



# ETHOS

## STRADBROKE ROAD SAFETY CONSULTATION FEEDBACK REPORT

FOR STRADBROKE PARISH COUNCIL

MAY 2024



## CONTENTS

<b>1.0</b>	<b>INTRODUCTION</b>	<b>2</b>
<b>2.0</b>	<b>SURVEY ANALYSIS</b>	<b>7</b>
2.1	LOCATION OF RESPONSES .....	7
2.2	QUESTION 2 ASKED DO YOU CONSIDER THERE TO BE A ROAD SAFETY ISSUE WITHIN STRADBROKE?.....	8
2.3	QUESTION 3 ASKED WHAT DO YOU CONSIDER TO BE THE MAIN ISSUES? .	9
2.4	QUESTION 4 ASKED DO YOU SUPPORT THE NEED FOR ROAD SAFETY INTERVENTIONS WITHIN THE VILLAGE?.....	10
2.5	QUESTION 5 ASKED HOW FREQUENTLY DO YOU WALK WITHIN STRADBROKE?.....	11
2.6	QUESTION 6 ASKED DO YOU FEEL SAFE WALKING IN THE VILLAGE? .....	12
2.7	QUESTION 7 ASKED IF YOU DO NOT ALWAYS FEEL SAFE, WHAT MAKES YOU FEEL UNSAFE?.....	13
2.8	QUESTION 8 ASKED DO YOU SUPPORT THE PARISH COUNCIL PROPOSALS FOR PEDESTRIAN AND ROAD SAFETY? .....	14
2.9	QUESTION 9 ASKED ARE THERE ANY ROAD SAFETY INTERVENTIONS THAT HAVEN'T BEEN INCLUDED WITHIN THE PHASE 1 OR PHASE 2 SCHEME THAT YOU WOULD LIKE TO SEE INVESTIGATED? .....	15
<b>3.0</b>	<b>CONCLUSIONS</b>	<b>18</b>
<b>APPENDIX A – FULL GENERAL COMMENTS FROM SURVEY</b>		<b>19</b>

## 1.0 INTRODUCTION

Ethos Consultants Ltd (hereby referred to as Ethos) have been commissioned by Stradbroke Parish Council to undertake a road safety assessment and preparation of a feasibility study to establish the current traffic issues with road safety. The completed assessment included a number of potential road safety interventions that were reviewed by the Parish Council for consideration. The interventions included a likely cost, as well as an effectiveness score, which allowed interventions to be prioritised.

Following a review of the assessment report, and the list of identified interventions, the Parish Council agreed upon a list of road safety interventions they wished to proceed with for Stradbroke village. The interventions were separated into two phases as it was acknowledged that due to limited funding, it wouldn't be possible to deliver all interventions as part of one scheme, subject to gaining the necessary approvals from Suffolk County Council as the highway authority. The phase 1 interventions included:

- 40 mph buffer at all village entrances;
- 3 x Speed Indicator Devices Laxfield Rd/Queen St/New St;
- Double Yellow Lines Church St/Queen St junction;
- Parking bays Church Street;
- New 30mph signs at all village entrances & improved signage in village;
- Crossing point Wilby Rd to Community Centre;
- Crossing point Queen St (from Westhall);
- Crossing point Church St/Queen St junction to shop.

A budget of £60,000 is available for the delivery of phase 1 road safety interventions. There is no budget allocated for phase 2, although the following measures have been identified for inclusion, which will be delivered as further funding becomes available:

- 20 mph Queen Street;
- Priority Giveway Laxfield Road;
- Priority Giveway New Street;
- Gateway Laxfield Road;

- Gateway Queen Street;
- Implementation of 20mph speed limit within village centre;
- Further crossing points & improvements to existing throughout village.

To better understand the local appetite for the delivery of road safety interventions in Stradbroke, it was agreed to undertake a community consultation. This would enable residents and local businesses to view the prioritised proposals and provide their feedback. This feedback would then support the request made to Suffolk County Council, to provide approval for the implementation of the phase 1 interventions.

The community consultation involved the creation of a survey, which enabled stakeholders the opportunity to outline their level of support for the road safety interventions in the village, along with the opportunity to outline their current views on road safety. The survey was available to complete via Stradbroke Parish Councils website. Paper copies were available for stakeholders to use if there was no access to the internet. Supporting the survey was an informal public drop-in session, which enabled stakeholders to discuss road safety in greater detail. This was attended by members of the Parish Council, and Ethos as the consultants responsible for the assessment report, and the interventions proposed for the village.

The Parish Council promoted the community consultation using a variety of channels that included details on their website, social media posts, details in a local newsletter, and word of mouth through conversations with residents and local businesses.

The community consultation on the road safety assessment in Stradbroke commenced on Thursday, 25<sup>th</sup> April 2024 in line with the Annual Parish Meeting, and ran for a period just over two weeks, closing at midnight on Saturday 11<sup>th</sup> May 2024. The informal drop-in session was held in the Community Centre on Saturday, 27<sup>th</sup> April 2024 between 10am and 2pm. During this time,





approximately 70 residents and local business owners attended, many of which completed the survey whilst in attendance.

The consultation boards from the drop-in session are shown below for information.

*STRADBROKE ROAD SAFETY ASSESSMENT*

Ethos have been working with Stradbroke Parish Council on a road safety assessment within the village, following which producing a report containing a series of possible interventions. The Parish Council, after reviewing the report have identified those interventions they believe are appropriate and feasible and should improve the known issues. This has been broken down into two phases. Phase 1 has a budget of £60,000. Phase 2 is subject to future funding.

This consultation seeks your views on the interventions that have been chosen for both phase 1 and phase 2. All interventions have to be supported and delivered by Suffolk County Council. This is, therefore, a critical part of the process as the Parish Council need to demonstrate the interventions are well supported within the community.

We would ask you to review the information contained on this consultation page, and complete the survey, which should take no more than 5 minutes unless you have specific comments to make.



*SAFER ROADS STRONGER COMMUNITIES*



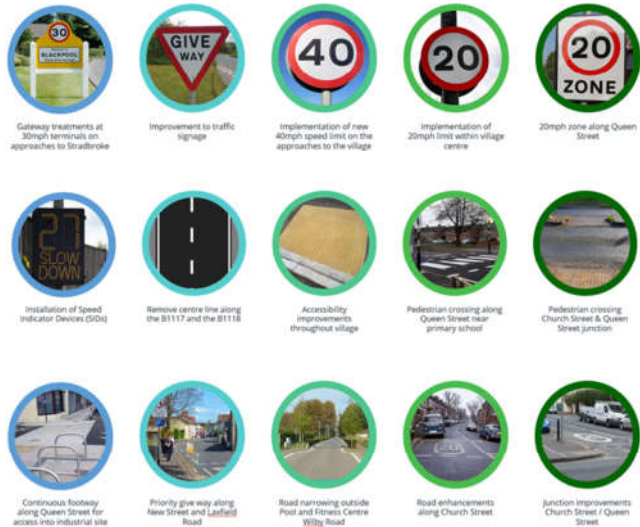
STRADBROKE ROAD SAFETY ASSESSMENT



The initial work undertaken was to review the existing situation to identify the key road safety issues within the village. The key issues identified in Stradbroke village included:

- Traffic speed into and through the village;
- Restricted footways;
- Existing location and condition of traffic signage and road markings;
- Facilities for pedestrians to cross the carriageway;
- Pedestrian accessibility;
- On-street parking.

After undertaking a detailed assessment within Stradbroke village, and understanding the main traffic and road safety issues, the following road safety interventions have been considered suitable for implementation.



SAFER ROADS STRONGER COMMUNITIES



STRADBROKE ROAD SAFETY ASSESSMENT



Stradbroke Parish Council have reviewed the report, determining which of the interventions they considered feasible / appropriate for the issues specifically identified by the community:

1. Reduced visibility for both vehicles and pedestrians at spar junction caused by parking;
2. Excessive Speed on Laxfield Road;
3. Speed on New Street between 30mph and centre;
4. Speed at entrance to village Queen Street;
5. Congestion and vulnerability of pedestrians Queen Street;
6. Lack of crossing point Wilby Road.

