

Your Ref:  
Our Ref:  
Date: 5<sup>th</sup> October 2018  
Enquiries to: [REDACTED]  
Tel: 01473 264429  
Email: [REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Dear [REDACTED]

Thank you to you and [REDACTED] for your time to meet with me and [REDACTED] to discuss the issues raised in your letters. For your records, I have included an account of the discussion we had at our meeting on Monday, 24<sup>th</sup> September.

The issues that were discussed include:

- Housing and commercial development and the delivery of transport infrastructure, of which a range of schemes from highway improvements to public transport funding were mentioned that will support growth in the area.
- The effectiveness of the Eastern Relief Road to remove traffic from local roads. Information was provided on the number of vehicles using the road each day. You also asked for clarification on the data (in particular the months) that were compared for the numbers of vehicles using Bedingfeld Way.
- The impact of HGVs on Orttewell Road.
- Improvements to A14 Junction 44 and the Eastbound slip road.
- Rougham Hill and the impact on Bedingfeld Way.

During our discussion, some of the issues you and [REDACTED] raised required further information and I am now in a position to provide that detail.

### **Eastern Relief Road**

As discussed at our meeting, a recent study observing traffic flows in May 2018 to capture the number of vehicles using what is known as the Eastern Relief Road shows that there is a daily usage of 3,539 vehicles.

In a previous letter to you, figures were presented on the numbers of vehicles using Bedingfeld Way over two periods. The data was taken from Automated Traffic Counters from the months of August – September (2013) and June – July (2018). Although the data taken from the two periods includes a month that is in the school holidays, it also has a month where traffic would have been considered 'normal', so is a fair comparison. When comparing the data taken from vehicle flows in May 2018 with the August – September 2013, at a time when it could be argued that the 2013 data would show a lower amount, there is still a 32% decrease in traffic on Bedingfeld Way being shown in the May 2018 figures.

The other issue concerning Bedingfeld Way related to the high number of large construction traffic that is being routed along it from Suffolk Business Park. A condition was attached to control the route HGVs used to travel to Suffolk Business Park from the A14. Please note that this condition only applies to the western half of the whole business park and will only relate to subsequent Reserved Matters that follow on from the consent it is attached to. I have attached the wording from the condition (**Condition B36 of DC/16/2825/OUT**) below:

*'In so far as is practicable all vehicles 7.5 tonnes and over serving any business on the hereby approved site shall use junction 45 of the A14 if it is available when exiting the A14 unless otherwise agreed in writing with the Local Planning Authority.'*

*Reason: To make large vehicles avoid accessing the site hereby approved by using part of the highway network which goes next to residential properties.'*

### **Heavy Goods Vehicles (HGV)**

In the last letter to you, information was provided on the number of HGVs using Orttewell Road, which has reduced by 30%.

I have asked Suffolk Highways to investigate the issues raised by local resident [REDACTED]. Officers have concluded that the road does have sufficient road space and that pedestrians and cyclists do have safe passage around the area. On Orttewell Road there is a segregated path that is located a distance from the carriageway on the south side and another path on the north side that is completely separated from the highway and leads to the commercial area (Lawson Place). Both footpaths lead to the underpass which connects to Symonds Way (where two primary schools are located) and walking and cycling routes on the north side. A signalised crossing is located on the junction between Orttewell Road and Symonds Road. There is also a number of small roundabouts to reduce the speed of vehicles. The road is therefore more suitable for HGV use than other highways in Suffolk.

Weight restrictions are primarily now funded through parish councils or County Councillor's budget (or other local funding sources). Therefore, a weight restriction can be pursued through this mechanism if either the County Councillor or Parish Council feel it is necessary. However, it is worth bearing the following information in mind: the Moreton Hall ward is a commercial and residential mix. This means that HGVs must be able to access local roads in order to service local businesses and this includes businesses located off of Orttewell Road. Any restriction on this highway to HGVs would only force HGVs to take routes on more unsuitable roads where good pedestrian and cycle path provision is not in place. It could also mean that deliveries to residential areas (large goods for example) would not be able to directly access households. If Orttewell Road is restricted, it could be that all HGVs use Bedingfeld Way. Drivers then will be routed or will find the nearest alternative method, which then in turn could cause bigger highway issues. If the problem is dispersed on a wider area, Suffolk Highways would be unable to address this.

Suffolk Highways will send a letter to HGV companies listed in [REDACTED] correspondence to ask that where possible they do not use local roads to access trunk roads or to avoid trunk roads, however as there is no restriction on Orttewell Road, HGV's are entitled to use it.

## **New transport schemes**

As discussed at our meeting, Suffolk County Council is working closely with Highways England to address capacity issues at Junction 44 through the Road Investment Strategy 2, and the County Council has also made a bid to the Housing Infrastructure Fund to provide additional capacity on the A14 slips and under the A14 bridge.

The County Council has also been working with West Suffolk councils to deliver improvements to Rougham Hill, through the delivery of a new relief road on Sicklesmere Road that will link from the Rougham Hill Roundabout to the A134. Traffic modelling from the Abbots Vale Transport Assessment shows that this will provide a separate route for 36% of traffic travelling to Sudbury. The road is connected to the Abbots Vale development and discussions are ongoing to agree the s106. The trigger point for the road to be completed is on the development of 500 houses. As mentioned in the previous letter to you, capacity improvements are required to Rougham Hill to help reduce congestion on Bedingfeld Way.

In addition to this, a new bridleway link between Rougham Hill and Moreton Hall via the A14 Tunnel is being negotiated by Suffolk County Council and landowners. Trial holes have been dug to identify utilities and work will commence shortly to design the route. I have asked [REDACTED], Principle Transport Planner at Suffolk County Council, to keep you updated on how this scheme progresses. [REDACTED] e-mail address is: [REDACTED]

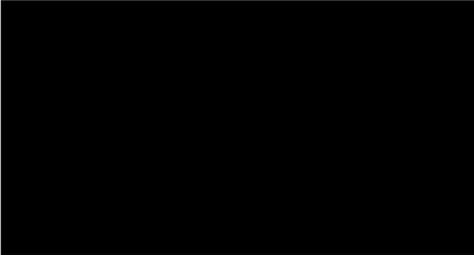
Suffolk County Council will also continue to provide sustainable transport infrastructure through working with developers, and one such example has resulted in funding for public transport services in Moreton Hall.

## **Thurston**

Finally, we discussed the housing development in Thurston and its impact on Moreton Hall - in particular the medical centre in Lawson Place. I have provided the e-mail address of [REDACTED], Head of Primary Care at NHS England, for you to make contact. Her e-mail address is: [REDACTED]

I hope this addresses the issues you have raised.

Yours sincerely



**Principle Transport Planner  
Suffolk County Council**

**CC Moreton Hall Residents Association**

[REDACTED]

[REDACTED]