



# **HAUGHLEY PARISH NEIGHBOURHOOD PLAN 2016-2036**

## **SUPPORTING DOCUMENT SD6**

### **TRAFFIC ISSUES IN HAUGHLEY PARISH INCLUDING TRAFFIC CENSUS**

**JANUARY 2018**

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# **TRAFFIC ISSUES IN HAUGHLEY**

## **INCLUDING TRAFFIC CENSUS**

**INSTRUCTED BY**

**HAUGHLEY NEIGHBOURHOOD PLAN WORKING PARTY**

**ON BEHALF OF**

**HAUGHLEY PARISH COUNCIL**

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**January 2018**

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## **SECTION 1           INTRODUCTION**

- 1.1 Haughley Parish Council made the decision to prepare a Neighbourhood Plan for Haughley. The boundaries for the Haughley Neighbourhood Plan, following consultation, were agreed and published. The agreed boundaries included nearly the whole of the Parish of Haughley with some relatively small areas variously excluded or included. The main settlement areas include the village of Haughley, Haughley Green, Haughley New Street, the area of Tot Hill and parts of Dagworth.
- 1.2 The Haughley Neighbourhood Plan Working Party decided that traffic in the area of the Neighbourhood Plan area was a significant issue, particularly in Haughley, but also through Haughley Green and Haughley New Street.
- 1.3 Haughley Parish Council instructed Gerald Brown & Sons of Haughley to commission a traffic census at agreed locations within Haughley and prepare a report on Traffic Issues in Haughley. It is confirmed that Gerald Brown & Sons have access to specialist knowledge with regards to matters contained within these instructions.
- 1.4 The instructions include the following matters:
  - Organising a two-day peak hour turning count at the junction of Station Road and Old Street;
  - Organising a two-day peak hour turning count at the junction of Station Road and Windgap Lane;
  - Organising a two-day peak hour turning count at the junction of Old Street and The Green/The Folly; and
  - Undertaking analysis on the returned traffic data
- 1.5 In addition, this report considers
  - Results from these traffic counts
  - Road widths in certain locations
  - Parking of vehicles in certain areas
  - Results from a sample of automatic traffic counts in Haughley Green and Haughley New Street
  - Potential significant planning issues in Haughley and nearby Parishes insofar as they are likely to affect traffic through Haughley
- 1.6 It was suggested that we should share traffic census data with agents for the client proposing a development on the outskirts of Haughley, but this request was declined. However, G H Bullard & Associates prepared a Transport Assessment Report in association with an application for planning permission (Application No: DC/17/04113). This report has been used as supporting evidence for this document.
- 1.7 Consideration has been given to other transport issues in Haughley, including public rights of way, such as byways open to all traffic (BOATs), bridle paths and footpaths and public transport through the Parish of Haughley.

## SECTION 2 EXECUTIVE SUMMARY

2.1 In preparing this report, we have considered the views and opinions of residents in the Neighbourhood Plan Area for the Parish of Haughley. There are perceived traffic issues, particularly in and through the historic core of Haughley, but also Haughley New Street and Haughley Green. These perceived issues include:

- existing traffic
- the speed of traffic travelling through the settlement areas
- congestion of traffic including
  - the area of Haughley Crawfords Primary School and passing Palmers Bakery
  - through Old Street
- hazards to pedestrians and cyclists
- the risk of damage to property, especially historic properties
- the expected increase in traffic through Haughley, Haughley New Street and Haughley Green as a result of the construction of proposed developments (identified and yet to be identified) within the Haughley Neighbourhood Plan Area and elsewhere, particularly nearby parishes of Bacton, Elmswell and old Newton.
- the use of local roads to gain access to the A14, especially from communities north of Haughley

2.2 Haughley Parish Council commissioned a traffic census (peak hour turning counts) which identified the number and type of vehicles passing certain junctions within Haughley during specific time frames on two days. Analysis of this data revealed that existing traffic flows through Haughley are within normally accepted criteria for rural communities such as Haughley. Data on injury related traffic incidents during recent years were considered and again are below the levels which might normally be expected to trigger significant improvement works. However, it is noted that perceived and actual hazards are not revealed in such data.

2.2 Some proposals might reasonably be considered in the near future, including:

- 1 Consider with Suffolk County Council ways to mitigate hazards associated with traffic through the historic core of Haughley
- 2 Consider traffic management plans with developers, including for proposed construction sites off Green Road, Haughley and in the Parish of Bacton.
- 3 Upgrading and extending the footpath between Tot Hill and Haughley
- 4 Creating a footpath / walkable verge to the side of the road in Haughley Green
- 5 Enhance indications of the community centre e.g. by school, pub, PO, historic core, shops, displays, local activities
- 6 Tidy up and de-clutter the area by removing unnecessary signage, damaged fixtures etc
- 7 Relocate – merge street furniture /signage

2.3 Further investigation and obtaining further information would be recommended before considering:

- 1 Additional traffic calming measures near the school
- 2 Fewer road signs
- 3 Addressing areas that are perceived to be hazardous
- 4 Re-creating the street scene
- 5 Consider making recharging provision for electric cars

2.4 Such investigation might reasonably include a series of Audits, such as

- |                               |                           |
|-------------------------------|---------------------------|
| ❖ Street character assessment | ❖ Place check             |
| ❖ Road safety audit           | ❖ Parking                 |
| ❖ Cycle audit                 | ❖ Local services          |
| ❖ Visual quality audit        | ❖ Public transport impact |
| ❖ Area audit                  | ❖ Trees and planting      |
| ❖ Walking audit               | ❖ Drainage                |
| ❖ Non-motorised user audit    | ❖ etc                     |
| ❖ Community street audit      |                           |

## **SECTION 3           BACK GROUND**

- 3.1     The Parish of Haughley is located within the area of the Mid Suffolk District Council, about two to two and a half miles North of the Stowmarket. The Parish is bordered by the Parishes of Stowmarket, Onehouse, Harleston, Shelland, Wetherden, Bacton and Old Newton with Dagworth.
  
- 3.2     The A14 road crosses the southern section of the Parish of Haughley with relatively small areas of the Parish south of the A14. The A14 is the main trunk road from Felixstowe (and indirectly Harwich and other locations) and thereby significant parts of Europe to its junction with the M1 and M6, and thereby access to central and northern parts of England. Within Suffolk, the A14 passes through or by Felixstowe, Ipswich, Stowmarket, Bury St Edmunds and Newmarket before reaching Cambridge and beyond.



## SECTION 4 PLANNING ISSUES

4.1 We have been made aware of various planning applications and other proposed developments in Haughley and Bacton which may have a significant impact on traffic, particularly vehicular movements through Haughley. The draft Joint Local Plan prepared for Babergh District Council and Mid Suffolk District Council identifies a number of potential development sites in the Parishes of Haughley and Bacton, with a number of other sites identified in Babergh and Mid Suffolk Public Site Submissions document dated April 2017. However, it should be noted that additional sites may reasonably be expected to be put forward in due course.

### 4.2 Haughley

4.2.1 Proposed development of 98 dwellings on land off Green Road to the north of the village of Haughley and adjoining to the east side of the existing playing field – a public consultation was held earlier this year prior to submission of a planning application – Application Number DC/17/04113. Planning Permission for this proposed development has since been granted, subject to conditions.

4.2.2 Other sites adjoining the north side of Haughley, being areas of land to the east of the above identified site and extending to Station Road. – potential number of dwellings not identified.

4.2.3 An area of land south east of the Haughley off Fishponds Way – potential number of dwellings not identified.

4.2.4 An area of land south side of the main settlement of Haughley off Fishponds Way – potential number of dwellings not identified.

