

EDF Energy
Sizewell C/Wickham Market Parish Council
Traffic & Transport Meeting
25 January 2021

Attendees:

Steve Merry, Suffolk County Council (Chair)

Richard Bull, EDF

John Davies, Idea Chain

Stephen Henry, EDF

Tom McGarry, EDF

George Buxton, WSP

Nick Cottman, WSP

Stacy Dowding, WSP

James Longkwang, WSP

Chris Arscott, LDA Design

Stuart Holmes, LDA Design

Alister Kratt, LDA Design

Cllr Alexander Nicoll, Suffolk County Council

Carolyn Barnes, East Suffolk Council

Cllr David Chenery, Wickham Market Parish Council

Cllr Ivor French, Wickham Market Parish Council

Cllr 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 PC

Klaus Fortmann, Campsea Ashe Clerk

I. Those Present and Apologies

Apologies were noted from Annette Robinson, Sonia Lambert and Philip Ridley.

II. Matters Arising from Meeting 7 December 2020

Cllr Anne Westover noted that some of the titles needed to be corrected in the minutes.

Steve Merry reported that EDF and WSP had provided electronic plans for the proposed Wickham Market traffic management layout, Wickham Market Parish Council had provided a response to the highway design proposals and the EDF feedback on Little Glemham and Marlesford was an agenda item.

III. Response to Little Glemham and Marlesford Mitigation

Richard Bull outlined that there was no opposition in principle, but he could not categorically say that EDF would take the proposal forward at that point. Richard Cooper asked what EDF's internal

process was for making a decision. Richard Bull replied that EDF had progressed most of the Section 106 areas other than transport, which required a broader discussion with Suffolk County Council and East Suffolk Council

IV. WMPC Response to Design Proposals

1. B1438 and Market Square

Cllr Anne Westover highlighted that some aspects of the scheme looked urban. Many large HGVs, farm vehicles and buses came through the village, which the scheme might not help. On-street parking was relied on. The drawings were not clear as to where parking was or was not permitted. Bollards should not be expensive metal bollards in case any had to be replaced. The Parish Council did not want to see any planting, because it would not look right in Wickham Market and there was a maintenance issue. There was a preference for a 20 miles per hour speed limit throughout the village.

Steve Merry outlined that Highways was looking for improvements to pedestrian and cycling provision and safety. For SCC on-street parking was less important than safety. There would be no planting. He would raise the 20 miles per hour speed limit to his manager and the portfolio holder. A gateway would be installed if there was space either at the start of the 30 miles per hour zone or just before the first junction. Cllr Sonya Exton observed that residents having to park far from their houses would fall in the category of pedestrian safety.

Cllr Anne Westover commented that traffic flow should be modelled depending on what design was produced and some of the buildouts might be hazardous. Funding should cover revenue as well as capital. Steve Merry observed that the Border Cot Lane junction would need an element of modelling, but he would be surprised if it was anywhere near capacity. A sum of money would be sought to cover the maintenance period. He would raise air quality with East Suffolk Council.

Cllr Anne Westover noted that the gateway would need to be moved to the south of the proposed Hopkins Homes development. Steve Merry stated that the planners had been asked to consider a Section 106 obligation and there might need to be some flexibility in terms of the design of buildouts 1 and 1A and the speed limit to the south of Wickham Market. Nick Cottman suggested adding a comment that the location was indicative. Alister Kratt observed that the concern with potentially extending the gateway further out was that it would place greater stress on providing interruptions on the road, because it was an even longer approach to the town.

2. High Street

a. Items 2A, 3 and 4

Cllr Anne Westover highlighted that there was significant concern about the turning in for the Co-op, the village hall, Chapel Lane and the post office and the hope was that more could be done to slow cars down and make the area safer for pedestrians. There needed to be a wider pavement behind the war memorial.

Steve Merry outlined that a buildout had been suggested where the pinch point was to gain footpath width. The nosing of the buildout might cause issues with access into the post office. Highways would not favour the diagonal crossing and was looking to have an informal crossing further to the Co-op side. Highways supported widening the footpath behind the war memorial. He wanted the nosing for the give-way lines, the forward visibility and the access into the post office car park to be resolved. He would be interested in signing the whole of the village to indicate that there were narrow lanes and priority systems, but potentially having a trial without signs first, before committing to individual signing of each priority system to avoid sign clutter. .

Chris Arscott noted that pedestrian footways had been increased throughout the junction and a table had been discounted to have clear distinction between road and pedestrian movement. The diagonal crossing had been pulled away from the raised bookend, so that the desire line to the post office and Chapel Lane was as straight as possible.

