

EDF Energy  
Sizewell C/Wickham Market Parish Council  
Traffic & Transport Meeting  
9 November 2020

**Attendees:**

*Steve Merry, Suffolk County Council (Chair)*

*Richard Bull, EDF*

*Tom McGarry, EDF*

*Stephen Henry, EDF*

*Nick Cottman, WSP*

*Cllr Alexander Nicoll, Suffolk County Council*

*Carolyn Barnes, East Suffolk Council*

*Sonia Lambert, East Suffolk Council*

*Cllr David Chenery, Wickham Market Parish Council*

*Cllr Ivor French, Wickham Market Parish Council*

*Jo Peters, Wickham Market Parish Council*

*Cllr Anne Westover, Wickham Market Parish Council*

*Cllr Dick Jenkinson, Wickham Market Parish Council*

*Cllr Sonya Exton, WMPC & Sizewell Working Group*

*Fiona Judge, Sizewell Working Group*

*Arthur Stansfield, WMPC & Sizewell Working Group*

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

*Klaus Fortmann, Campsea Ashe Parish Council*

*Alister Kratt, LDA Design*

*Chris Arscott, LDA Design*

*Stuart Holmes, LDA Design*

*Cllr Stephen Leach, Hacheston Parish Council*

*George Buxton, WSP*

*Ruth Knight LDA Design*

**I. Welcome and Apologies**

Steve Merry welcomed Klaus Fortmann to the meeting.

Apologies were noted from Carol Poulter.

## **II. Confirmation of transport minutes from 24 August 2020**

The minutes were confirmed.

## **III. Comments on the accuracy of the minutes from transport meeting on 28 September 2020**

Anne Westover noted inconsistency of attribution of people as councillors. She noted a reference on page 3 to the proposed gateway should be a reference to a proposed speed limit.

Anne Westover noted that not all of the actions had been followed up on.

Tom McGarry recommended that in future corrections be submitted via email and the corrected minutes adopted at the meeting to save time. This was agreed.

## **IV. Comments on the accuracy of the minutes from southern park and ride meeting 8 October 2020**

Steve Merry queried how attendees wanted to take the matters raised in this meeting forward. Alexander Nicoll believed that the intention had been to get somebody to facilitate a smaller, more focused group on the matter, where discussion would be easier. Steve Merry noted that landscaping fell under the remit of East Suffolk Council. He would pick up the transport issues outside of the meeting. Richard Bull suggested spending 5 minutes in this meeting to cover proposed changes to the design and landscaping following the meeting on the 8<sup>th</sup> October.

## **V. Matters Arising from the Previous Meeting**

### EDF to provide a drawing of the roundabout at Fiveways

Steve Merry reported that there was a drawing in the DCO pack.

### EDF to re-circulate the Traffic Mitigation Proposals Working Document

Richard Bull advised that this had been recirculated.

### Steve Merry to redistribute the Wickham Market: Sizewell C Transport Mitigation Word document

Steve Merry noted there had not been any significant changes and he was not sure why this was needed.

### WSP and EDF to provide Steve Merry with a drawing of the B1078 speed limit

Steve Merry asked for this information for the governance to approve the change subject to full consultation. WSP confirmed that the drawing will be provided.

### Steve Merry to attempt to obtain a full plan

Steve Merry reported that he had attempted to send this.

### EDF and LDA to produce a programme with a process

Richard Bull thought this would be covered later in the agenda.

### Richard Cooper and Anne Westover to circulate the meeting notes from Richard Rout to EDF

Anne Westover reported that this had been completed.

## **VI. Transport Mitigation for Southern Park and Ride**

It was agreed to update on the revised landscape masterplan for the park and ride site. Ruth Knight reported on actions undertaken since the October meeting. The bund along the northwest boundary had been extended to the whole boundary and would form part of the consultation. The layout on the western boundary had also been adjusted to give more room between the right of way and the security fence. Hedgerow enhancements would take place, with hedgerow trees. It will be possible to retain the existing oak within the retained hedge line near to the site entrance.

With regard to highway matters, Chris Arscott noted a site visit in mid-October which had walked the whole length of the village and looked at and understood the issues the Parish Council had documented. Alister Kratt confirmed that the presentation slides would be issued, along with a separate drawing. Chris Arscott presented the issues identified.

Alister Kratt noted that it was evident that there would be a balance between controlling on-street parking and securing better traffic flow and pedestrian safety. They had tried to look at things as proactively as possible and had work-in-progress to show.

Chris Arscott explained that LDA had started to develop high-level principles while waiting for the finalisation of the topographic survey. Stuart Holmes explained that LDA had looked at the network of footpaths linking around the village and 'quiet routes'. Stuart Holmes gave an overview of highway and parking issues, including consideration of highway parking on inside bends.

Alister Kratt noted that over the next few weeks they would be developing scenarios to balance the conflicting challenges of parking, through traffic and pavement widths. They wanted to bring forward a number of options for context and transparency. Steve Merry asked for the slides to be shared with the group. Alister Kratt agreed to do so.

Sonya Exton queried the references to recommended distances and speeds. Stuart Holmes explained that they were used to influence the elements of pathways. The aim had been to influence behaviours south of the Co-op, so that drivers got used to the speed limit before reaching the Co-op. Anne Westover noted that there was some footway improvement work which should have happened when the Wickham place development had taken place. Alister Kratt said that this was on the more technical mark-up.

Alexander Nicoll presumed that progression of options would require review by SCC Highways in the first instance. Steve Merry highlighted that in terms of materials they would be looking at whole-life costs, discouraging high-quality materials except where they served a specific purpose and discouraging vertical movements where possible. Steve Merry would be interested to see the cited Danish Road Directorate document. Anne Westover queried whether the high-quality materials discouraged included the Marshalls block paving previously used. Steve Merry explained he meant things like sawn Yorkstone, at the top end.