The Parish Council have looked at every permutation of interventions that could be progressed at this stage, with the aim of addressing as many of the issues as possible, within the constraints of an initial £60,000 budget. At a meeting on the 11th March 2024, agreed for those interventions to be progressed into **Phase 1**.

Phase 1 Interventions	Indicative Cost £	Provides
40 mph buffer at all village entrances	15000	<ul style="list-style-type: none"> <li>• 2 Speed interventions Laxfield Rd;</li> <li>• 2 speed interventions New St;</li> <li>• 2 speed interventions Queen St;</li> <li>• 1 Speed intervention Wilby Rd;</li> <li>• Junction visibility improvement;</li> <li>• Wilby Rd crossing point;</li> <li>• Queen St (Westhall )crossing point;</li> <li>• Church Street crossing point;</li> <li>• Improvement to 30 mph signage at village entrances.</li> </ul>
3 x Speed Indicator Devices Laxfield Rd/Queen St/New St	15000	
Double Yellow Lines Church St/Queen St junction	8000	
Parking bays Church Street	2000	
New 30mph signs at all village entrances & improved signage in village	5000	
Crossing point Wilby Rd to Community Centre	4000	
Crossing point Queen St (from Westhall)	4000	
Crossing point Church St/Queen St junction to shop	4000	

SAFER ROADS STRONGER COMMUNITIES



STRADBROKE ROAD SAFETY ASSESSMENT



Interventions considered feasible/appropriate but outside of current budget capabilities and not having such an impact on the issues specifically raised by residents were placed into **Phase 2**.

Phase 2 Interventions	Indicative Cost £	Provides
20 mph Queen St	10000	Speed intervention
Priority Giveaway Laxfield Road	25000	Speed intervention
Priority Giveaway New Street	25000	Speed intervention
Gateway Laxfield Road	4500	Speed intervention
Gateway Queen Street	4500	Speed intervention
Implementation of 20mph speed limit within village centre	10000	Speed intervention
Further crossing points & improvements to existing throughout village	6000 each	Improved accessibility

**Interventions not considered suitable for progression**

Within the road safety assessment report produced by Ethos, there were a further eight interventions which the Parish Council considered either impractical or unsuitable:

Continuous footway at Mill Road	Controlled crossing on Church Street
Gateways on New Street or Wilby Road approaches	Mini roundabout
Raised or textured road surfaces	Removal of white lines
Road enhancements at Church Street	Building out footway to shrink junction – Queen St / Church St

**Next Steps**

- Consultation period with the community
- Meeting with Suffolk County Council to progress agreed interventions

**SAFER ROADS STRONGER COMMUNITIES**





## 2.0 SURVEY ANALYSIS

During the community consultation period, there were 135 completed surveys, which were either completed at the drop-in session, or within the two-week period. This includes the paper copies that were received, which were recorded into the consultation platform. A summary of the feedback received is shown below.

### 2.1 LOCATION OF RESPONSES

The survey started with a request for the respondent to provide their street. This information allowed the responses to be identified with a proximity to the proposals. Figure 1 provides a heat map of completed responses across Stradbroke. Areas in red demonstrate high levels of response, areas of orange and yellow demonstrate areas where a number of responses were received, areas of green demonstrate medium levels of response, and purple demonstrates low levels of response.

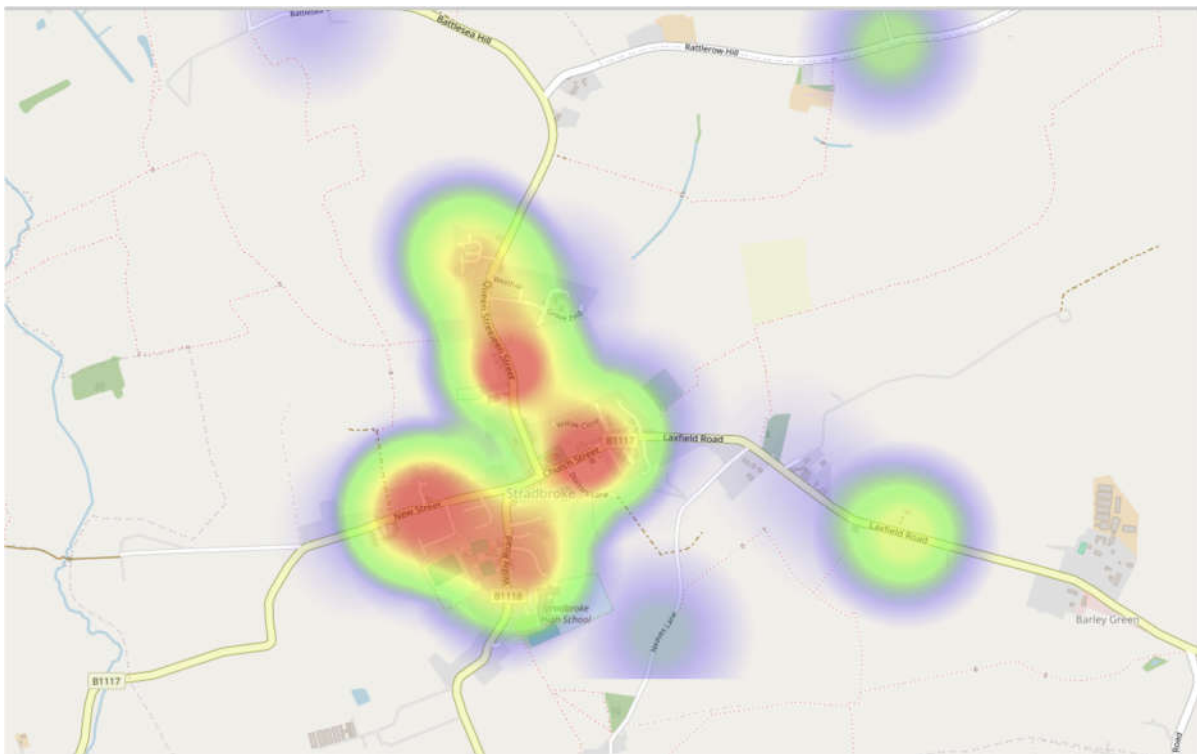


Figure 1 demonstrates that respondents live on various streets, with multiple mentions of New Street, Queen Street, Church Street, Wilby Road, The Paddocks, and others like Ash Plough, Farriers Close, and Laxfield Road. The diversity of streets mentioned indicates that feedback is coming from across different parts of



the parish rather than specific areas where it's felt that road safety may be a greater concern.

The survey contained a further 10 questions of both open and closed format, which has been processed to assess the responses. This is summarised below.

## 2.2 QUESTION 2 ASKED DO YOU CONSIDER THERE TO BE A ROAD SAFETY ISSUE WITHIN STRADBROKE?

This was a single selection question, which received 134 answers meaning one respondent skipped the question. Figure 2 illustrates the breakdown of respondents views on whether they consider there to be an issue with road safety in the village.

