

Short-form options to relieve B1078 traffic related issues in Coddendam Parish (Draft)

Coddendam is a Parish of 279 households¹ which has been continuously settled since prehistoric times, with the village itself populated since the late 5th century. The Parish contains 50 listed buildings², most of which are now homes and within the village. The Parish is bisected by the B1078, which runs right through the village, including a number of pinch-points, presenting a danger to pedestrians (the Parish is blessed with a number of circular walks), regular congestion, damage to buildings and vehicles, frustration, which can boil over to altercation and elevated levels of pollution.

Since 2010 the B1078 was designated a Lorry Route (DLR) by Suffolk County Council largely because there is no real alternative route. Together with satellite navigation becoming the norm and the B1078 being a favoured 'ride out' for motorcyclists and classic car owners and a scenic route for motorhome and caravan owners/users, traffic volumes have become untenable for many residents. Post pandemic the daily character of traffic has changed, it is now less concentrated into morning and evening 'rush hours', meaning that there are days when there are issues throughout the day.

When traffic is lightest, many motorists/bikers exceed local speed limits by anything up to 30mph over the stated maximum. In part this is a result of the B1078 from the A140 to the village, being set at the National Speed Limit (60mph), followed by a short 30mph limit from the boundary of the burial ground across the bridge to the Church, after which it drops to 20mph through the village and out on the eastern side. With the A140's limit set at 50mph for its length in Suffolk it seems incongruous that a far narrower, bendier and undulating road should set a higher limit, especially given that there is housing close to the road at Lime Kilns and farm entrances along its length into the village. Alongside, there is (a perception of) reduced traffic infringement policing/prosecution, meaning some drivers increasingly see themselves as above the law.

We may expect further negative evolution through:

- Significant strategic/commercial development (the Gateway 14 development, Debach extension and to build Sizewell C);
- Housebuilding – East Anglia is the fastest growing region outside London, with significant development of Ipswich Garden Suburb to the north of Ipswich, starting at Henley Gate
- A continuing desire for staycations
- Changed working practices

Feedback from the recent Parish Survey is that the status quo is not sustainable and at the very least the current road system needs to be considered against alternative ways of managing B1078 traffic through Coddendam. The options summarised below are those that have been suggested by parishioners. They appear in no particular order. The pros, cons and possible mitigations are not exhaustive, but aim to act as pointers to what might be included in arguments for or against each of them. Some options will be more attractive than others, certainly on first reading. However, if we are to move from the status quo, we will need to settle on change that is achievable given financial constraints, opposition from other communities/stakeholders and relative to other highways' bottlenecks, which will compete with Coddendam for attention and funding. Support for a simpler option now, which will make the lives for parishioners better, doesn't preclude us from championing a more extensive and different solution at a later date, dependent on how traffic flows and volumes change. There will need to be 'trade offs'.

¹ From 2022 Coddendam Parish Survey

² British Listed Buildings website <https://britishlistedbuildings.co.uk/england/coddendam-mid-suffolk-suffolk#.Yvj-Jy8w0UE>

	Name/Short Description	Pros	Cons	Con Mitigations
1	<p><u>One-way for Traffic >3T and/or articulated (Map 2)</u> This extends the >7.5T restriction E2W through Coddendam and the similar restriction S2N in Rectory Road to >3T and/or articulated traffic e.g. caravans, cars towing trailers. This would be extended to include Sandy Lane from 3 Cocked Hat to Rectory Road.</p>	<ul style="list-style-type: none"> ▪ Relatively straightforward to communicate and adopt ▪ Cost £-£ ▪ Little, if any adverse impact to Shop trade. ▪ Reduces conditions for Church Road/High Street congestion. ▪ Objections likely to be less as traffic isn't displaced elsewhere. ▪ Should reduce buildings and parked car damage. 	<ul style="list-style-type: none"> ▪ Doesn't reduce overall traffic levels (and may increase them as some drivers avoid Coddendam currently). ▪ >3T and articulated traffic from School Lane heading West would have to turn left and follow the one-way system down Rectory Road/Sandy Lane. ▪ >3T and articulated traffic from Barham to Gosbeck/Ashbocking will have to go through Coddendam, rather than using Rectory Road. ▪ As with the existing 7.5T it will be ignored with no or minimal sanction. ▪ Will do nothing/little to improve pedestrian support through the provision of more extensive/wider pavements. ▪ Doesn't improve traffic issues at Lime Kilns. ▪ Doesn't reduce likelihood of bridge strikes. 	<ul style="list-style-type: none"> ▪ Reduce speed limits from A140, to a maximum of 40mph, including extending 30mph to west of The Shrubberies and the 20mph limit to 3 Cocked Hat. ▪ Build support from those likely to oppose any submission beforehand. ▪ Better 'policing' of traffic infringements' including use of volunteer patrols, but periodic use of proper authorities. ▪ Implementation of 'traffic calming'.

