PROPOSED CODDENHAM GYRATORY

POST PUBLIC CONSULTATION REPORT

Suffolk Highways, Professional Services LHB Team, Phoenix House, Goddard Road, Ipswich.

Issue 01
3rd July 2018
Report prepared by Philip Wright
## Document Control

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<td>03</td>
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<td>PW inclusion of appendices and final amendments</td>
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Introduction

The residents of Coddenham who live within the narrow section of High Street, B1078 have had longstanding concerns regarding periodic congestion, which has on occasion lead to substantial delays within the village and at worst resulted in property/vehicle damage. This is particularly exacerbated when the Orwell Bridge is closed and traffic tries to find alternative routes to access destinations to the east and north east of Ipswich. County Councillor Matthew Hicks commissioned Suffolk Highways to investigate the issues and design a possible solution that could be within the scope of available funding.

Once the proposed design was completed, Cllr Hicks requested that the proposal was made the subject of a public consultation event. Affected residents of Coddenham and Hemingstone were then invited to the event on the 18th April 2018, and to feed back their comments.

Currently, west bound lorry movements are diverted around Coddenham via Rectory Road/Sandy Lane, due to a 7.5t weight restriction at the junction of B1078 and Rectory Road, preventing a continuation of west bound flow by HGV’s. Traffic under 7.5t can still travel westbound along the B1078 through Coddenham. All east bound traffic is allowed to travel through the village on the B1078 as normal.

Rectory Road has an existing 7.5t weight restriction for east bound vehicles, Which stops HGV’s turning in from Sandy Lane. In places the road width along Rectory Road has been identified as being insufficient for two-way flow therefore heavy goods vehicle (HGV) movements are generally in a westerly direction.

There have been various investigations that have taken place over the years to see if two-way flow could be improved on Rectory Road. These investigations commissioned by Suffolk County Council Transport Strategy Team included, widening the whole of Rectory Road and Sandy lane or introducing various lengths of passing bay on both roads. These previous proposals were found to be unachievable given the prioroties and funding available at the time they were considered. These previous proposals are presented in Appendix B but were not part of the consultation.
Proposed Design

The traffic management scheme that is currently being proposed provides a possible solution to the problems that are being faced within Coddenham, but it is not without its limitations. The current proposal looks to direct all west bound vehicular traffic off of the B1078 and onto Rectory Road, by use of a 'No Entry' restriction which would be installed at the same point as the current 7.5t weight limit. At the southern end of Rectory Road vehicles would then turn right or left onto Sandy Lane. If turning right vehicles could either carry on at the Three Cocked Hat junction back onto the B1078 Needham Road and on to the A140, or turn right in the direction of Coddenham.

Under this proposal a set of ‘No Entry’ signs would also be installed at the junction of Sandy Lane and Rectory Road to stop north bound access, and again this would replace the current 7.5t weight limit. It is proposed that the No Entry restrictions be installed under an experimental traffic regulation order (ETRO).

The scheme is being proposed for implementation on an experimental basis, to allow time to see if the proposal works. The experiment could last for a maximum of 18 months. Over that time, monitoring would take place to ascertain the effects of the changes and residents would be able to pass comment on its effectiveness within the first six months and after any subsequent change to the experimental measures. The trial could be stopped at any point if the experiment is assessed as not being successful. This would not be possible if a permanent order was proposed straight away.

An experimental order offers greater flexibility of operation and the ability to amend the proposal while in operation or remove it altogether if it was assessed to be creating significant issues along affected routes for the residents within the affected routes or users of the routes. A permanent order does not offer any flexibility and is rigid in what is placed on the ground. It is also a lengthy and expensive process to make any changes or remove.

Although most vehicles would travel in a southerly direction on Rectory Road, it was proposed that any traffic starting their journeys within Rectory Road or entering Rectory Road from Bulls Road/Church road Hemingstone would be able to travel north or south along Rectory Road. Similarly, any traffic starting their journeys within the High Street / Lower Road Coddenham would be able to travel in an easterly or westerly direction. We are not proposing that Rectory Road or the High Street are made One-Way systems.

There are positive and negative impacts that may result from introducing this proposal and these were outlined at the public consultation event.
Public Consultation

Following discussion with Councillor Hicks, it was agreed that a public consultation / exhibition should take place to present the proposals to those that maybe affected by the proposals and the wider public.