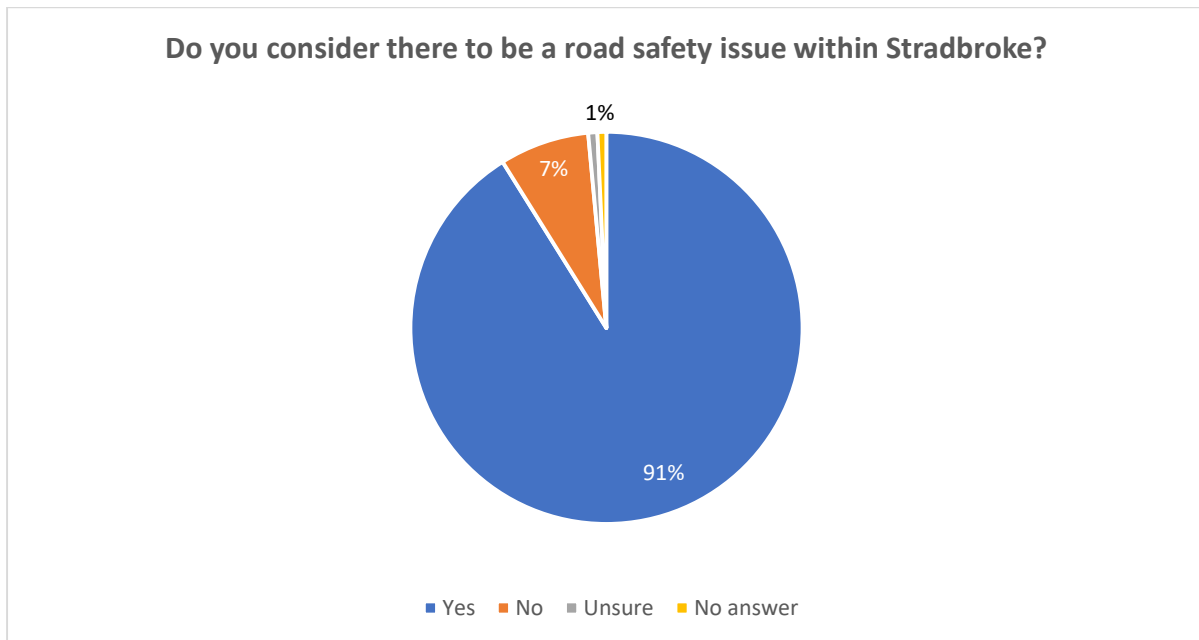


Figure 2 – Breakdown on whether road safety is an issue in Stradbroke

The purpose of this question was to understand stakeholders' current views on road safety in the village. The results demonstrated that the vast majority feel that road safety is an existing issue with 91% stating this (123 respondents). Only 7% do not feel safety is an issue (10 respondents), 1% (1 respondent) are unsure whether there is an issue, and 1% (1 respondent) didn't provide an answer.

This suggests that road safety interventions are vital for implementation within Stradbroke with response locations suggesting village wide treatments will be more effective than specific site treatments.

### 2.3 QUESTION 3 ASKED WHAT DO YOU CONSIDER TO BE THE MAIN ISSUES?

This question provided five pre-defined responses with an “other” option to allow respondents to include any other issues that are experienced. Respondents were able to choose all the options that apply. This question received 126 answers meaning nine respondents skipped the question. Figure 3 illustrates the breakdown of respondents views on what they consider to be the main issues with road safety in the village.

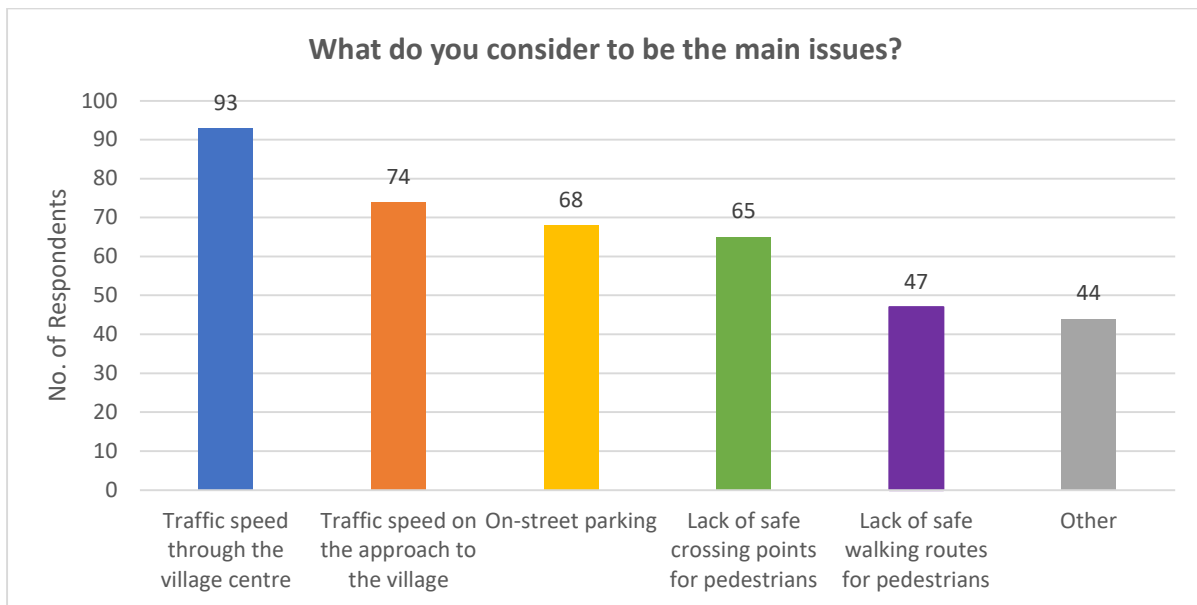


Figure 3 – Views on the main road safety issues in Stradbroke

Traffic speed through the village was the most common road safety issue highlighted, with 93 respondents stating this as an issue. This suggests that speed is an issue across the village rather than it being a concentrated issue. Traffic speed on the approach to the village was the second most common issue highlighted with 74 respondents stating this as an issue. Both on-street parking (68 respondents choosing this as an issue), and lack of safe crossing points for pedestrians (65 respondents choosing this as an issue) had a similar response rate. 47 respondents feel that there are a lack of safe walking routes for pedestrians within the village.

44 respondents chose the “other” option. The majority of comments included within this option focus on the options included above, although there were a number of comments that highlighted concern with large vehicles travelling through the village.

There were also some comments that were focused on the above options but gave more specific examples at problematic locations i.e. a particular junction or street.

## 2.4 QUESTION 4 ASKED DO YOU SUPPORT THE NEED FOR ROAD SAFETY INTERVENTIONS WITHIN THE VILLAGE?

This was a single selection question, which received 121 answers meaning 14 respondents skipped the question. Figure 4 illustrates the breakdown of respondents views on whether they support the need for road safety interventions in Stradbroke.

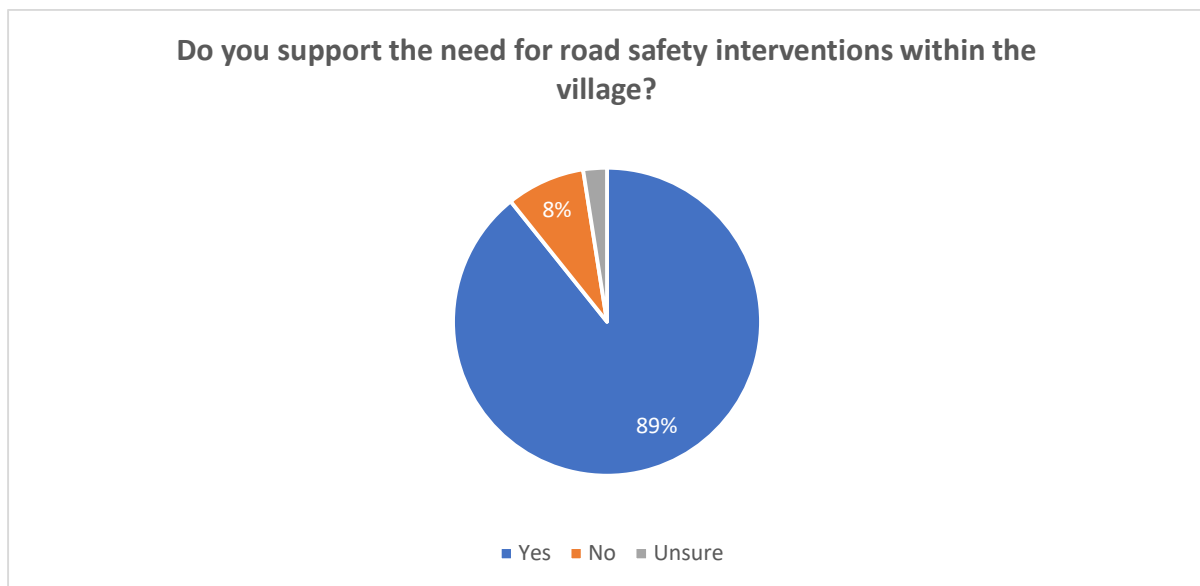


Figure 4 – Support for road safety interventions in Stradbroke

The purpose of this question was to understand if stakeholders support road safety interventions in the village. This can be considered the most important question within the survey as this demonstrates how well supported the interventions are within the village. The results demonstrated that 89% are in support (108 respondents), with only 8% against the interventions (10 respondents). 3% (3 respondents) were unsure, which means they may require more information to make an informed decision.

