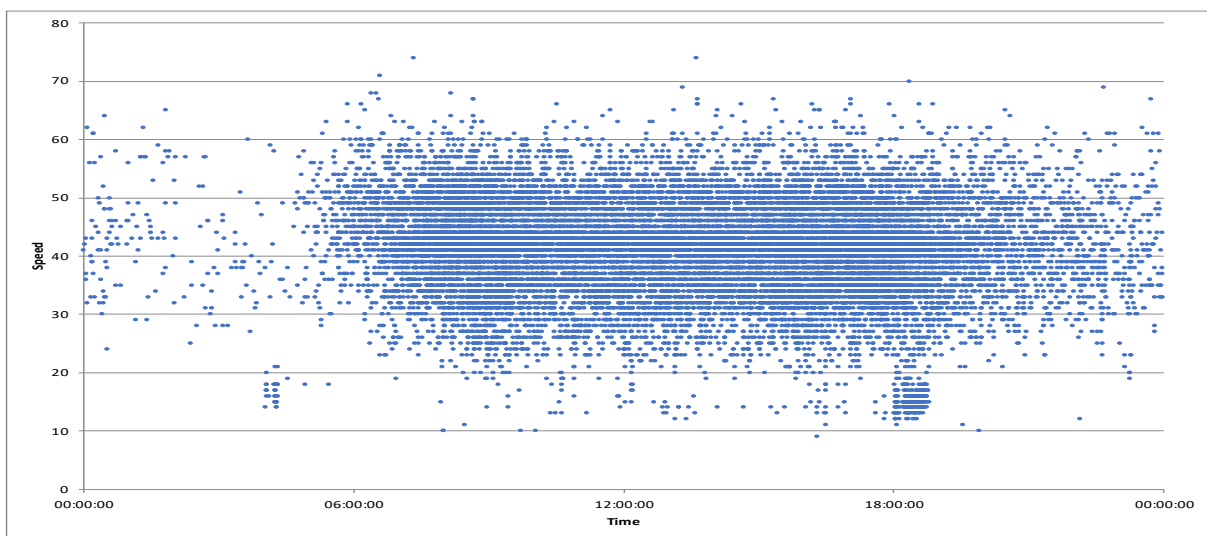


CLOPTON PARISH COUNCIL

The Case for a 40-mph Speed Limit Through the Village.

April 2021



The Case for the Introduction of a 40 MPH Speed Limit along the B1078 at Clopton Corner.

(In essence, past the junctions with Manor and Shop Road).

Clopton Parish Council

8th April 2021

Issue 1

1 Introduction

This document has been prepared by Clopton Parish Council in response to ongoing requests from parishioners, over many years, for introduction of a 30mph speed limit along the B1078 and B1079 which links the sections of the B1078 through the village of Clopton. There are numerous lengths along these roads that should be limited, however it is clear that under the current criteria this is unattainable. This document presents evidence to justify the application of a speed limit specifically along the section of B1078 extending to the east and west of its junctions with Manor Road and Shop Road and known as Clopton Corner.

Road Traffic speeds on the B1078 are an issue for all Clopton residents, however this is of particular concern for those residing in one of the 54 dwellings accessed via shop road. Shop Road is a “*No Through Road*” with residents only vehicular access being via its junction with the B1078 which, at this point, has a 60 mph National Speed Limit. This junction has poor visibility for vehicles exiting Shop Road to travel in either direction, however this is extremely poor for those wishing to turn to the west. Over many years residents, when exiting shop road, report incident of “near misses” with vehicles travelling along the B1078. It is generally understood, within the village, that you take your life in your hands exiting this junction.

Over the years numerous requests, have been made to Suffolk County Council Highways Department (SCCHD) to implement road safety improvements to the B1078 through the village. Despite this, Suffolk County Council have repeatedly failed to act, even simple requests for action, such as repainting slow signs on the carriageway have been refused.

In October 2019 the Parish Council held a general meeting specifically to discuss road safety in the area and this was attended by over 40 concerned local residents and resulted in a strong message that speed reduction and other road safety measures must be put in place in the very near future. The proposals for further development at the Sizewell Power Station and the inevitable increase that will bring, to traffic volumes along our road network add further weight to our resident’s concerns. Clopton residents are adamant, that the time has come for

SCCHD to act, before one of the regular near misses that road users in this area experience, results in a more serious accident, with the potential resultant distress and cost, both in human and financial terms.

Since that meeting the Parish Council has been working to gather evidence and make the case for a speed limit at Clopton Corner, which is the population centre of the village. This document has been compiled to present that case and to press for action by SCCHD for the implementation of that speed limit.

2 Overview of the Area in Question

The area in question is known as Clopton Corner. In the East Suffolk Council Area Plan this is designated as the population centre for the village. The majority of children within the village are living in this area.