### 4.3 Bacton

4.3.1 Proposed development for about 50 dwellings on land that was formerly part of Bacton Middle School

4.3.2 Potential development off Wyverstone Road for about 60 dwellings

4.3.3 Potential development for about 80 dwellings off Church Road and Wyverstone Road, being located between the shop and Manor Farm

4.3.4 Potential development for about 70 dwellings off Turkey Hall Lane

4.3.5 Other sites are also identified in the Babergh and Mid Suffolk Joint Local Plan consultation draft 2017

- 4.4 It is noted that there are significant restrictions on the movement of larger vehicles towards the North, West and East of Bacton from the sites identified in Bacton. The main road from Haughley through Bacton (different parts of which are known as Rectory Road, The Street, Church Road and Pound Hill) passes under a low bridge for the railway line close to the junction of Pound Hill with Broad Road (B1113) in Bacton. An alternative route is via Turkey Hall Lane which has a junction with Pound Hill and becomes Clay Lane before its junction with Station Road (B1113). Turkey Hall Lane and Clay Lane is a comparatively narrow road (single vehicle width in parts) with sharp bends in the road.
- 4.5 Consequently, it reasonable to expect that the majority of the larger vehicles, especially vehicles over 7.5 tonnes, using roads in Bacton to the South of the low bridge over Pound Hill and a significant proportion of smaller vehicles (including cars) will travel along the road to the south west of Bacton through Haughley Green and Haughley towards the A14 and Stowmarket and thence to employment, shops and facilities in towns served by the A14, as well as access to other areas using the A12 and A11. It is acknowledged that some traffic uses Wetherden Road to pass through Wetherden and Elmswell to reach the A14 between Elmswell and Woolpit at junction 47.
- 4.6 It is reasonable to expect that a high proportion of traffic generated by smaller vehicles to/from the north, east and south of Bacton, including parts of rural Suffolk as well as to Diss and Norwich and other areas in Norfolk, will use the B1113.
- 4.7 It is noted that railway stations on the main London to Norwich line include Stowmarket and Diss; it is reasonable to expect that those wishing to travel by train to Ipswich and further south, including to London would be more likely to use Stowmarket station than Diss station.
- 4.8 There is a junction on the railway line at Haughley. The main line connects Ipswich and Norwich (Stowmarket and Diss having intermediate stations), with the other line connecting Ipswich and Cambridge with stations at various towns and villages between. This line branches towards Ely. This railway line is used by many goods trains transporting in particular containers between the Port of Felixstowe and the Midlands.
- 4.9 It is noted that there are long term proposals to provide railway connections between Oxford and Cambridge, with the potential to extend such connections to Felixstowe and Bristol. These proposals, when constructed, are likely to have a significant effect on property in Suffolk.

## SECTION 5 ROADS THROUGH HAUGHLEY

- 5.1 As previously identified, the A14 passes through the southern part of the Parish of Haughley. It is noted that in the long term, the A14 may be upgraded as part of the Strategic Road Network – suggestions and proposed details are yet to be put forward.
- 5.2 There are two junctions off the A14 that serve Haughley
- 5.2.1 Junction 47A is a short distance to the East of Junction 47 which serves Woolpit, Elmswell and nearby Parishes. Junction 47A has a slip road off the A14, without any access onto the A14. The road off the A14 between Junctions 47A and 49 passes the village of Wetherden and passes through Haughley New Street to Tot Hill, both of which are in the Parish of Haughley.
- 5.3 The roads entering Haughley from the A14 are as follows:
- 5.3.1 The road from Junction 47A was formerly part of the A45 and in parts is known as Stowmarket Road and Tot Hill. It passes through the Parishes of Woolpit and Wetherden, passing Haughley Park, bypassing the village of Wetherden, passing through the hamlet of Haughley New Street and continuing to Junction 49 at Tot Hill. Haughley New Street includes residential property, commercial and non-domestic properties. Elsewhere, the land adjoining and close-by Stowmarket Road is mainly open countryside, including arable land and wooded areas, with a number of commercial, non-domestic and domestic properties adjoining the road and at Tot Hill.
- 5.3.2 Access to Haughley from Junction 47A utilises a junction (staggered crossroads) known as Quarries Cross near Gallowsfield Wood and passes along The Folly to the village of Haughley. The road from Quarries Cross (the staggered crossroads) passes through open countryside (arable land), through a wooded area by the stream/water course, before entering the main settlement of Haughley at the northern end of the historic village centre.
- 5.3.3 The road from junction 49 at Tot Hill towards the village of Haughley is known as Fishponds Way. Fishponds Way from Tot Hill passes through open countryside (mainly arable land with an area of grassland) and through a wooded area that contains the remains of mediaeval fishponds, before entering the settlement area of Haughley.
- 5.3.4 Dagworth Lane is a single track lane off Fishponds Way that leads to Dagworth; the road formerly continued to Old Newton, but access at the ford in Dagworth is so badly damaged that it is impassable to most vehicles, agricultural as well as road vehicles. Dagworth is a hamlet that is partly in the Parish of Haughley and partly within the Parish of Old Newton.

#### 5.4 Within Haughley

- 5.4.1 Fishponds Way enters the settlement area of Haughley and continues to Old Street which passes through the centre of the village. Fishponds Way within the settlement area is primarily residential in nature.
- 5.4.2 Old Street is the main road through the historic core of the village of Haughley, extending from Fishponds Way close-by the junction with Station Road and extends to (and includes) a triangular green at the northern end of Old Street. There is a junction between Old Street and The Folly by the green and a further junction between Old Street, Duke Street and Green Road. Whereas the area is primarily residential in nature, there is a Cooperative supermarket towards the southern end of Old Street. Other business premises in Old Street include a veterinary surgery, second hand furniture shop, hair and beauty salon, Palmer's Bakery, The Kings Arms public house, the Post Office and the Counting House restaurant (facing The Green).
- 5.4.3 Reference has been made to The Folly in the above paragraphs. The Folly extends into the settlement area of Haughley towards the north-western part of the village of Haughley; this area is primarily residential in nature. The Village Hall is located in The Folly; there is no off-street parking available at the Village Hall.
- 5.4.4 Duke Street extends from the junction with Old Street and Green Road to the junction with The Folly and Splashwood Road. The Parish Church with the churchyard adjoins Duke Street, together with part of the moat around the motte and bailey for Haughley Castle (Scheduled Ancient Monument; no building remains have been identified on the motte) and the access to Castle Farm off Duke Street. Otherwise, Duke Street is primarily residential in nature.
- 5.4.5 Splashwood Road is a narrow (single track in parts) lane between Haughley and Wetherden through agricultural and rural land passing the property known as Splashwood.
- 5.4.6 Other roads within the settlement areas that have not been identified in this report. These roads have access off roads identified in this report and generally are residential in nature.

#### 5.5 North of the village of Haughley

- 5.5.1 Haughley Crawford's Primary School adjoins Green Road and the churchyard close-by the junction with Old Street. King George Playing Field adjoins Green Road with an entrance opposite Haughley Crawford's Primary School and having a car park with an entrance off Green Road. There is an area of spread housing interspersed with agricultural land to the north of the main settlement area and playing field.

- 5.5.2 Green Road, which is known in parts as Bacton Road, passes through agricultural land interspersed with residential properties and farms with a humped back bridge over the railway line between the railway junction at Haughley and Bury St Edmunds with Cambridge beyond, before reaching Haughley Green and beyond to Bacton. Wetherden Road lies to the West side of Green (Bacton) Road with residential, agricultural and equestrian properties.
- 5.5.3 The main part of Haughley Green lies astride Bacton Road with several roads (not individually named in this report) off Bacton Road. Whereas the area is primarily residential in nature, there are agricultural, commercial and non-domestic properties in and around Haughley Green.
- 5.5.4 Station Road extends from Old Street close by its junction with Fishponds Way to Old Newton. The western part of Station Road is primarily residential in nature; further east, Station Road passes through agricultural land to both sides of the road. There is a hamlet (name if not identified) by Red House Farm with properties having various uses.
- 5.5.5 A short distance further towards Old Newton, Station Road crosses the railway line between London (via Ipswich and Stowmarket) to Norwich (via Diss), with a branch line to Bury St Edmunds and Cambridge (with other stations between). The junction for these railway lines is in the Parish of Haughley and formerly there was a junction for the Mid Suffolk Railway line. The station at Haughley closed many years ago. Station Road continues through agricultural land to Old Newton with the no through road known as Haugh Lane off Station Road.
- 5.5.6 Windgap Lane provides a link between Station Road with Fishponds Way. Roads off Station Road and Windgap Lane are primarily residential in nature.

