

Topics already on response form:	Additional comments from respondents:	Officers Discussion:
<p>a. General volume of traffic (including a significant proportion of HGVs)</p>	<p>① Most prevalent factors are the density of traffic during peak hours                  ② We moved to The Street 50 years ago, the traffic volume has increased so much it can take 10 minutes to leave our property (next to no.X) between 7am and 9am and 4pm and 6pm. The traffic just crawls, at night almost to a standstill despite the crossing not used and the shop closes at 1pm every day. Our garden plants are black with pollution. ③ Ticked ④ The traffic volume is such that it is dangerous to walk on The Street. ⑤ As well as pollution, the volume of traffic, particularly lorries, has a massive impact on these historic row of cottages, now almost 200 years old - they shake and vibrate when lorries drive past. The main issue is traffic queueing in rush hour this is now daily (considerably worse than 3 years ago).</p>	<p>Five respondents noted the general volume of traffic along The Street, two specifically mentioning the rush hour traffic. This is the key factor and most difficult to effectively change. There are measures that could be investigated to spread the volume of traffic to prevent such a buildup during the rush hours or alternatively improving the flow of traffic by, for example, upgrading the Bunbury Arms junction. However, the only really effective method of reducing the traffic flow would be to divert the traffic. None of the current routes for diversion are suitable in their current state so the logical conclusion is that a bypass is required. Officers are aware that this is not realistically forthcoming, however, we will take this to the steering group to discuss further and agree preferred routes.</p>
<p>b. Buildings being close to the roadside preventing dispersion of pollutants</p>	<p>① Crossing in area of dense overhanging vegetation preventing dispersal of pollutants. ② In summer when trees are in full leaf the canopy over "The Street" must effect the dispersal of pollutants. ③ In your list of reasons for the air quality being problematic you include in item 'b.' buildings being close to the road preventing the dispersion of pollutants. In this respect (dispersion of pollutants) you have missed the fact that there are tall trees, opposite the village shop, that also provide a "wind shelter" that prevents the dispersion of pollutants. How you have missed this very obvious point is puzzling. Please take it into consideration when you formulate your proposals. Cutting down these trees should be the first point in any proposals</p>	<p>Three respondents noted that the tree canopy would also likely prevent the dispersion of pollutants. We agree this is likely to be a factor, however, trees can also be beneficial in 'soaking up' pollutants, and provide significant amenity. Removing the trees would not provide any secondary benefits. we will take this forward to the steering group but Officers would not support removal of the trees.</p>
<p>c. The traffic flow being disturbed by the pedestrian crossing</p>	<p>① Crossing in area of dense overhanging vegetation preventing dispersal of pollutants. ② The pedestrian traffic lights are the next ③ School Children and parents ④ This is essential to avoid people (including children) having to "dodge" the traffic which will not stop for any pedestrians trying to cross the road. Before the traffic lights, we took our lives in to our hands trying to cross the road. ⑤ Traffic Lights are contributing to this, they need to be moved towards church institute. ⑥ The pedestrian crossing assists in reducing speeding traffic on "The Street". ⑦ The pedestrian crossing is essential. Many years ago a child was killed crossing the main road to the shop. With a large proportion of villagers living on the Conyers Green side of the village losing the pedestrian crossing will be an accident waiting to happen. Lots of the users of public transport, including many elderly, have to cross the road to get to the bus stop.</p>	<p>Seven respondents made note of the crossing. In terms of air quality, the crossing is not ideally located, because westbound traffic accelerate (and thus cause greatest emissions) immediately adjacent to the area of concern, where there is no space for pollutants to disperse. Eastbound traffic would be stationary in the area of concern waiting for the green light. As two respondents note, the crossing is essential to allow people to cross the road and Officers would not support removing all crossings from Great Barton, as this is obviously a vital piece of infrastructure. However, we will take this to the steering group to investigate the possibility of moving the crossing or adding a further crossing to take some pressure off the existing crossing point.</p>
<p>d. The traffic flow being disturbed by traffic entering and exiting the School Road and East Barton Road junctions</p>	<p>① traffic movements at the junction of The Street with School Lane and East Barton Road ② Dangerous, yellow lines need extending ③ The traffic does not have priority at all times ④ Ticked ⑤ The Yellow hatching at the junction of East Barton Road and The Street is practically invisible and frequently ignored.</p>	<p>Five respondents noted the junction of East Barton Road / School Road with The Street. Detailed comments mainly related to the safety aspects of the junction. This will be taken forward to the steering group to discuss further.</p>
<p>e. Traffic building up and queueing through the problematic area from the Thurston (Bunbury Arms) junction during afternoon rush hour</p>	<p>Most prevalent factors are the density of traffic during peak hours</p>	<p>Two respondents specifically noted the rush hour traffic, however, this has been covered above under point a.</p>