Currently the B1078 through Clopton is subject to the National Speed limit of 60mph for single carriageway roads. The stretch of the B1078 which is of particular concern to the residents of Clopton and which is the subject of this document is to the east and west of the junctions with Manor Road and Shop Road. The distance a stretch of approximately 750 m and shown in the diagram below:



As can be seen, the major population centre is to the north of the B1078. The Village Hall and associated Children's Play Area and Playing Field are to the south on the opposite side of the B1078, as are the Phone Box with Defibrillator and the Bus Stop and Shelter. Apart from a few metres of narrow paved waiting area in front of the Bus Stop and Shelter, which is

adjacent to the B1078, and a similar small paved area on the opposite side for busses travelling in the opposite direction, there are no significant paved areas for pedestrian use.

The majority of children in the village live in the Shop Road area and, during school terms, at least once a day, have to cross this busy road to access the school bus. This situation also applies should they wish to visit the Playing Field or Play Area at the Village Hall. The small stretches of pavement are quite narrow which means that children have to stand very close to the speeding traffic, in consequence, making crossing of this road very dangerous.

2.1 details of a Survey Carried out by a resident in November 2013

In mid-November 2013 a letter was distributed to all households in Shop Road and Rouse Hall Estate, (54 in number) and to four houses which front the B1078. The letter was also distributed generally using the “Clopton News” e-mail list. 30 responses were received, without any chasing, virtually all from residents of Shop Road and Rouse Hall. All respondents were in favour of a speed limit along this section of the B1078, with none opposed. Many of the residences have more than one driver and vehicle. In fact, the responses indicated that the 54 dwellings in Shop Road and Rouse Hall have in excess of 100 resident drivers. Some of the responses included personal accounts of traffic incidents, some involving injury. The high response rate amply demonstrates the strong feeling among those living in this part of the village that something must be done to improve road safety, and that a major part of that is a reduction of the speed limit on the B1078 at this point.

As outlined, Shop Road serves 54 dwellings. Shop Road does extend further northwards beyond the area shown in the map but with just a few dwellings. Of significance is that there is no traffic access to the north. For vehicles, Shop Road is a “*No Through Road*”. All vehicle movements are made via the junction with the B1078. Thus, all traffic from Shop Road and Rouse Hall estate, 54 residences, must negotiate the junction with the B1078. Visibility to the west from Shop Road is so poor that the Parish Council has provided a “Traffic Mirror” to give some visibility of approaching vehicles. Additionally, on either side of the B1078 at Clopton Corner, there are a further 4 residences directly accessing the road thus giving a total of 58 residences whose only access on to the County’s road network is directly on to the B1078.

Travelling from the west this section of the B1078 rises to a crest shortly before Manor road, making the Junction with Manor Road difficult to see. From the junction with Manor Road to the junction with Shop Road on the left hand, side, there is a tall hedge, making the junction with Shop Road extremely difficult to spot. There are the remnants of “SLOW” markings on the B1078 to the west but these have deteriorated and are almost ineffective.

Given the number reports by residents, of vehicles overtaking and travelling on the wrong side of the road past Manor Road and Shop Road. It could be, that drivers of vehicles travelling west to east along the B1078 become frustrated by the tedium of the winding and obstructed section of the road between Otley College and the crest of the rise just before Clopton Corner. Potentially, the apparently open and straight stretch of carriageway which

finally appears, becomes a tempting place to try to make up for lost time and or overtake the preceding vehicle.

3 Results of a Traffic Volume and Speed Survey Carried out by Suffolk Constabulary in January 2020.

Clopton Parish Council made a request for Suffolk Constabulary to conduct a Traffic Volume and Speed Survey along the section of the B1078 in question, to ascertain the current statistics on traffic volume and speed. That survey was carried out over a seven-day period between 15:34:02 on the 22/01/2020 and 16:07:28 on 29/01/2020.

The tables and graphs below were obtained by use of a freedom of information request by the Parish Council to Suffolk Constabulary

The data is presented, as received, from Suffolk constabulary. As such please note there are a couple of typographical errors in the table titles:

Shop Street should read Shop Road and Occold should read Otley.

Data collected between 15:34:02 22/01/2020 and 16:07:28 29/01/2020			Site No: 00002012
Site Title	B1078 Clopton on bus stop pole by TK near Shop Street		
Channel	Combined	Channel 1 From Debach	Channel 2 From Occold
Average Speed	41.0	41.1	40.9
85th Percentile	49	48	50
Standard Deviation	8.3	7.2	9.4
Total Number Of Vehicles	20768	10840	9928
Speed Limit	60	60	60
Number Over Speed Limit	146	48	98
Percentage Over Speed Limit	0.7	0.4	1.0
NPCC	68	68	68
Number At Or Over NPCC	9	3	6
Percentage At Or Over NPCC	0.0	0.0	0.1

