

**PARISHES OF WICKHAM MARKET, HACHESTON, CAMPSEA
ASHE, PETTISTREE AND MARLESFORD**

EDF Sizewell C

PARISH TRAFFIC MITIGATION PROPOSALS

WORKING DOCUMENT

July 2020

Mitigation Requirements Arising from the Proposed Siting of a Park and Ride in the Parish of Hacheston, to the North East of Wickham Market

Introduction

1. This document is a “Working Document”, we expect it to be refined as further discussion takes place. We have had insufficient time to interrogate the EDF DCO application documents and we will therefore refine this document over the coming weeks as we understand more about what is contained in the DCO. The notes are intended to stimulate a positive discussion with EDF and Suffolk County Council (SCC) that will help to arrive at traffic and highways solutions that satisfy Wickham Market (WM) and the various surrounding communities and provide legacy benefits post Sizewell C (SZC) construction.
2. Wickham Market and the surrounding Parishes welcome the intention of EDF and SCC to make highways improvements (notwithstanding the fact that we do not know the detail) to the A12 around Woodbridge in an effort to encourage traffic travelling to the Southern Park and Ride (SP&R) to use the A14/A12 network. Whilst this will alleviate some of the traffic travelling through WM and the surrounding villages it will not eliminate it and we therefore believe that the mitigation measures set out below will continue to be necessary.
3. We understand that tracking technology will be used to ensure that HGVs do not use cross-country short-cuts and that they use the A12/A14 network as far as Yoxford. We would ask that this and other technologies such as vehicle registration number (VRN) and CCTV recording are adopted for all vehicles using the SP&R and in appropriate places, average speed cameras are deployed on the B1078 west of WM. Proposals for the use of such technologies are contained in Appendix 1 of this paper.
4. Contained in EDF’s Stage 2 consultation carried out in the autumn of 2016, plans for a SP&R were put forward for a car parking facility that would serve the main SZC construction site and would collect the private car traffic of site workers from a broad area to the south of the main construction site. It is now known that EDF’s intention is that the SP&R should also serve as a

Postal Consolidation Facility which will generate (in the main) “white van” traffic. In addition, we understand that a Traffic Incident Management Area (TIMA) will be constructed at the SP&R to enable HGVs to be diverted off the A12 in the event of an emergency at the main construction site or on the road network leading to it.

5. The siting of the proposed SP&R has consistently been objected to by the most severely affected parishes, namely WM, Hacheston, Pettistree, Campsea Ashe and Marlesford (the Parishes) and all parishes have raised their concerns about its location in their Stage 2, Stage 3 and Stage 4 consultation responses. In the absence of an alternative location being promoted, the Parishes accept that Hacheston is EDF’s preferred site. However the parishes will continue to argue for proper use of the existing Martlesham park and ride as an additional facility to serve SZC traffic travelling from the south. The acceptance of the proposed site is however caveated with the need for significant mitigation to address traffic issues in and around WM and the need to address landscape and visual impact issues. The Parishes have also consistently asked for an explanation of how EDF’s assumptions on traffic volumes have been arrived at. We would expect over the coming weeks to be able to interrogate TAs and traffic modelling in more detail than has hitherto been possible.
6. WM is a large village which has seen growth in housing in recent years and more is predicted in the East Suffolk Council emerging Local Plan. It has a supermarket, shops, markets, cafes, post office, primary school, veterinary practice, church, various outdoor sports facilities, campsite, dental and doctors’ surgery. It has a “market town” feel to it and is an important service centre for the surrounding villages. Longstanding traffic congestion issues in the village, particularly on the B1078 between Border Cot Lane and Rackham’s Bridge have given rise to genuine concerns about the impact of the SZC development on the ability of the local communities to use and enjoy the facilities in WM.
7. We set out below what we believe are the mitigation measures that will be required in order to preserve an acceptable way of life for WM residents and the inhabitants of the surrounding villages during the period of the SZC construction. These proposals are designed to enable EDF and SCC to work towards measures that will be acceptable to the Parishes in ameliorating the worst impacts of the SZC project on communities in and around WM.

