

EDF Energy
Sizewell C/Wickham Market Parish Council
Traffic & Transport Meeting
22 February 2021

Attendees:

Steve Merry, Suffolk County Council (Chair)

Richard Bull, EDF

Stephen Henry, EDF

Tom McGarry, EDF

George Buxton, WSP

Nick Cottman, WSP

Stacy Dowding, WSP

James Longkwang, WSP

Chris Arscott, 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 Clerk

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

Cllr Stephen Leach, Hacheston Parish Council

Klaus Fortmann, Campsea Ashe Clerk

I. Those Present and Apologies

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

II. Matters Arising from Meeting 25th January 2021

Steve Merry confirmed that he had provided a planning application link to WSP and LDA. A meeting had taken place between WSP, LDA and Wickham Market Parish Council (WMPC) regarding the revised design. Campsea Ashe and LGVs were addressed during the meeting, and a meeting had taken place between Arthur Stansfield and John Davies.

III. Adjacent Community Issues (B1078 Campsea Ashe, Pettistree, Hacheston, Little Glemham and Marlesford)

Richard Bull stated that EDF continued to consider the proposals put forward for Little Glemham and Marlesford. WSP had reviewed the potential sightings of the crossing, and it was looking positive that this would be included as part of the Section 106 mitigation. Richard Bull was happy to personally endorse the proposal subject to formal SZC project approval..

Steve Merry highlighted Campsea Ashe, Pettistree and Hacheston. Regarding highways, for Campsea Ashe it had been proposed that there would be an infill of the speed limit between the existing 30mph zone and back to the Fiveways roundabout. Suggestions for Hacheston included improvements to the footpath along the B1078 up to Fiveways and the slip up to the park and rides, whilst for Pettistree there was the combination of the Hopkins Homes planning application and the proposals for the wider Wickham Market area.

Klaus Fortmann stated that Campsea Ashe wanted to ensure that traffic did not utilise the B1078 in order to rat run through to Leiston. There had to be clear signage coming off the A12 and coming from the west of the B1078.

Nick Cottman shared a diagram detailing the revised Sizewell C (SZC) routes to work signage. The current plan included signage on approach to the B1438 junction in order to deter the use of Wickham Market as a rat run to reach the SZC southern park and ride. Using existing signage and amending existing signage was the approach being developed for the local location, in addition to reviewing lorry signage. Richard Bull stated that EDF would continue to work on this in the next coming weeks.

Richard Cooper requested that the B1078 A14 junction be reviewed in more detail. Nick Cottman responded that this had yet to be developed to a progressive state. The aim was to capture traffic heading south on the A14 and to direct it to SZC along the A12. There could be further signage around this location in order to encourage trips to the SZC southern park and ride. Richard Cooper noted that in previous meetings, as well as during the traffic management meeting with John Davies, EDF had communicated its hope to direct HGVs and private cars down the A14 to the A12. He asked if this would be reflected via signage. Richard Bull replied that it would.

Klaus Fortmann requested a pdf of the proposed signage strategy. He also asked what would happen with traffic coming down the A0040 from the north. Richard Bull felt that this had to be extended to the full area, focusing on all sites, as well as the access routes to all sites. Richard Bull was happy to share the signage strategy once it had been finalised.

Cllr Stephen Leach voiced his concerns pertaining to air pollution by the Fiveways roundabout, as there was a bus shelter in close proximity to the roundabout. He also hoped that EDF would minimise all traffic coming along the B1078. Richard Bull said EDF intended to minimise all traffic along the B1078. Regarding the Fiveways roundabout, EDF would be reviewing the additional modelling and traffic flows into the roundabout. Once this had been reviewed in detail it would be shared with the wider group. It was hoped that it would allay concerns regarding tailbacks and traffic backing up.

Cllr Alexander Nicoll stated that the signage needed to be reviewed in a broad sense with regards to how the main construction site and its satellites would be served, as well as how materials would be distributed, reducing the burden in particular roads. Richard Bull stated that he was happy to take away Cllr Alexander Nicoll's comments. EDF did not want to encourage traffic to utilise inappropriate routes through narrow roads and villages. The signage strategy would focus on each of the associated development sites, working in a holistic sense. EDF had also held discussions with residents of villages to the west of the northern park and ride who were worried about traffic

accessing the site from Willow Marsh Lane and from the countryside to the west. It was imperative that EDF got this right. A comprehensive and clear strategy would facilitate EDF achieving its aims.