This reinforces the message from question 2 that road safety interventions are vital for implementation in the village, again across the entire village.

## 2.5 QUESTION 5 ASKED HOW FREQUENTLY DO YOU WALK WITHIN STRADBROKE?

This was a single selection question, which received 123 answers meaning 12 respondents skipped the question. Figure 5 illustrates the breakdown of how frequently respondents walk within Stradbroke.

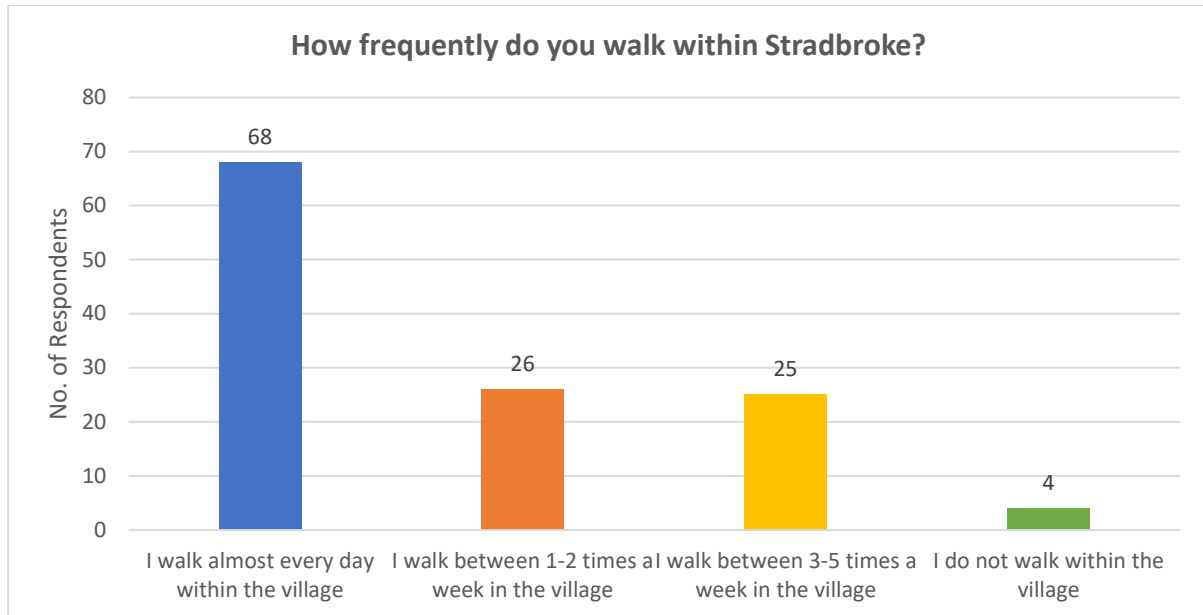


Figure 5 – Frequency of walking within Stradbroke

Walking almost every day within the village was the most common response to this question, with 68 respondents (50%) choosing this option. This suggests that walking is a popular mode of transport within the village, making it vitally important that pedestrians are safe, and there are sufficient facilities in place i.e. crossing points.

Walking between 1-2 times a week (26 respondents choosing this option), and walking between 3-5 times a week (25 respondents choosing this option) provided a similar response rate. Only four respondents stated they do not walk within the village, which is a low number for a rural village.



## 2.6 QUESTION 6 ASKED DO YOU FEEL SAFE WALKING IN THE VILLAGE?

This was a single selection question, which received 121 answers meaning 14 respondents skipped the question. Figure 6 illustrates the breakdown of how safe respondents feel when walking within Stradbroke.

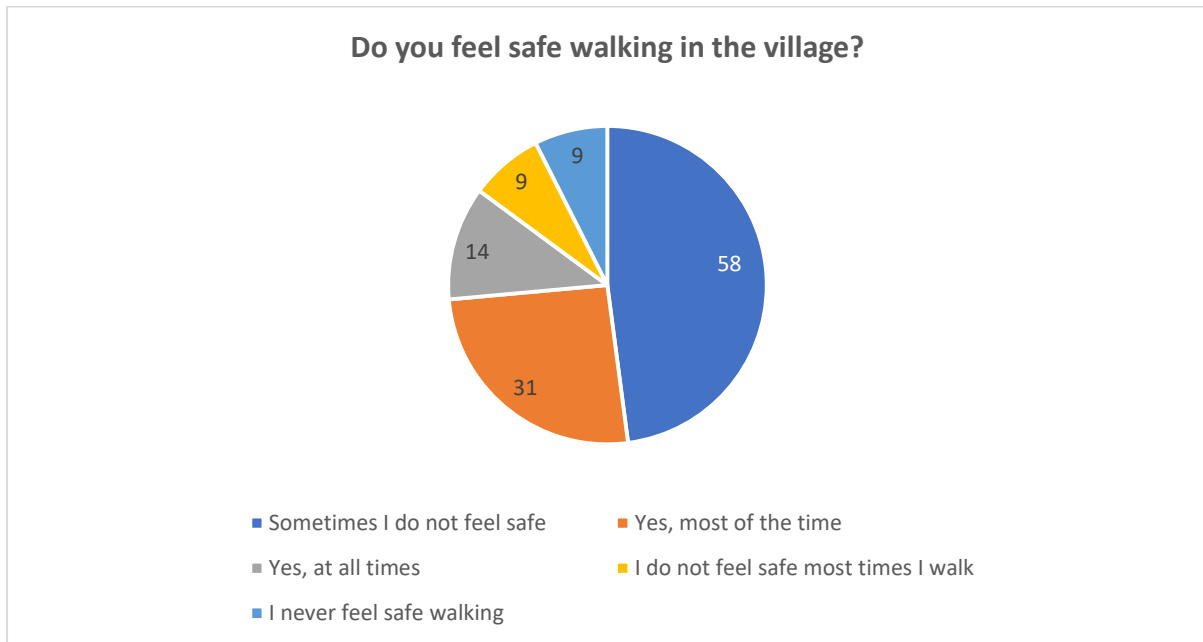


Figure 6 – How safe respondents feel when walking in Stradbroke

The purpose of this question was to understand how safe respondents feel when they are walking within the village, especially due to the high number of respondents that walk most days. The second highest option chosen was *Yes, most of the time*, by 31 respondents (23% of the total), followed by *Yes, at all times*, which was chosen by 14 respondents (10% of the total). However, 58 respondents (43% of the total) stated that sometimes they do not feel safe, while another 18 respondents provided a more concerning response to this question, with nine respondents stating they do not feel safe most times they walk, and nine respondents stating they never feel safe. Regardless of the provision in place, it's likely that on occasion pedestrians may not feel safe. However, it is clear that overall, most respondents (67%) do not feel safe when walking within the village and there is enough concern raised to ensure that pedestrian safety is included within the road safety interventions.

## 2.7 QUESTION 7 ASKED IF YOU DO NOT ALWAYS FEEL SAFE, WHAT MAKES YOU FEEL UNSAFE?

This question provided six pre-defined responses with an “other” option to allow respondents to include any other issues that are experienced. Respondents were able to choose all the options that apply. This question received 107 answers meaning 28 respondents skipped the question. Figure 7 illustrates the breakdown of respondents views on the safety concerns encountered in the village when walking.