Traffic Issues in Wickham Market - Problem Statement December 2019

8. On 24th November 2019 a group of parish representatives met with Steve Merry (SM), the SCC Transport Policy and Development Manager with special responsibility for the highways issues associated with SZC. The group walked the areas of particular concern, particularly the B1078 between Rackhams Bridge and Border Cot Lane. At a Parishes’ meeting in

WM Village Hall on 9th December 2019, attended by representatives from EDF, a “Problem Statement” prepared by Wickham Market Parish Council (WMPC) was presented, the text of which is reproduced below:

Wickham Market Problem Statement

“The proposed location of the SZC Southern Park and Ride (SPR) site at Hacheston, immediately north of Wickham Market will draw significant volumes of construction related traffic through the village over a long period of time with the effects of:

- *Further reducing the safety of the roads and footways which are already shown to be unsafe.*
- *Increasing traffic congestion on roads to the point of disturbing and delaying traffic flows through the village.*
- *Further inconveniencing residents and visitors who need to use the roads and footway network for moving/walking around the village and in some areas for on street parking.*
- *Accelerating damage to residential properties including many historic and listed buildings fronting the roadways due to increased traffic volumes.*
- *Accelerating air and noise pollution in parts of the village through increased traffic volumes.*

This statement has formed the basis for further discussions within WM, with the surrounding parishes and with SM and has relied in part on the work of the Wickham Market Traffic and Parking Working Group who have been working on traffic issues within the village since before 2014.

The following mitigation measures are proposed for consideration by EDF:

Proposed Mitigation Measures – Wickham Market

9. High Street/B1438/B1078: extending through the village south to north

- a) 20 mph zone is required through parts of the built-up areas of the village, particularly stretches of the High Street and the east end of B1078 as it passes properties and before it meets the High Street. The current 30 mph to the north east of the village extends up to the B1078/B1116 roundabout (the Fiveways Roundabout) and should continue beyond to the SP&R site entrance. From the SP&R exit, down the slip-road to the northbound A12, a 20mph restriction should be in place.
- b) Traffic calming measures required at five village centre locations and ‘choke points’. It is expected that these will include calming zones, appropriate signage and “quiet” road surfacing. These areas could become transition points for slower road speeds in both directions beyond the most sensitive areas. The main areas of concern are:
 - High Street – War Memorial to the Coop

- High Street – The Hill to the Post Office
- High Street – The George Public House (derelict but project to rebuild underway) to Revetts the Butcher
- Dallinghoo Road – The Hill past the Royal British Legion
- Broad Road entering and exiting The Hill

It seems highly likely that some traffic will pass through the village in order to use the COOP, Subway, McColls and Market Hill shops to purchase provisions when travelling to/from the SP&R site. Some of the businesses will support this extra trade and the increase in traffic volumes will result in a need to carry out highway safety mitigation measures. Safe carriageway crossing points will be necessary particularly at Chapel Lane/High Street, adjacent to the War Memorial garden. This is already identified as a hazardous area; the footway is narrow and there is no dropped kerb. Additional car parking at the COOP and around the Market Hill will need to be considered.

- c) Some of the safety and congestion traffic issues are related and concern the problem where footpaths are not wide enough for pushchairs or wheelchairs so that pedestrians are forced into the road, at the same time as traffic is trying to pass in both directions thus squeezing the pedestrians even more.

d) Other areas beyond village centre of serious concern are as follows:

- High Street: just south of the B1078 junction is a particularly vulnerable area where there are numerous near miss collisions arising mainly from speeding and to an extent the location of parked vehicles. Travelling vehicles tend to occupy the centre of the highway.
 - High Street, junction with the B1078 through to Spring Lane.
 - High Street, junction with Spring Lane through to Rackham's Mill access.
- e) Strategically and carefully placed parking boxes and double yellow lines on the High Street south of Border Cot Lane, B1078 bearing in mind the need to ensure provision for residents' parking. This is necessary to assist with additional organised parking and create passing spaces for cars coming in both directions.
- f) Strategically and carefully placed parking boxes and double yellow lines between Border Cot Lane and Rackham's Mill. These may assist with additional organised parking and passing spaces for cars coming in both directions. There is an ongoing problem here with traffic volumes, speeds and vehicles often mounting the pavement when there is no other way of passing on coming vehicles. Properties which access directly onto the road are particularly vulnerable as are the pedestrians using the narrow footways and wishing to cross the road. Parking on the edge of the pavement also causes issues with pedestrians particularly those with pushchairs, walkers and wheelchairs.