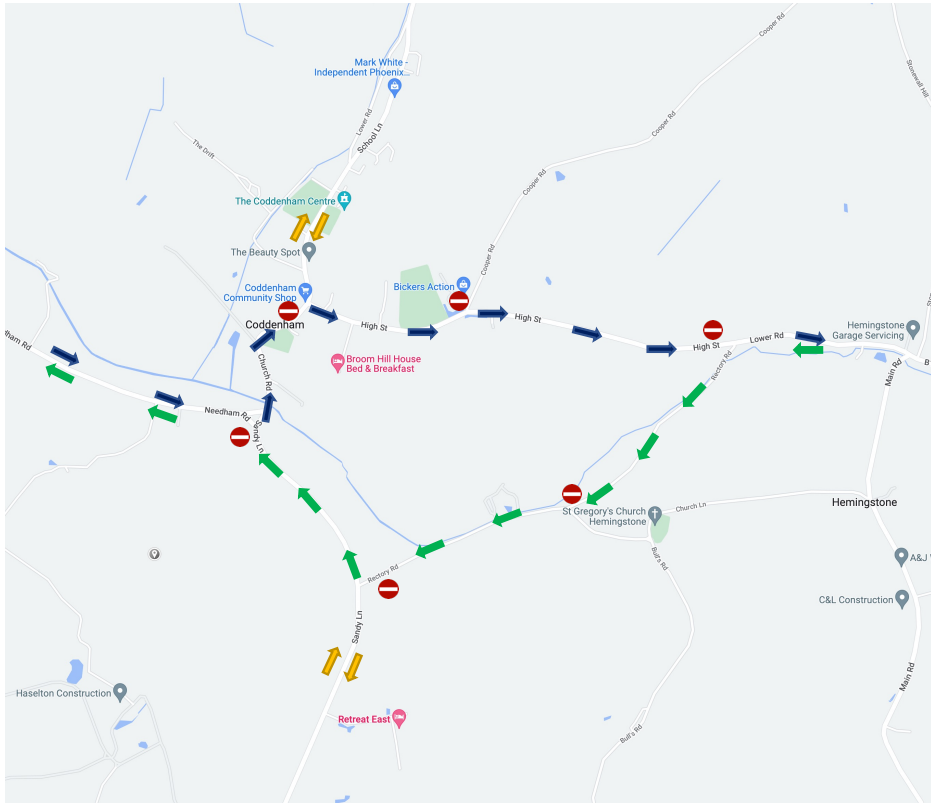
	Name/Short Description	Pros	Cons	Con Mitigations
2	<p><u>Full One-Way (Map 1)</u> W2E traffic to flow from Three Cocked-Hat, into to the High Street, via Church Road and out of the Village, with the one-way system in place as far as Rectory Road. All E2W traffic to go via Rectory Road and Sandy Lane, re-joining the 1078 at Three Cocked Hat.</p>	<ul style="list-style-type: none"> ▪ Straightforward to communicate and adopt ▪ Cost £-£ ▪ Significantly eases congestion in Church Road/High Street and Bridge alterations ▪ Objections likely to be less as traffic isn't displaced elsewhere. ▪ Traffic using Lower Road/School Road may be reduced by drivers avoiding the one-way system. ▪ Should reduce buildings and parked car damage. ▪ Provides an opportunity to improve pedestrian support through the provision of more extensive/wider pavements 	<ul style="list-style-type: none"> ▪ Doesn't reduce overall traffic levels (and may increase them as some drivers avoid Coddenham currently). ▪ Residents living in Church Road and High Street will have longer journeys – up to 2km to reach the A14. ▪ Traffic from School Lane heading West would have to turn left and follow the one-way system down Rectory Road/Sandy Lane. ▪ Traffic from Barham to Gosbeck/Ashbocking will have to go through Coddenham, rather than using Rectory Road. ▪ With far less obstruction, traffic through Coddenham will speed-up ▪ The shop will lose most of its E2W trade ▪ Burial Ground parking will be within the one-way system ▪ Doesn't improve traffic issues at Lime Kilns ▪ Doesn't reduce the likelihood of bridge strikes. 	<ul style="list-style-type: none"> ▪ Reduce speed limits from A140, to a maximum of 40mph, including extending 30mph to west of The Shrubberies and the 20mph limit to 3 Cocked Hat. ▪ Better 'policing' of traffic (speed) infringements' including use of volunteer patrols but periodic use of proper authorities. ▪ Build support from those likely to oppose any submission beforehand. ▪ Reconsider location and shop proposition to 'a destination amenity' rather than a 'passing' stop, depending on impact to trade (contingency). ▪ Implementation of 'traffic calming'.