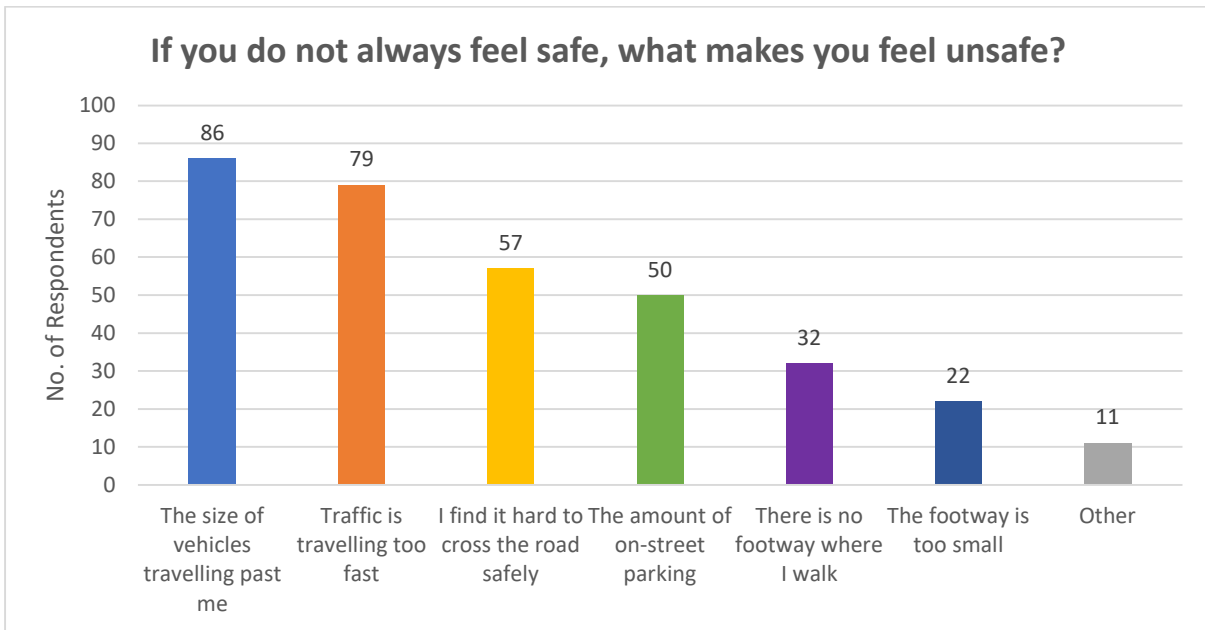


Figure 7 – Reasons for feeling unsafe when walking in the village

The size of vehicles travelling past me was the most common safety concern raised, with 86 respondents choosing this option. The size of vehicles travelling through the village wasn’t identified as an issue during the road safety assessment. If respondents feel this is an issue, it’s more likely the concern is related to the footway provision in place, which was identified as an issue in the assessment. Traffic travelling too fast was the second most common safety concern raised, with 79 respondents choosing this as an option. Excessive traffic speed will feel exaggerated for pedestrians walking compared to traffic, due to the difference between walking speed and vehicular speed.

Crossing the road (57 respondents) and on-street parking (50 respondents) had a similar amount of concern raised, whereas the lack of footway provision, or no footway provision were considered less of a concern. This is surprising as this is the most likely safety concern for pedestrians. The majority of comments raised in the

“other” option focused on the size of vehicles and the speed of those vehicles through the village.

## 2.8 QUESTION 8 ASKED DO YOU SUPPORT THE PARISH COUNCIL PROPOSALS FOR PEDESTRIAN AND ROAD SAFETY?

This was a single selection question, which received 122 answers meaning 13 respondents skipped the question. Figure 8 illustrates the breakdown of respondents views on whether they support the proposed road safety interventions for Stradbroke.

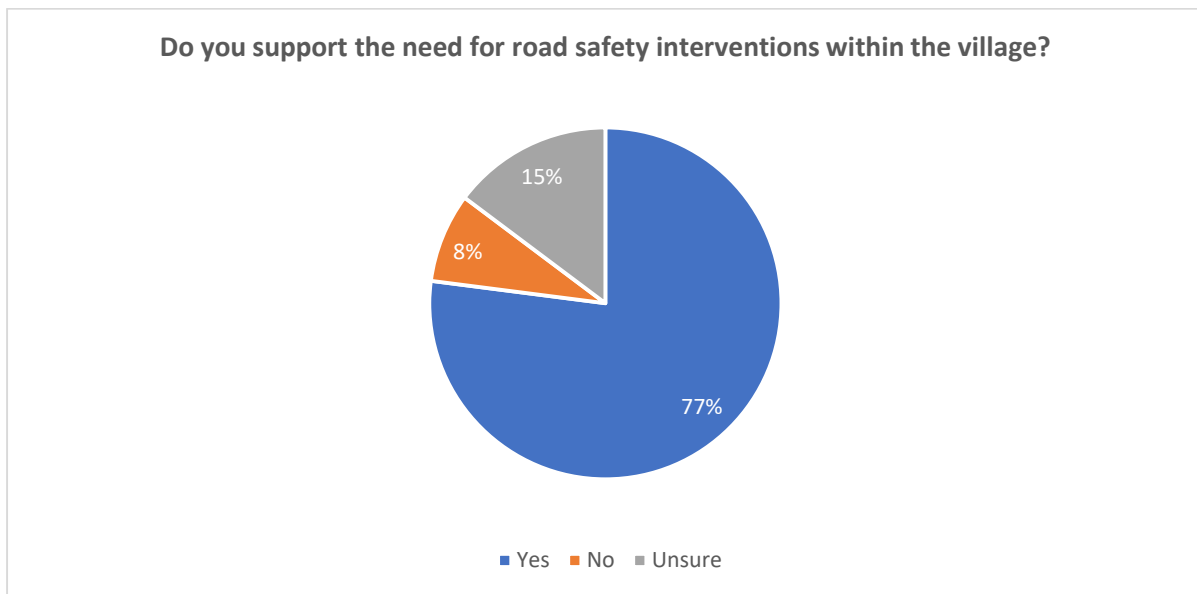


Figure 8 – Support for proposed road safety interventions in Stradbroke

The purpose of this question was to understand if stakeholders support the proposed road safety interventions that have been prioritised by Stradbroke Parish Council from the road safety assessment produced by Ethos. The results demonstrated that 94 respondents (77%) support the proposals. This is considered a high rate of support, especially as the proposals include eight proposals as part of the first delivery phase, and a further seven proposals as part of a second delivery phase.

Only 10 respondents (8%) stated that they didn't support the proposals, with a further 18 respondents unsure (15%). This may be due to a lack of understanding on the proposals. If the proposals develop further, it's likely there will be less uncertainty.

Based on the strong support shown with the feedback from this question, there should be no reason for Suffolk County Council to oppose any of the interventions included in either phase 1 or phase 2. However, it will be necessary for further consultation to be undertaken, especially interventions that require a statutory consultation i.e. speed limit changes and parking restrictions.

## 2.9 QUESTION 9 ASKED ARE THERE ANY ROAD SAFETY INTERVENTIONS THAT HAVEN'T BEEN INCLUDED WITHIN THE PHASE 1 OR PHASE 2 SCHEME THAT YOU WOULD LIKE TO SEE INVESTIGATED?

This was a single selection question, which received 103 answers meaning 32 respondents skipped the question. Figure 9 illustrates the breakdown of whether respondents believe there are any additional road safety interventions that haven't been included in either the phase 1 or phase 2 scheme that should be investigated.

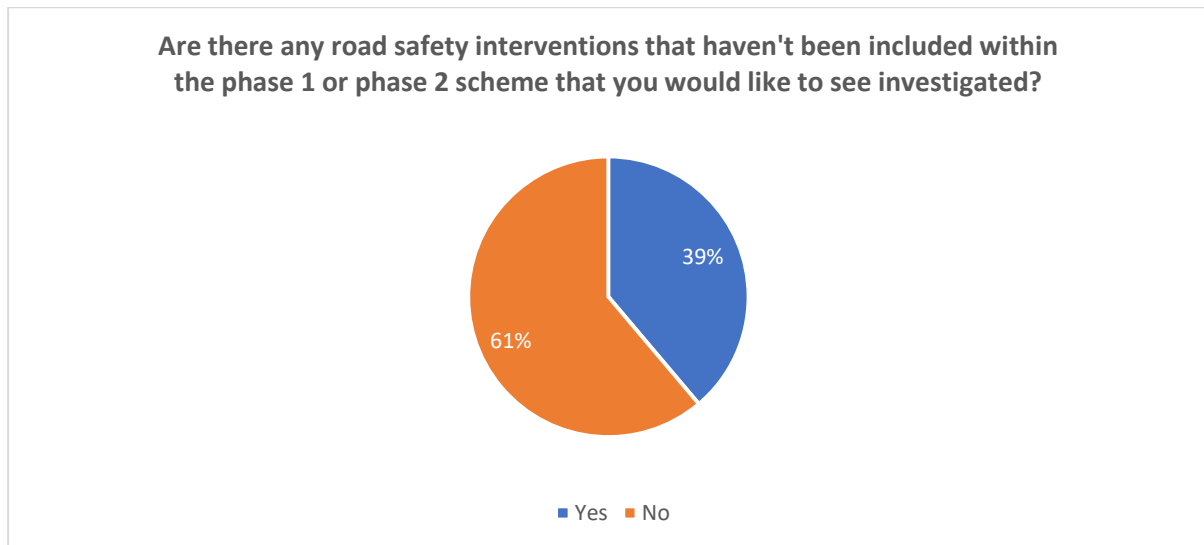


Figure 9 – Views on whether additional interventions should be investigated

63 respondents (61%) stated that they didn't feel any further road safety interventions needed to be investigated. 40 respondents (39%) believe there are additional road safety interventions that should be investigated within Stradbroke.