## **SECTION 6 LORRY ROUTES**

- 6.1 Suffolk County Council has published on their website a map on their website showing the Lorry Route Network through the county – copy in Appendix 1. The scale of the map is relatively small, but it appears that there may be a designated lorry route along Stowmarket Road and Tot Hill, passing through Haughley New Street and Tot Hill. It is believed that there is no other designated lorry route through the Haughley Neighbourhood Plane area.
- 6.2 Lorries utilise the former A45/A14 through Haughley New Street, Stowmarket Road and Tot Hill. It is known from local experience that lorries also use other routes through the Haughley Neighbourhood Plan designated area, including through Haughley Green, through the centre of Haughley and Station Road (to/from Old Newton). The road widths vary through the central parts of Haughley, with a significant pinch point at Palmers Bakery – measured at about 4.2m. Although it is evident that some of this traffic may be described as local traffic, it is believed by many residents that a large proportion of the lorries use these routes as short cuts or perhaps easier routes, particularly between the A14 and locations north of Haughley.
- 6.3 It is noted that the local authority has published an Order to restrict access to vehicles over 7.5 tonnes along Station Road, Windgap Lane and St Mary's Road.

## SECTION 7 RESULTS FROM TRAFFIC CENSUS

- 7.1 Capital Traffic from Great Yeldham in Essex was instructed to undertake traffic counts (census) at three locations in Haughley. Capital Traffic attended on Tuesday 27<sup>th</sup> June, and Wednesday 28<sup>th</sup> June 2017 to record traffic movements at agreed locations between 07.00 and 10.00 in the morning and between 16.00 and 19.00 in the afternoon on both days.
- 7.2 The main findings (summary) of the traffic census undertaken by Capital Traffic are included in an Appendix to this report. The data from Capital Traffic includes four (4) pages for each location, covering the morning and afternoon sessions on both of the respective days.
- 7.3 The census data was compiled to identify as separate groups
- pedal cycles
  - motor cycles, mopeds and other powered two wheeled vehicles
  - cars including MPVs and car derived vans
  - medium goods vehicles (conventional van up to 7.5 tonnes)
  - heavy goods vehicles (over 7.5 tonnes)
  - bus with contracted driver
- 7.4 **One census location** covered the junction between Old Street and the road by The Green leading to The Folly, close by Palmers Bakery. The census taker was positioned so that he was able to observe vehicular movements at the junction between Old Street passing Palmers Bakery, the road passing to the North side of The Green between Palmers Bakery and the Post Office and the start of Green Road that passes Haughley Crawford's Primary School, the playing field towards the North, and thence to Haughley Green and Bacton.
- 7.5 **The second census location** covered the junction of Old Street with Station Road.
- 7.6 **The third census location** covered the junction between Station Road and Windgap Lane.
- 7.7 The road passing Palmers Bakery is narrow (measured at about 4.2m). Vehicles are often parked on the north-east side (side with The Kings Arms) of this carriage way. Although some authorities allow a width of 2.0m for parked cars, many vehicles using this road exceed this width, including some of the vehicles found parking in this area. For example (not cars actually identified in this section of road), Land Rover Discovery/Range Rover 2.22m, Ford Galaxy 2.137m.
- 7.8 The Manual for Streets Published for the Department for Transport in 2007 identifies at Figure 6.18 typical dimensions for a range of vehicles, including:
- |                 |          |            |
|-----------------|----------|------------|
| - Lorry         | 2.5m net | 3.0m gross |
| - Van/mini-bus  | 2.0m net | 2.4m gross |
| - Family saloon | 1.8m net | 2.0m gross |

7.9 The identified road width identified in paragraph 7.7 (4.2m) above needs to be considered with information contained in Figure 7.1 in the same publication which implies minimum widths for a range of scenario, including the following:

- Single lane for a lorry 2.75m
- Lorry passing a parked car 4.8m – the figure suggests this would be very tight
- Lorry passing a moving car 5.5m

7.10 Although the advice associated with Figure 7.1 recognises that minimum widths may reasonably be varied according to local conditions, our evidence supports the contention that the further consideration to vehicle movements in this area is necessary.

7.11 18 buses and 25 HGVs used this road during the census period. We have witnessed articulated lorries travelling from Green Road towards Old Street having to cross the road (about 5.0m wide where measured) to the entrance of the road passing The Counting House and in front of Palmers Bakery shop in order to clear cars parked in this section of road. It is almost inevitable that the extent of traffic in this location will become more pronounced when the planned and proposed developments off Green Road Haughley and in Bacton are developed.

7.12 The traffic data for traffic passing an automated traffic counter located a short distance north of Haughley Crawford’s Primary School and in a southerly direction (from the direction of Haughley Green) identified:

Average vehicles per week-day	1,606.4
Average vehicles per hour per week-day	67.1
Peak hour (0800 – 0900)	216
Average vehicles per weekend day	1,066.7
Average vehicles per hour per weekend day	44.4
Peak hour	147

7.13 The traffic census undertaken by Capital Traffic identified 1389 vehicles per day travelling south by Palmers Bakery, compared with 3213 vehicles passing the automated traffic counter (1060.4 x 2) over a 48 hour period. This suggests that about 43% of the traffic travels south through this area during the peak six hours of a day.

7.14 However, the peak hour identified by the traffic census identified 186 vehicles, which compares with the peak hour identified by the automated traffic count of 216. This is considered to be within reasonable tolerances, given that the actual traffic flow varies each day.

7.15 Given the number of proposed development sites to the north of the main settlement of Haughley, including the site for 98 dwellings by the playing field off Green Road and sites suggested in Bacton (over 300 suggested), it is considered inevitable that the traffic using Green Road and Old Street will increase significantly. Based on 0.5



vehicles departing each residential unit during the peak morning period, it is estimated that the number of vehicles passing Haughley Crawford's Primary School in a southerly direction could increase by about 50% to 60%.

- 7.16 Even allowing for this level of increase in expected traffic using Green Road and Old Street, the traffic flow through Old Street would be considered as not excessive based on standard criteria. However, with additional traffic expected from Bacton, the theoretical spare capacity will be further reduced. Information from those living and working in the area have expressed concern that the risk of injury or incident in the area, particularly in the area Haughley Crawford's Primary School and Old Street will increase.

### **7.17 Footpaths**

- 7.18 With the exception of a small section of road by the school and playing field, there is no effective footpath to the side of Green Road serving the dwellings in Green Road. The extent of traffic currently using the road, which has banks and vegetation close to the metalled surface of the road and a near right angle bend near Mere Farm, makes it hazardous for pedestrians to use this section of road at present. The expected increase in vehicular traffic will increase the degree of hazard significantly. Therefore, it is recommended that consideration be given to constructing a footpath to the side of Green Road to serve the dwellings off Green Road, passing Mere Farm to the entrance to the playing field where there are metalled footpaths to the village facilities.
- 7.19 Haughley Crawford's Primary School is located at the southern end of Green Road close to Junction 2 identified above. There is very little off-road parking space near the school and accordingly those travelling to or from the school by car generally park in Green Road, Duke Street and the road by The Counting House, effectively reducing the width of these roads at peak times.
- 7.20 The school has little play area on the school site and uses the King George V Playing Field, an entrance to which is located opposite the school. In order to use this area, it is necessary for the children, albeit usually supervised, to cross Green Road in an area where visibility is restricted. The expected additional traffic will make this crossing significantly more hazardous and it is considered that it would be beneficial to provide additional traffic calming measures.
- 7.21 The additional residential accommodation off Green Road may reasonably be expected to accommodate additional children of primary school age. Most of these children will need to access Haughley Crawford's Primary School. It is recommended that the children, their parents and others going to and from the school and other facilities in Haughley (including the public house, restaurant, bakery and shops) be encouraged to use the metalled footpaths across the playing field.

