

Blythburgh with Bulcamp and Hinton Parish Council

We need your view!

Possible changes to the B1125 (Angel Lane/Dunwich Road)

A working group consisting of representatives from Sizewell C, Suffolk County Council (Highways) and Blythburgh, Walberswick and Westleton Parish Councils has been considering ways of mitigating the predicted increase of traffic once (if) construction of Sizewell C starts.

Three options have been put forward.

Which option would you like to see adopted?

Please read the accompanying explanations carefully before making your choice

- ❖ Option 1: Closing the B1125 southbound at the junction with the B1387.
- ❖ Option 2: Reprioritising the B1125/B1387 junction and retaining access both ways through the village.
- ❖ Option 3: No change – retain the current road layout but with improvements to traffic calming measures throughout the village.

Maps and detailed explanations of each option can be found below.

Based on the information below, Blythburgh Parish Council is conducting a public consultation, and wishes to gauge village opinions as to which of the three options would be preferable. Please indicate which of the three options we should adopt. All three have potentially positive and negative outcomes.

The Parish Council also recognises that not everyone in the village will be directly affected by any of these options, so please think carefully about your response. Thank you.

There will be a public meeting in the village hall

at 7pm on 8th August

This will be to discuss these options. We can't consider other ideas as these are the ones that Suffolk CC (Highways) have deemed to be viable.

The Deadline for submitting your preference will be at the end of the meeting

BALLOT PAPER

Name:

Household address:

Email address: (if you do not have an email address please state this)

Please choose **one option only**:

- Option 1 – close the south end of Angel Lane/Dunwich Road (B1125)
- Option 2 – alter the layout at the south end of Angle Lane/Dunwich Road (B1125)
- Option 3 – leave things as they are

Please return the completed ballot to:

Roderick Orr-Ewing, Mill End, Dunwich Road, Blythburgh, IP19 9LT

or

Paul Lacey, Priory Cottage, Priory Road, Blythburgh, IP19 9LR

or

At the meeting

By

End of public meeting on 8th August or earlier

Please write any comments here

Incomplete or late ballot papers will not be counted.

The decision to proceed with the development of Sizewell C was announced on 20th July. It could lead to a substantial increase in traffic movements through Blythburgh. In particular, it is expected that the B1125 (Angel Lane/Dunwich Road) through the village will have to handle more commuter and construction traffic (though no vehicles of greater than 3.5T would use the B1125 at any time during the construction period).

The figures for the Early Years (smaller construction workforce but before EDF complete the Northern Park and Ride site) and at Peak Construction (peak workforce and with P&R in use) are set out below. These are taken from the DCO submission:

Location	2015 observed flow	2023 No SZC	2023 Early Years	2028 Peak Construction
B1125 north of B1387 crossroads	1650	1850	2350 - 2450	2000 - 2100
A12 north of Angel Lane	10400	10950	11800 - 12050	13100 - 13450
Flows are two-way 24 hour weekday volumes				
Source: DCO Consolidated Transport Assessment Tables 8.5 and 8.7				

This potential increase on the B1125 should instead be directed to use the A12 and not the B1125, which already carries substantial through traffic.

On 13th May 2022, Councillor Paul Lacey, from Blythburgh Parish Council, met with representatives from Sizewell C, Suffolk County Council, Walberswick Parish Council and Suffolk Highways. The aim of their visit was to look at some of the traffic issues that Blythburgh is currently experiencing, and how these might worsen if construction of Sizewell C is to proceed. The visit was followed by a virtual meeting on-line on 30th May 2022, where traffic mitigation proposals were presented. The options for Blythburgh are set out below

These mitigations are only suggestions at this point – there is no guarantee they will go ahead. However, it is important that Blythburgh village expresses its view on the mitigation proposals.

It should be noted that the options being suggested would also be dependent on Suffolk Highways improving overall traffic calming measures on the A12 through Blythburgh. These might include:

- Introducing speed cameras along the A12
- Larger 'Blythburgh' gate-type signs at both sides of the village with prominent speed limit indicators (30mph)
- Solar-powered speed indicators/recorders at both ends of the speed restricted zone

This Public Consultation is your opportunity to be heard. Attached to this letter is a ballot paper and each household has one vote which they can use to express which option they prefer.