Question 10 asked the respondents that stated yes for question 9 to provide brief details on the interventions that should be investigated.



Overall, the comments received either fall within the road safety interventions raised as part of the proposals included in this consultation or raise concerns as opposed to proposing road safety interventions.

**Respondent suggestions for road safety interventions not included in this consultation:**

- Reduced speed limits in village centre
- Reduced speed limit in Pixey Green hamlet
- Addressing lack of continuous footpaths, in particular between shops and Wilby Road junction
- Addressing parking at both schools
- Implementation of traffic calming measures such as chicanes, cut outs and priority give ways
- Better management of HGV traffic ie reducing numbers, reviewing access
- Better road maintenance ie potholes, sinking utility channels

The final question in the survey provided respondents the opportunity to expand upon any answers or raise any further point around road safety in Stradbroke. 65 respondents made comments. This has been summarised below:

- road safety issues such as speeding vehicles, HGVs passing through the village and the need for better traffic management
- the dangers posed by large vehicles like lorries and agricultural vehicles, which are said to cause damage to property and intimidate pedestrians.
- speeding, with some suggesting the implementation of speed restrictions or speed cameras.
- the dangers of cars parked near junctions, particularly the junction of Church Street and Queen Street, affecting visibility and safety for both drivers and pedestrians.
- problems caused by cars parked near the schools but particularly the primary school during start and finish times
- need for better parking solutions and enforcement of existing laws (some believe the introduction of yellow lines would not be effective or could move the problem elsewhere and would not be policed enough to make a difference)

The full comments are available to review within Appendix A of this consultation feedback report.

Improving pedestrian safety is another key theme, with notable concern over

- the lack of footway in some areas, particularly between the shops in Church Street and its junction with Wilby Road
- the lack of safe pedestrian crossings throughout the village including for children crossing roads to the schools
- the state of existing footways

There is also concern about the impact of future housing developments on pedestrian and traffic safety, with some advocating for more public transport options to alleviate traffic congestion.

Respondents appreciate the efforts being made to address these issues.

### 3.0 CONCLUSIONS

The community consultation carried out on the proposed road safety interventions in Stradbroke can be considered a success. 135 completed surveys were received during a two-week consultation, which for a rural village is a good response rate. Supporting the survey was a well-attended drop-in session held on Saturday, 27<sup>th</sup> April 2024 between 10am and 2pm. During this time approximately 70 stakeholders attended, which was a mixture of residents and businesses from across the entire village extents and some outlying areas within the parish.

Feedback from the survey was positive. Over 90% of respondents believe that there is a road safety issue within the village, which has a particular focus on traffic speed, both through the village, and on the approaches to the village. Parking and safe crossing points for pedestrians were also raised as concerns.

Over 50% of respondents say they walk almost every day suggesting that there is sufficient pedestrian footfall to ensure there is safe and suitable facilities for pedestrians to use. This should include crossing points, as this was highlighted as an area with safety concern.

77% of respondents support the proposed interventions for Stradbroke, which can be considered a high level of support, especially due to the number of options included, which can, on occasion, reduce support if there are proposals that are not liked. Only 10 respondents stated that they didn't support the proposed road safety interventions.

Based on the feedback received from stakeholders during the consultation period, Ethos believe there is a clear strong support for the identified road safety interventions to be delivered in Stradbroke. This includes both phase 1 and phase 2 interventions. Therefore, Suffolk County Council should approve the interventions, whilst taking ownership for the implementation stage for phase 1, which will be funded by Stradbroke Parish Council. This may include further statutory consultation due to some interventions requiring a TRO i.e. speed limit reduction, and parking restrictions.

## APPENDIX A – FULL GENERAL COMMENTS FROM SURVEY

<p><b>Please use the space below to provide any other comments relating to pedestrian and road safety within Stradbroke or to expand your answers above.</b></p>
<p>Brilliant this is moving in the right direction. Well done to those involved</p>
<p>Increased lorry's in village causing hell for residents</p>
<p>yellow lines ae a waste of time, they would not be policed enough to make a difference</p>
<p>Personally do not see traffic speed as the main issue. Implementing crossings and improving footpaths is a greater requirement.</p>
<p>Irrelevant of traffic speed, If there is no crossing, there is no requirement for the traffic to stop when someone is crossing the road.</p>
<p>I believe that better reduction in speed could be achieved by gateways and reducing the width of roadways with priority to vehicles leaving the village as they have in Hoxne. Than the proposed 40mph buffer zones. These interventions are very eye catching, and cannot be ignored by selfish motorists driving too fast, a 40 mph buffer can easily be ignored.</p>
<p>Utility trenches at Wiley Road and New Street have been reported to Suffolk Highways continuously for over a year to no avail. They are like driving through a deep pothole and are uncomfortable for road users, particularly those on two wheels. The trench also causes huge loud thunderous crashes every time large vehicles drive through them. Local residents have been continuously disturbed for years having been subjected to these loud noises all day and night. We are constantly woken up in the early hours by these loud bangs and the force of the this causes our houses to shake. We urgently need this addressing.</p>
<p>The bottleneck outside the primary school</p>
<p>Parrish councillors and school headmaster welcome to view at the above times welcome but I do not hold my breath that either are remotely interested. at Castle villa.</p>
<p>I am concerned the proposals will make he village feel like a town centre with a mini roundabout, signage clutter, etc. and trying to address a pet project for a select few who have moved from a town into the village. I see no demonstration of a speeding issue in the village centre not aware of any accidents as a result excessive speed in the last 30 years+ with the exception of a motor bike doing ~80mph in a 30 limit which wouldn't be mitigated by these proposals.</p> <p>I do support refreshing the existing signage for speed limits coming into the village as these are in a poor state, some rusting and falling over.</p> <p>I do not support the installation of SIDs because they are ineffective and unsightly..</p> <p>I do not support having pedestrian crossings as I feel this will urbanise an attractive village, making it feel like a town. Furthermore, I don't feel they are necessary as I have no issue crossing the road (at worst at a busy time I have to wait a few seconds to cross and traffic is not going that fast.</p> <p>I feel Church Street junction proposals will make matters worse as we do have large lorries, large farm vehicles we have to accommodate and these proposed obstacles are unhelpful and will cause delay and further congestion.</p> <p>I do not support the priority system (obstacle) because it will create extra noise and pollution and also restrict the free flow of traffic. The one in Hoxne nearby is testament to a disastrous situation which is unfair for those living nearby (not to mention the obstacle has create multiple accidents in recent years where there we no non known off by the residents before it was installed).</p> <p>Stradbroke should be making the pavements look more historic (I agree removing white lines) and perhaps removing or/and lower pavements in a way which is a natural and more aesthetically pleasing way to calm traffic opposed to bling urban features.</p>