- 7.22 Old Street extends through the historic core of Haughley and generally has cars parked to both sides of the road. The road width varies, having been measured at about 7.10m in width close by a litter bin towards the upper (North) end of Old Street before reaching The Green. Even though some of the vehicles park partly off the carriageway, there is little provision for off-road parking and the section of road available for through traffic often is restricted to a single vehicle width. With the expected additional traffic, congestion in this area will become more pronounced. The provision of staggered designated parking areas along Old Street could help to alleviate the problem for through traffic whilst retaining traffic calming measures.
- 7.23 However, alternative measures should also be considered, including reducing the number of formal restrictions, de-cluttering the area and enhancing the feel that the area is used by pedestrians.
- 7.24 The road past the Village Hall is part of The Folly and was measured at about 5.72m in width by the Village Hall. Parked vehicles in this area effectively restrict this part of The Folly to a single vehicle width.
- 7.25 **Junction 3**
- 7.26 This site is at the junction Old Street, which is the main road through the centre of the settlement of Haughley, and Station Road that leads to Old Newton. The East of England Co-Operative supermarket and other commercial property are located comparatively close to this junction, whilst there are bus stops to both sides of the road. Buses use all three of these roads (Old Street, Station Road and Fishponds Way).
- 7.27 Station Road serves the communities in Haughley and Old Newton and is also used as a short cut or road of convenience especially between the A14 and areas beyond Old Newton. The width of Station Road was variously measured at widths between 5.22m and 6.09m. Usually, there are cars parked in Station Road, which effectively reduce the width of the road to that for a single vehicle for much of its length between Old Street and Windgap Lane.
- 7.28 It is noted that it has been proposed to restrict vehicles using Station Road and Fishponds Way to vehicles not exceeding 7.5 tonnes. Such weight restriction does not prevent vehicles in excess of this weight from using the roads as “local traffic”.
- 7.29 **Junction 4**
- 7.30 This site was located at the junction of Station Road with Windgap Lane. The number of vehicles turning at this junction was comparatively low, but the nature of the junction (Part of Windgap Lane was measured at about 4.2m in width) often results in vehicles waiting for other vehicles to exit Windgap Lane in order to leave a reasonable amount of space to turn into Windgap Lane. However, in practice, the waiting period generally amounts to a few seconds per affected vehicle.

## SECTION 8

## REPORTED INJURY RELATED TRAFFIC INCIDENTS

- 8.1 Information contained in this section is based on data from [www.crashmap.co.uk](http://www.crashmap.co.uk).
- 8.2 CrashMap uses data about road traffic crashes occurring on British roads where someone is injured and is compiled in an easy to use format showing each incident on a map. Much of the data is compiled from information provided by the Police. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. Incidents are plotted to within 10 metres of their location and as such, can sometimes appear to be off the carriageway when zoomed in very closely
- 8.3 The CrashMap team do not accept responsibility for errors within the data and all queries relating to accuracy should be directed to the appropriate authority. Those seeking further information to aid understanding more about how the data is collated and reported should visit the [Department for Transport Website](#).
- 8.4 The data includes all recorded incidents up to the end of the previous year and is updated as soon as the latest data is released by the Department for Transport (usual in June or July). If provisional data is available then this will be included with a caveat that it may be subject to deletion, addition or change.
- 8.5 Based on the data identified on CrashMap, injury related vehicular incidents in the Haughley Neighbourhood Plan area have been summarised as follows:
- |      |                         |                    |
|------|-------------------------|--------------------|
| 2012 | 2 serious incidents and | 2 slight incidents |
| 2013 |                         | 5 slight incidents |
| 2014 | 2 serious incidents and | 2 slight incidents |
| 2015 |                         | 1 slight incident  |
| 2016 |                         | 2 slight incidents |
- 8.5 The same data has been summaries in an alternative manner as follows:
- |                             |                         |                    |
|-----------------------------|-------------------------|--------------------|
| North of Haughley           | 1 serious incident and  | 2 slight incidents |
| Haughley and approach roads |                         | 6 slight incidents |
| Old A14                     | 2 serious incidents and | 3 slight incidents |
| A14 roundabout              | 1 serious incident and  | 1 slight incident  |
- 8.6 Whilst each injury or incident is significant and serious to the party or parties concerned, the statistics identified do not justify significant alterations in road design or layout. However, it may be practical to implement some low cost works to reduce hazards, including perceived hazards.

## SECTION 9

## PUBLIC TRANSPORT THROUGH HAUGHEY

9.1 Buses pass through Haughley dew Street and Haughley between Bury St Edmunds and Stowmarket / Stowupland. As at 7<sup>th</sup> November 2017, there were two service routes through Haughley, as follows:

### 9.2 **384 - Stowmarket - Woolpit - Beyton - Thurston - Bury St Edmunds**

Bury St Edmunds to Stowmarket

Mondays to Fridays 5 buses per day (Narey's 6)

Saturday 6 buses

Stowmarket to Bury St Edmunds

Mondays to Fridays 7 buses per day

Saturday 5 buses

Bus stops for this service included:

- Haughley New Street, opposite The Close
- Haughley, opposite the post office
- Haughley, adjoining Station Road
- Stowmarket, adjoining Narey's Garden Centre

### 9.3 **385 Galloway European**

Bury St Edmunds to Stowmarket

Mondays to Fridays 6 buses per day

Saturday 3 buses

Stowmarket to Bury St Edmunds

Mondays to Fridays 4 buses per day

Saturday 4 buses

Bus stops for this service include:

- Haughley New Street, Brickwall Farm
- Haughley New Street, opp The Close
- Haughley, opposite post office
- Haughley, adjoining Station Road
- Haughley, adjoining Mill Fields
- Haughley, adjoining Red House Farm

9.4 Although information on the website identifies a bus stop in Haughley Green, we have failed to identify a timetable for such a service.

9.5 The information obtained suggests that Haughley New Street and Haughley have reasonably regular bus services, whereas those at Haughley Green would need to travel elsewhere, such as Haughley, to make use of existing bus services.

## SECTION 10

## OTHER PUBLIC RIGHTS OF WAY

10.1 Information in this section has been taken from the Suffolk County Council website.

10.2 There are four categories of public right of way:

- **Public footpath (FP)** – The public has a right to pass and repass on foot with normal accompaniment such as a pram, a wheelchair or with a dog.
- **Bridleway (BR)** – The public has a right to pass and repass on foot, on horseback and on a pedal cycle.
- **Restricted byway (RB)** – The public has a right of way on foot, on a pedal cycle, on horseback or leading a horse, or with a horse drawn vehicle. Restricted byways do not carry public rights for motor vehicles. (All RUPPs were reclassified as restricted byways under the Countryside and Rights of Way Act 2000).
- **Byway open to all traffic (BOAT or BY)** - The public has the right to pass and repass on foot, on a pedal cycle, on horseback, or with a vehicle (horse drawn or motorised) but the route is mainly used by pedestrians, pedal cyclists and/or horses.

10.3 A copy of the Rights of Way Cutting Schedule 2016 Zone 3 published by Suffolk County Council is included as an Appendix to this report:

## SECTION 11

### OPINIONS AND SUGGESTIONS FROM CONSULTATION WITH RESIDENTS AND INTERESTED PERSONS

11.1 The Haughley Neighbourhood Plan Working Party held a public meeting at the village hall in Haughley to provide initial feedback on the questionnaire which had been circulated to households throughout the Neighbourhood Plan and returned during the early part of September 2017. At the public meeting, those attending were invited to provide comment to the following question:

“Please identify 1, 2 or 3 locations that you consider to be the most hazardous in the Parish”

11.2 The question was left as an open question to give respondents the opportunity to express their own opinions. Some people identified that they would have liked to have the opportunity to identify more than 3 locations. 158 responses were received from 91 people. The following locations were the most commonly identified locations.

11.3 134 responses identified the road through Haughley Green, along Bacton Road and Green Road. The perceived speed of the traffic, including lorries, caused concern, made worse by the lack of a footpath to the side of the main road through Haughley Green or between Haughley Green and Haughley. Several comments made specific reference to the hump back bridge over the railway line; Rail Track have proposed to close the pedestrian level crossing near this bridge on the footpath between Haughley church and Bacton Hall; it has been proposed to divert pedestrians over this humped back bridge which is likely to be more hazardous for pedestrians and other road users.

11.4 27 responses referred specifically to the crossing between Haughley Crawford’s Primary School and the playing field. It is noted that formerly the crossing at this location was aided by a crossing patrol person (lolly pop lady) together with a flashing school crossing sign. Such aids to the crossing ceased some years ago, when the crossing patrol person ceased this work when she was injured whilst undertaking these duties. It is noted that the proposed developers of land off Green Road adjoining the playing field have indicated preparedness to provide enhanced traffic calming measures for this crossing.

11.5 Closely related to the crossing identified in the foregoing paragraph is the road junction between Green Road, Old Street and Duke Street and the road passing the Post Office, with 20 responses, whilst a further 9 responses referred specifically to the narrowness of the road immediately south of this junction where the road passes Palmer’s Bakery. The road at this location is about 4.2 metres wide, with the width being substantially reduced in practical terms by parked cars.