On the 27th March 2018 Councillor Hicks arranged for invitation letters to be sent out to residents of Coddenham and Hemingstone that would be directly affected. The letter outlined the back ground and the proposal itself. The letter also invited people along to a public consultation event / exhibition, or if they were unable to attend this, residents were invited to send their views on the proposal to us via an attached feedback form, which they could either post back to Suffolk Highways directly, place in a sealed box within the Coddenham Food Store or return it on the night to a box at the exhibition.

The public consultation / exhibition to present the proposal took place at Coddenham Community Centre on the 18th April 2018 from 3pm until 7pm. The event was well attended with the County Councillors representing both Coddenham and Hemingstone in attendance. Members of the public for both parishes were also there in number, including members of each parish council.

The attendees had the opportunity to view and discuss the proposals in the form of the documents attached in Appendix A.

The documents included:

1. An introduction to the context and history behind the proposal.
2. The current vehicle flows past four locations within the affected routes and measured road width data along Rectory Road and its ability to take two-way traffic.
3. The proposal with detail of the proposed changes to take place at the junction of B1078 and Rectory Road.
4. Possible vehicle flows, assuming the proposed scheme was introduced as designed.
5. Possible positive and negative impacts of the proposal.
6. Previously proposed schemes that have gone before and reasons why they never progressed.
7. Invitation for consultees to make comment on the proposal via a feedback form.

Officers from Suffolk highways along with County Councillor Hicks were in attendance throughout to provide advice and answer any queries. Cllr Field was also in attendance.
Results from Responses & Exhibition.

A total of 242 invitations/consultation letters were sent out to individuals, and we had a total of 135 replies back to us via the three methods of return representing a 55% response rate. Each return slip had an address added to the top. This prevented anonymous or multiple replies from individuals that may have skewed the results. A breakdown of the replies to the preference form is listed in Fig 1.0 below. Plans with the plotted location of all the returnees with an indication of whether they supported or objected to the proposals was produced for analysis but is not included within this report for data protection reasons.

<table>
<thead>
<tr>
<th>REPLYs RETURNED TO:</th>
<th>SUPPORT</th>
<th>OBJECT</th>
<th>DID NOT STATE</th>
</tr>
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<tbody>
<tr>
<td>Suffolk Highways</td>
<td>10</td>
<td>14</td>
<td>-</td>
</tr>
<tr>
<td>The Exhibition</td>
<td>14</td>
<td>41</td>
<td>2</td>
</tr>
<tr>
<td>Coddenham Food Store</td>
<td>7</td>
<td>46</td>
<td>1</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>31</strong></td>
<td><strong>101</strong></td>
<td><strong>3</strong></td>
</tr>
</tbody>
</table>

Fig 1.0 Replies to the preference form.

As can be seen, 101 (75%) of the returnees were not in favour of the scheme progressing in its current form, 31 (23%) were in support and 3 did not express whether they supported or objected to the proposal. This does not demonstrate a significant level of support for the proposal. However, the consultation form also had a box for further comments. The responses included themes or individual reasons for their views which amounted to 60 differing points, some of which were positive, some negative and some suggested alternative options. A summary of the response comments is provided (Appendix C).

The 31 positive responses included 6 separate themes or individual comments, of which four individuals felt that the scheme at least deserved a trial.

Five other separate comments were put forward by single individuals and not repeated by others. These views ranged from ‘It will make things easier for other road users to pass’, to ‘can we have a full time one-way system’ and ‘can we have “No Entry Except for Buses”’.

The negative points included 54 separate themes or individual comments, 31 of which were raised by more than one person. For ease of comment we have explored the top ten points that were raised by more than one person, however the whole list can be viewed in Appendix C.
The top ten negative points raised made up 61% of the total negative comments returned.

**Effect on Local Shop**
The point raised most, by 36 individuals (23% of the negative points raised), was concerns over the possibility of the Coddenham Food Store closing due to a reduction in the amount of passing traffic bought on by the proposal. The possibility was listed as a possible negative impact of this scheme within the consultation documents and should be carefully considered given the possible reduction in vehicles passing. The food store have openly stated with a flyer that was posted to homes within Coddenham that they rely on passing trade, and a reduction in this may affect the viability of their business. The store took this further in their reply to the consultation, reporting that during the closure of the B1078 for 6 weeks in 2017, the store only remained viable because of the local community “stepping up” and spending more with them.