<p>I do not support the 20mph proposals. There has been a lot of media coverage in Wales on this topic. I feel it will urbanise the village. The 20 limit speed limit is perhaps justified during school open/closure times, but traffic cannot do that speed anyhow due to the cars parked on the sides of the roads.</p>
<p>Who will be held responsible for the increase in accidents caused by proposed the gateways? Why are you so desperate to urbanise our relatively unspoilt village?</p>
<p>There's no mention of what the current (measured) speed is on the 4 roads serving Stradbroke, and no mention of what they will be reduced to. Why double yellow lines? It is already illegal to park close to the junction, just get the police to enforce the law!</p>
<p>yellow lines need to be used carefully as they simply move the problem elsewhere and restrict parking for residents</p>
<p>the yellow line on queen street should be on the corner only, anything more will take vital parking away from properties on queen street, whilst devaluing the properties and forcing us to park further down the road causing a problem for all residents and businesses. This has not been taken into account and I feel is disgusting!</p>
<p>The parking at the junction of Church Street and Queen Street is very bad and makes crossing the road feel very unsafe. Also crossing Wilby Road to the doctors surgery and community centre.</p>
<p>Most important is yellow lines to stop parking at the junction of QS and CS. It's impossible to pull out, and look both ways, with any degree of safety.</p>
<p>Plans for crossing point proposed Queen St/Church St needs further thought for location.</p>
<p>Support layby parking but need visible restriction/signage at accessway between Spar and Hairdressers.</p>
<p>The high school and parents need to take a more active role in the safety of children crossing the roads in Stradbroke, especially the Wilby Road crossing to the Community Centre.</p>
<p>The worst times for congestion are at the start and finish of school times in Queens Street. I have to circumnavigate it in order to get to work as it takes me 20+ minutes to get through. I then have to take an alternativ route.</p>
<p>A virtual pavement with walking people painted on the road is needed outside the old fire station New St v Wilby Road. It is only a matter of time before a fatality of a school child occurs due to the fact that the children are forced to walk in the road where there is no pravement !!!</p>
<p>The junction from Queen Street opposite the Spar is extremely dangerous and with parked cars either side it is an accident waiting to happen. Large lorries are very intimidating.</p>
<p>Yellow lines on the junction with Queen Street and Church Street would make it safer to exit Queen Street. Lorries coming through the village are a safety concern.</p>
<p>The increased traffic through the village is dangerous. The continuous flow of farm vehicles is dangerous.</p>
<p>Putting double yellow lines on Queen Street/Laxfield Road won't stop drivers parking on junctions . Prosecution would presumably be possible as illegal contravention of Highway Code Rules exists without yellow lines. Village speed gates are a waste of money and are a nuisance to verge maintenance. 20mph speed limited produce more street paraphernalia, are not adhered to anyway, cause queuing traffic and driver aggravation and consequent bad behaviour and further speeding.</p>
<p>It's a nightmare trying to drive past the school at busy times with lines of lorries backed up. Should there be times they can't use that road- when children are coming out of school? An accident is waiting to happen.</p>
<p>Ensure all road safety signs are clear/clean and properly in place ,including all small signs as well.</p>

<p>Desperate need for car parking for the primary school as weight of traffic in the morning and evening together with the need for parking at school pick up times not only causes traffic jams but it is dangerous for drivers getting in and out of their cars.</p>
<p>The exhaust from the substantial amount of diesel traffic is a danger to the health of Stradbroke residents and in particular to the school children. Therefore it is essential to reduce the traffic speeds.</p>
<p>It is worth noting that the fabric of all timber framed houses in Queen Street is at risk due to the weight of the lorries which cause houses to shake. We recently had to repair both the outside wall and the chimney for this reason. Our wooden gates require regular adjustment as the large lorries cause a wind tunnel effect drawing in the gates.</p>
<p>I think double yellow lines would look awful. The main issue is people parking too close to the junction on Queen's Street and people speeding down Laxfield road.</p>
<p>This survey is non specific and should have included a check box for residents to vote on each of the suggestions. Also there should have been explanations why certain "Improvements" were dismissed eg Mini Roundabout at Queens St &amp; Church St. junction. I think the PC have been remiss by not explaining these decisions. Having said that, at least the ball is rolling even if it might only hit the goal posts.</p>
<p>vehicle parking in Queen Street from butchers to after the school causing all vehicles (especially lorries) having to go onto the other side of the road sometimes mounting the pavement - especially at school times</p>
<p>LAXFIELD ROAD LEADING OUT OF THE VILLAGE IS A DEATH TRAP. I WOULD SAY IN EXCESS OF 60% TRAFFIC ARE SPEEDING. SPEED CAMERAS PICKED UP 35 OFFENCES IN 30 MINUTES.</p>
<p>The inappropriate and inconsiderate street parking at the junction of Queen Street and Church Street is dangerous to both drivers and pedestrians and needs to be addressed.</p>
<p>My house shakes when large vehicles pass and it causes damage to the ceilings.</p>
<p>Speeding farm vehicles and HGV</p>
<p>My worry is If the speed limits are reduced within the village boundary vehicles will increase their speed outside of the current restrictive areas to make up for this. The roads where there are no footpaths/pavements but where there are houses is currently extremely hazardous to walk along. The minor roads joining, especially Verdons lane are dangerous to exit with the current traffic speed and there has been a number of minor accidents and near misses as well as at least one serious accident in the recent past. These issues need to be addressed in conjunction with any changes to ensure safety for all parish residents</p>
<p>We need more public transport options to reduce the number of vehicles covering short distance and provide an environmentally friendly option to get the children to school, thus avoiding peak traffic and unsafe parking at each end of the school day.</p>
<p>The parking at the junction of queen st is the main danger causing issues pulling out/turning. The speed and number of larger vehicles such as HGV but more often tractors on cruise control when walking alongside needs to be addressed and policed!</p>
<p>Village life with City traffic</p>
<p>There should be no parking at all on bend in Queens Street as visibility is severely affected. The amount of lorries using the roads in village is ridiculous. The road is deteriorating due to this, the roads were not designed for the amount, hence the fact they do not stick to their side of the road.</p>
<p>I think the Parish Council ideas will be mostly effective in improving road conditions for residents. One problem may be enforcing better behaviours by drivers. Many hgvs are moving too fast. As the law will allow 6' additional length to hgvs the dangers and damage from hgvs will increase.</p>
<p>Future house building will increase traffic issues on all in/out routes in village. Parking beside dropped pavements means looking for another crossing.</p>

<p>Regret a lot of problems would be avoided with common sense and everyone learning green cross code and re-reading highway code and engaging brain when driving rather than leaving in globe compartment!!!</p>
<p>Vital to reduce speed of through traffic, particularly from farm traffic and road haulage. Introduction of chicane system would be appropriate/essential. Recent increase of heavy traffic endangers residents, weakens structures and pollutes atmosphere - the latter counterproductive in a village with two schools.</p>
<p>Safe crossing points for old, infirm and people and young children, child buggies in areas for example at T junction by Church and High School Students crossing to Leisure Centre car park and others to GP surgery.</p> <p>Another car park would assist parents dropping and collecting primary school children. Far too many lorries come through the village for traffic flow and present hazards for pedestrians trying to cross roads.</p> <p>Difficulties for resident parking on Queen Street who have no access to off street parking during school drop off &amp; collection times.</p>
<p>My favourite is an elder lady with a walking frame who regularly crosses Queen Street. From the pavement to the Court House. Wisely, she chooses quieter traffic times, but I nearly have killed her twice! I drive slowly through the village. Stop all the nonsense about special parking spaces outside the Spar Shop. they need all the customers they can get!</p> <p>To summarise - lovely primary school need their fantasy car park. Drivers need re-education about speed limits - car, lorry and tractor drivers - whoever employs the tractor and trailer drivers locally need reminding of their responsibility as an employer! Can they not advise them? or is it the driver who is responsible? Maybe it's the Police who will make them slow down.</p> <p>NB Agriculture here is an important issue. Maybe the young drivers are taking advantage of that.</p> <p>NB I have recently driven through Holland, where sheep are let onto a public road to slow down traffic!</p>
<p>Education/publicity campaign by SCC for pedestrians, cyclists, SUV drivers and HGV/Tractor drivers to use roads responsibly and with consideration to others. Villages have become busier - all users need to be more considerate and polite - even those in a hurry! Signs and prohibitions are not the solution - people are! Retrain them! finger wagging and hectoring at vast public expense just increase adverse reactions and bad, selfish behaviour. Lighten up folks! Publicise the fact that one can download the latest Highway Code for FREE! - Read and learn and we will all have a better road experience.</p>
<p>Corner of Queen Street and Church Street industrial vehicles travelling way to fast and not considering pedestrians. Tractors drive far too fast through the village. Put some road signs "smiley face" as you drive into the village, will encourage people to drive slower. Like the ones going through Hoxne.</p>
<p>Corner of Church Street and Queen Street, cars parked right onto the corner of the road makes it difficult to see oncoming traffic. Put some signs "30/smiley face" or 50/sad face" at the entrance to village, will encourage people to slow down. Like the ones going through Hoxne.</p>
<p>Speed cameras as a trial.</p>