11.6 19 responses identified Old Street either as a general comment or more specifically identified the area near the Co-Operative shop, veterinary surgery and the junction with Station Road. Some responses referred to parked cars in Old Street, whilst several additional responses referred to cars parked in the first part of Fishponds Way. Vehicles park in these areas for various purposes, including

- customers of the Co-Operative shop and the veterinary surgery,
- residents and visitors to domestic properties,
- customers using non-domestic properties in other parts of Old Street and around the green.

In addition, there are bus stops close to the junction of Old Street with Station Road.

- 11.7 20 responses relate to Fishponds Way or parts of Fishponds Way (in addition to those referring to car parking relatively close to Station Road). Perceived excessive speed was a common feature. Although not specifically identified in the comments received, it is believed that some of these comments refer to the speed of traffic through the residential area of Fishponds Way, while some referred to the section of road by the bridge over the stream in the wooded area and the lack of a footpath in these areas. Several comments referred specifically to the hazardous nature of the junction between Fishponds Way and Windgap Lane.
- 11.8 There is no footpath adjoining Fishponds Way to the south of Eve Balfour Way extending to and including the section of Fishponds Way which passes through the area with trees and the former fishponds (Fishponds Bridge). However, it is noted that a public footpath that formerly crossed a field to the south of the stream has been diverted and is now located on top of the roadside bank extending from the bottom of the field alongside Fishponds Way to the south of the bridge over the stream to the cycle way at Tot Hill.
- 11.9 Fewer responses identified various other locations that were considered to be hazardous, including:
- the junction between Station Road and Windgap Lane
  - restricted parking in The Folly, including by the village hall, and
  - Haughley New Street
- 11.10 In considering these matters, it is necessary to appreciate that responses are likely to vary when considered as the driver of a vehicle or as a pedestrian. Such information was not made available with the responses to this question.

## SECTION 12 CONCLUSIONS

- 12.1 In preparing this report, we have considered data and information from a variety of sources, including residents and others from the local area that together form parts of the local community.
- 12.2 The Parish of Haughley includes the main settlement of Haughley which lies about two to two and a half miles north of Stowmarket, and the hamlets of Haughley Green, Haughley New Street, parts of Dagworth and parts of Tot Hill.
- 12.3 **Issues** (section 4) identified within the Haughley Neighbourhood Plan area and nearby communities, especially Bacton and Elmswell, are of significant concern to the local community. It is noted that proposals have been put forward to develop significant areas in and around Haughley and nearby villages which are expected to have an impact on traffic through the Haughley Neighbourhood Plan area.
- 12.4 Whereas it is not possible to accurately predict the increase in traffic that may pass through the settlements in the Neighbourhood Plan area, it is inevitable that traffic passing through the area will increase and will impact (real and perceived) on a number of locations in each settlement, excepting Dagworth. Consideration must be given to safety – this will be an ongoing process throughout the life of the Neighbourhood Plan as the number of people living in or using the area changes.
- 12.5 Issues will be perceived differently depending not least on the nature of the person, be it as the driver of a vehicle, a cyclist, a rider, a user of public transport, a user of non-motorised vehicles or as a pedestrian. Other factors that affect the way that issues are perceived include whether the person is resident in the settlement, their level of mobility, a user of facilities within the settlement or using the roads as a means of access.
- 12.5 **Roads** (section 5). The A14 borders the Haughley Neighbourhood Plan area, while sections of road that formerly comprised parts of the A14 (previously A45) lie within the Neighbourhood Plan area; part of this road is now used as a cycle way and footpath. The other through roads in the Neighbourhood Plan area are country lanes typical for the area, serving local communities including neighbouring and nearby parishes, whilst some roads are trafficked by users from further afield, particularly to gain access to Stowmarket and the A14 and thence to other areas further away.
- 12.6 The only designated **lorry route** (section 6) identified as passing through the Haughley Neighbourhood Plan area follows the former A14 carriageway through Haughley New Street and part of Tot Hill. It is noted that a number of local lorries are based in the Neighbourhood Plan area, whilst others are based in local parishes. However, lorries from further afield are regularly seen passing through the area, particularly from Bacton and beyond and also Old Newton and beyond.



- 12.7 In accordance with instructions from Haughley Parish Council, a **traffic census** (section 7) was undertaken at agreed junctions within Haughley. In general, the results identified that the traffic flow passing these junctions was generally not considered excessive when compared with standard data as used by Suffolk County Council. However, it is perceived wisdom of residents that the traffic flow is excessive and will only become greater with additional proposed development in Haughley, Bacton and elsewhere.
- 12.8 In order to provide an additional source of evidence, we obtained data from a publicly available source to identify **personal injury related traffic incidents** (section 8) in the Haughley Neighbourhood Plan area. This data failed to reveal any area within the Neighbourhood Plan area that may be deemed as seriously hazardous. However, it is important to note that the data obtained excludes non-injury traffic incidents.
- 12.9 Section 9 includes information on public transport passing through Haughley and Haughley New street, whilst section 10 includes an extract of the Suffolk County Council map identifying Public Rights of Way in the area. Footpaths are considered later in this section.
- 12.10 In preparing this report, we have considered opinions and suggestions resulting from the **consultation with residents and interested persons in October** (section 11). The perception of excessive speed and the number of vehicles was a common feature. Many people suggested additional traffic calming measures for pedestrians crossing between the school and the playing field, whilst many people described the junction between Green Road, Duke Street and Old Street as being hazardous. Parts of each of Old Street, Fishponds Way, Windgap Lane, Haughley Green and Haughley New Street were deemed to be hazardous. The nature of the hazards suggested seem to reflect whether or not the response was written as the driver of a vehicle or as a pedestrian – two very different view-points.
- 12.11 The following table identifies some of the more common suggestions from respondents to mitigate hazards, against which we have added our comments:

<b>Suggestion</b>	<b>Pros</b>	<b>Cons</b>
1. Additional traffic calming measures between the school and the playing field	This could enhance the safety of those using the crossing, especially for children and parents/ guardians with children	Most of the traffic calming measures suggested would involve additional street furniture and it is likely that there would be an increase in traffic noise
2. Additional signage to reduce further the speed of traffic passing through Old Street	The standard speed limit is 30 mph, with a 20 mph speed reduction zone by the school which extends into part of Old Street	In many situations, the provision of additional signage may be counter-productive. Even if introduced, how would it be enforced?

<b>Suggestion</b>	<b>Pros</b>	<b>Cons</b>
3. Pedestrian crossing near the Co-Operative shop	This could enhance the safety of pedestrian crossing the road	A typical pedestrian crossing would involve additional street furniture, further impede traffic flow through the centre of Haughley and likely to increase traffic noise
4. Restrict parking in Old Street. The effect on traffic should through Old Street would depend very much on the nature and location of the parking restriction	This would substantially reduce parking in Old Street and should enhance the flow of traffic through the centre of Haughley	It is almost inevitable that the speed of the traffic would increase substantially and add to the hazards for pedestrians, especially those wishing to cross Old Street
5. Having staggered parking areas down Old Street	It is possible that this would reduce the space available for the parking of cars, but staggering the parking areas would provide an opportunity to slow traffic speed through Old Street	The reduced space to park cars is likely to have an effect on owners and occupiers of adjacent and nearby property and their visitors; it is expected that this would impact customers and adversely affect the various shops and facilities located in Old Street
6. Relocate the bus stop away from the junction between Old Street and Station Road	This could improve traffic flow through the centre, but this would depend on where the bus stops might be moved to.	The existing location for the bus stops in this area are generally in convenient locations for regular users of the public transport. Buses wait at the bus stop for relatively short periods (seldom more than two minutes)
7. Remove traffic signs and street furniture in the centre of the village	This can often make motorists think more about the space they are using and adjust downwards their speed.	