**Potential Increase in Vehicle Speeds**
The concern that speeds within the village will increase if the proposal was implemented was raised by 27 people (17% of the returns) and also listed within the consultation documents as a possible negative impact of the scheme. An increase in speed is something that may occur due to a perception that the roads are no longer two-way, and vehicles can proceed without fear of meeting head-on traffic (even though this is not the case). The proposal does not remove or change any of the existing speed limits from the village and would remain the responsibility of Suffolk Police to enforce them. This is also the case for the enforcement of the current 20mph speed limit which 9 people commented on. Additional traffic calming measures can be added but ultimately it is the responsibility of Suffolk Police to enforce speed limits.

**Suggested Lorry Ban on the B1078**
The banning of Lorries in either direction from Coddenham was suggested by 22 people (14.2% of the returns) as well as the claim that they are the main cause of the issues along the High Street, which was raised by a further 8 people. The chances of this being achievable would be minimal. There will always be lorries with a legitimate reason to be within the confines of the village, for deliveries etc. Weight restrictions can require significant police resources to carry out enforcement and would require their support before being considered further.

Lorry watch schemes can help to identify persistent offenders, but restrictions are only successful if they are enforced. Four people, made the point that the current weight limit just needs better enforcement. The Police like all public services, have
limited resources and have to prioritise their resources accordingly. The proposal to create No-Entry’s is a more self-enforcing restriction than the existing weight limit currently in place, but that would still need to be enforced.

**Condition and Suitability of Rectory Road**

The condition of Rectory Road, and its ability to take the expected volume of extra traffic was a concern raised by 22 individuals (14.2%). Rectory Road is a lower classification of road than the B1078 and as result is not maintained to the same standard and is not inspected as often, however, structurally the centre of the carriageway has been assessed by Suffolk Highways Surfacing Team to be in good condition. The edges are known to be in a poorer condition compared to the centre. Due to the reduced chance of two-way conflict due to the reduction of north bound traffic, Rectory Road may not suffer as much edge damage if the proposal was to be implemented. The effect of the extra traffic using Rectory Road on its future condition is unknown and would have to be monitored as part of the experiment.

**Perceived One-Way System**

17 people (11%) raised safety concerns of a perceived one-way road actually being two-way. We are not proposing a one-way system. Lower Road at its junction with Rectory Road is being made a ‘No Entry’ as is Rectory Road at its junction with Sandy Lane. Two-way traffic will still be allowed on both Lower Road/High Street and Rectory Road, for those vehicles starting journeys on these roads. The potential public misconception that individuals may think that they are entering a one-way road, is a concern but could be managed if additional 2-way flow signs were incorporated within the design.

**Rectory Road Flooding**

The occasional but severe flooding of Rectory Road is a known problem, and a problem that highways have worked on resolving for many years. 15 people (9.7%) raised this as a concern. It is accepted that it is an issue that would need careful consideration if the proposals were to be progressed. Currently if Rectory Road floods, the road user can use an alternative route to reach their destination. If the proposal was to be introduced the alternative routes would be greatly reduced to very minor routes, with marginal suitability to take the volumes and types of traffic expected. The drainage problem would need to be looked into before any scheme was introduced. The Suffolk Highways Drainage Team have this site on their list of potential schemes but does not currently form part of their prioritised 3-year programme.
Suggested parking restrictions – Coddenham High Street
A number of people responded to suggest that the parked vehicles in the Coddenham High Street were contributing to the congestion issues. The suggestion of removing vehicles parking from the High Street Coddenham was mentioned anecdotally several times at the exhibition. Within the replies from the consultation 11 people (7%) raised this as an issue. As an alternative idea this could be looked at further. The parking by residents and their guests certainly narrows down the available carriageway width at a location where carriageway width is already narrow. Removal of parking is unlikely to gain local support unless alternative off-road parking arrangements could be provided nearby. Coddenham parish council may wish to explore options with local land owners.

