

Technical Note No. 01

Project Title:	Recommended Lorry routes through Coddendam	Prepared by:	AB
Project Ref:	The RLRR 2021/22 - Coddendam	Reviewed by:	LB
Client:	Suffolk County Council	Status:	Approved
Subject:	HGV Compliance in and around Coddendam including recommendations	Date:	10/03/2023

1. Introduction

1.1. The village of Coddendam, Suffolk sits on the B1078 between the junction with the A140 in the west and the village of Clopton where the B1078 joins the B1079 in the east (*Figure 1*).



1.2. The B1078 route through Coddendam has some notable pinch points along the High Street, at Crown Corner (*Figure 2*) and along Church Road. These locations along the B1078 do become an issue when larger vehicle traffic converge in both directions and more frequently during morning and afternoon peak periods.

- 1.3. The village has seen little development in the way of housing in the last decade with projected population figures from the latest 2021 national census showing a total of 626 residents, an increase of 0.1% (621) since 2011.
- 1.4. The village is currently served by the Coddendam Community Shop situated at the junction of the High Street with Church Road and School Road. In addition, there is the Coddendam Country club, which is located further east along the High Street. There is little in the way of parking at both locations and deliveries may find it difficult to get close without affecting the highway space.
- 1.5. St. Mary's Church is situated just south of Crown Corner along Church Road and has a brick wall boundary to the westbound traffic lane along the B1078, which does cause issues for larger vehicles negotiating this section of the route when other vehicle traffic is travelling in the opposite direction.
- 1.6. Some residents along the High Street, Coddendam do park their vehicles on the road due to the lack of off-road parking. This does inhibit on vehicle traffic traveling along this part of the B1078 in either direction.

2. Suffolk's Recommended Lorry route review 2021/22

- 2.1. The B1078 acts as a zonal lorry distribution route as part of the [Recommended Lorry route map](#) between the A140 to the west and where it links to the A12 in the east at Lower Hacheston near Wickham Market.
- 2.2. Currently, this zonal lorry distribution route is recommended for HGVs to travel in an eastbound direction along the B1078 from the junction of Needham Road and Sandy Lane through Coddendam in conjunction with current weight restrictions. HGVs travelling westbound along the B1078 towards Coddendam are signed to travel along Rectory Road in a southwest direction, in accordance with the same weight restrictions and to avoid eastbound HGV traffic from Coddendam (*Figure 3*).



- 2.3. In October 2021, local parishes and town councils were invited to provide feedback to inform the review of Suffolk’s recommended lorry route map. Coddendam parish council raised concerns relating to Road Safety, property damage including overhanging buildings, Speeding, Highway damage including verge, Air quality and weight. All these concerns were raised at locations along the B1078 at Church Road, Crown Corner, and the High Street.
- 2.4. After reviewing several data sets including collision and air quality reports, alternative routes for HGV traffic and the impact this would have had on additional emissions and mileage on the network, the county council concluded that these roads remained suitable as zonal distributor strategic routes for HGV traffic.

3. Current Restrictions

- 3.1. There are two 7.5T weight limit restrictions along the recommended lorry routes in and around Coddendam. These two restrictions are captured under one Traffic Regulation Order (TRO) which was permanently introduced back in 1985.

- 3.2. The first 7.5T restriction commences westbound along the B1078 at the Rectory Road Junction along the High Street towards the centre of Coddendam (*Figure 4*). This also includes regulatory signage for HGVs to turn left along Rectory Road in accordance with the current restriction.



- 3.3. Below (*Figure 5*) shows the westbound advance signage along the B1078 towards the junction with Rectory Road.



- 3.4. In accordance with the same TRO, the second 7.5T weight restriction commences at the junction of Rectory Road and Sandy Lane in the eastbound direction (*Figure 6*). There is also advanced signage to the south along Sandy Lane on the approach to the same junction (*Figure 7*).
- 3.5. Current compliance with the weight restrictions along the Recommended Lorry routes in and around Coddenham is monitored by Trading Standards which relies on reports from the active engagement of residents.
- 3.6. To date, since 2018, Trading Standards officers have received 76 reports involving HGVs within the Coddenham area. More than half of these have resulted in written advice being sent to the driver / owner of the vehicle in accordance with breaching the weight restriction order.
- 3.7. The remaining reports where written advice hadn't been sent, was due to various reasons including, vehicles reported being less than 7.5 Ton and supplied vehicle registrations not being able to be traced.



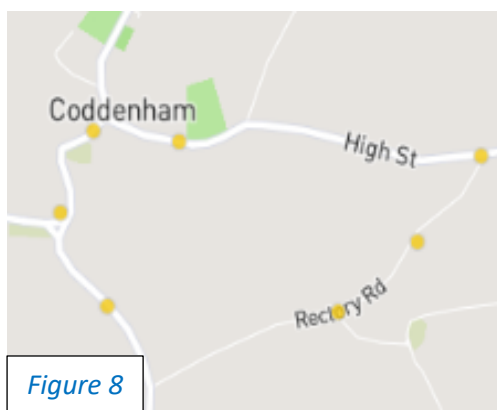


4. Vehicle Traffic Data

- 4.1. The latest vehicle classified data we have from 2015 shows, over a five-day period (Monday to Friday), HGVs accounted for only 4% of total traffic (14,917) that travelled along the B1078 through Coddendam in either direction. From this 4%, approx. 597 HGVs, 61% of these HGVs travelled eastbound through Coddendam, as recommended via the lorry route map and in accordance with current weight restrictions. The remaining 39% of HGVs travelled westbound, against the Recommended Lorry route map direction and the current weight restrictions for this route.
- 4.2. In contrast, over the same five-day period in 2015, HGVs accounted for 9% of total traffic (4760) which travelled along Rectory Road to the south of Coddendam in either direction. Of this 9%, approx. 428 HGVs, 78% of these HGVs travelled westbound as per the Recommended Lorry route map and avoided the weight restrictions along the B1078 towards Coddendam. The remaining 22% of HGV traffic travelled eastbound against the Recommended Lorry route map direction and against the current weight restrictions for this route.