<b>Suggestion</b>	<b>Pros</b>	<b>Cons</b>
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Suggestion	Pros	Cons
8. This last item can be enhanced by reinforcing the idea that the motorist is entering an area where people live, rather than just along a road	Often this can be a low-cost option and can involve sections of the local population. Examples might include: <ul style="list-style-type: none"> <li>• The use of flower baskets and displays helps in this respect.</li> <li>• Local events on the green could</li> </ul>	
9. Construct a bye-pass for Haughley between Green Road, to the east side of Haughley and Fishponds Way between the dwelling known as Fishponds and the bridge by the fishponds	This could alleviate traffic passing the schools, Old Street and village services	Existing and projected traffic flows do not justify seeking the construction of a new road to take through traffic away from Old Street  Such a bye-pass could have a negative effect on local businesses
10. Upgrade the footpath between Tot Hill and bottom of the field to the south of the bridge in Fishponds Way	The existing path, which is located on top of the bank to the side of the roadway of Fishponds Way, is used by many, but the uneven surface deters a significant number	The existing surface is less than satisfactory for some potential users and in some cases unsuitable for less able persons, prams, buggies, disability vehicles etc.
11. Provide a footpath where Fishponds Way passes through the wooded area where there are the remains is historic fishponds, extending at least to Windgap Lane, but preferably Eve Balfour Way.	This would provide a significant degree of separation between pedestrians and vehicles, thereby improving safety	Cost implications, although such cost would be low in comparison with an injury related traffic incident.
12. Provide a footpath (footway) to the side of the road through Haughley Green	This would provide a significant degree of separation between pedestrians and vehicles, thereby improving safety	Cost implications, although such cost may be low in comparison with an injury related traffic incident.

Suggestion	Pros	Cons
13. Provide a footpath from the Mere Farm area in Green Road towards the village centre	This would provide a significant degree of separation between pedestrians and vehicles, thereby improving safety	Currently, the width of the verge and the bends in the road could result in a substandard path. Cost implications would be considerable, although such cost should be low in comparison with an injury related traffic incident.  The paths across the King George V Playing Field provide a suitable alternative route to the principal village facilities
14. Having consideration to the time frame for the Neighbourhood Plan, consideration may need to be given to the installation of points to charge electric cars	This should support those wishing to drive electric or hybrid cars, which are expected to become much more common during the period of this Neighbourhood Plan	It is not clear that such provision should be made at public expense

12.12 There needs to be an appropriate balance between on-street parking, road safety and visual amenity. Elements such as hedges, verges, banks, finger posts may contribute strongly to the local character and historic significance of a locality. One of the predominant functions for rural roads is movement, although there is often a leisure aspect to this, such as walking, cycling and equestrian.

12.13 It is noted that the requirements set out in the Design Manual for Roads and Bridges (DMRB) for the standards for main roads and bridges do not need to be followed for local roads where a more place sensitive approach is likely to be beneficial. Alternative standards and ideas are included in the Manual for Streets and the Manual for Streets 2. In order to help assess beneficial improvements to streets in village and rural locations, the guidance includes undertaking a range of audits, which might include:

- ❖ Street character assessment
- ❖ Road safety audit
- ❖ Cycle audit
- ❖ Visual quality audit
- ❖ Area audit
- ❖ Walking audit
- ❖ Non-motorised user audit
- ❖ Community street audit
- ❖ Place check
- ❖ Parking
- ❖ Local services
- ❖ Public transport impact
- ❖ Trees and planting
- ❖ Drainage
- ❖ etc

- 12.14 Guidance recommends seeking advice from the local highways authority with regard to obtaining additional information and collating such audits. This report contains a significant amount of evidence that might reasonably be included in such audits, but obtaining and collating additional information would be beneficial to promote and consider various options to improve road safety in the area.
- 12.15 Improvements should be considered using a staged progression from the existing street scene and may include:
- 1 Tidy up, such as by removing unnecessary road markings, damaged fixtures
  - 2 Declutter the area
  - 3 Relocate or merge street furniture, such as a fewer number of posts
  - 4 Rethink traffic management options
  - 5 Re-create the street scene
- 12.16 Some of these can be undertaken for comparatively little money, whereas some items, especially those with higher numbers may have significant financial implications
- 12.17 A further source of information and support may come from Sustrans, who have worked with communities on designs that have slowed vehicles down dramatically, and completely changing the way pedestrians and cyclists experience the road.

**Gerald Brown, IMaPS**  
**Gerald Brown & Sons**

**APPENDIX 1**

**SUFFOLK LORRY ROUTE NETWORK TAKEN FROM SUFFOLK COUNTY COUNCIL WEBSITE**

## APPENDIX 2 TABLES SUMMARISING THE TRAFFIC CENSUS COUNT DATA

The census data was compiled to identify as separate groups

- pedal cycles
- motor cycles, mopeds and other powered two wheeled vehicles
- cars including MPVs and car derived vans
- medium goods vehicles (conventional van up to 7.5 tonnes)
- heavy goods vehicles (over 7.5 tonnes)
- bus with contracted driver

**Junction 1** at the southern end of the green towards the north end of Old Street

A – to from north west; B – to from the south east; C to from the south side of the green

A – B from the junction by the post office passing Palmers Bakery towards Old Street (going south)

Session	Cycle	PTW	Cars	Bus	MGV	HGV	Total	PCU value
Tuesday am – 27 June	2	1	416	5	5	3	433	445.1
Tuesday pm – 27 June	1	1	252	5	2	2	263	270.2
Wednesday am – 28 June	0	1	412	5	1	3	422	430.8
Wednesday pm – 28 June	0	4	256	6	0	5	271	281.1
<b>Totals</b>	<b>3</b>	<b>7</b>	<b>1336</b>	<b>21</b>	<b>8</b>	<b>13</b>	<b>1389</b>	<b>1427.2</b>
Average per hour	0.25	0.58	111.33	1.75	0.67	1.08	115.75	118.93
Peak hour – 0800 to 0900	1	0	158	4	3	3	168	175.3

B – A from Old Street passing Palmers Bakery towards the junction by the post office (going north)

Session	Cycle	PTW	Cars	Bus	MGV	HGV	Total	PCU value
Tuesday am – 27 June	1	1	213	3	1	7	226	237.2
Tuesday pm – 27 June	3	1	396	6	1	7	414	426.6
Wednesday am – 28 June	0	1	229	3	2	5	240	249.9
Wednesday pm – 28 June	1	2	385	5	2	6	401	412.8
<b>Totals</b>	<b>5</b>	<b>5</b>	<b>1223</b>	<b>17</b>	<b>6</b>	<b>25</b>	<b>1281</b>	<b>1326.5</b>
Average per hour	0.42	0.42	101.92	1.42	0.5	2.08	106.75	110.54
Peak hour – 1700 to 1800	3	0	150	2	1	2	158	160.7

A – C from the road passing Palmers Bakery to the south side of the green passing Haughley House (going west)

Session	Cycle	PTW	Cars	Bus	MGV	HGV	Total	PCU value
Tuesday am – 27 June	0	0	5	0	0	0	5	5
Tuesday pm – 27 June	0	0	4	0	0	0	4	4
Wednesday am – 28 June	0	0	5	0	0	0	5	5
Wednesday pm – 28 June	0	0	2	0	0	0	2	2
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>16</b>
Average per hour	0	0	1.33	0	0	0	1.33	1.33
Peak hour – 0800 to 0900	0	0	3	0	0	0	3	3

C – A from the south side of the green passing Haughley House to the road passing Palmers Bakery (going east)

Session	Cycle	PTW	Cars	Bus	MGV	HGV	Total	PCU value
Tuesday am – 27 June	0	0	6	0	0	0	6	6
Tuesday pm – 27 June	0	0	3	0	0	0	3	3
Wednesday am – 28 June	0	0	1	0	0	0	1	1
Wednesday pm – 28 June	0	0	5	0	0	0	5	5
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>15</b>
Average per hour	0	0	0.25	0	0	0	0.25	0.25
Peak hour – 0800 to 0900	0	0	3	0	0	0	3	3

B – C from Old Street to the south side of the green passing Haughley House

Session	Cycle	PTW	Cars	Bus	MGV	HGV	Total	PCU value
Tuesday am – 27 June	1	1	103	1	0	1	107	107.9
Tuesday pm – 27 June	0	0	63	0	0	0	63	63
Wednesday am – 28 June	1	1	70	0	0	0	72	70.6
Wednesday pm – 28 June	1	0	55	0	0	1	57	57.5
<b>Totals</b>	<b>3</b>	<b>2</b>	<b>291</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>299</b>	<b>299</b>
Average per hour	0.24	0.17	24.25	0.08	0	0.17	24.92	24.92
Peak hour – 0900 to 1000	0	0	46	1	0	1	48	50.3

C – B from the south side of the green passing Haughley House to Old Street



Session	Cycle	PTW	Cars	Bus	MGV	HGV	Total	PCU value
Tuesday am – 27 June	0	0	65	0	1	1	67	68.8
Tuesday pm – 27 June	1	1	141	1	0	0	144	143.6
Wednesday am – 28 June	0	0	64	1	0	2	67	70.6
Wednesday pm – 28 June	2	1	156	0	0	0	159	156.8
<b>Totals</b>	<b>3</b>	<b>2</b>	<b>426</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>437</b>	<b>439.8</b>
Average per hour	0.25	0.17	35.5	0.17	0.08	0.25	36.42	36.65
Peak hour – 1700 to 1800	2	1	71	0	0	0	74	71.8

### **Junction 2** at the junction by the post office and The Kings Arms

A – to from north west; B – to from the south east;

C - the west side of the green passing The Counting House

A – B from Green Road to Old Street                      B – A Old Street to Green Road

- No separate results available; refer to results for Junction 1.