Displacement of problem from High Street to Rectory Road.
A point that was raised by 11 separate people as well as suggested at the exhibition, was that the proposal does not resolve the problem that Coddenham has, it just move’s it to another road. It was also suggested that the scheme will impact on other surrounding roads (mentioned by 7 people). 8 people suggested, within the replies, that the proposal will not result in a traffic reduction on the High Street. Diverting all the west bound vehicles off of the B1078 down Rectory Road will certainly impact upon this road. People will undoubtedly, find their own routes around the counties roads to suit their journeys and as a result, more vehicular traffic may well be experienced on roads which were previously quieter. It may also be the case that although a reduction in vehicle numbers on the High Street was estimated, there may eventually be an increase, especially east bound. The perceived reduction in congestion and reduction of west bound flow may attract more east bound traffic through Coddenham from the A140.

Safety of Pedestrians or Cyclists
Concern was raised by 10 individuals about the safety of pedestrians and cyclists using the footpath network off Rectory Road, if the scheme progresses as proposed. 9 separate unmade footpaths exit onto Rectory Road and their usage and footfall numbers has not been looked into in any detail. The presence of the footpaths has also not been directly factored into the design for diverting vehicles off of the B1078, but before the scheme can progress the whole proposal would be subject to a comprehensive independent safety audit before any decisions were made.

Consultation with Hemingstone Parish Council
It has been stated that Hemingstone Parish Council have not been consulted. Suffolk County Council were commissioned by County Cllr Hicks to look at options that were achievable within existing funding, for alleviating periodic congestion problems within the narrow section of the B1078 Coddenham. Cllr Hicks arranged
funding to enable a study to be undertaken and requested that the resulting design proposal was made the subject of a local consultation to enable effected residents of Coddenham and Hemingstone the chance to review the proposal and feedback their views to enable more informed discussion to be undertaken.

Suffolk Highways were requested to provide details and addresses of affected residents to enable Councillor Hicks to send out letters inviting residents to a consultation event. Councillor Hicks consulted Coddenham Parish Council on this and Cllr Field. The letters went out on the 27th March inviting comment and attendance at the exhibition and the exhibition took place on the 18th April. The exhibition displayed initial draft proposals to be explored further, subject to the results of the consultation. The proposal does not represent a detailed design by any means.

**Recommendations**

It is clear from the level of negative feeling and response to this proposal, that this scheme would not be recommended to proceed in its current form. Despite it appearing on paper to resolve many of the wider issues that had been identified as being the main concern that hinder the free flow of traffic on the B1078, there are a number of negative impacts that require careful consideration.

The consultation responses include a number of, alternative suggestions that are explored below:

**Removal of Parking on Coddenham High Street**

This could be achieved by the introduction of formal parking restrictions in strategic/narrow locations.

Unless alternative parking was made available for residents and visitors within this narrow section, it is expected that any parking restriction proposals would not be supported by the local affected residents.

Some local people who attended the consultation event had suggested that pockets of nearby land could be made available and developed to create alternative parking areas for any vehicles displaced by any parking restrictions that may be introduced.

This could be considered and consulted on locally, by Coddenham Parish Council however, the lack of pedestrian facilities within this area would need to be considered along with land ownership issues and funding required for the development of such a proposal.
Alternative parking could be made available within the community centre car park however the lack of pedestrian facilities linking these two locations would be an issue particularly for elderly user groups and families with young children.

**Lorry Ban of the B1078**

Simply banning lorries from travelling through Coddenham on the B1078 may be difficult to achieve without suitable alternative routes being available. Legitimate use of this route for local deliveries would remain and other vehicles may start to use other less suitable roads to gain access to surrounding locations creating damage, access problems and potential safety issues for the surrounding minor road networks. Any weight restrictions would require the support of Suffolk Police who would be responsible for enforcement of any restriction.

A permit scheme could be considered but would need to be explored fully by various Suffolk County Council departments and would be subject to widespread consultation. Permit schemes can be difficult and resource hungry to enforce and administer.

**Full One-Way System**

A full one-way system could be considered but would be likely to be unpopular with affected residents due to the increased inconvenience of accessing their properties and setting off on outward journeys.

Existing concerns regarding increased speeds due to the current proposal may be more of a concern with a full one-way system due to the certainty of not meeting oncoming traffic.