Cllr Sonya Exton observed that without priority signs there would be reliance on courteous drivers and a crossing would create a conflict. George Buxton commented that it was sensible to specify who had priority east of Border Cot Lane and there should not necessarily be the same voluntary approach as for the High Street. Cllr Anne Westover stated that the voluntary give-way system would only work if the whole area was slowed down to 20 miles per hour and was made to feel very slow.

Cllr Dick Jenkinson noted that he had included the diagonal crossing to reflect the route people took, but if there was a safe route to cross nearby it would probably suffice. The key point was to have easy and safe access into the Co-op car park, so the buildout might have to move south.

b. Dallinghoo Road

Cllr Dick Jenkinson stated that the bollards would prevent the use of Dallinghoo Road by large farm vehicles, so would be inappropriate, but a slightly raised footpath would hopefully make drivers significantly more careful. Accommodating the informal crossing could be quite difficult because of access to houses. Steve Merry stated that he would support an informal crossing if there was space, but there was private access where the crossing point was. The bollards would likely be damaged and he thought a low kerb and a coloured surface would be a better option.

George Buxton commented that coloured surfacing was not in itself sufficient to demarcate a pedestrian route and there needed to be something vertical for protection, but there was a drainage issue preventing a raised kerb. Cllr Dick Jenkinson suggested that a slightly raised footway of approximately 50 millimetres would be acceptable. Chris Arscott noted that there were one or two properties that were at grade and, therefore, increasing the footway height could be problematic in terms of drainage.

George Buxton observed that the footway would not last very long if large vehicles had to regularly overrun it. Steve Merry suggested trialling a white line and pedestrian symbols at either end or installing a nearly flush kerb with different coloured surfacing on the walkway. An example is next to the Bull Public House, Long Melford. Cllr Anne Westover suggested that the buildout at the square end of the road could be extended further with the rest of the road left alone.

Steve Merry asked whether it would be possible to move the uncontrolled crossing outside the butcher's just past the return of the house. Alister Kratt responded that the crossing provided a more comfortable pavement width to give the sense that the pavement carried on to the teashop and moving the crossing would reduce the effect of it being a secondary gateway.

c. Item 7

Cllr Dick Jenkinson outlined that he was happy with the widening of the pavement to make it a single track. Cars parked opposite and to the north of the bus stop, so he was not sure that the proposed parking slots were in the right place. Steve Merry suggested having a small buildout to provide a safer uncontrolled pedestrian crossing point, protect the parking and providing more space for pedestrians by removing the railings.

Alister Kratt asked what controls would be placed on the remainder of the highway to stop people parking where they liked. Steve Merry responded that the presumption was that having marked bays and restrictions where there were no marked bays would be best for consistency. Cllr Anne Westover observed that people did not park along the southern side of the road and the

Parish Council was suggesting not including the parking bays, because they would affect the visibility splay coming out of Yew Tree Rise.

d. Item 8

Cllr Dick Jenkinson outlined that parking was along the eastern side of the High Street and a parking box would not serve any purpose. Steve Merry asked whether there was support for marked parking bays on the High Street to protect cars. Cllr Dick Jenkinson replied that that was correct. Steve Merry suggested marked parking and removing the centre line along the entirety of the High Street.

e. Item 9

Cllr Dick Jenkinson outlined that the Parish Council understood the reason for the buildout, but it would make it difficult for lorries to access Roland Plastics. Making changes to the junction could affect the ability to have parking along the whole length of the eastern side of the road.

Steve Merry commented that he was in favour of the buildout on the proviso that it was nearly flush. He wanted an uncontrolled crossing on Border Cot Lane to link the footpaths up. Cllr Dick Jenkinson noted that there was parking all the way along the eastern corner of Border Cot Lane, which restricted traffic flow. Steve Merry suggested that it might be a location where a single yellow line with off-peak parking would be a solution. Cllr Sonya Exton stated that her concern was visibility coming out of Border Cot Lane.

Alister Kratt suggested that the parking on one of side of the road would be retained and the parking on the other side would be removed. Cllr Anne Westover asked where the parking would be moved to. Alister Kratt replied that it would make sense to retain parking on the south side and residents living on the other side could walk round the corner without having to cross the road. Cllr Anne Westover stated that she knew that all the parking provision could not necessarily be retained, but displacing a large number of cars would create problems and the cars could be used to slow the traffic down.