3	<p><u>Rectory Road / Sandy Lane By-pass (Map 3)</u> All through traffic to by-pass Coddenham through a re-route of the B1078. Access only to the Village for traffic >3T and/or articulated.</p>	<ul style="list-style-type: none"> ▪ Removes considerable traffic volume, from Church Road and High Street. ▪ Likely to reduce bridge strikes. ▪ Opens village up as an area for potential safer walking and cycling. ▪ Significantly reduces pollution footprint in Church Road and the High Street. 	<ul style="list-style-type: none"> ▪ Cost - £££ (est. £10m plus, based on £2.2m in 2000)) ▪ Likely significant objections from existing landowners along Rectory Road and Sandy Lane. ▪ Will take years to implement, as will have to be prioritised against other larger schemes e.g. A140/A1120 junction. ▪ Significant impact on 'passing' Shop trade; likely to kill it in its current form. ▪ Doesn't improve traffic issues at Lime Kilns and may make them worse by traffic no longer seeking to avoid Coddenham congestion. ▪ Less congestion will lead to increased speed in the Village. ▪ Will require loss of 3 Cocked Hat, so new road avoids the burial ground. ▪ Burial Ground parking will need to be reconsidered in the design. 	<ul style="list-style-type: none"> ▪ Reduce speed limits from A140, to a maximum of 40mph, including extending 30mph from west of The Shrubberies to the east of 3 Cocked Hat. Village to be 20mph throughout. ▪ Better 'policing' of traffic (speed) infringements' including use of volunteer patrols, but periodic use of proper authorities. ▪ Reconsider location and shop proposition to 'a destination amenity' rather than a 'passing' stop. ▪ Compensate landowners fairly. ▪ Build support from those likely to oppose any submission beforehand. ▪ Implementation of 'traffic calming'.
4	<p><u>7.5T weight-limit restriction for B1078 from A140 to Henley Road in both directions</u> This is a ban on HGVs, pushing them to stay on the A14/A12 or to use the Ipswich Ring Road and Henley Road. In effect B1078 from the A140 to the Henley Road is removed from the Designated Lorry Route.</p>	<ul style="list-style-type: none"> ▪ Relatively straightforward to communicate and adopt ▪ Cost £ ▪ Removes HGVs from the Village and Lime Kilns/Needham Road, in turn reducing both pollution and congestion. ▪ Shop trade will not be impacted, as passing trade 'car/van based'. 	<ul style="list-style-type: none"> ▪ Likely significant objections from local farms and Debach Enterprises ▪ Probable objections from councils and residents in Ipswich, Henley and Hemingstone if it leads to increased traffic on the Henley Road. ▪ With far less obstruction, traffic through Coddenham will speed-up. ▪ Will do nothing/little to improve pedestrian support through the provision of more extensive/wider pavements ▪ Doesn't improve traffic issues at Lime Kilns. ▪ Doesn't reduce likelihood of bridge strikes. 	<ul style="list-style-type: none"> ▪ Reduce speed limits from A140, to a maximum of 40mph, including extending 30mph to west of The Shrubberies and the 20mph limit to 3 Cocked Hat. ▪ Better 'policing' of traffic (speed) infringements' including use of volunteer patrols, but periodic use of proper authorities. ▪ MSDC to work with Debach Enterprises to move them to a site close to A14 junction e.g. Gateway 14. ▪ Build support from those likely to oppose any submission beforehand. ▪ Implementation of 'traffic calming'.