Steve Merry explained that discussions had commenced on transport impacts which may be addressed through Section 278 and Section 106 agreements with SCC. It was anticipated that this work would form part of the local impact report. As part of this there would also be the ongoing monitoring and control of traffic. Some of the issues raised by communities had also been picked up. Klaus Fortmann asked if there was a shortlist of locations where it was felt necessary to insert monitoring. Steve Merry responded that there was. Work continued in this area and it would be shared in the local impact report. Klaus Fortmann felt that due to the size of the development it was necessary to have certain points constantly monitored. Steve Merry said he would consider this.

IV. Control of Vehicle Movements and LGVs

Arthur Stansfield provided an update from his meeting with John Davies and EDF. Arthur Stansfield had proposed a system that would monitor whether traffic travelled through certain locations. EDF had welcomed this, though it had highlighted problems with employment law as the workers travelling to the park and ride would not be under EDF's control/employment until they reached the main site.

WMPC & Sizewell Working Group had stated that its objective was to reduce traffic coming through Wickham Market via the B1078, and EDF had agreed with this. EDF had stated that its approach included encouraging workers to use particular routes to EDF sites, which would be reinforced by surveys and appropriate signage. Spot surveys could also be used to monitor route road usage. The workers' code of conduct would act as an incentive for workers to utilise the A14 and A12. EDF had communicated that it would look at ways to monitor traffic arriving at the southern park and ride and it would review the possibility of using ANPR as a way of enforcing usage of the correct routes. EDF had expressed surprise that commuters used the B1078 to travel to Ipswich and other locations in preference to the A12. Tom McGarry clarified that EDF had stated that it would be surprising for one to use the B1078, if they resided in Leiston, rather than remaining on the A12.

Arthur Stansfield stated that EDF had agreed to add a standing item to the SZC and T&T meeting in order to report on progress on traffic management.

Richard Bull thanked Arthur Stansfield for his work in preparing the meeting documentation. EDF was open to using technology, such as GPS and geofencing, in order to manage vehicles, and it wanted to manage the LGVs travelling to the main construction site in the same way. A technical provider had yet to be secured and this was something that had to be addressed. There was an aspiration to control LGVs travelling to Sizewell, and EDF felt that this was deliverable. However, he could not confirm the precise technical deliverable. A solution had to be presented that would convince everyone that the proposal could be achieved.

Richard Cooper stated that the lack of control of HGVs and private cars using the B1078 was causing more of a concern. He asked if there was an opportunity to use ANPR to capture data on vehicles using the southern park and ride. Richard Bull responded that it depended on whether EDF wanted to be prescriptive or encourage the right behaviours. EDF would have to consider the use of an ANPR. Steve Merry stated that he was cognisant that number plate recognition was being used at Hinkley to ensure that HGVs stuck to the correct route. However, the prospect of extending this practice to private vehicles concerned him, as private vehicles would likely prove to be more

problematic. Data protection posed another issue, as there were legal restrictions on the availability of such data, who could obtain it, and what it could be used for.

Klaus Fortmann stated that if there was no ANPR there had to be fixed monitoring stations in place for several years. The rat run issues were all linked to a few entry points., and as such it made sense to have a permanent option. Steve Merry felt that from a highways perspective there would be a preference for traffic camera monitoring rather than the use of ANPR.

Cllr Alexander Nicoll suggested that EDF provide further information in the near future detailing how it would explicitly communicate the right behavioural approach to workers. EDF had to communicate that a certain level of behaviour was expected from all workers. Additionally, there had to be an idea that EDF had a backstop position in the unfortunate event that a consenting adult's approach did not work. Richard Bull acknowledged Cllr Alexander Nicoll's comments.

Tom McGarry stated that the worker code, which had not been in place during the construction of Sizewell A (SZA) and Sizewell B (SZB), would require the signature of every contractor. SZC would refer to the learnings of SZA and SZB. The physical elements would also discourage workers from rat running. EDF was happy to have the worker code of conduct document in place.

Richard Cooper stated that the Transport Review group required data in order to assess how the situation was developing, thus making it more effective. Otherwise, it ran the risk of being anecdotal.

Arthur Stansfield said that workers could sign up to a system that would demonstrate that they were travelling to work via the preferred routes. Tom McGarry responded that a number of workers would be local, and thus they would have the right to make use of the local roads. For those living further afield it was anticipated that they would make use of the accommodation campus.

V. Update Following Wickham Market Design Workshop

Steve Merry explained that the next stage involved finalising the details. Cllr Sonya Exton stated that WMPC had yet to receive the slideshows from the meeting. Cllr Dick Jenkinson confirmed that the slides had been circulated earlier that day. Carolyn Barnes noted that East Suffolk Council had yet to receive the slides. Steve Merry responded that if in possession of the slides he would forward them to her. Cllr Anne Westover stated that she had received the pdf, but she felt that WMPC required the individual drawings.