5. Road Safety

- 5.1 One aim of the Suffolk Roadsafe Partnership is to reduce casualties on Suffolk's roads. In accordance with the Recommended Lorry route review, we analysed the last five years of collision data from police records to ascertain if HGVs were having an impact on Road safety along routes through Coddenham.
- 5.2 It was established that there were no HGVs responsible for any collisions in the last five years. Furthermore, there were no vehicle collisions with the road layout as a contributing factor along any recommended lorry route in and around Coddenham.
- 5.3 The map below (*Figure 8*) shows the locations, indicated as yellow dots, where road accidents resulted in casualties along the designated lorry routes through and around Coddenham in the last five years. The table below (*Figure 9*) shows the vehicle groups which were involved in relation to the locations of these casualties.



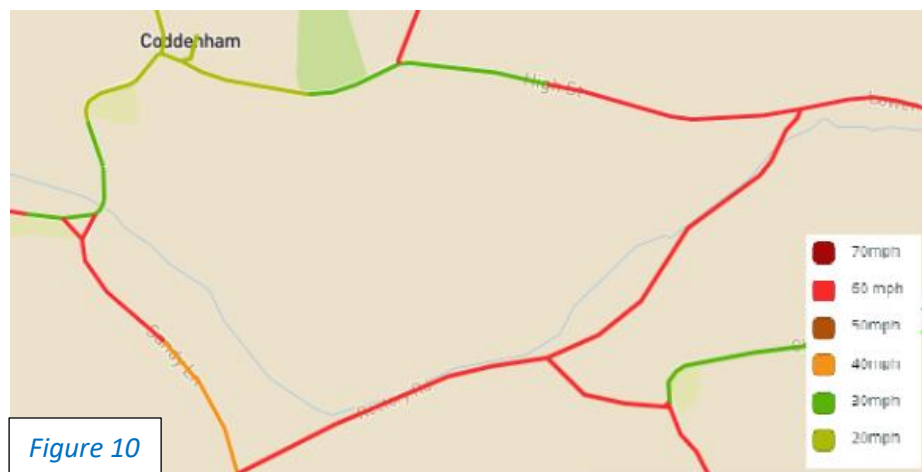
Vehicle group	No.
Car	8
LGV	1
Motorcyclist	1
Total	10

Figure 9

- 5.4 Accidents which did result in injury, according to the attending police officer, occurred mostly in a car which made up 80% of the vehicle group. It was also established that driver behaviour and excess speeding were the main contributing factors to these accidents according to the same attending police officers.
- 5.5 In recent years, residents have reported incidents to Trading Standards through the established Lorry Watch group concerning HGVs in the village. These incidents have included HGVs causing damage to property, parked cars and on one occasion, causing a near miss when an HGV was found to be turning in someone's driveway.

6. Speed Limits

- 6.1. The map below ([Figure 10](#)) shows the speed limits along the recommended lorry routes, in and around Coddanham.



- 6.2. There is one 20mph speed limit along the B1078 which stretches between Church Road ([Figure 11](#)) and to the east along the High Street ([Figure 12](#)) which continues north along School Road. On the entry and exit to this 20mph speed limit zone, a 30mph speed limit is enforced.



- 6.3. The latest Safecam data from 2011 along the High Street, within the 20mph speed limit zone shows, a mean speed of 23.7mph with an 85%ile of 29mph.
- 6.4. In comparison, speed data taken from the traffic survey back in 2015 showed that over a 7-day period, the mean speed of all vehicle traffic within the 20mph speed limit zone was 22.9mph and the 85%ile was 29.2mph.

7. Recommendations

Data

- 7.1 There is clear evidence to suggest that historically not all HGVs have complied with the Recommended Lorry route map, as per data gathered back in 2015. Given this data isn't current, it would be in the interests of all parties to commission a full vehicle classified traffic survey which also included capturing speeds of vehicles at agreed locations along the B1078. The results from this survey would show a clear picture of traffic patterns post pandemic and could steer our focus towards areas which would benefit the most from possible interventions.

Signage

- 7.2 Also, after reviewing the signage in relation to the current weight restrictions associated with the Recommended Lorry route, there is potential to improve signage around junctions to improve the consistency and promotion of the Recommended Lorry routes in and around Coddendam. This is particularly evident when advising HGVs reaching Coddendam via the A140 and Needham Road, in advance of Rectory Road along the B1078 and approaching the B1078 via Cooper Road (*Figure 13*)



Traffic Calming

- 7.3 To assist in HGV drivers making the necessary turn into Rectory Road from the B1078 instead of continuing straight towards Coddendam via the High Street, a build out of the carriageway could be explored as an option to deter HGV drivers from continuing to pass Rectory Road. This would also encourage HGV Drivers to adhere to the current weight restrictions in the westbound direction towards Coddendam along the High Street (B1078).

One-way system for all traffic

- 7.4 The most radical option would be to introduce a one-way system for all vehicle traffic as per the Recommended Lorry route map. Whilst it would eradicate the problem of pinch points along the B1078 in the village, it would require a lot of additional signage and add longer journey times to residents living north of the route resulting in additional emissions and carbon impacts. It was established on a recent site meeting with representatives from the local parish council that, difficulties along the High Street, Coddensham wasn't fundamentally due to HGVs travelling in either direction.

