matters – EDF response to group PC comments on Southern Park and Ride mitigation if any updates are available from EDF**

It was agreed that this item would be addressed during a reconvened meeting. Thursday 8 October was agreed as the provisional date.

## **XI. Agreed actions**

The agreed actions were as follows:

- EDF to provide a drawing of the roundabout at Fiveways;
- EDF to re-circulate the Traffic Mitigation Proposals Working Document;
- Steve Merry to redistribute the Wickham Market: Sizewell C Transport Mitigation Word document;
- WSP and EDF to provide Steve Merry with a drawing of the B1078 speed limit;
- Steve Merry to attempt to obtain a full plan;
- EDF and LDA to produce a programme with a process;
- Richard Cooper and Anne Westover to circulate the meeting notes from Richard Rout to EDF.

## **XII. AOB**

Alexander Nicoll asked to be informed if Tim De-Keyzer could not attend the meeting on 8 October.

It was suggested that a shorter meeting take place on 12 October in order for EDF and LDA to provide an update on the process.

There being no further business, the meeting was closed.

**This Executive Summary was produced by Ubiquis UK ☎ +44 (0) 20 7269 0370**  
**<http://www.ubiquis.co.uk> / [infouk@ubiquis.com](mailto:infouk@ubiquis.com)**