George Buxton explained that he had circulated the slides that Stuart Holmes had detailed at the beginning of the design workshop before taking onboard comments made by the parish councils during the meeting. Nick Cottman noted that there had been a small number of actions, as well as one or two options presented at a number of locations, though there was now a single scheme at all locations. Nick Cottman suggested that this be finalised and shared as a drawing pack. Steve Merry seconded Nick Cottman's suggestion.

Cllr Anne Westover suggested that WMPC provide feedback on the document it had received. Steve Merry felt that it was best that feedback be provided once the updated drawings had been circulated. Cllr Dick Jenkinson clarified that many of Anne Westover's queries had been addressed during the design workshop.

Cllr Sonya Exton asked if EDF would review the junction from Broad Road onto the hill. Steve Merry did not believe that this topic had been included within the package. Steve Merry would consult with Nick Cottman and George Buxton in order to ascertain whether anything had been detailed in relation to Broad Road.

Cllr Anne Westover was of the view that a number of items had not been addressed from the original working document put forward. Steve Merry responded that several things had been moved on.

Cllr Anne Westover requested an explanation regarding the gateways. Chris Arscott explained that the gateways had been developed with a single lane buildout as a response to the concerns in relation to the traffic speed incoming to the village. The buildout would act as a consistent theme throughout the centre. There would also be a notion of adding signage to the village, and early thoughts had focused on pursuing a theme that would draw on the heritage of the village. However, following the last meeting it had been decided that timber signage would now be used and situated within the buildout. Concerns had been raised regarding illumination at certain points, and this was currently being reviewed.

VI. Consultation

Steve Merry proposed that EDF and WSP provide a package of information and drawings. It was believed that it would be best if WMPC hosted the consultation. Cllr Dick Jenkinson was of the view that the consultation had to be jointly hosted by WMPC and EDF. There would be a problem if it was suggested that WMPC had requested the proposals, as certain aspects would disadvantage some residents. The consultation should be hosted by the village.

Cllr Alexander Nicoll stated that it was vital to reflect the efforts of the entire group and the collaborative work undertaken. There would be points of differences that would always remain. Tom McGarry said it was important for EDF to provide political cover during the consultation. It was essential for EDF to be involved in the consultation.

Richard Cooper stated that it was imperative to also consider the surrounding villages, who would require an explanation of the changes.

Cllr Anne Westover was of the view that the traffic modelling proposal might require further work. George Buxton acknowledged that there had to be literature detailing the proposals.

Cllr Alexander Nicoll warned that there could come a dangerous moment. Currently, there were traffic issues on the High Street and elsewhere in Wickham Market, and SZC presented an opportunity to anticipate problems whilst also providing WMPC with an opportunity to address such issues. Cllr Alexander Nicoll was worried that if there was not a form of agreement the opportunity might pass. Regarding the highways matters, there had to be some formal literature detailing the proposals at the different locations as well as the production of technical solutions to real problems. Consideration also had to be given to involving individuals who had had no part in any of the discussions.

Richard Cooper felt that surrounding members would cry foul if they were not made aware of the proposed changes. Surrounding parishes had to be made aware of the work undertaken by the working group. Steve Merry stated that there had to be mutually agreed wording that was acceptable to all. Consultation would aim to disseminate information out to people. The consultation/notification formed only part of the process, and items such as the parking restrictions and speed limits would need to go through due legal process.

Cllr Dick Jenkinson highlighted parking as a key detail. Though the current drawings included the yellow lining, it had to be in such a scale that the detail could be understood.

Tom McGarry felt that the current group had been the product of consultation. The way in which consultation took place was key and reassurance had to be provided. He suggested producing a paper for how consultation would work, which would be then provided to everyone to consider.

Steve Merry welcomed Tom McGarry's suggestion. Regarding timing, from a county perspective it was recommended that consultation take place immediately after the council elections, avoiding the purdah period.

VII. Next Steps

The updated drawing to be provided to WMPC and the surrounding parish councils for comments.

VIII. Agreed Actions

The agreed actions were as follows:

- Richard Bull to provide a response to the proposals for Little Glemham, Marlesford and Hacheston;
- EDF to provide a more detailed signage strategy;
- Steve Merry to review the traffic monitoring proposal and how it would fit into the transport review group;
- WSP to provide the updated drawings to WMPC and the surrounding councils;
- Tom McGarry to produce a short paper on how to proceed with consultation.

IX. AOB

Cllr Sonya Exton noted that it had been expected that the issue of cycles would be listed as an agenda item. Steve Merry replied that this would be addressed as part of the B1078 issue.

X. Date of Next Meeting

Monday 22 March 2021.

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