A Public Meeting will be held on 8th August, in the village hall, and, if you have questions or are unsure, please attend this meeting.

All residents can vote, but please consider the benefits for the whole of the village and for those of our residents who live on Angle Lane/Dunwich Road and surrounding roads.

The deadline for returning the ballot with your choice clearly marked is 8th August. Any ballot papers received after this date will not be counted.

Option 1 – Stopping up B1125 North

Maintain property access to B1125 / B1387 where possible.

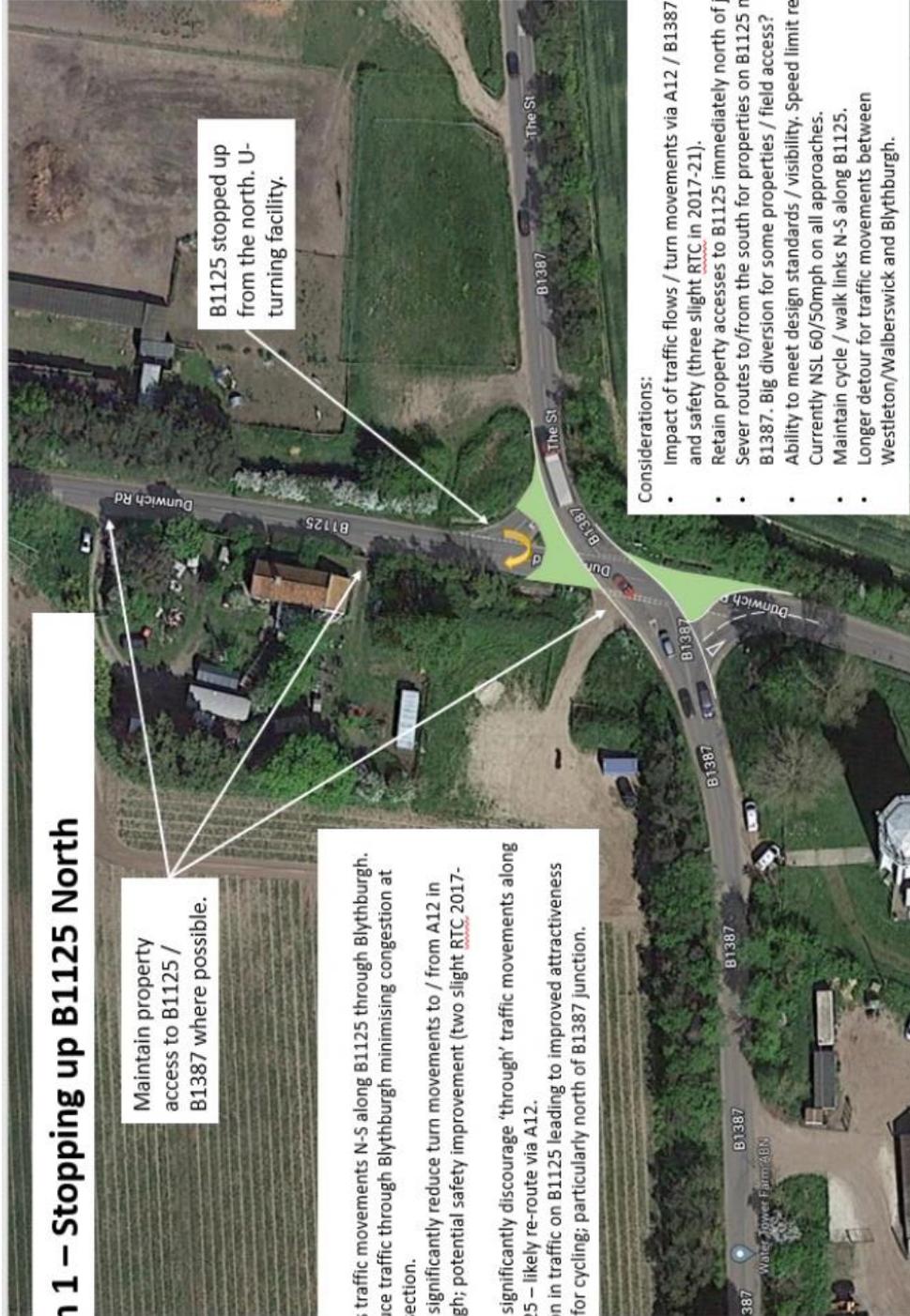
B1125 stopped up from the north. U-turning facility.