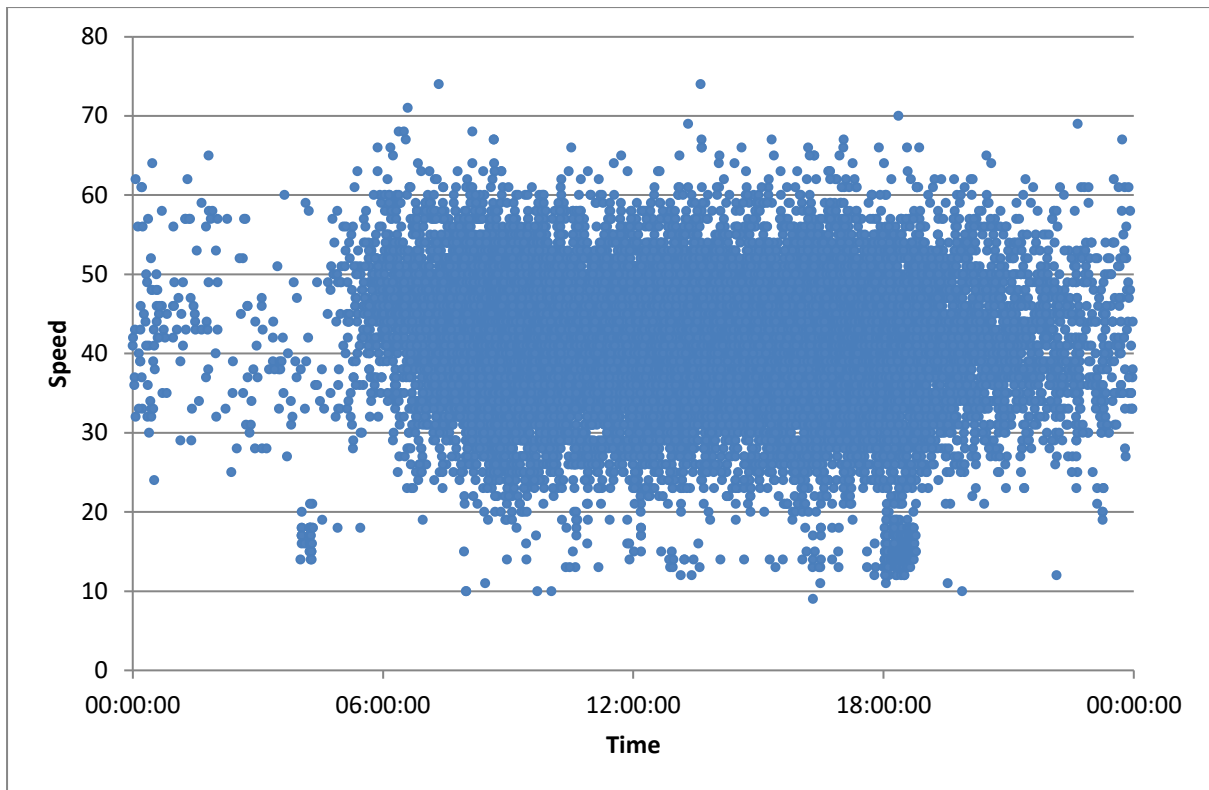


Figure 1. Scatter graph showing vehicle speed against time of day.