- g) A number of new properties have been built in the last 8 years on the west of the High Street, north of the former Hasnips shop and at Gospel Hall Close. Some of these new properties access the High Street from driveways with little clear sight of oncoming traffic. Any increase in traffic will cause further problems for these residents and the potential for accidents. In some cases, this may result in residents' vehicles being parked on the High Street so that they can avoid difficulties in exiting their driveways at busy times. Traffic calming and speed control measures may assist with this problem.
- h) New village entry gateways and signage including speed limits and village name signs on the High Street and northern and southern approaches to the village. The design of the village gateways could reflect those previously erected as they look appropriate to the scale and character of the village. Consideration towards localised carriageway narrowing may be needed. The maintenance of gateways through the provision of appropriate revenue funding will be essential. EDF should provide appropriate funding albeit for a restricted period. It is considered that a ten-year period would be reasonable.
- i) Temporary low impact street lighting will be needed to aid cyclists on B1078 from village edge, Lower Hacheston to the SP&R. This would need to take into account the need to minimise light pollution. We would expect lighting to be removed after the SP&R site is no longer needed and removed. Residents may have concerns regarding visual impacts and light pollution and this should be taken into account.
- j) South of Old School House on the B1438, a 40mph buffer zone leading into the 30mph may slow vehicle speeds entering the village which is an ongoing issue.
- k) North of the village, provision of a cycle lane to the SP&R site, possibly marked on the edge of the carriageway from the Rackham's Mill/Deben Bridge to the site with suitable signage.
- l) Improved footpath to the SP&R site from the B1078 roundabout, this item would be within DCO red line and should be part of and covered by the project scheme and costs.
- m) Pedestrian and cycle traffic is also likely to approach the SP&R from the Marlesford direction and we therefore ask that the existing path on the north west side of the A12 be improved for these users. A safe crossing point must be provided in the area of the Marlesford Farm Café in order to compensate for increased community severance as a result of SZC traffic.

10. B1078/Border Cot Lane from the West

- a) Provision of a 40mph buffer zone, beyond an extended 30mph zone on

B1078/Border Cot Lane extending west beyond the junction with Thong Hall Road.

- b) The extension of the 30mph zone should be to the west of the junction with Broad Road up to and including the junction with Thong Hall Road.
- c) Relocated gateway into the village to the west of the above point.
- d) Consider additional roadside parking on the B1078 to the west of the junction with High Street.

11. Broad Road

Proposals to deal with speed on Broad Road; this will be another route from the B1078 which is likely to be used by SZC workers who will be using WM shopping facilities prior to or after arriving/leaving the SP&R site. There is a short stretch of road adjacent to the cluster of bungalows where 90-degree parking obliterates a footway. It would be possible to mark out a stretch of pavement on the edge of the carriageway to give some clarity to pedestrians without reducing the provision of resident's parking in this zone. We would like consideration given to creating a 20mph speed limit on this road in order to improve safety.

Additional Measures (locations not yet specifically identified) – Wickham Market

- 12. Removing the central white line may be an option in certain locations where the carriageway is not wide enough for two cars to pass, hence forcing one or other to give way. Footways could be widened at these pinch points to make safer pedestrian access and creating one-way priority passing points for vehicles.
- 13. Additional permanently installed flashing speed signs at appropriate points into/through the village may be needed to assist with speed compliance at least during the SZC construction period. We are aware that their siting needs to be considered with care. There is currently such a device located on the east side of the carriageway north of Rackham's Mill/ Deben Bridge.
- 14. Other measures that we may expect to see employed are CCTV camera recording VRN (vehicle registration number) devices in specific locations and/or the use of average speed cameras and possible ANPR (Automatic Number Plate Recognition).
- 15. Signage on A14 and A12 to encourage drivers to use these main road routes to the SP&R site wherever feasible.
- 16. Also of concern is the effect of increased traffic flows through WM on the structures of listed buildings and other buildings adjacent to the roads through the village. WMPC asks that EDF establish the baseline condition for buildings most likely to be affected by the increases in traffic and that there is a commitment to monitoring condition throughout the usage period

of the SP&R.