Chris Arscott noted that the idea of the buildout was to stop people rolling into the High Street from Border Cot Lane and his understanding was that there was better visibility. Steve Merry stated that he would be happy with the proposals as planned, with the proviso of ensuring vehicles could access the plastics factory.

f. Items 12 & 13

Cllr Dick Jenkinson highlighted that the raised interventions would make it much more difficult to pass through that part of the High Street. The effect of the buildouts could be created through parked cars rather than physical buildouts. Nick Cottman noted that the buildouts improved crossing, broke up the two-way movement of traffic and encouraged slower speeds. Steve Merry stated that he could see the benefits of 13 because it provided a pedestrian crossing and could not be moved to the northern side, but the smaller buildouts that just deflected traffic could be dispensed with if the parking was right. Cllr Dick Jenkinson noted that the pavement on the northern side was very narrow, so very few people walked along it.

g. Items 14 & 15

Cllr Dick Jenkinson observed that cars travelling south stopped where the arrow was on 15 and waited until it was clear before accessing the section of road, but raised intervention 14 would make it very difficult for cars to wait. Chris Arscott commented that it would be helpful to illustrate clearly on the plans where the interventions were to see how the flow would work.

h. Spring Lane Area

Cllr Dick Jenkinson outlined that the pavement on the eastern side was relatively wide and it might be possible to widen the pavement on the other side, which would make it safer for children to wait for the bus. Chris Arscott noted that in the updated proposal the highway had been pulled out on the western side and the footway had been increased by approximately 1 metre.

George Buxton noted that a couple of the movements on the tracking drawings for Border Cot Lane overran the centre line, so WSP would liaise with Steve Merry.

Cllr Anne Westover asked whether there was any scope to create a paved traffic calmed zone around the junction to encapsulate the bus stops. Alister Kratt replied that it would be a nice way of potentially using a wide pavement area as a character change on the highway to start influencing behaviour. Chris Arscott asked whether creating a more obvious feature would make the High Street feel more urbanised. Cllr Dick Jenkinson replied that Chequers had been built on shallow foundations, so adding vibration by including a raised table might not be ideal for the fabric of the building, but a raised table was attractive in terms of encouraging drivers to slow down.

i. Items 18, 19 and 20

Cllr Dick Jenkinson highlighted that installing long raised kerb parking box ends would minimise the amount of parking, so having narrower raised parking box ends would be better. The Parish Council was not clear why there was a raised table at 19. Alister Kratt noted that the raised table had been removed in the latest revision. Steve Merry stated that the raised table at 20 was not appropriate for a commercial outlet. He was wondering whether it would be possible to have a pedestrian crossing combined with the traffic calming on the footpath along the east side. Cllr Dick Jenkinson noted that visibility was difficult for traffic coming from the village because of the curve, but he agreed that a crossing point somewhere in that location with good visibility was required.

j. Hacheston

Steve Merry stated that he would remove the centre lines from the bridge west towards Wickham Market and make a feature for entering the village. Cllr Anne Westover asked whether there needed to be a buildout as well as a gateway. Steve Merry replied that he would suggest a buildout in order to limit speed. An example could be that on the entrance to Henley from Ashbocking (to the east of the primary school).

V. Next Steps

Steve Merry suggested arranging a separate meeting with representatives from Wickham Market Parish Council to review the revised drawings.

Klaus Fortmann commented that signage of the A12 and B1078 eastwards seemed to have been forgotten. Steve Merry stated that he would make sure it was an agenda item for the next meeting. Richard Bull noted that the signage strategy was being developed and there would be localised traffic plans for the next meeting.

Alexander Nicoll suggested that Steve Merry should look at comments made in the chat. He was keen that other subjects were not inadvertently left to drift.

VI. Response to WMPC Report on GPS Tracking of Light Vehicles

Richard Bull outlined that GPS technology would be very useful for managing HGVs and LGVs, but a conclusion had not yet been reached as to which technology would be used. The preference

would be to have a comprehensive signage strategy to encourage drivers to utilise the main route. He would like to potentially present the more localised strategy for Wickham Market at the next meeting.

Tom McGarry stated that LGV movements were second only to HGV movements in terms of the concerns of local people and it was important that it was at the head of the agenda of the next meeting, so that there was ample time to discuss it.

VII. Agreed Actions

The agreed actions were as follows:

- Steve Merry to provide planning application link to WSP and LDA.
- To arrange a meeting between WSP, LDA, Wickham Market and Hacheston to discuss the revised design and report back.
- To have Campsea Ashe agenda item for next meeting.
- To have management of LGVs agenda item for next meeting.
- To arrange a meeting between Arthur Stansfield and John Davies and report back.

VIII. AOB

Steve Merry noted that the B1078 speed limit was being progressed and he needed to liaise with WSP and EDF about the wider consultation on the B1078. He had not managed to progress the consultation, but he would engage one of his colleagues who was more familiar with the consultation process and he was hoping to report back next time.

Cllr Dick Jenkinson asked how the solution to the problems in Wickham Market should be communicated to residents. Steve Merry replied that the issue needed to be discussed in detail in future, but he would like there to be a joint effort. Alexander Nicoll stated that he was very keen the solution was rolled out such that it was seen as an in-combination result.

IX. Date of Next Meeting

Monday 22 February 2021.

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