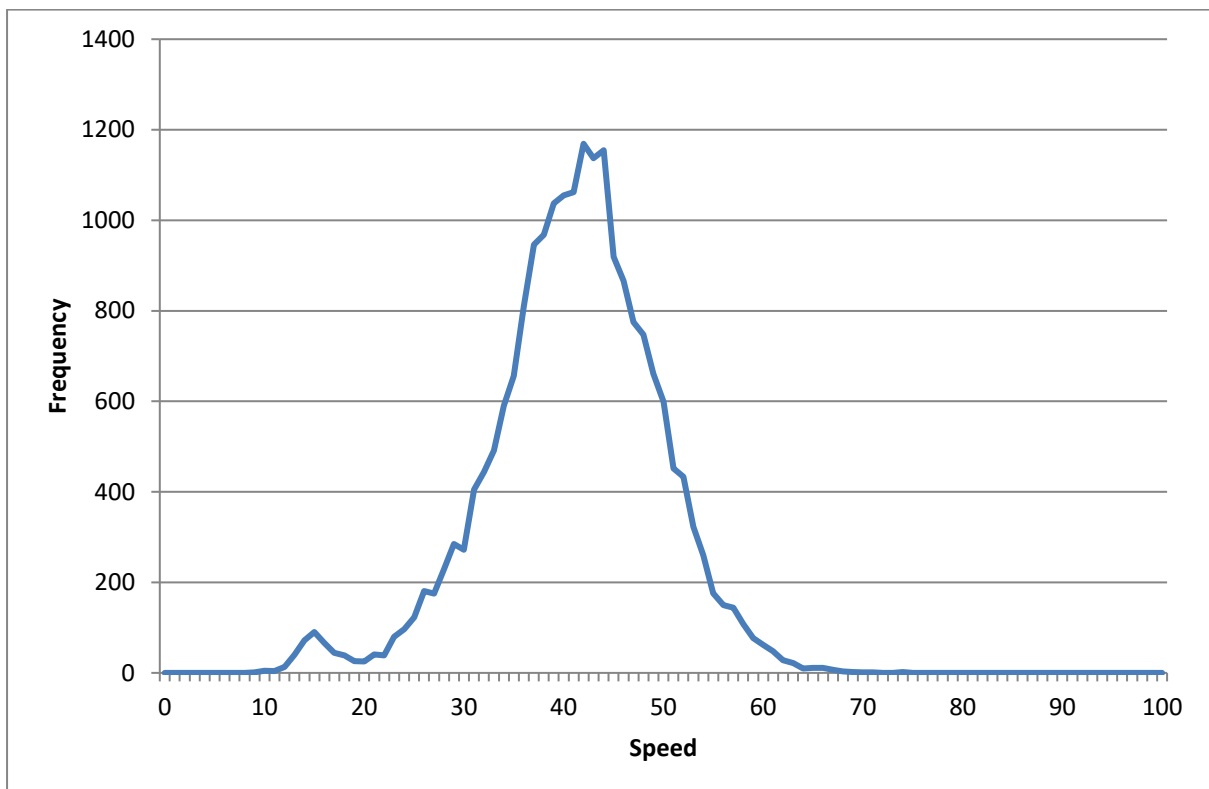


Figure 2 shows the mean speed for all vehicles.

The line graph (Figure 2) indicates that the general consensus amongst drivers is that 40 mph is the appropriate speed for this section of road.

Whilst the data above clearly indicates that the majority of vehicles are travelling within or about the speed limit for this section of road, the scatter Graph indicates quite clearly that there is a broad range of speed throughout the day 60 mph being apparent at any time. There are a very significant number travelling in excess of 60mph and up to 75 mph.

This data suggests that many vehicles are travelling to the National Speed Limit rather than characteristics of the road.

It is worth noting, that vehicles travelling west to east, i.e., on the Shop Road side of the B1078, are twice as likely to exceed the speed limit as those travelling east to west. Clearly this compounds the danger for drivers exiting shop road. This may add weight to the suggestion that frustration as outlined earlier, may be responsible.

With a figure of 20,768 for the total number of vehicles for the 7-day period it can be extrapolated to just under 3,000 vehicle movements per day and in excess of a million vehicle movements over the year.

4 Suffolk County Council Speed Limit Policy, Criteria for a 40 MPH speed limit.

In view of the above data, in presenting the evidence to SCCHD, the 40-mph speed limit would seem to be appropriate. The Parish Council are therefore guided by the Suffolk County Council's 40 mph speed limit policy as outlined below

The following is the relevant extract:

SUFFOLK COUNTY COUNCIL, SUFFOLK SPEED LIMIT POLICY (Approved by The Cabinet at their meeting on 9 December 2014).

Speed limit – 40mph

- settlement has shop(s), school(s), public house, filling station, etc.
- significant development on both sides of road, but not necessarily continuous, with some development in depth, overall frontage exceeds 500m in length
- collision history
- existing traffic speeds
- many junctions, bends and accesses
- some pedestrian/cycle activity throughout the day with possible peaks associated with schools or community facilities
- some provision for pedestrians/cyclists or acknowledged need and possibly warning signs

- lengths of road that more closely fit the conditions for a 50mph limit but where the standard of road/forward visibility is more appropriate to 40mph.

5 Equivalent Housing Density adjacent to the B1078 through the village population centre.

The overall distance of B1078 in question is 750m, this runs to approximately 250m short of the B1078 junction with Drabbs Lane but includes all residences fronting and directly accessing this section of road. As outlined previously, it is clear that there are 58 residences whose only vehicle access to the road network is on to this stretch of narrow B-road. Overall, this is equivalent to a housing frequency of one house per 13m.

Of those houses, 54 are faced with a blind junction and rely upon a road traffic mirror to identify the approach of oncoming vehicles and assess the likely speed of those vehicles. This must be done in all weathers rain, mist, fog, damp and at times when the mirror is filthy from passing vehicles. which, at this point, carries a permitted National Speed Limit of 60-mph. As has been demonstrated, throughout the day, there is an even spread of vehicles travelling at that speed or faster.

6 Extracts from the B1078 Study (Between the A140 and A12) Road Safety Route Analysis. Carried out for Suffolk County Council by AETEC and Published March 2016.

Suffolk County Council commissioned external consultants AETEC, to carry out a road safety analysis study for the B1078 and sections of the B1079 between the A140 to the west of Clopton and the A12 to the east. The consultant's report was published in March 2016. and the entire report is attached in Appendix A.

Section 3.9 of this report covers the portion of the B1078 through the primary population centre for the village of Clopton, the region being addressed in this document. Extracts of the report with photographs, are included below and highlight the issues at the Manor Road and Shop Road junctions. The independent consultants report raises concerns regarding the visibility of the Shop Road junction, and the safety signage, particularly for vehicles travelling east. The relevant sections are reproduced here:

3.9.1.4 Continuing east, the carriageway proceeds towards Clopton Village

which is situated off the B1078, but is severed by the route. Photos 37

and 38 show the frontage of the area. It was noted on site that there is

little advance warning and awareness of this location for passing

motorists.



Photo 37: Facing east, the frontage passing through Clopton Corner
Source: site visit (15/12/2015)



Photo 38: Facing east, the frontage passing through Clopton Corner
Source: site visit (15/12/2015)

3.9.1.5 Photos 39 and 40 show that the close frontage to the carriageway also affects sight lines when exiting from the side roads of Manor Road and Shop Road. At Manor Road it was also noted that the existing surfacing was loose resulting in some vehicles wheel spinning and losing traction, which would further cause problems for emerging vehicles.