Hacheston Fiveways Roundabout

17. The Fiveways Roundabout forms the junction between the B1078 and B1116 and accommodates accesses to A12 northbound and southbound. It lies to the immediate south west of the entrance and exit to the proposed SP&R. The roundabout is used as an important access to and from Framlingham for residents of WM and Campsea Ashe and traffic exiting and accessing the A12. It is the main point of access to the A12 for residents of Hacheston and Parham. The roundabout is an important point for residents of the local villages en route to the service centre of WM. The roundabout is already considered to be a congestion point, particularly at peak traffic times of the day.
18. The additional traffic travelling to and from the SP&R will exacerbate an already busy part of the road network. From our reading of the EDF consultation documents no mitigation measures have been provided to ameliorate the impact of additional SZC traffic on the roundabout. We do however welcome the joint intention of EDF and SCC to encourage traffic using the SP&R to access it via A14/A12. This will potentially reduce traffic approaching Fiveways from B1078, but it still increases the overall load on the roundabout as traffic leaving the A12 to access the SP&R will need to use it.
19. The Fiveways roundabout is a drop-off and pick-up point for children using school buses during term time. Recognition of this should be made and a safe area created to accommodate cars that briefly park to deposit or collect school children.
20. There is likely to be local pedestrian and cycle traffic to and from the SP&R. The Parishes require appropriate cycle and pedestrian crossings of all roads leading into the Fiveways Roundabout. In particular we would advise EDF that the B1078 through Lower Hacheston has no footway and the road is at points dangerously narrow with sharp corners.
21. The Parishes (and in particular Campsea Ashe) believe that insufficient weight has been given to the role that Bentwaters and Debach industrial estates will play as storage/transit depots for the SZC main construction site. Whilst in general we accept that SZC HGV traffic will not be using the Fiveways Roundabout we believe there needs to be a recognition that traffic from Debach and to Bentwaters will further increase the pressure on the roundabout.

Campsea Ashe: HGV Impacts

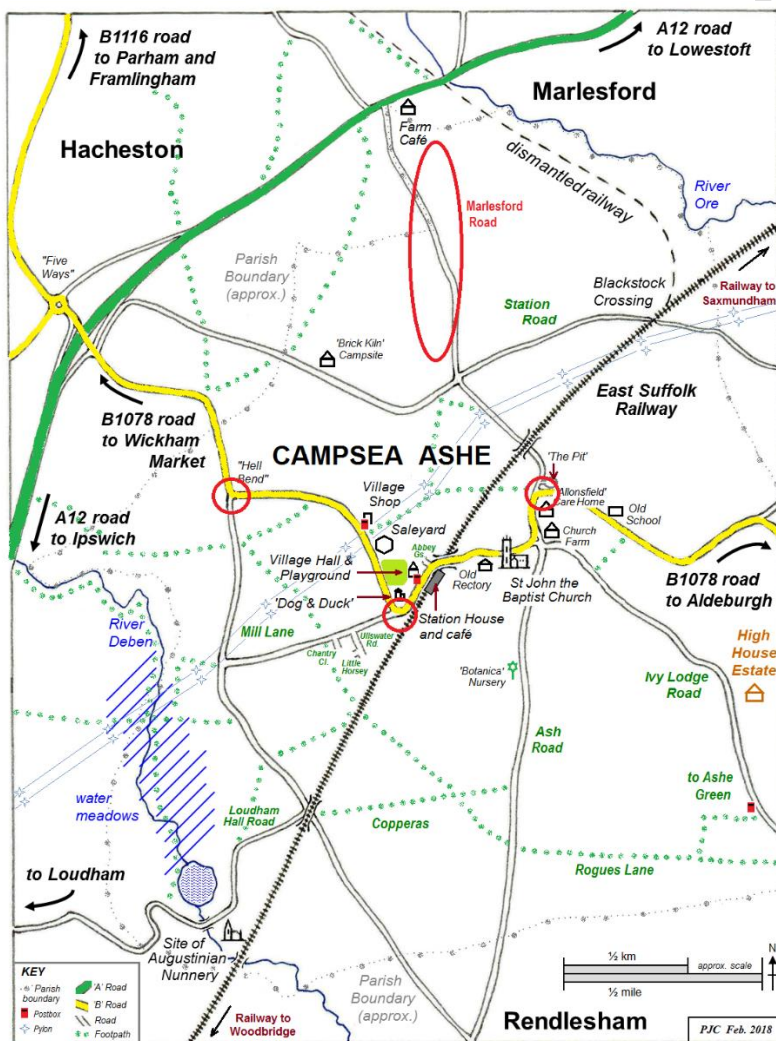
22. As outlined above, there are concerns that the intensification in the use of Bentwaters as a storage/transit depot serving SZC will add increased HGV pressure to the B1078. The B1078 between its junction with B1116 and Campsea Ashe is inappropriate for HGV use. The Parishes preference is for this route not to be used by SZC HGV traffic, but we have seen no alternative proposals from EDF.

23. The proposed southern Park and Ride site is located to capture traffic arriving from the west via the B1078 in addition to traffic arriving from the south but is also likely to attract traffic arriving from the east and south-east which will pass through Campsea Ashe. This would result in yet more pressure on the B1078 and unclassified roads in the village.

