

## Suffolk County Council Highways and Transport

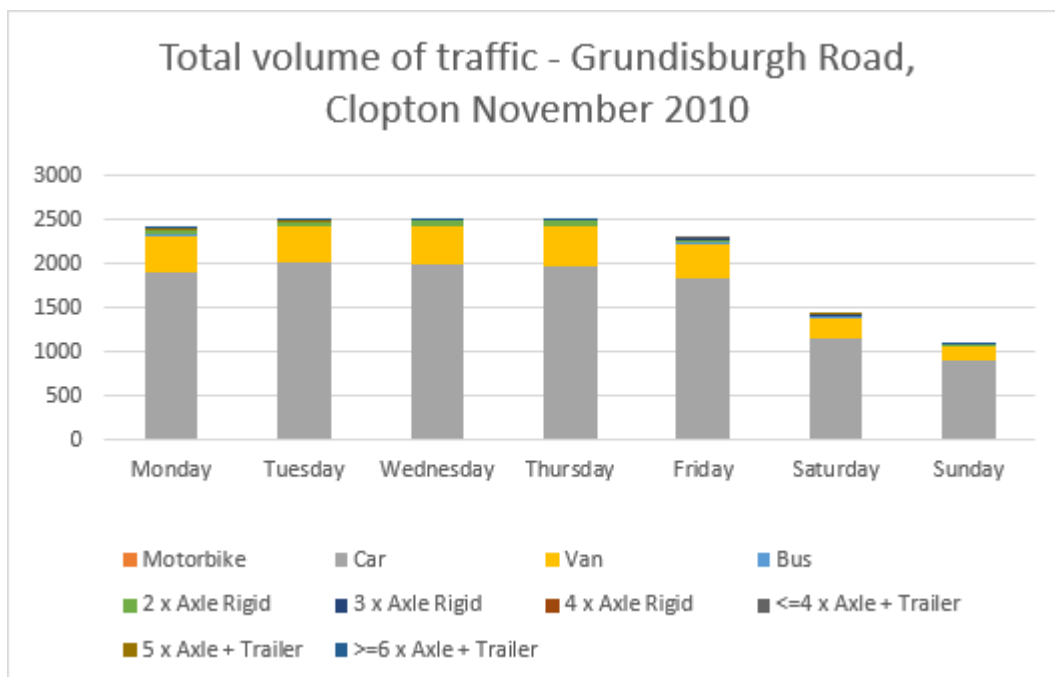
### Local Road HGV capacity, including traffic movements and damage to property/highways around Clopton and the neighbouring villages.

SCC recently completed our Recommended Lorry route review which considered Road safety concerns, HGV access requirements and damage to property and highways. We used several data bases to capture any evidence that suggested a need to change the recommended routing for HGVs around Suffolk.

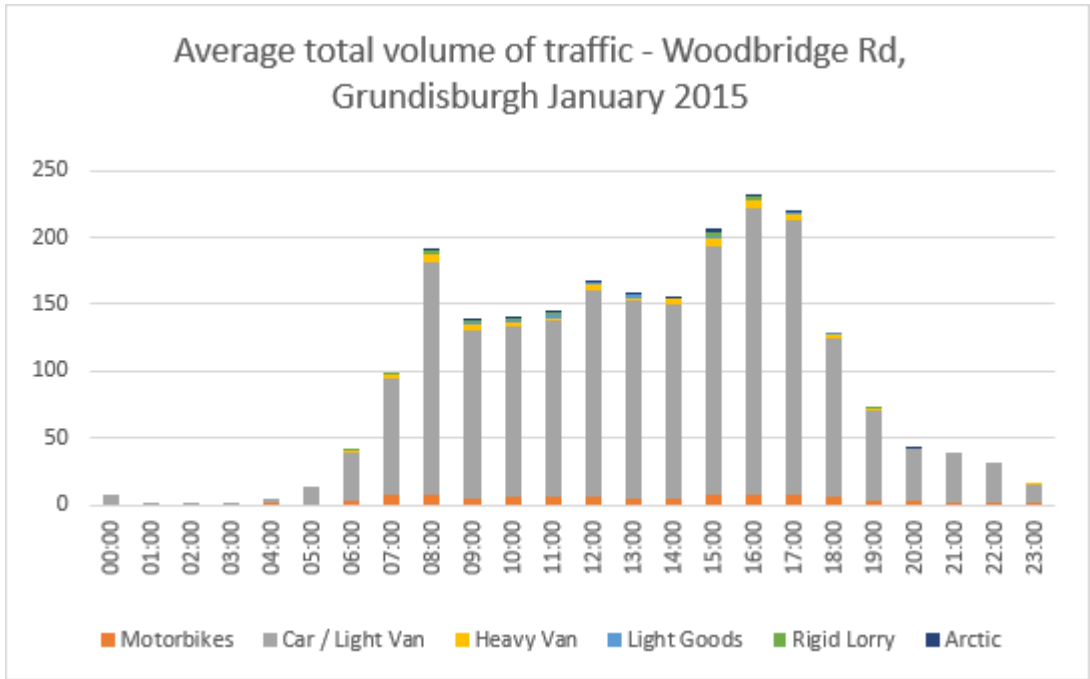
With regards to evidence around Clopton and the neighbouring villages we found the following:

#### HGV traffic movements

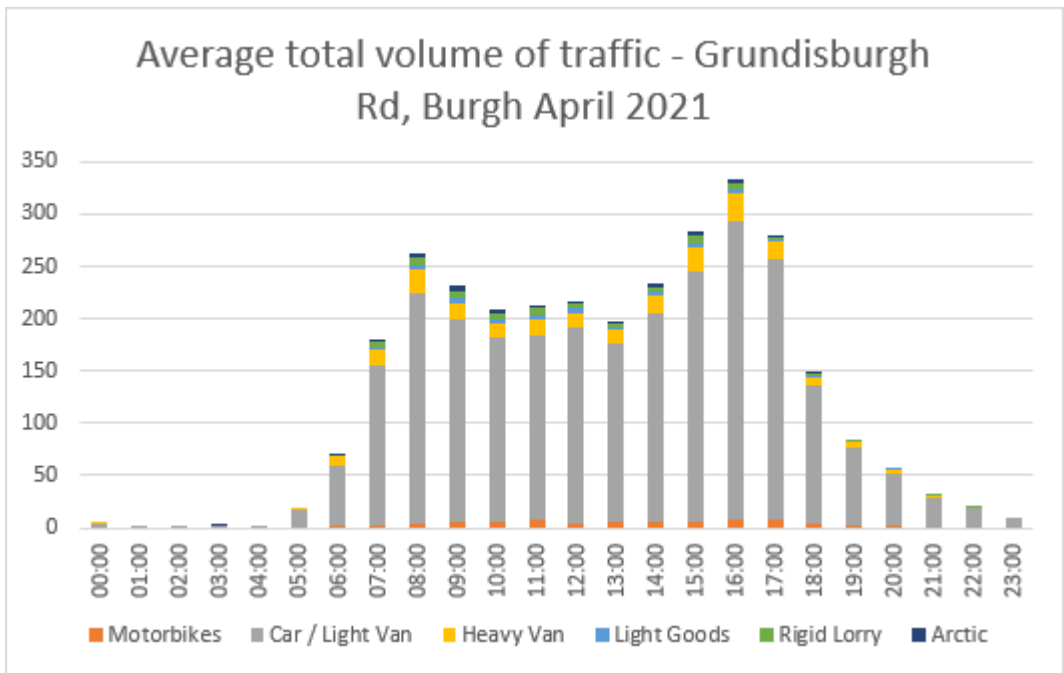
We looked at several traffic data surveys dating back to 2010 along the B1079 between the junction with Market Hill and the junction with Lower Road towards the A12. Please see below the following traffic survey data between the locations mentioned –



The two images above show the location and details of all traffic travelling along Grundisburgh Road, Clopton back in November 2010. The chart clearly shows the large proportion of vehicles travelling along this route were cars and vans. The 7-day average for all traffic at this location was 2102 vehicles in which HGVs made up 3% of this total (56).



The two images above show the location and details of the average total traffic volumes along Woodbridge Road, Grundsburgh over a 24hr period back in January 2015. Like the chart above, we can see the large proportion of vehicles travelling along this route are cars and vans. Over the average 24hr period we saw an average total of 2268 vehicles in which HGVs made up 2% of this total (55).