Photo 39: Facing west, visibility from Shop Road
Source: site visit (14/12/2015)



Photo 40: Facing east, visibility from Manor Road
Source: site visit (14/12/2015)

3.9.1.6 Also within this link section is an uncontrolled crossing providing access to a bus stop and public footpath from Shop Road. Warning signing to diagram 544.1 (TSRGD 2002) is located in advance of the crossing, but like most features along this section is concealed from view on approach.



Photo 41: Facing west, the bus stop facilities near Shop Road junction
Source: site visit (14/12/2015)



Photo 42: Facing north, the uncontrolled crossing to connect with bus stop facilities
Source: site visit (14/12/2015)

3.9.1.7 Whilst the side roads of Manor Road and Shop Road are the defining features a number of other residential properties front the carriageway (photo 43).



Sections 3.9.1.8 to 3.9.1.10 have not been included as they cover the section of B1078 further to the east and outside the scope of this document.

3.9.2.3 The village of Clopton is severed by the B1078, in addition to the two side roads; there is also an uncontrolled crossing point and direct frontages onto the carriageway. There is currently a general lack of warning and awareness of the facilities within this location for motorists. Being predominantly straight in nature and with no changes in gradient speeding vehicles on the main road could present a considerable risk to other road users particularly for non-motorised users.

3.9.3 Traffic Flow Data

3.9.3.1 No traffic data is available for this location.

3.9.4 Speed Data

3.9.4.1 No speed data is available for this location.

3.9.5 PIC Link Summary

3.9.5.1 A total of seven collisions were recorded. All collisions were noted as occurring at the two locations of interest identified during the site visits.

3.9.5.2 Four collisions were noted around the junction of Clopton Green. However, their type and circumstance were varied in nature, which does not allow any further conclusions to be made.

3.9.5.3 Three collisions occurred within the area of Clopton Village, but again circumstances and type were varied in nature. Therefore, no further comments were derived.

3.9.6 SCRIM Details

3.9.6.1 A review of the SCRIM data collected in 2014 indicated no sites where the Characteristic SCRIM Co-efficient (CSC) requires further investigation.

3.9.7 Past Schemes

3.9.7.1 At Clopton Village, concerns have been raised over the speed limit and visibility. No scheme has been realised in part due to a lack of density for a speed limit reduction and insufficient room within the highway boundary to implement minor improvements.

3.9.8 Future Schemes

3.9.8.1 No future schemes have been identified for this section.

3.9.13 Summary of Recommended Measures

☑ Retain the existing posted speed limit

☑ As part of a package of measures for Clopton Village, provide new gateway signage, high friction surfacing and road studs to increase motorist awareness of the area

6.2 Comments on the above survey report.

It is clear that neither the extent of residential development along and beyond Shop Road nor the fact that Shop Road is a “No Through Road” for vehicles had been taken into account when considering the housing density for this section of road.

In a further omission, Traffic and Speed data was actually available at the time of this report as Clopton Parish Council had requested that this be carried out by SCC some time prior to this study. The data at the time was consistent with that of the later survey.

Picture 39 from the consultant’s report above, which shows the visibility along the B1078 looking east from Shop Road was clearly taken whilst standing alongside the B1078. This does not fully illustrate the actual difficulties experienced by drivers. Similarly, Picture 40 was also taken standing alongside the B1078 with the same result.

The following three pictures 1, 2 and 3 below show a view from the driver's seat inside a car exiting shop road. These were taken with the front of the vehicle stopped as far forward as possible with the front of the bonnet at the edge of the B1078. This provides a more realistic presentation of difficulties experienced by a motorist exiting this junction into traffic potentially, travelling along the B1078 legally at 60 mph.



Picture 1 The drivers view looking east whilst exiting from shop road.



Picture 2 The drivers view exiting from Shop Road and looking at the traffic mirror ahead, to spot approaching vehicles and assess their speed.



Picture 3. The drivers view from Shop Road looking east, for approaching vehicles

The following pictures, 4 and 5 below show a view from the driver's seat inside a car exiting Manor road. These were taken with the front of the vehicle stopped as far forward as possible with the front of the bonnet at the edge of the B1078. This provides a more realistic presentation of difficulties experienced by motorist exiting this junction into traffic again potentially travelling along the B1078 at 60 mph.



Picture 4 Showing the Drivers view when exiting Manor Road looking west.



Picture 5 Showing the Drivers view when exiting Manor Road looking east.

There is no traffic Mirror available at Manor Road.

The AETEC Consultants report recognising the issues at Clopton Corner and concludes that:

The village of Clopton is severed by the B1078, in addition to the two side roads; there is also an uncontrolled crossing point and direct frontages onto the carriageway. There is currently a general lack of warning and awareness of the facilities within this location for motorists. Being predominantly straight in nature and with no changes in gradient

speeding vehicles on the main road could present a considerable risk to other road users particularly for non-motorised users.