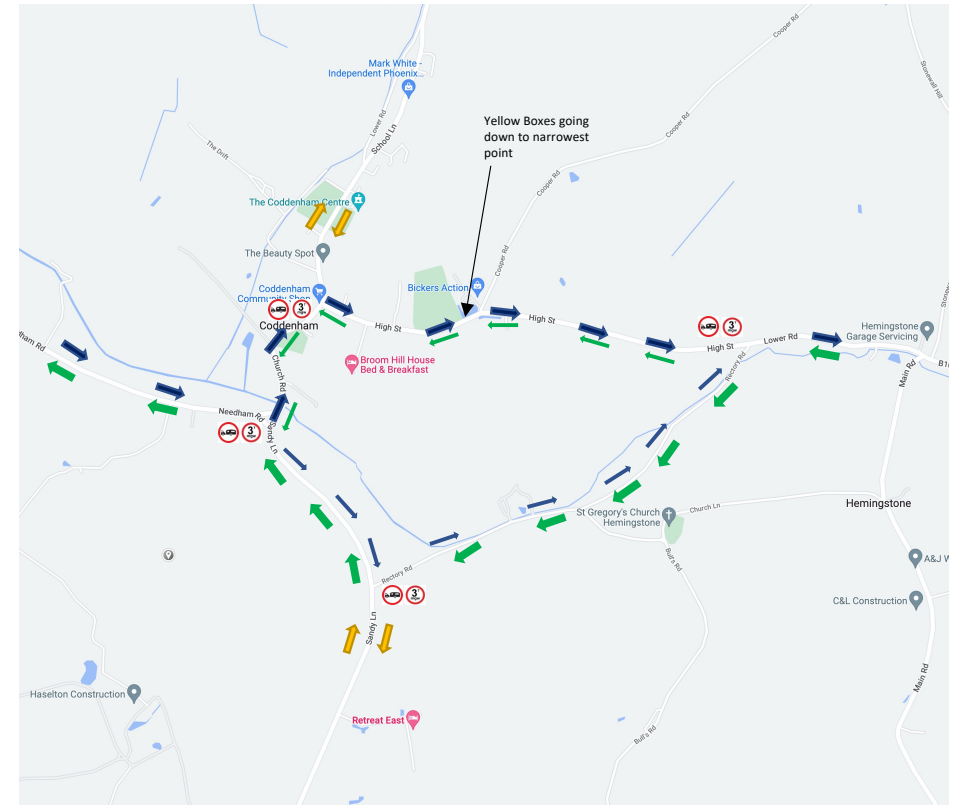
	Name/Short Description	Pros	Cons	Con Mitigations
5	<p><u>Instigate 3 way traffic lights to manage village traffic (Map 4)</u></p> <p>Rather than re-route traffic from the B1078, manage it by only allowing a single flow in any direction at any one time, using traffic lights in Church Road, at the top of the High Street and in School Road.</p>	<ul style="list-style-type: none"> ▪ Cost £-£ ▪ Removes congestion from the centre of the Village. ▪ Should reduce damage to buildings and parked cars. 	<ul style="list-style-type: none"> ▪ Displaces and potentially increases pollution (including noise) from idling vehicles to areas leading up to the three traffic lights, which will be subject to significant objections. ▪ Light pollution to properties adjacent to traffic lights. ▪ Likely to push more traffic – seeking to avoid being held up - on to Rectory Road, adding to the congestion their and objections from Hemingstone PC and residents. ▪ Complicates parking outside the shop and for those living within the managed traffic area. ▪ Will do nothing/little to improve pedestrian support through the provision of more extensive/wider pavements ▪ Doesn't improve traffic issues at Lime Kilns. ▪ Doesn't reduce likelihood of bridge strikes. ▪ Will make bridge altercations worse as extended 'red light queues' from the West could result in the bridge being blocked by inconsiderate drives, this hindering traffic leaving the village. 	<ul style="list-style-type: none"> ▪ Reduce speed limits from A140, to a maximum of 40mph, including extending 30mph to west of The Shrubberies and the 20mph limit to 3 Cocked Hat. ▪ Reconsider location and shop proposition to 'a destination amenity' rather than a 'passing' stop. ▪ Traffic lights to operate from say 7am to 8pm, 7 days a week. ▪ Formally monitor pollution levels. ▪ Implementation of 'traffic calming'.