f. Cars parking outside the Post Office and disturbing traffic flow	<p>① to a much lesser extent, vehicles parking either outside of the post office or elsewhere. ② ticked ③ For several months the Post Office has only been opening in the morning and this has reduced the number of cars parking outside the PO.</p>	Three respondents noted parking outside the post office, with one noting that there has been a recent reduction in levels and another comment noting that this was much less of a factor than other factors. This will be taken forward to the steering group to discuss.
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Topics not specifically highlighted on the response form	Additional comments from respondents:	Officers Discussion:
Bus Stop stopping flow of traffic	<p>① The affect occasionally of the bus stops disturbing the traffic flow            ② Two Bus shelters in area of question. ③ There are also 2 bus stops near. ④ Buses and school buses. ⑤ There are bus stops either side of The Street, near to the Post Office that affect the traffic flow.</p>	Five respondents noted the proximity of the bus stops as being a potential issue. This will be taken forward to the steering group for discussion
Proposed housing developments	<p>① Projecting forward the Orttewell bridge area will cause traffic build up into Bury when the NE development is underway and the Berkeley Transport study should factor this into their rationale. ②            In addition to the existing likely causes of the poor air quality there is a likelihood that the situation will be exacerbated by the currently proposed developments ③ housing developments (Bekerley Homes/ The Triangle in Great Barton/Thurston) adding yet more. ④            Inevitably the volume of traffic and therefore pollution will increase due to the various housing developments in and around Great Barton.</p>	This will be taken forward to the steering group to ensure that there is joined up thinking prior to any formal response being made by either air quality officers or transport officers once any formal application is received for additional housing developments.
Proximity of the School	The proximity of the school and the use of the immediate area by children and parents	It is understood that a number of parents currently park on East Barton Road and use this crossing to gain access to the school. Discouraging this practice would not only reduce the use of the pedestrian crossing and therefore allow for the flow of traffic to be disturbed less, it would also prevent the school children from being exposed to the pollutants in this area. This will be taken forward to the steering group for further discussion.
Road condition	<p>① Loose drain lids, bumps in roads, noise issues near crossing because of bump ② Disturbed traffic flow for maintenance of man hole cover opposite church road</p>	The condition of the road and short term road improvement works will have little impact on the air quality in the long term, although we will pass these comments to the Highway Authority
East Barton Road	Has a number of elderly people and just walking to the P.O. you take your life in your hands. The corner of Cox Lane is waiting for an accident to happen. Leaves are a danger to young and old and should be swept up. Parking on the road is dangerous.	These issues are not directly related to the air quality problem and will be passed to the appropriate departments
Danger / Speeding	<p>① Frequent non-adherence to speed limit ② Resident who puts life at risk walking on the pavement (like hard shoulder of M1). Daren't cycle on the road, can not use front garden because of noise and fumes. Would not allow children to walk to school. The traffic volume is such that it is dangerous to walk on the Street. If it was a railway line you would be prosecuted for endangering your life. ③ I fear it is only a matter of time until a lorry crashes into our house. Speed should be cut to 20mph. Erratic driving speeds (many people drive at excessive speeds erratically). ④ I would also like to highlight the danger caused by the high volume of HGV's travelling in excess of 30mph with school children walking along the path on the A143 ⑤ Vehicles regularly breach the 30mph speed limit on "The Street".</p>	Five respondents specifically noted the dangerous nature of the A143 and the speed of traffic. This is also a matter Officers have noted during the course of the duties changing diffusion tubes on a monthly basis. Speeding traffic does not necessarily produce additional air pollution, however, we note that there are specific and significant concerns about the speed and nature of the traffic. We will look for any solution to be holistic in its nature and if we can help to reduce speeds or improve the safety then we will.
Mill Road	It is not acceptable to suggest the diversion of traffic via the B1106 (Mill Road and Barton Bottom ) to reduce traffic through the Street.	One respondent suggested that it was not appropriate to divert the traffic via the B1106. Officers agree with this comment.

Bypass	<p>① The Cure of the problem has been obvious for the 50+ years I have used the village - until Great Barton gets a bypass the problem will only get worse!</p> <p>② Another very obvious point is that if there was a Great Barton bypass then your other problem areas would disappear i.e. a., c., d., and e.</p>	This point is covered above when considering the general volume of traffic.
West Suffolk Operational Hub	The proposed WSOH (Hollow Road Farm) would dramatically increase traffic density	<p>One respondent specifically made note of the WSOH. We have considered this matter at length. The proposals for the WSOH are unlikely to affect the density of traffic in Great Barton. Bin lorries or operational vehicles servicing villages to the NE of Great Barton (e.g. Stanton and Ixworth) are currently based at Olding Road in Bury St Edmunds and have to travel through Great Barton via the A143 to reach these villages, this will be unchanged by the proposed move to Hollow Road Farm or any other location in Bury St Edmunds. Moving the depot/transfer station will not create any additional refuse collections in the villages to the NE of Great Barton and so the number of movements are unlikely to be affected. Lorries transporting waste to the EFW facility at Great Blakenham will travel directly from Hollow Road to the A14 and will not therefore go via Great Barton. Traffic accessing the proposed HWRC at Hollow Road Farm is again predominantly not new traffic, but traffic that was previously accessing the Rougham Hill site. It is likely that traffic accessing the Hollow Road Farm site that has to travel through Great Barton, would have previously travelled through Great Barton to reach Rougham Hill. There may be some exceptions to this, but these will not be a significant percentage or volume of traffic. We appreciate that there are some concerns regarding 'rat-running' through the village to reach the Hollow Road Farm site, however this will not have a negative impact on the small area of particular air quality concern, which is located on the main road (A143).</p>
Other Comments	Dustbin lorries doing their rounds. Many emergency vehicles. Given the number of elderly residents living in Oakhampton House and Montana, air quality is an important issue.	