It is to be expected that the small lanes in and around Campsea Ashe village such as Ash Road, Station Road and the lane leading to the A12 at the Farm Café will be at risk from rat-running.

The B1078 is a narrow and winding road with many narrow areas and sharp corners where it is not possible for a car and an HGV to pass, let alone two HGVs. Poor visibility at the corners compounds the problems and dangers. These points are illustrated in Fig. 1 below.

Fig. 1 Areas of Concern in Campsea Ashe (circled red)



24. “Rat Runs” Through the Small Villages Around Wickham Market

The effects of “rat runs” on the communities surrounding the SP&R have been highlighted in consultation responses by the Parishes (particularly Pettistree).

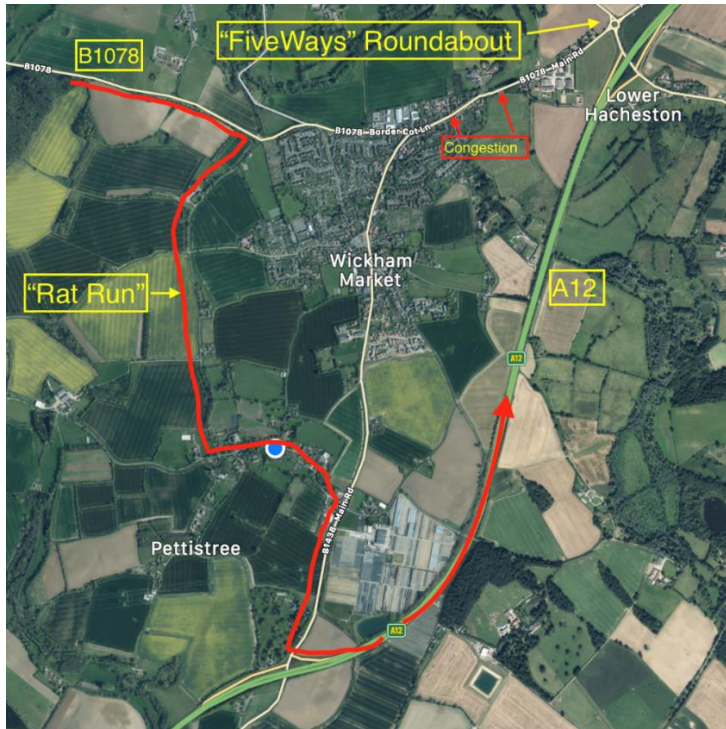
It is welcomed that HGVs going to Sizewell will be tracked and will not be allowed on the B1078. However, congestion is expected from workers’ cars and light delivery vans where the B1078 approaches the 5-ways roundabout having been joined by the B1438 passing through WM. Non-Sizewell traffic including HGVs can be expected to want to avoid this congestion and there will be nothing to stop them cutting across between the B1078 and the B1438 or A12 through the lanes of Pettistree, many of which are single track with no pavements, footways or street lights. Non-Sizewell cars and light vans will use the same rat runs since they will not be monitored like the HGVs.

The recommendation is that EDF and SCC apply pressure to providers of data to Sat/Nav companies to ensure that potential “rat runs” are marked “Unsuitable for HGVs” and appropriate signage should be erected on potential “rat run” lanes.

25. Hacheston and Marlesford “Rat Runs”

Sizewell traffic from and to the north will use the B1116. An obvious potential rat run for non-Sizewell traffic to avoid the Fiveways Roundabout is to use Marlesford Road starting at Mutimer’s Garage on the B1116 in Hacheston connecting with the A12 in Marlesford. A variation will be the use of Ford Road, Low Road and Bell Lane in Marlesford leading to the A12 a little further along. As above, appropriate signage and Sat/Nav notifications are called for.

Fig. 2 The Main Pettistree “Rat Run”



26. Conclusions

WM has long suffered from severe and dangerous traffic congestion particularly on the B1078 between Border Cot Lane and Rackham's Mill/Deben Bridge and in the High Street between the Market Square and COOP. The siting of EDF's SP&R at Hacheston will generate traffic that will exacerbate the existing problems.