	Name/Short Description	Pros	Cons	Con Mitigations
6	<p><u>Church Road / High Street Clearway</u> No parking/stopping on the B1078 from the bridge to the Barns at the top of the High Street at all times.</p>	<ul style="list-style-type: none"> ▪ Easy to implement ▪ Will reduce congestion 	<ul style="list-style-type: none"> ▪ Parking for households in the High Street will need to be provided elsewhere. ▪ Likely to receive significant objections from High Street householders. ▪ Will increase traffic speed in the High Street. ▪ Will do nothing/little to improve pedestrian support through the provision of more extensive/wider pavements ▪ Doesn't improve traffic issues at Lime Kilns. ▪ Doesn't reduce likelihood of bridge strikes. 	<ul style="list-style-type: none"> ▪ Provide off-street parking at The Coddendam Centre or elsewhere, closer to the High Street. ▪ Reduce speed limits from A140, to a maximum of 40mph, including extending 30mph to west of The Shrubberies and the 20mph limit to 3 Cocked Hat. ▪ Better 'policing' of traffic (speed) infringements' including use of volunteer patrols, but periodic use of proper authorities. ▪ Implementation of 'traffic calming'.

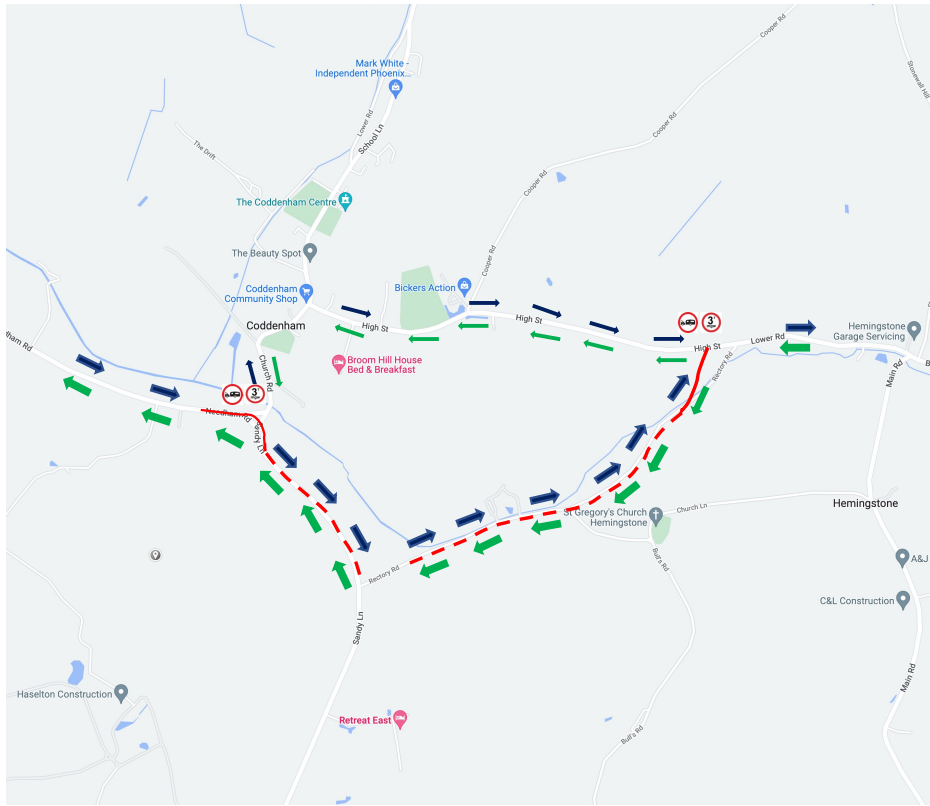
Map 1: Full One-Way



Map 2: One-Way for Traffic >3T and/or Articulated



Map 3: Rectory Road / Sandy Lane By-pass



Map 4: 3 Way Traffic Lights to Manage Village Traffic