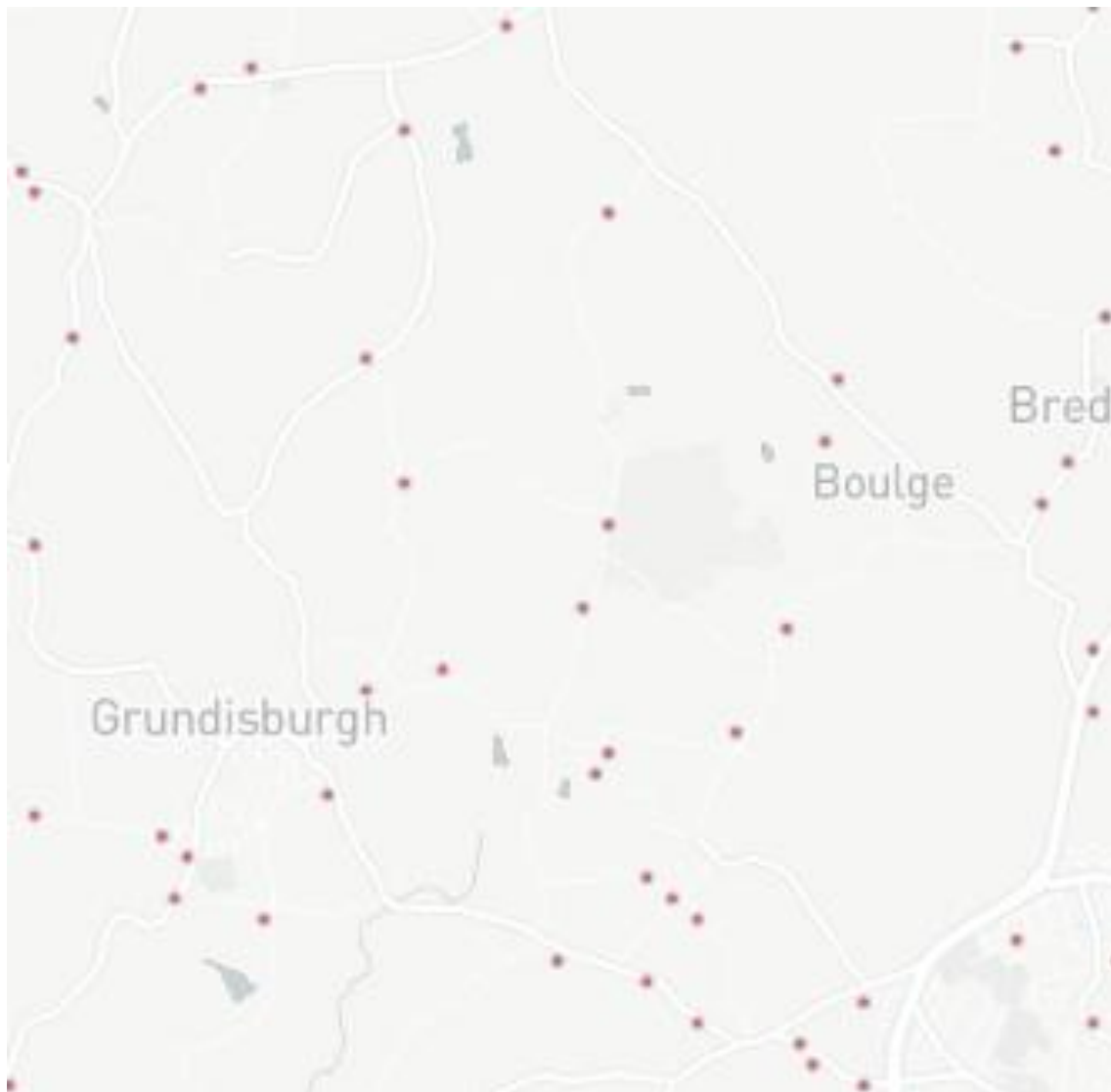


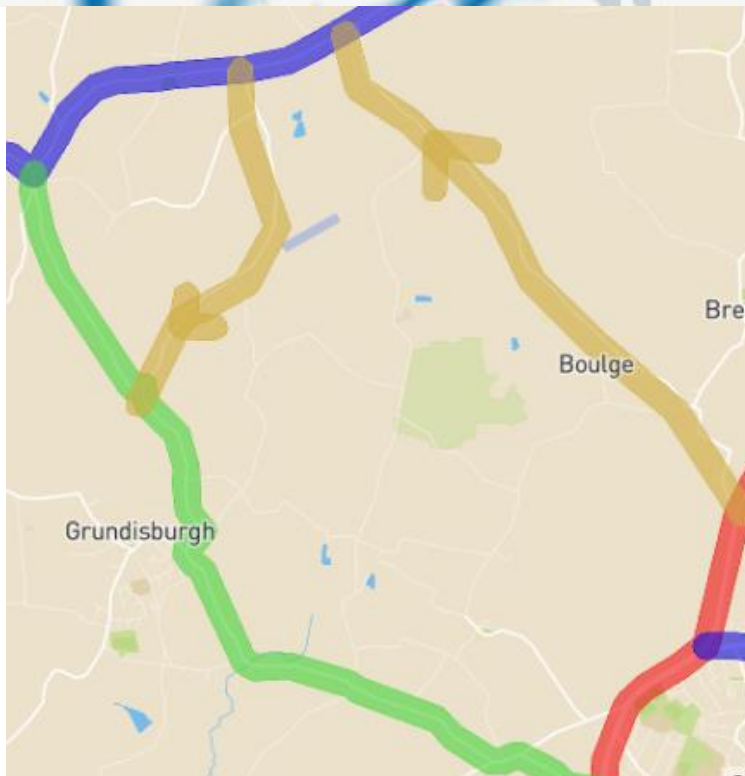
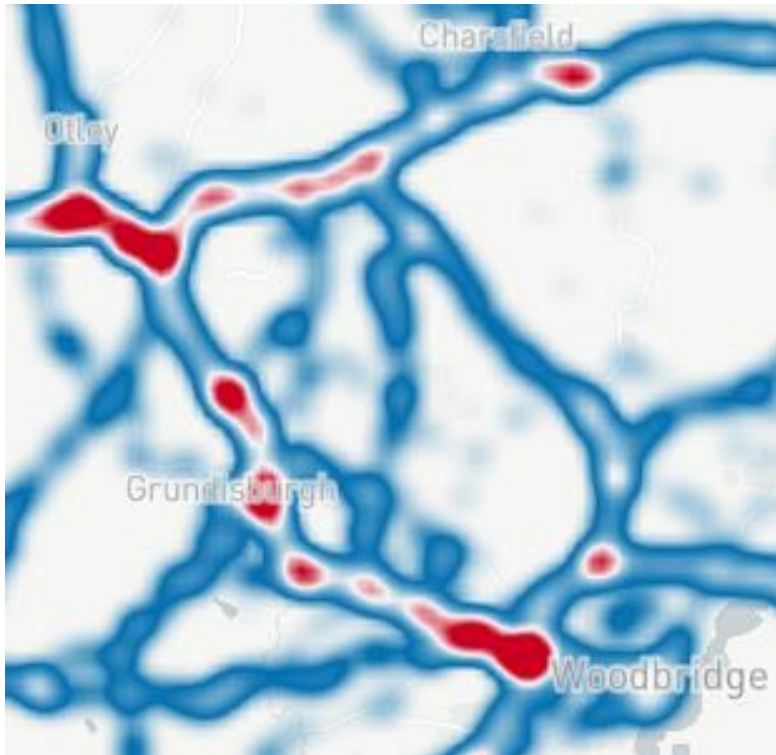
The two images above show the location and details of the average total traffic volumes along Grundsburgh Road, Burgh over a 24hr period in April 2021. This chart shows the same pattern as the charts in 2010 and 2015 where cars and vans are the most dominant vehicle travelling along this route. Over the average 24hr period we saw a total of 3089 vehicles with HGVs accounting for 3% of this total (99).

It's fair to say that whilst total vehicle traffic has increased between 2010 and 2021, we haven't seen a disproportionate change in HGVs travelling along the B1079 between the junction with Market Hill and the junction with Lower Road.