A full one-way system may reduce the amount of edge of carriageway damage on Rectory Road and may eliminate the congestion issues on Coddenham High Street but would require significant signage to remind drivers which may prove expensive and a significant ongoing maintenance burden.

Consideration of this option would only be progressed if significant support could be demonstrated from local residents of Coddenham, and Hemingstone, both Parish Councils and statutory consultees, such as emergency services and The Road Haulage Association etc.
Build a Northern Bypass

Comments received at the consultation event via the response forms suggest that an ‘Ipswich Northern By pass’ would significantly reduce the issues experienced within Coddenham High Street.

This option has been considered for many years and to this end the following paragraph has been supplied for inclusion within this report by our Transport Policy and Development Team;

‘Suffolk County Council is currently undertaking an assessment of new road options to the north of Ipswich (Ipswich Northern Routes). This work is being funded by the Pooled Business Rate fund and will produce a Strategic Outline Business Case by the start of 2019. It follows work which looked at the current and future traffic conditions in Ipswich, and proposed three broad corridors- Inner, Middle and Outer. This report can be found here: https://www.suffolk.gov.uk/roads-and-transport/transport-planning/consultations-and-studies/. However, this is an early step in a long process. Given the scale of any potential scheme it is likely that construction, if a scheme is successful in obtaining planning and funding, would be in the late 2020s’.
Conclusion

It is clear that despite endeavours to design an achievable proposal to attempt to resolve the issues as commissioned, the necessary support for that design has not been demonstrated through the responses provided, following the consultation held. There are other options that have been suggested that could be investigated further for trying to resolve the problems that Coddenham face. Each of the options suggested have their own set of limitations and challenges to overcome before any could be considered and developed further and will require funding that Suffolk Highways does not currently have.

Analysis of the responses following the consultation of this proposal have demonstrated the concerns of local residents, particularly those from Hemingstone and Rectory Road, and the diversity of opinion on the issues should be noted and considered carefully. Ultimately the long-term solution maybe in a scheme that has been talked about for years, but finally appears to be gaining momentum; that of the Ipswich Northern Bypass, but this does not resolve the problems in short term.

The problems in Coddenham have existed for many years and despite many different attempts at finding a solution, it is clear that there are no simple solutions and that the current proposal does not have sufficient support to be able to be progressed in its current form.

Due to the local concerns and the sensitivity of the issues along this strategically important route, a copy of this report will be issued to our Transport Policy and Development Team for further consideration.
Appendix A – Exhibition Documents
Welcome

To the Proposed Coddenham Gyratory System Exhibition.

This proposal is bought to you not by Suffolk County Council, but as the result of consultation with and meeting the aspirations of the Parish Council and B1078 Action Group.

It is a possible solution to the problems that are being faced within Coddenham.

Please let us know what you think.

How is it now?

Currently west bound lorry movements are diverted around Coddenham via Rectory Road/Sandy Lane, due to a 7.5t Weight Restriction at the junction of B1078 and Rectory Road. All East bound traffic is allowed to travel through the village on the B1078.

There is a 7.5t weight restriction for east bound vehicles on Rectory Road, effectively making it One-Way. The road width was identified as being insufficient for two-way flow.

There have been various investigations that have taken place over the years to see if a two-way flow could be introduced to Rectory Road. These previous proposals are presented here;
The diagram above should be used as a key in association with the map of Rectory Road below. The colours represent a particular road width range (i.e. Red = less than 2.5m, Orange = 2.5m - 4.0m, Yellow = 4.1m - 4.7m etc). The diagram shows the traffic movements that can be accommodated for a particular road width to highlight where issues for maintaining two-way flow may occur. (Diagram from Manual for Streets, DT 2007). Road widths were obtained in December 2015.

Traffic in either the Red, Orange or Yellow zones, will find it difficult to proceed if a vehicle is coming in the other direction.
Increase in Northbound Traffic (expected but unquantifiable)

49% Decrease in Total Traffic
High Street/Lower Road
38326 to 19564**
(vehicles over a 2 week period)

165% Increase in Northbound Traffic
11333 to 30115
(vehicles over a 2 week period)

282% Increase in Southbound Traffic
6654 to 25416
(vehicles over a 2 week period)

Caveat:
* % Increase on Sandy Lane assumes all displaced traffic travelling south along Rectory Road will turn right onto Sandy Lane.
** % Decrease does not take account of any east bound traffic on High Street / Lower Road that would have previously travelled north along Rectory Road (unquantifiable).