In addition to the above, the report suggested or recommended safety improvement and remedial measures for other parts of the B1078 through the Village of Clopton.

At the time of publication Clopton Parish Council were pleased to see that the consultants had also recognised the road safety concerns that the parish council had identified and had been highlighting over the years. The Parish Council full expected that action would be taken but, having made enquiries to SCCHD to ascertain when these concerns might be addressed were extremely disappointed, to told that Suffolk County Council had commissioned this report at considerable expense, with no plans to act upon any of its recommendations.

7 The Salient points of Various Submissions made over the years to Parish, District and County Council officers and representatives.

Over the years several residents as well as the Parish Council, have raised concerns about the danger posed to residents using this section of road. A few examples in original form are included in appendices B, and C. However, the key points from these are detailed in the following three subsections:

7.1 A resident's comments and accompanying Pictures to the Parish Council following a road traffic accident.

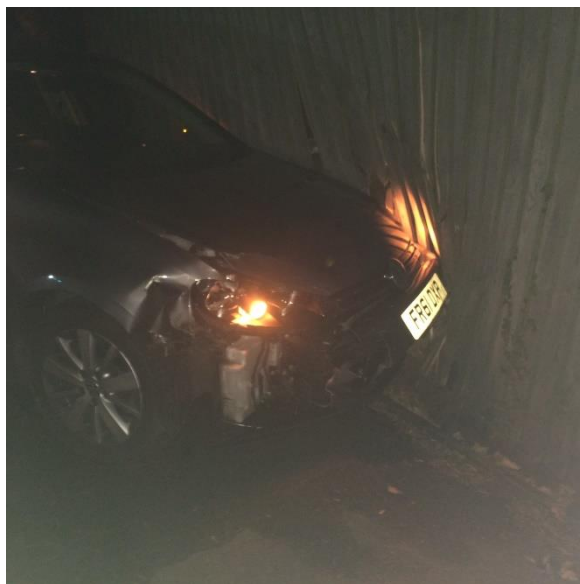
The pictures show the paved area adjacent to the road, where children wait for the school bus. The pictures highlight evidence of a vehicle which, having previously traversed the area following a collision, impacted the fence.

The following is an extract of the letter written to the Parish Council by the resident at the time:

Clopton B1078 - Blind Junction from Shop Road on to the B1078.

Last week there was an accident at this junction where a car mounted the pavement through my neighbours' fence and only came to a stop by hitting a solid concrete wall the other side. My major concern which I have predicted in the past is that this is where all the village children wait for a bus in the morning (primary & secondary) between 10 & 15 children, if that had occurred then there would have been many deaths!

Just before this accident a boy was seconds away from crossing at that point, he witnessed the incident just before his eyes.



7.2 A Further example of the accidents experienced along the area in question.

The following picture was sent to the parish council along with a request from the resident of a house adjacent to the road and close to the accident for the implementation of a speed limit.



7.3 Communications with Suffolk County Council Representatives and Officers

Appendix B carries a full copy of a letter written in 2014 to the Suffolk County Councillor representing Clopton, making a case for the introduction of a speed limit. There was no action.

7.4 Recent Email Correspondence to the Clopton Parish Clerk in response to a request for road safety improvements.

Appendix D carries a copy of a recent email from SCCHD to the Clerk for Clopton Parish Council, in response to a request that road safety markings near Shop Road and Manor Road be repainted and that the introduction of a speed limit should be considered to improve road safety along this stretch of the B1078.

The essence of the response received being that road safety markings are no longer a priority and the parish council should itself find funds to carry out this work. Additionally, Suffolk County Council are once again dismissive of the need for a speed limit in this area.

8 Observations and Justification for the application of a speed limit

The following paragraphs compare the evidence, on a line-by-line basis, against the SCC speed limit policy for a 40-mph speed limit outlined above.

- settlement has shop(s), school(s), public house, filling station, etc.

The B1078 cuts through the village and severs the connection between the population centre for the village and the village amenities. The Telephone Box with Defibrillator, Village Hall, Playing Field and Children's Play Area are adjacent to the road on one side. There is also the "Concrete Path" which is regularly used by villagers for exercise and walking their dogs. On the opposite side of the B1078 are the dwellings and inhabitants of the centre of development for the village. The majority of village children live in this area.

- significant development on both sides of road, but not necessarily continuous, with some development in depth, overall frontage exceeds 500m in length.

The distance from the rise in the road from the west approaching Manor Road, to the last residence before Drabbs Lane to the east, is approximately 750 m. There are residences on both sides of the road.

This frontage serves 58 residences, which have their only vehicular access, and apart from country footpaths, their only pedestrian access as well, via the B1078 at this point.

There are examples of the application of a 40-mph speed limit along "B roads" in Suffolk where the population density is less than that at Clopton. One such example is at Winston,

where a group of 8 or 10 houses front the B1077. The 40-mph speed limit is applied over a distance of approximately 600 meters. This equates to, a housing frequency of, one house every 60 meters, roughly 25% of the housing frequency on the B1078 at Clopton.