Benefits:

- Prohibits traffic movements N-S along B1125 through Blythburgh.
- Will reduce traffic through Blythburgh minimising congestion at narrow section.
- Likely to significantly reduce turn movements to / from A12 in Blythburgh; potential safety improvement (two slight RTC 2017-21).
- Likely to significantly discourage 'through' traffic movements along the B1125 – likely re-route via A12.
- Reduction in traffic on B1125 leading to improved attractiveness of route for cycling; particularly north of B1387 junction.

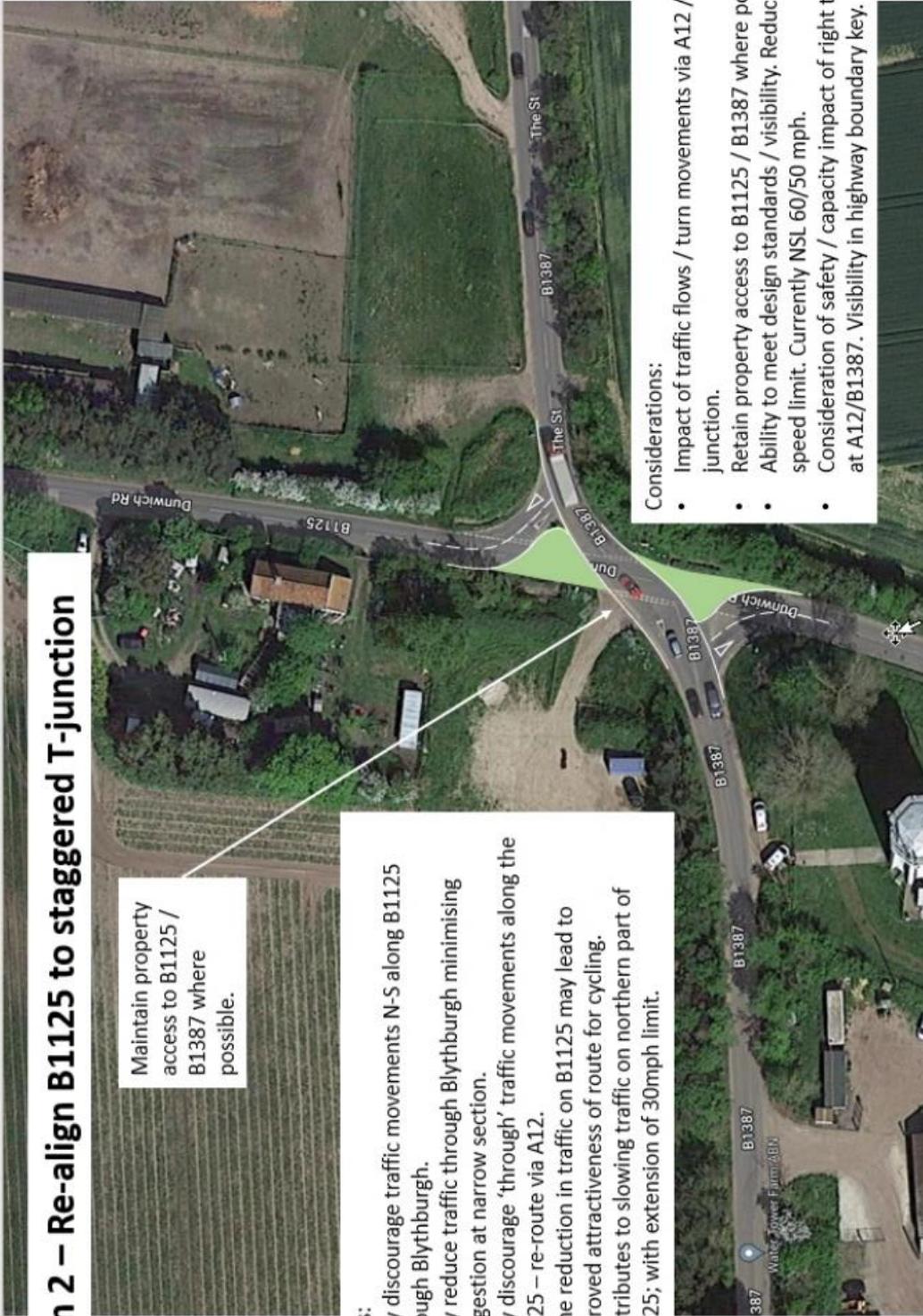
Considerations:

- Impact of traffic flows / turn movements via A12 / B1387 junction and safety (three slight RTC in 2017-21).
- Retain property accesses to B1125 immediately north of junction.
- Sever routes to/from the south for properties on B1125 north of B1387. Big diversion for some properties / field access?
- Ability to meet design standards / visibility. Speed limit reduction? Currently NSL 60/50mph on all approaches.
- Maintain cycle / walk links N-S along B1125.
- Longer detour for traffic movements between Westleton/Walberswick and Blythburgh.



Closing the B1125 at the south end of the village at the B1387/B1125 road junction, building a turning circle, and prioritising traffic travelling to and from Walberswick. Pedestrians and cyclists would still be able to use the B1125 north of the B1125/B1387 crossroads.

Option 2 – Re-align B1125 to staggered T-junction



Maintain property access to B1125 / B1387 where possible.

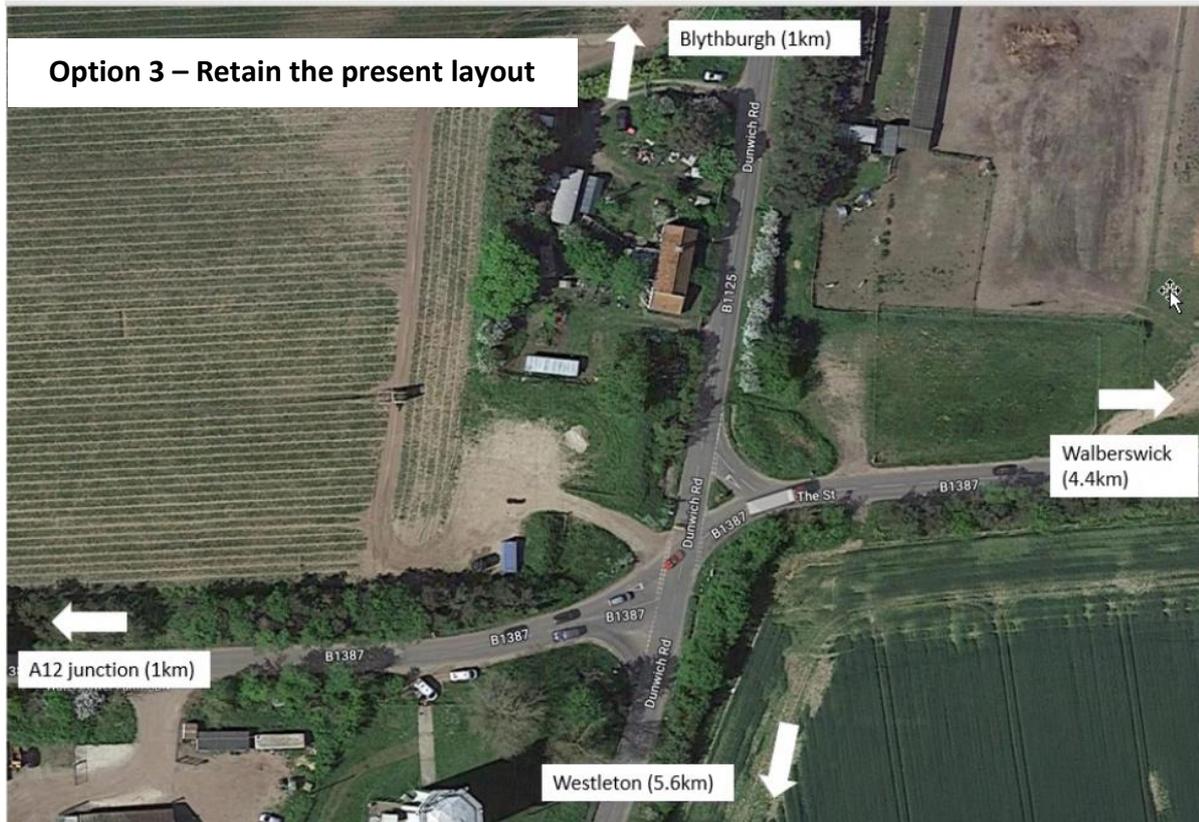
Benefits:

- May discourage traffic movements N-S along B1125 through Blythburgh.
- May reduce traffic through Blythburgh minimising congestion at narrow section.
- May discourage 'through' traffic movements along the B1125 – re-route via A12.
- Some reduction in traffic on B1125 may lead to improved attractiveness of route for cycling.
- Contributes to slowing traffic on northern part of B1125; with extension of 30mph limit.

Considerations:

- Impact of traffic flows / turn movements via A12 / B1387 junction.
- Retain property access to B1125 / B1387 where possible.
- Ability to meet design standards / visibility. Reduced speed limit. Currently NSL 60/50 mph.
- Consideration of safety / capacity impact of right turners at A12/B1387. Visibility in highway boundary key.

Retain Blythburgh through traffic on the B1125 but reprioritise the B1387 as with Option 1, resulting in a staggered junction



Retain the current traffic arrangement at the B1387/B1125 road junction

Option 1:

- Villagers including residents on Angel Lane and Dunwich road would use Chapel Road and the A12 when heading south out of the village.
- The northern junction with the A12 would be retained and signage added to prevent through traffic.
- A turning circle to be built at the south end to permit commercial traffic, eg heating oil/gas tankers and refuse-collection vehicles to turn round.
- Safer egress to traffic from Highfields and Amberley Close and eliminate through traffic during peak-commuter hours.
- Pedestrian access along and across both Angel Lane and Dunwich Road would also become safer, especially at the northern end of Angel Lane where there is currently no walkway.
- Access to adjacent fields would be retained.

Option 2:

- Retains the access to the village from the south, but prioritises traffic using the B1387 Walberswick Road.
- A new junction so that traffic approaching Blythburgh northbound or leaving the village southbound would have a 'staggered' junction to negotiate.

- Subject to the agreement of Suffolk CC and Suffolk Constabulary, extending the 30mph limit on Dunwich Road south as far as the new junction, potentially slowing or deterring commuter traffic using Angel Lane and Dunwich Road.

Both options 1 and 2 would require works within the public highway land on the B1387 (Walberswick Road) to prevent run-off from the adjacent fields during wet periods.

EDF would also explore the need and feasibility of improving the B1387/A12 junction within the existing public highway land, including:

- Widening the A12 so northbound traffic has a right turn lane to move safely into the B1387 without blocking northbound A12 traffic
- Widening if necessary and marking separate 'left and right' turn lanes at the western end of the B1387 for traffic joining the A12

Option 3:

- Retain the present road layout but potentially include additional signage and traffic-calming measures, such as a solar-powered speed indicator/recorder.

All these options would also be dependent on Suffolk Highways improving overall traffic calming measures on the A12 through Blythburgh. These might include:

- Introducing speed cameras along the A12
- Larger 'Blythburgh' gate-type signs at both sides of the village with prominent speed limit indicators (30mph)
- Solar-powered speed indicators/recorders at both ends of the speed restricted zone

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