## **HGV demand data**

To understand the demand for HGVs, we reviewed GPS Tracker data from 2019 where we analysed sample data of HGV origin and destination points in Suffolk. Please see below a map showing these locations represented by red dots in and around Clopton and Grundisburgh –

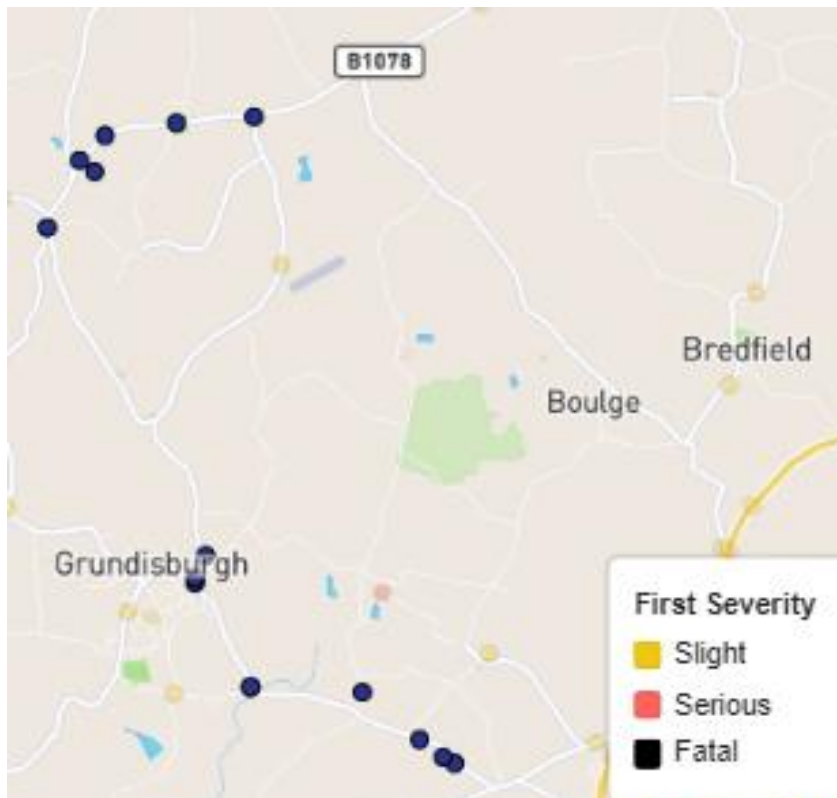




The image in the centre shows a heat map of all the trips associated with these locations. These locations accounted for approx. 600 separate trips within one month of the data supplied. The data suggests there is a large demand for HGVs in this area and with the recommended lorry route map (above right) conforming to the current TROs along Woodbridge Road and Drabbs Lane we would expect see any HGVs adhering to the recommendations and avoiding Clopton village as much as possible.

## Road Safety

To analysis Road safety in terms of HGVs we reviewed around 350 police incidents in the last five years which had road layout as a main contributing factor. I'm pleased to say that we didn't find any police incident involving an HGV which had the road layout as a contributing factor. In fact, we didn't find any collision involving an HGV along the B1078 between the B1078 and the A12. We did look further into casualty data and carried out junction analysis along the B1078 and B1079 and found the following –



Vehicle group	No.
Car	12
Motorcyclist	4
Other Vehicle	1
Pedal Cyclist	1
<b>Total</b>	<b>18</b>

Year	Serious	Slight	Total
2017		5	5
2018	1	3	4
2019		3	3
2020	1	4	5
2021		1	1
<b>Total</b>	<b>2</b>	<b>16</b>	<b>18</b>

The three images above show casualties from road accidents along the B1078 and B1079. The dark blue spots on the map indicate where a road accident has taken place. The second image shows what vehicle group was associated with these accidents and the third image shows when these accidents occurred and the severity of the accident. The evidence clearly shows there has been no involvement of HGVs in any road accident resulting in casualties along these routes between 2017 and 2021 (latest data we have).

## **Damage to Property and Highways**

As previously mentioned in our response to the community-led feedback from Clopton Parish, we found no reports of damage to property out of 857 public complaints associated with HGVs in Suffolk. You did state damage at a neighbour's property so, please send me any reference numbers you have from Suffolk County Council referring to these incidents? Furthermore, we were unable to quantify damage to the highway and this was re-affirmed by our colleagues in Suffolk Highways who had no major issues along any of the routes you have mentioned. Going forward, I do urge you and your parish to raise any issues with HGVs to the following: [Report an incident with a heavy goods vehicle | Suffolk County Council](#) and issues with the highway: [Suffolk County Council - ReportIT](#)

I hope the following information provides some answers to your questions.

Many Thanks,

**Transport Strategy**  
Suffolk County Council