It would be difficult for residents in Clopton to understand how SCCHD could justify any suggestion that the Housing density at Clopton Corner is insufficient to qualify for a 40-mph speed limit.

- collision history.

There is significant collision history with many cases of police attendance. To date fortunately these have not yet resulted in death or serious injury and as such many are not recorded. There are constant incidents of a near-miss along this section of road. These are experienced on a daily basis by residents particularly exiting from Shop Road. The pictures from the driver's perspective shown in section 7.2 clearly indicate the dangers and difficulty experienced.

The dangers are compounded by fact that the children's school bus has to stop at this point and children are forced to cross a 60-mph National Speed Limit road, or wait for the traffic to clear, whilst standing by the edge of the road on a very narrow pavement.

- existing traffic speeds.

The Traffic Survey clearly shows that throughout the day, many vehicles are travelling in excess of 50 mph along the section of road. A significant number even in daytime, are travelling in excess of the National Speed Limit at between 60 and 75 mph.

It is clear from the traffic speed survey that the general consensus amongst motorists using this road is that 40mph is a more appropriate speed for this stretch of road.

Residents exiting from Shop Road are, on a daily basis, having to identify and assess the speed of approaching vehicles by looking via the road traffic mirror on the opposite side of the road. They are frequently having to do this in times of poor visibility, such as rain, mist, fog and cold when the mirror is inclined to mist up or when the mirror just becomes dirty.

The fact that some motorists are willing to drive this section of road at speeds in excess of 60-mph is of grave concern. The presence of a 60-mph speed limit along this stretch makes road safety enforcement by Suffolk Constabulary or action by local volunteers impractical.

The introduction of a speed limit along this stretch of road will clearly indicate to motorists using the B1078 at Clopton Corner, that there are potential hidden hazards in this area and that they should respond accordingly.

-many junctions bends and accesses.

Whilst there is only a slight bend in the road at this point, travelling from the west there are two access roads only visible at the top of a rise, one of which has been identified as an issue by the Councils Independent Consultants report of 2016 which states: *“It was noted on site that there is little advance warning and awareness of this location for passing motorists”*.

- some pedestrian/cycle activity throughout the day with possible peaks associated with schools or community facilities

As stated previously, the dangers are compounded by fact that the Village Hall, Children’s Play Area and Playing Field are segregated from the population centre by the B1078. Additionally, the children’s school bus has to stop at this point and children are forced to cross a road with very narrow pavement carrying a 60-mph speed limit. The consultant’s report highlights the lack of driver visibility from the B1078 to the hazards presented at this point and makes suggestions for road safety improvements even without recognising the population density at Clopton Corner.

9 Potential Impact of the Proposed Sizewell C Development

The construction of the proposed Sizewell C Power Station will, if approved, have a direct impact on future traffic flows and no doubt vehicle speed along this section of road.

The B1078 element of the road traffic impact statement in the EDF Document making the case for the construction of the Sizewell C Power Station contains plans for the location of a Park and Ride at Wickham Market. The B1078 will be the feeder route for construction worker traffic. Table 4.2 of the impact statement predicts a 17% increase in road traffic along the B1078. It is clear that the majority of this traffic will pass through the Village of Clopton.

Any increase in traffic volumes, almost certainly with drivers unfamiliar with the dangers posed at Clopton Corner, will increase the risk of further collisions and danger to our residents. There is every indication that the Sizewell C project as proposed, will go ahead.

10 Funding

Cost of action is often the justification for inactivity as regards the implementation of road safety measures. This needs to be viewed against the hidden cost of such inactivity.

The table below is taken from the Department for Transport website and details Accident and Casualty costs in the UK (RAS60) applicable to non-built-up areas such as Clopton:

Accident and casualty costs in the UK (RAS60)

Average value of prevention per reported road accident (RAS60002)

The DfT average value of prevention for an accident based on 2018 prices (non-built-up roads): -

Appendices

Appendix A

B1078 Collision Review



B1078-Collision-Review.pdf

Appendix B

From: J R Dawson, The Firs, Clopton, WOODBRIDGE, IP13 6QN

7 January 2014

Councillor P Bellfield

The Old Rectory

Clopton

WOODBIDGE

IP13 6QB

Dear Councillor Bellfield,

30 mph speed limit for the B1078 at Clopton Corner

As a long-term resident at Clopton Corner in a house some three metres from the B1078 I am acutely aware of the way this road is used and the hazards for road users. I have witnessed the aftermath of numerous traffic incidents and have seen countless near-misses. As a former member of Clopton Parish Council, I know that at various times there have been requests for a speed limit at Clopton Corner, but these have all been turned down by Suffolk County Council (SCC). Meanwhile, the hazards on the B1078 have steadily increased and have now reached the point where I and several other residents feel action must be taken.