The parishes encourage EDF and SCC to consider and implement the recommendations and measures broadly identified in this document in order to mitigate the adverse impacts arising from an increase in traffic for WM residents and those of the surrounding parishes. The aim for all parties should be to achieve legacy benefits that endure beyond the life of the SP&R. Particular attention should be paid to:

- Traffic calming and safety measures throughout WM
- Appropriate use of parking boxes on B1078 between Border Cot Lane and Rackham's Mill/Deben Bridge to allow local residents to park, and contribute to traffic calming
- Wherever possible, make use of technological solutions to divert traffic away from WM and the surrounding villages and ensure that as far as possible it uses A14/A12. Of particular concern are "white vans" delivering to the Postal Consolidation Facility at the SP&R. We would encourage EDF and SCC to apply the same controls to "white vans" as those that will be used for HGVs.
- The Parishes expect EDF to put in place various monitoring systems to allow assessment of the ongoing impact of the construction and use of the SP&R and

the wider traffic issues associated with increased (SZC related) traffic using the A12. As a minimum we would expect:

- Traffic counts at strategic locations in and around WM
 - Air quality monitoring in the most sensitive locations in WM and at the SP&R
 - Acoustic monitoring in the most sensitive locations in WM and at the SP&R
 - Vibration monitoring in the most sensitive locations in WM
- The Parishes ask for a forum to be set up which would involve EDF and SCC and which would allow for an ongoing review and discussion of those impacts of the SP&R which are identified before the start of the project and any unforeseen impacts that arise during the course of SZC construction.
 - The Parishes ask that all mitigation recommendations set out in this document and measures subsequently detailed and agreed should be completed before the SP&R is opened for use.
 - As far as possible the Parishes expect that the mitigation measures will be incorporated as part of the s106 or s278 agreements and accordingly, they recognise that they will need to work collaboratively with EDF and SCC to ensure that the measures adopted can be enshrined in the agreements and other consents before the end of the Examination process.

Parish Councils

**Wickham Market, Hacheston, Marlesford, Pettistree, Campsea Ashe
'Working Document' 3rd July 2020 to share with EDF and SCC**

Appendix 1

Technology Use to Control SZC traffic in and around Wickham Market.

This appendix has been prepared by Wickham Market resident, Arthur Stansfield. For over 10 years Arthur has worked for a company that provides vehicle tracking. Three of the largest vehicle fleets in the country use their tracking.

The best way to mitigate the impacts on Wickham Market and its surrounding villages of traffic travelling to the Southern Park and Ride site would be for the vast majority of vehicles to use the A12. This report discusses 2 approaches that would have that effect.

Wickham Market 'Virtual Bypass' Using Vehicle Tracking

It would not be a major imposition on the users of the SP&R to have their journeys to and from the SP&R to be tracked. Tracking solutions exist that allow the driver to turn on privacy mode, with the result that these would be the only journeys tracked.

Preferred/permitted routes could be defined that drivers should follow. Reports could be produced daily or weekly of those drivers that had not used the permitted routes. It would also be possible to have a phone app in place or a tracking device that recorded the journey to/from work and reported it.

EDF could add a clause in their employment/sub-contract contracts that required the use of tracking of vehicles for users of the SP&R and the ability to provide inducements to drivers who stick to the preferred route. All vehicles using the SP&R site could be registered in order to ensure monitoring and compliance with preferred routes.

Generally, people currently have fewer concerns about disclosing their actual location to companies like Google and Apple. Both are offering to use location information data in tracking Covid-19. Mobile phone companies use mobile signal data to determine where people live and work to offer targeted advertising.

These minor infringements to the rights of workers using the SP&R are a much lesser impact on them than the impact of the extra traffic to the residents of Wickham Market and surrounding villages.

This approach, where the beneficiaries take a little pain seems only fair. By not supporting this approach it means that the rights of the Sizewell C workers are being considered to be of greater worth than the rights of the people of Wickham Market and the surrounding villages.

Making the route through Wickham Market and along the B1078 less attractive for through traffic

Another approach would be to make the B1078 less attractive as a through route and to encourage traffic to use the A14/A12.

This could be done by lowering the speed limit along the B1078 and using average speed cameras to enforce the speed limit. As it is aimed at through traffic probably only 3 or 4 sets would be required. Additionally, minor roads could be classed as local traffic only and EDF could fund a few hours of police time per week to prevent side roads from being used as rat runs. By randomly monitoring side roads at commute time it would be possible to check and deter SP&R traffic from using routes through adjacent villages.

At Wickham Market the speed limit could be reduced to 20mph and average speed cameras at the 3 key entrances to Wickham Market could be used to enforce the speed limit for through traffic.

The second approach would also make the route through Wickham Market less attractive for traffic not related to the SP&R, so would discourage traffic from diverting from the A12 onto B1078 which may occur due to congestion on the A12.

Arthur Stansfield WMPC SWG 28th April 2020