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## POSSIBLE IMPACTS OF INTRODUCING THIS PROPOSAL

### Positive Impacts

1. Reduction in the number of vehicle movements within the High Street.
2. Reduction in the amount of congestion within the High Street.
3. Reduced potential for conflict between opposing flows along the High Street.
4. Reduced potential for conflict between opposing flows in Rectory Road because of greatly reduced north bound traffic.
5. Reduced edge of carriageway damage in Rectory Road due to the reduction of opposing flows following the introduction of a No Entry order at the Sandy Lane junction.
6. Proposals added under an experimental order can be amended or withdrawn relatively quickly if the experimental measures were deemed to be creating significant problems.
7. Increased visibility at the Lower Road/Rectory Road junction by bringing the junction lining further out.
8. Potential to reduce reported instances of collisions and damage along the High Street due to reduced levels of opposing flows of traffic.
10. Potential for less airbourne and noise pollution within the High Street.

### Negative Impacts

1. Potential for increased speeds along the High Street and Rectory Road.
2. Potential increase in the severity of collisions within the village due to expected potential increase in vehicle speeds.
3. Potential loss of trade for local shops.
4. Traffic would be diverted off a ‘B’ class road onto an unclassified road of reduced width and lower construction specification.
5. Rectory Road will continue to be maintained to a lower standard with lower intervention levels than the High Street (B1078).
6. Greater difficulty for north bound traffic on Rectory Road, and east bound traffic on Sandy Lane.
7. Significantly increased traffic flows on Rectory Road and Sandy Lane.
8. Increased vehicle noise due to increased numbers of vehicles on Rectory Road and Sandy Lane.
9. Possible engineering works required prior to implementation, for repairs and strengthening for which there is no confirmed funds at the present time.
10. Buses will be required to divert their present routing, due to not being able to use Rectory Road north bound. They would be required to come through the village unless an exemption was made.
11. The scheme may complicate network maintenance options and temporary traffic management when carrying out road repairs and maintenance for roads within the gyratory. Road closures may become more common.

(Proposals are subject to Independent Safety Audit)
Appendix B – Previous Proposals
Previous Proposal No. 1 (not part of current consultation)

To widen the whole of Rectory Road and Sandy Lane to a width of 5.75m.

For Rectory Road the proposal was to widen from the B1078 to Hemingstone Bridge and Bulls Road to Sandy Lane on the southern side of the road and from Bulls Road to Hemingstone Bridge on the northern side.

For Sandy Lane the proposal was for widening solely on the northern side of the road.

This proposed option with land purchase and drainage works was estimated at £1.5million

As a scheme it was deemed not to be a Strategic Priority next to other schemes of equal cost, and therefore funds were not available. This position has not changed.
 Previous Proposal No. 2 (not part of current consultation)

To improve existing passing bays and introduce new ones along the length of Rectory Road.

This proposal would have introduced a ‘No Entry’ prohibition on the B1078 at the junction with Rectory Road, which would force all westbound traffic along Rectory Road. East bound traffic on the B1078 would remain as it is.

It was estimated that the cost of this option would be in the region of £516,000.

An additional option for Sandy Lane which would have included for localised widening, strengthening of a bank next to Coddenham Lodge and the moving of a BT pole was proposed. These could have been carried out at a later stage.

The cost of this additional option was estimated at £700,600.

Total cost for both of the proposals together – £1.2 million.
Previous Proposal No. 3 (not part of current consultation)

This proposal was to split HGV traffic at the junction of Sandy Lane and Rectory Road.

Eastbound HGV’s would have been routed along Sandy Lane and left onto Rectory Road.

Westbound HGV’s traffic would be routed onto Rectory Road and then left onto Sandy Lane, travelling southbound to Norwich Road and onto the Beacon Hill interchange.

To facilitate two-way HGV flow, Rectory Road and Sandy Lane would have required localised widening.