### A – C Green Road to the west side of the green passing The Counting House

Session	Cycle	PTW	Cars	Bus	MGV	HGV	Total	PCU value
Tuesday am – 27 June	0	0	77	0	0	1	78	79.3
Tuesday pm – 27 June	0	0	35	0	0	0	35	35
Wednesday am – 28 June	0	0	54	0	0	0	54	54
Wednesday pm – 28 June	0	0	41	0	0	0	41	41
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>207</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>208</b>	<b>209.3</b>
Average per hour	0	0	17.25	0	0	0.08	17.33	17.44
Peak hour – 0800 to 0900	0	0	35	0	0	1	36	37.3

### C – A the west side of the green passing The Counting House to Green Road

Session	Cycle	PTW	Cars	Bus	MGV	HGV	Total	PCU value
Tuesday am – 27 June	0	0	48	0	0	0	48	48
Tuesday pm – 27 June	0	0	52	0	0	0	52	52
Wednesday am – 28 June	0	0	45	0	0	1	46	47.3
Wednesday pm – 28 June	0	0	40	0	0	0	40	40
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>185</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>186</b>	<b>187.3</b>
Average per hour	0	0	15.42	0	0	0.08	15.5	16.61
Peak hour – 0800 to 0900	0	0	18	0	0	0	18	18

B – C Old Street passing Palmers Bakery to the west side of the green passing The Counting House

Session	Cycle	PTW	Cars	Bus	MGV	HGV	Total	PCU value
Tuesday am – 27 June	0	0	3	0	0	0	3	3
Tuesday pm – 27 June	0	0	2	0	0	0	2	2
Wednesday am – 28 June	0	0	3	0	0	0	3	3
Wednesday pm – 28 June	0	0	1	0	0	0	1	10
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>
Average per hour	0	0	0.75	0	0	0	0.75	0.75
Peak hour – 0800 to 0900	0	0	3	0	0	0	3	3

C – B west side of the green passing The Counting House to Old Street passing Palmers Bakery

Session	Cycle	PTW	Cars	Bus	MGV	HGV	Total	PCU value
Tuesday am – 27 June	0	0	14	0	0	0	14	14
Tuesday pm – 27 June	0	0	12	0	0	0	12	12
Wednesday am – 28 June	0	0	6	0	0	0	6	6
Wednesday pm – 28 June	0	0	8	0	0	0	8	8
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>
Average per hour	0	0	3.33	0	0	0	3.33	3.33
Peak hour – 0900 to 1000	0	0	10	0	0	0	10	10

### Junction 3 Old Street, Fishponds Way and Station Road

A – Old street;

B – Fishponds Way; Station Road

A– B Old Street to Fishponds Way

Session	Cycle	PTW	Cars	Bus	MGV	HGV	Total	PCU value
Tuesday am – 27 June	1	1	386	4	4	2	398	405.2
Tuesday pm – 27 June	0	1	246	2	2	5	256	264.9
Wednesday am – 28 June	1	0	433	4	0	5	443	452.7
Wednesday pm – 28 June	0	4	261	2	1	1	269	270.4
<b>Totals</b>	<b>2</b>	<b>6</b>	<b>1326</b>	<b>12</b>	<b>7</b>	<b>13</b>	<b>1366</b>	<b>1393.2</b>
Average per hour	0.17	0.5	110.5	1.0	0.58	1.08	113.83	116.1
Peak hour – 0800 to 0900	1	0	177	2	0	2	182	

B – A Fishponds Way to Old Street

Session	Cycle	PTW	Cars	Bus	MGV	HGV	Total	PCU value
Tuesday am – 27 June	1	0	286	3	6	2	298	305.8
Tuesday pm – 27 June	1	3	81	1	0	2	88	89
Wednesday am – 28 June	0	1	221	3	1	6	232	242.7
Wednesday pm – 28 June	6	0	367	2	0	2	377	376.8
<b>Totals</b>	<b>8</b>	<b>4</b>	<b>955</b>	<b>9</b>	<b>7</b>	<b>12</b>	<b>995</b>	<b>1014.3</b>
Average per hour	0.67	0.33	79.58	0.75	0.58	1.0	82.92	84.53
Peak hour – 0800 to 0900	0	0	130	1	0	3	134	

C – A Station Road to Old Street

Session	Cycle	PTW	Cars	Bus	MGV	HGV	Total	PCU value
Tuesday am – 27 June	1	1	112	0	0	0	114	112.6
Tuesday pm – 27 June	1	3	81	1	0	2	88	89
Wednesday am – 28 June	0	1	105	0	0	0	106	105.4
Wednesday pm – 28 June	2	2	65	1	0	0	70	68.2
<b>Totals</b>	<b>4</b>	<b>7</b>	<b>363</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>378</b>	<b>375.2</b>
Average per hour	0.33	0.58	30.25	0.16	0	0.17	31.5	31.26
Peak hour – 0800 to 0900	1	1	45	0	0	0	47	

A – C Old Street to Station Road

Session	Cycle	PTW	Cars	Bus	MGV	HGV	Total	PCU value
Tuesday am – 27 June	0	0	73	0	1	0	74	74.5
Tuesday pm – 27 June	1	4	181	2	0	3	191	193.7
Wednesday am – 28 June	0	0	83	1	0	1	85	87.3
Wednesday pm – 28 June	0	2	184	1	1	0	188	188.3
<b>Totals</b>	<b>1</b>	<b>6</b>	<b>521</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>538</b>	<b>543.8</b>
Average per hour	0.08	0.5	43.42	0.33	0.17	0.33	44.83	45.32
Peak hour – 0800 to 0900								

B - C Fishponds Way to Station Road

Session	Cycle	PTW	Cars	Bus	MGV	HGV	Total	PCU value
Tuesday am – 27 June	0	0	73	0	1	0	74	74.5
Tuesday pm – 27 June	0	0	82	0	0	0	82	82
Wednesday am – 28 June	0	0	37	0	0	2	39	41.6
Wednesday pm – 28 June	0	1	69	0	0	3	73	76.3
<b>Totals</b>	<b>0</b>	<b>1</b>	<b>261</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>268</b>	<b>274.4</b>
Average per hour	0	0.08	21.75	0	0.8	0.42	22.33	22.87
Peak hour – 1700 to 1800	1	1	72	2	0	1	77	

C - B Station Road to Fishponds Way

Session	Cycle	PTW	Cars	Bus	MGV	HGV	Total	PCU value
Tuesday am – 27 June	0	1	131	1	0	0	133	133.4
Tuesday pm – 27 June	0	1	71	0	0	0	72	71.4
Wednesday am – 28 June	0	1	86	0	0	0	87	86.4
Wednesday pm – 28 June	1	0	63	0	0	0	64	63.2
<b>Totals</b>	<b>1</b>	<b>3</b>	<b>351</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>356</b>	<b>354.4</b>
Average per hour	0.08	0.25	29.25	0.08	0	0	29.67	29.53
Peak hour – 1700 to 1800	0	0	49	0	0	0	49	

**Junction 4** Station Road, Windgap Lane

A – Station Road east towards Old Newton;

B – Station Road west towards Old Street;

C – Windgap Lane

A– B Station Road west bound towards Old Street

Session	Cycle	PTW	Cars	Bus	MGV	HGV	Total	PCU value
Tuesday am – 27 June	0	0	66	2	0	3	71	76.9
Tuesday pm – 27 June	0	2	128	2	0	3	135	139.7
Wednesday am – 28 June	0	0	73	2	3	2	80	86.1
Wednesday pm – 28 June	1	2	156	2	0	4	165	170.2
<b>Totals</b>	<b>1</b>	<b>4</b>	<b>423</b>	<b>8</b>	<b>3</b>	<b>12</b>	<b>451</b>	<b>472.9</b>
Average per hour	0.08	0.25	35.25	0.67	0.25	1.0	37.58	39.41
Peak hour – 1700 to 1800	1	1	55	2	0	2	61	