You may be aware that in mid-November 2013 I distributed the accompanying letter to all households in Shop Road and Rouse Hall Estate, Clopton, (54 in number) and to four houses like mine which front the B1078. The letter was also distributed

generally using the “Clopton News” e-mail list. I received 30 responses to my letter, without any chasing, virtually all from residents of Shop Road and Rouse Hall. The tear-off slip on my letter asked respondents to state whether in favour of a speed limit or opposed to it. All respondents were in favour, none opposed. I also asked for the number of drivers at each address. This was 61 from 30 responses leading me to conclude that the 54 dwellings in Shop Road and Rouse Hall have in excess of 100 resident drivers. Some of the responses included personal accounts of traffic incidents, some involving injury. The high response rate amply demonstrates the strong feeling among electors in this part of the village that something must be done to improve road safety and that part of that is a 30mph speed limit on the B1078.

In my letter to householders, I gave a suggested extent for a 30mph limit. This is from my knowledge of the acute hazard at the Manor Road and Shop Road junctions and from knowledge of past traffic incidents causing injury near Clopton Grange (formerly Moultons) and the Drabbs Lane junction. The hazards are particularly severe at times of travel to and from work, which SCC officers may not be aware of. For example, 7.30 to 8 am and 4.30 to 5.30 pm are particularly busy with transiting vehicles moving fast and more frequent movements in and out of Shop Road and Manor Road. At these times the Shop Road junction is also the stop for school buses, with the evening buses dropping children on the south side of the B1078 so that most of them have to cross the road to reach their homes. I know that many drivers use the B1078 to get to Ipswich from the Wickham Market area in preference to the A12 since SCC implemented a 30mph limit, traffic lights and other measures on the A1214 at Martlesham and Kesgrave. We also have large numbers of HGVs using this stretch of road despite SCC recommendations to use Drabbs Lane and the B1079 to access the A12.

Past requests for a speed limit have been turned down mainly on the grounds that there are too few houses fronting the B1078. It is true that the houses on the B1078 itself are few, but to ignore the 54 houses (100+ drivers) gaining access to the road network via the Shop Road junction is nonsense. Particularly where the road geometry and visibility is worse than for most individual dwelling accesses.

Will you please take the proposal for a 30mph speed limit forward to the Area Highways Manager for us? This needs to be not on the basis of “please may we have” but rather “how can we work together to make it happen?”. I know that there have been changes to speed limits in recent years in Debach and Tuddenham which I think have had community involvement, and I am sure we could do the same in Clopton. I should be pleased to be the co-ordination point with SCC officers and in

particular should like to show them first hand the conditions here at the busy periods of the day.

There is a Clopton Parish Council meeting scheduled for 30 January 2014 and it would be good to have some feedback from you for that meeting.

Yours sincerely,

John Dawson

Appendix C

Pictures taken some years ago, showing the area where school children have to stand in the road whilst waiting for the school bus and showing evidence of a vehicle having crashed into the fence behind them.

At the time the resident who provided these pictures wrote: the following to the Parish Council:

Clopton B1078 - Blind Junction from Shop Road on to the B1078.

Last week there was an accident at this junction where a car mounted the pavement through my neighbour fence and only came to a stop by hitting a solid concrete wall the other side. My major concern which I have predicted in the past is that this is where all the villages' children wait for a bus in the morning (primary & secondary) between 10 & 15 children, if that had occurred then there would have been many deaths!

Our village for many years has been trying to get a speed limit, it's only a matter of time before there is a death. Just before this accident a boy was seconds away from crossing at that point, he witnessed the incident just before his eyes.

There have been average speed cameras placed here in the past but an average does not count when you're pulling out of a blind junction onto traffic travelling in excess of 60mph!



Appendix D

Email re slow markings

----- Forwarded message -----

From: **Paul Gant** <Paul.Gant@suffolkhighways.org>

Date: Wed, 3 Jun 2020, 16:14

Subject: Clopton: Charsfield Road - CR268963 Request for SLOW marking renewal and Speed Limit

To: cloptonpc@gmail.com <cloptonpc@gmail.com>

Dear Kay

Firstly, may I apologise for the time that I have taken to respond to your request.

SLOW markings – I note that you have mentioned Ref No.220349 which has not been resolved. Since that report, when you were informed that “this site would be considered and prioritised against all other potential lining works that have been identified”, Suffolk Highways policy for renewal of road markings has changed.

SLOW markings are not considered to be a “Priority Road Marking” and these will no longer be renewed unless we are re-surfacing the road or an external funding source is found to fund the work; your County Councillor has a small budget (Local Highways Budget) which he can use for small jobs such as this so the Parish Council may wish to contact him to see if he would be prepared to fund this – alternatively it may be something that the Parish Council may wish to fund?

2. Speed Limit on B1078 – I have sought the advice of The Safety & Speed Team and they have advised that this road has been considered for a speed limit on several occasions but due to the very limited roadside development it fails to meet any of the criteria for a lower speed limit.

However, on a more positive note, The Safety & Speed Team are currently assessing the whole of the B1078 as a potential bid for DORG funding (monies from speed awareness course surpluses) and it may be possible to do something here -possibly enhanced signs and lines.

I am sorry that these are not the answers that you were hoping for but hopefully this email explains the reasons behind the decisions, if you do require any further information please do not hesitate to contact me.

Regards