Cost of this previously proposed option was estimated at £525,000??
Appendix C – List of Commented Replies.
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<thead>
<tr>
<th>Positive</th>
<th>Email/Letter</th>
<th>Expo</th>
<th>Shop</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Make things easier for other road users to pass.</td>
<td>Y</td>
<td>N</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Rodona traffic on Church Lane</td>
<td>Y</td>
<td>N</td>
<td>1</td>
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<tr>
<td>Deserves a trial at least.</td>
<td>Y</td>
<td>N</td>
<td>2</td>
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<tr>
<td>Can we have a full time One-Way</td>
<td>Y</td>
<td>N</td>
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<td>Can we have a No Entry Except Buses.</td>
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<td>N</td>
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<td>Maybe less pollution</td>
<td>Y</td>
<td>N</td>
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<table>
<thead>
<tr>
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<th>Email/Letter</th>
<th>Expo</th>
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<td>Shop could close</td>
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<td>Worsen that speeds will increase.</td>
<td>Y</td>
<td>N</td>
<td>9</td>
<td></td>
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<tr>
<td>Lorries need to be banned through Coddenham</td>
<td>Y</td>
<td>N</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Roc Road is not up to the extra traffic.</td>
<td>Y</td>
<td>N</td>
<td>8</td>
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<tr>
<td>Concern over 1 way being 2 way</td>
<td>Y</td>
<td>N</td>
<td>3</td>
<td></td>
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<tr>
<td>Roc Road Floods badly. What then?</td>
<td>Y</td>
<td>N</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Shop people parking on High St</td>
<td>Y</td>
<td>N</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Schema just shifts the issues to another road</td>
<td>Y</td>
<td>N</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Proposal is not safe for pedestrians or cyclists.</td>
<td>Y</td>
<td>N</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>20mph will never need to be enforced</td>
<td>Y</td>
<td>N</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Not convinced there will be a traffic reduction on High St.</td>
<td>Y</td>
<td>N</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>TG’s are the main issue</td>
<td>Y</td>
<td>N</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Schema will impact on other surrounding roads.</td>
<td>Y</td>
<td>N</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Why lift the weight limit on Sturle Lane</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>School Bus. How will it operate?</td>
<td>Y</td>
<td>N</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Hammington Bridge is the worst point &amp; wont take w right</td>
<td>Y</td>
<td>N</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>How will the scheme be Policed</td>
<td>Y</td>
<td>N</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Increase in time on journey to work.</td>
<td>Y</td>
<td>N</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Scheme is a bad idea and unsaft</td>
<td>Y</td>
<td>N</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Hammington has not been consulted</td>
<td>Y</td>
<td>N</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Weight limit just needs enforcing</td>
<td>Y</td>
<td>N</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Cutting needed to reduce speeds.</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Crown Corner will remain unsafe</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Build a Northam Bypass</td>
<td>Y</td>
<td>N</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Large farm machinery will go in both directions</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Schema needs to have Safety Audit before consulted</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Residents of God bought houses knowing the road was there why should we suffer</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Proposal Amends Proportion</td>
<td>Y</td>
<td>N</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>East bound HGv's increase on B1078</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>What happens to issues that used to come to High Street</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>How will the bus services work</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Public need say over experiment results</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>16 month trial too long</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Specials are not understood now</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>No plan to change classification of road</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Lay bys on Roc Rd used for parking by tourists</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Hadley Road needs repair before experiment</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Shouldn't be prevented from reaching home coming from B1078 from Woodbridge</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Concern over pinch point in High Street</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Widen Lower Road to take HGv's</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Widen Flac Road to take two way flow</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>It will turn God into a race track</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Who declares the experiment a success?</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Increased Speeds on Lower Road, creates conflict with kids getting on, or coming off School Bus</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Passing places are heavily pot holed and need a repair before experiment begins</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Sandy Lane junction not up to it</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Concern over increased traffic on Sandy Lane</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Increased Pollution</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>One-way will inconvenience Hammington Residents that go to Cod Shop</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Concerned about the J/C of School Rd, High St, Church Rd, and the band</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Inconvenience will outweigh the benefit</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Its not the size but the weight of the vehicles through that is the issue</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Coopers Road will be used to avoid restriction</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Roc Rd needs a simple introduced</td>
<td>Y</td>
<td>N</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>