CODDENHAM APM 2025 – ROADS GROUP REPORT

Traffic congestion has been an issue for village residents for many years. An SCC report from 1996 stated that "the B1078 through the village is inadequate for even the single flow of lorries currently allowed". More than 25 years on, the parish survey highlighted traffic as probably still the biggest item of concern in Coddenham for many parish residents. Plans in 2020 for a six-month trial of a one-way gyratory were abandoned as it did not meet the threshold of support from Coddenham residents and there had been no consultation with affected Hemingstone residents.

A new 'Roads Group' was set up in 2023 following the parish survey. At its first meeting, a 'brainstorming session' established several seemingly sensible solutions for investigation. A couple of examples being the banning of caravans and trailers going down the High Street or, likewise, the banning of any vehicle over 3tonnes which would eliminate large vans as well as heavy goods vehicles. The Roads Group met up SCC Highways to explore all suggested solutions. It became clear that many 'sensible solutions' were in fact 'non-starters' as they fell foul of national traffic regulations. There is, for example, no mechanism in law to ban caravans, trailers or vehicles weighing over 3tonnes.

What was agreed was that better signage at the B1078/Rectory Road junction is needed to deter vehicles over 6.5tonnes coming down the High Street. Drawings and plans put forward by SCC were agreed with the Roads Group representatives. These too, ultimately however fell foul on some aspects of national regulations and watered-down changes have now been introduced at that junction.

These improvements, albeit modest, should hopefully persuade most HGVs travelling east to west along the B1078 to follow the designated lorry route along Rectory Road and avoid coming down the High Street. It will take some months, and proper traffic monitoring, to assess the success of this initiative.

Meanwhile, going forward, there really are only three options remaining. These are:

(i) The status-quo – no further changes other than with better monitoring and enforcement of HGVs by SCC Trading Standards.

(ii) A modest one-way system put in place along the High Street that will let all vehicles go up the High Street but no vehicles come down the High Street. Restrictions would therefore be in place from Cooper Road to Crown Corner but with adequate advanced signing.

(iii) A much more ambitious one-way gyratory that would force all vehicles from the east down a one-way Rectory Road, then a one-way section of Sandy Lane down to the B1078 and an entirely one-way up Church Road and the High Street. This is the scheme envisaged in the abandoned 2020 proposal.