### 1. Speeding Traffic and size

a) regular speedsters are tractor with trailers of many tons weight. Depending on the reasons, one can count one every five minutes (harvest and sugarbeet) on average. These vehicles pay nothing to be on the road and some travel 8-10 miles to come through Stradbroke. They do not drive with consideration in many cases, but bully through making lorries and other traffic back up. The considerate drivers are more than welcome. These vehicles should be subject to checks.

b) School times - some mothers/fathers speed, 3 point turn and park without consideration to anyone. Regular jam ups.

c) Larger lorries - more farm traffic orientated, have become familiar with the village and drive at speed.

### 2. Parking.

This is a long term problem for an expanding village. Residents need space on the road to park. As cars get larger this problem becomes more acute. Some families have two cars. With consideration for each other, parking by residents is managed, but some are greedy or poor parkers and want more.

Visitor/shoppers/event attendees find Stradbroke increasingly packed during the day. there is a need to identify land for parking near the centre (many people drive into shop or cannot walk far) before we get rid of it all for building upon. Church/Sports Centre etc do not have the future space required for events or volume.

New estates do not have enough parking/garaging space and cars spill over congested roads. Many are not suitable spaces for recharging units if the dreaded battery driven (& polluting) cars are more encouraged.

Have contacted any other villages that have done a similar scheme to see if it made any difference?

I have read the entire Ethos report and despite the very occasional spelling mistakes poor grammar factual errors and sometimes ambiguous text it was good to see a detailed assessment of the very real traffic and pedestrian issues in Stradbroke.

My comments are as follows -

#### Pavement Width,

in places they are narrow but EITHER unchangeably so, like between the courthouse and the church OR changeable but at considerable cost OR narrow for no good reason like house hedges which have been allowed over years to impinge onto the walkway so that pedestrians cannot walk side by side OR particularly such as by New Street Close (as cited by Ethos as 'narrow') but are overgrown by grass from either side and need clearing OR nonexistent such as from the Old Firestation corner to the accountants building where there is no space for one to be built but there could be a white line painted to assign a walkway on the road which vehicles could cross into if unoccupied by pedestrians. The last would be similar in intent and probably also cost to the suggested white line footway continuation across the turning into Skinners. (Perhaps the company could be asked to contribute and to the access road repair.)

#### Crossing Points,

people will always cross wherever they decide but I agree with all the proposed uncontrolled crossing points. Ethos suggest one "on Queen Street near the school". This was misleading at first until it was shown to be for Westhall residents crossing North of Skinners' turning. The Wilby Road / Surgery crossing would be very good with the proposed narrowing. The Church Street crossing could be placed at the end of the double yellow lines outside the south wall of Church House to extend the no parking and to enhance the clear view for vehicles negotiating the corner from either direction.

#### Speed Restrictions,

I think the 40mph approach restrictions on all 4 entry roads is a very good proposal. If affordable the Priority Give Way narrowing on New Street and Laxfield Road would be excellent. 20 mph between them would be preferable as would a change in the surface colour just spanning the Church Street / Queen Street junction but again Ethos spelt out the likely costs of all of these options as well as of the suggested Village Gateway signage which I would very much like to see installed.

#### Road Markings,

I do agree with the suggested psychology of removing centre lines from narrow stretches of road. The Give Way markings at the Church Street / Queen Street junction urgently need to be replaced.

I think all the core Ethos proposals to reduce speed through the village are an absolute priority and would in themselves increase pedestrian safety to some degree, and come within budget. Any additional moneys could go to the much needed improvements to pedestrian experience and safety.

I hope this response is helpful to Stradbroke Parish Council .

The junction at Queen Street looking towards the Spar shop. The corners either side are constantly covered in parked cars and takeaway vans. They park close to the corners and completely block all visibility of oncoming traffic. It is a very difficult and dangerous junction to pull out off. We really need double yellow lines on these corners and a little way down so that we can safely pull out of this junction.

There is also a lack of safe pathways westbound on New Street leaving the village and from

<p>Wilby Road to the Spar shop. Walking in these areas feels very unsafe, particularly with the huge farming vehicles and HGVs that regularly speed through the village. This will only get worse with the Eye HGV van being lifted.</p>
<p>There is a big horizontal channel in New Street outside the Woodfields sign. It is like a big pothole. It has been reported to Suffolk Highways continuously for over a year and has been ignored. This big recess in the ground causes a humungous bang and sends shockwaves through houses in Woodfields and New Street. We really need this sorted as the noise and shockwaves wake the community up all through the night due to the high levels of HGV traffic travelling through the village.</p>
<p>Our main issue is with parking at the top of street, visibility is awful when driving as cars/lorries etc packed on junction and awful for people trying to cross road. Being on a bike in Stradbroke is very scary, also especially with fast large vehicles.</p>
<p>In the 21 years I have lived in Pixey Green the amount of traffic has increased hugely. The approved planning permission at Fennings Farm will increase HGVs on narrow road, plus more cars are used to Stradbroke High School. Walking along the road in Pixey Green is now dangerous as no footpath and cars/tractors/HGV regularly pass at high speed. There are many residents who find it dangerous pulling out of their driveways as traffic is speeding on this straight road. We would like a speed restriction asap.</p>
<p>Speed limit at Pixey Green, also on corner from Stradbroke Road to Pixey Green near water tower - corner is lethal. Very many huge vehicles backwards and forwards at speed.</p>
<p>We need to get rid of the parking at the Queen Street/Church Street junction. If you are driving it is very hard to see past the parked cars on the left hand side and you have to inch out in case anything is coming. Similarly on the other side when you are turning into Queen Street.</p>
<p>I have lived on Pixey Green for 20 years. The volume of traffic has increased enormously. The traffic travels faster and the lorries are much bigger. It is in fact dangerous to walk and I find myself driving to a safer area to walk.</p>
<p>Pixey Green is a single track rural road, the road is straight and vehicles travel much too fast. My house is only 3 metres from the road. When I walk across to my car i feel I take my life into my hands. Please give us a speed limit.</p>
<p>The size and amount of lorries for a small village and rural roads, especially the speed some drive at.</p>
<p>I rarely walk in the village and only occasionally in Pixey Green (litter picking etc) as I have to choose "safe" times. I feel being on the boundary of Stradbroke Parish we are overlooked while this road has become busier and more dangerous over the 41 years I have been here. Highways have never objected to any planning applications on the grounds of unsuitable roads and the number of broiler sheds continue to increase with no consideration to additional heavy vehicles.</p>
<p>I feel very strongly about the amount of traffic and the speed they travel, especially being a primary and high school in the village. My daughter walks to school and I am very concerned about this. One issue is the local farmers and the speed they travel, even 30 is too fast next to pavements with the size of their wheels, especially at school finish times! I'm a frequent runner, and the speed cars go past me leaving no room is crazy. Something really needs to be done.</p>
<p>The heavy goods vehicles that had been diverted from Eye as part of the scheme , shall be a welcome in Stradbroke when reverted to routes as before</p>
<p>Anything that will make it safer for the children going to and from school.</p>
<p>Traffic is dangerously fast on Laxfield Rd. A speeding drunk driver crashed into the wall out the front of our house last year and hit the lean to building on the side of our house, also writing off our two cars parked on the drive. Bricks from the wall flew through the two front rooms of our home. Traffic needs to be slowed on Laxfield Road so we can feel safe in our own home again.</p>



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