### **1. B1078 Speed Limit**

This item had been covered in the LDA presentation.

### **2. High Street Mitigation**

This item had been covered in the LDA presentation.

### **3. B1078 Rackhams Bridge to Southern P&R**

This item had been covered in the LDA presentation.

**4. B1078/B1116 Roundabout**

Richard Bull outlined that this would need further consideration.

**5. Pedestrian/Cycle Link to Marlesford**

Richard Bull outlined that this would need further consideration.

**6. Signing Strategy for Southern Park and Ride**

Steve Merry deferred this subject to item 8.

**7. Management Plans, Delivery Management Systems and Transport Working Group**

Steve Merry deferred this subject to item 8.

**VII. Transport Mitigation in Wickham Market****1. High Street from B1078 to The Square**

This item had been covered in the LDA presentation.

**2. Co-op to The Square**

This item had been covered in the LDA presentation.

**3. Dallinghoo Road**

This item had been covered in the LDA presentation.

**4. Broad Road**

This item had been covered in the LDA presentation.

**VIII. Neighbouring Parish Issues****1. Speed Limit on B1458 in Pettistree**

Dick Jenkinson explained that there was a desire to lower the speed limit, especially with the new development coming in Pettistree. Steve Merry asked whether Richard Cooper had had any conversations with Pettistree Parish Council about this. Richard Cooper said that he had not, but he could raise it and feed back on it.

**2. Traffic Calming through Campsea Ash/B1078**

Steve Merry noted that there was a 30mph speed limit filling the gap across the bridge over the A12 on the B1078. Steve Merry queried whether this was permanent and whether it was something in the DCO or which would need a s106 agreement. Richard Bull was not aware of anything in the DCO.

Steve Merry noted that Campsea Ash Parish Council had raised concerns about 'rat-running' through the village. Steve Merry felt that it would be useful to look at the western end of Campsea Ash, at what could be done to discourage traffic using the road off the A12. Ivor French agreed with Steve Merry's assessment. Steve Merry asked whether WSP could look at this. Doing anything within Campsea Ash itself was difficult due to the layout. Ivor French noted two weeks previously there had been a 30-minute gridlock in Campsea Ash due to weight of traffic caused by HGVs and tractors. Richard Cooper felt that the problem was with SPR as well, at the Friston site.

Sonya Exton noted the other road before the Marlesford Café, which was another point of concern in relation to rat-running. Alexander Nicoll added that going through Lower Acheson there was a sharp right-turn, uphill and highly-banked with a national speed limit sign. He felt in Lower Hacheston it should be a 30mph speed limit, due to pedestrians. The situation around Campsea Ash needed to be addressed. As the logistics hub would be involved, Alexander Nicoll thought that the County and EDF had a duty to take assessment of the issues now.

## **IX. GPS Tracking of Light Vehicles**

Richard Bull reported that in terms of managing vehicles on specific routes and the technology to ensure that happened, discussions had taken place with the delivery team. It would be difficult to designate how different postal delivery services travelled to the postal consolidation centre. However, there is potential to include LGVs travelling to the main construction site in the protocols for larger vehicles, with enforcement in designated routes. Richard Bull had been pleased with the positive response. The technology for tracking vehicles was yet to be decided, but it was likely to be GPS rather than ANPR. Richard Bull noted that LGVs going to the main site had to go through the DMS, so could be tracked.

Steve Merry queried when information would be available on how access to the park and ride would be signed. Richard Bull said that this would need to be detailed in the management plan.

## **X. Satnav Guidance to Southern Park and Ride**

Steve Merry queried what influence could be applied to satnav providers to fix vehicles on agreed routes. Richard Bull said that he would need to take this away and come back with an answer. Steve Merry thought it needed to be pursued.

Anne Westover queried whether the TIMA (Traffic Incident Management Area) would be lit when it was or was not in use. Richard Bull said that it would not be lit when not in use but thought likely that some lighting would be required when utilised during an incident.

Sonya Exton suggested that EDF could have its own app for use by businesses likely to be delivering. Richard Bull said that there was a strong possibility that the technological solution would be linked to mobile phones. Arthur Stansfield queried whether there were any plans to use geofences. Richard Bull said that geofencing had come up in discussions. He suggested there may be an opportunity for John Davies from the SZC Delivery team to present to the group once an approach had been confirmed.

## **XI. Agreed Actions**

The agreed actions were as follows:

- The slides from the LDA presentation to be circulated;
- Richard Bull to see what he could find out about taking inappropriate routes off satnav;
- Richard Bull to confirm the position with regard to enhancing cycle routes to Marlesford;
- WSP to provide Steve Merry the drawing of the speed limits;
- Steve Merry and Richard Bull to discuss discouraging traffic from the A12 to the B1078.

Steve Merry noted that delivery would need to be by Q1/Q2 2020. The sooner things were agreed the better, but it needed to be done properly.

Alister Kratt queried the consultation process. Steve Merry said that any of the legal orders required a formal consultation. Leiston Town Council was keen to discuss it, and to agree it and take it forward for public consultation. Steve Merry's personal preference was for the parish, district and county councils all to be involved with the consultation.

## **XII. Any Other Business**

Anne Westover noted that a consultation was upcoming as part of the DCO on 18 November. A list had now been received from Planning Aid England of what it saw as the key changes. She queried whether the things discussed in the meeting would be part of that consultation. Richard Bull said that the park and ride elements would.

Dick Jenkinson noted that Wickham Market Parish Council should have a revised version of the neighbourhood plan published by the next week, including traffic suggestions.

It was agreed that the next meeting would be on Monday 7<sup>th</sup> December 17:00 – 18:30.

**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)