B - A Station Road east bound towards Old Newton

Session	Cycle	PTW	Cars	Bus	MGV	HGV	Total	PCU value
Tuesday am – 27 June	0	0	25	0	0	0	25	25
Tuesday pm – 27 June	1	0	72	1	0	0	74	74.2
Wednesday am – 28 June	0	0	24	1	0	0	25	26
Wednesday pm – 28 June	0	1	82	1	0	2	86	69
<b>Totals</b>	<b>1</b>	<b>1</b>	<b>203</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>210</b>	<b>194.2</b>
Average per hour	0.08	0.08	16.92	0.25	0	0.17	17.5	16.18
Peak hour – 0800 to 0900	0	1	43	0	0	0	1	45

C – A Windgap Lane to Station Road east towards Old Newton

Session	Cycle	PTW	Cars	Bus	MGV	HGV	Total	PCU value
Tuesday am – 27 June	0	0	25	0	0	0	25	25
Tuesday pm – 27 June	1	0	72	1	0	0	74	74.2
Wednesday am – 28 June	0	0	24	1	0	0	25	26
Wednesday pm – 28 June	0	2	25	0	0	0	27	25.8
<b>Totals</b>	<b>1</b>	<b>2</b>	<b>146</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>151</b>	<b>151</b>
Average per hour	0.08	0.17	12.17	0.17	0	0	12.58	12.58
Peak hour – 0900 to 1000	0	0	16	0	0	0	16	

A – C Station Road east from Old Newton to Windgap Lane

Session	Cycle	PTW	Cars	Bus	MGV	HGV	Total	PCU value
Tuesday am – 27 June	1	0	18	0	0	0	19	18.2
Tuesday pm – 27 June	0	0	21	0	0	1	23	23.3
Wednesday am – 28 June	0	0	26	0	0	0	26	26
Wednesday pm – 28 June	0	2	26	0	0	0	28	26.8
<b>Totals</b>	<b>1</b>	<b>2</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>96</b>	<b>94.2</b>
Average per hour	0.08	0.17	7.58	0	0	0.08	8.0	7.85
Peak hour – 0800 to 0900	0	0	16	0	0	0	16	

B - C Station Road west from Old Street to Windgap Lane

Session	Cycle	PTW	Cars	Bus	MGV	HGV	Total	PCU value
Tuesday am – 27 June	0	0	152	0	0	0	152	152
Tuesday pm – 27 June	0	0	28	0	0	0	28	28
Wednesday am – 28 June	0	0	175	0	2	0	177	178
Wednesday pm – 28 June	1	0	77	0	0	1	79	79.5
<b>Totals</b>	<b>1</b>	<b>0</b>	<b>432</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>436</b>	<b>437.5</b>
Average per hour	0.08	0	36	0	0.17	0.08	36.33	36.56
Peak hour – 1700 to 1800	0	0	78	0	1	0	79	

C – B Windgap Lane to Station Road east from towards Old Newton

Session	Cycle	PTW	Cars	Bus	MGV	HGV	Total	PCU value
Tuesday am – 27 June	0	1	61	0	0	0	62	61.4
Tuesday pm – 27 June	1	1	120	0	0	0	122	120.6
Wednesday am – 28 June	0	0	62	1	1	0	64	65.5
Wednesday pm – 28 June	0	0	103	0	0	0	103	103
<b>Totals</b>	<b>1</b>	<b>2</b>	<b>346</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>351</b>	<b>350.5</b>
Average per hour	0.08	0.17	28.83	0.08	0.08	0	29.25	29.21
Peak hour – 1700 to 1800	0	0	52	0	0	0	52	

## **APPENDIX 3            INFORMATION TAKEN FROM CRASHMAP.CO.UK**

### **Getting Started**

CrashMap is designed to be an extremely easy to use tool that will allow you to find out information about road traffic crashes on Britain's roads. This is based on official Government data that has processed to make it much more accessible to members of the public.

### **Using Google Maps**

We have designed the system around Google maps as this will be very familiar to many visitors. You can search the map in the usual way, panning and zooming to find the precise location that you need.

If you need help in using the basic Google maps tool, then please do read the help files that they provide

When you find the location that you want, all the crash records will appear as pins in the map – click on any of these pins and you will see a pop up 'balloon' that includes some basic information about each collision.

### **Getting More Information About An Incident**

If you would like to see much more than the basic information that is provided free of charge, it is easily available and you are only a few clicks away. All you will need to do is create an account and don't worry, we don't ask for lots of information – enter your name and e-mail address and we'll get you registered on the site.

All new users receive a free report and after that you can purchase credits to download full reports, and also access any reports that you have previously purchased. Some reports are provided free of charge for a number of reasons, often in support of new features or territories, with more information available on our Facebook page.

### **Buying Reports**

Purchasing reports is done using credits. Each report costs just one credit, and you can buy a single a single credit for £1 or if you are interested in buying a larger number of reports, you can take advantage of the discounts available for buying larger numbers of credits.

Credits do not expire, so if you ever log back in to your account you will be able to see how many credits you still have to spend on the site. You also only pay for any given report once, and it will remain accessible to you through your account. Any improvements and upgrades to the dataset will automatically be available to download once implemented.

## Payments

To keep things really simple this site uses PayPal for all payments, so you can make the most of the range of ways in which PayPal lets you pay for items.

## Accessing Your Reports

Reports contain much more comprehensive data about the road traffic crash you are interested in and can be downloaded as PDF documents. If you would like more information on what you can expect to find in the report then read the 'About the Data' section of this site.

Any reports that you have purchased will stay on your account. Even if you try to buy the report a second time by mistake the system will not let you, instead you will be taken back to the relevant report in your account history.

## About The Data

CrashMap uses data collected by the police about road traffic crashes occurring on British roads where someone is injured which is then compiled in to an easy to use format showing each incident on a map. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. Northern Ireland data is not provided proactively and has been obtained through an Freedom of Information request. Incidents are plotted to within 10 metres of their location and as such, can sometimes appear to be off the carriageway when zoomed in very closely.

The CrashMap team cannot accept responsibility for errors within the data and all queries relating to accuracy should be directed to the appropriate authority. If you would like to understand more about how the data is collated and reported please visit the Department for Transport Website.

The data includes all incidents up to the end of the previous year and will be updated as soon as the latest data is released by the Department for Transport (usual in June or July). If provisional data is available then this will be included with a caveat that it may be subject to deletion, addition or change.

## Definitions

**Accident:** Involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. The vehicle need not be moving and accidents involving stationary vehicles and pedestrians or users are included. One accident may give rise to several casualties. "Damage only" accidents are not included in this publication.

**Adults:** Persons aged 16 years and over (except where otherwise stated).

**Agricultural vehicles:** Mainly comprises agricultural tractors (whether or not towing) but also includes mobile excavators and front dumpers.



**Built up roads:** Accidents on "built up roads" are those which occur on roads with speed limits (ignoring temporary limits) of 40 mph or less. "Non built up roads" refer to speed limits over 40 mph. Motorway accidents are shown separately and are excluded from the totals for built up and non built up roads.

**Buses and coaches:** Buses or coaches equipped to carry 17 or more passengers, regardless of use.

**Cars:** Includes taxis, estate cars, three and four wheel cars and minibuses except where otherwise stated (i.e. Tables 22, 27, 28, and 40). Also includes motor caravans prior to 1999.

**Casualty:** A person killed or injured in an accident. Casualties are sub-divided into killed, seriously injured and slightly injured. One accident may give rise to several casualties therefore the total number of casualties may be higher than the total number of accidents.

**Children:** Persons under 16 years of age (except where otherwise stated).

**Darkness:** From half an hour after sunset to half an hour before sunrise, i.e. "lighting up time".

**Daylight:** All times other than darkness.

**DfT:** Department for Transport

**Drivers:** Persons in control of vehicles other than pedal cycles, motorcycles and ridden animals (see riders). Other occupants of vehicles are passengers.

**Failed breath test:** Drivers or riders who were tested with a positive result, or who failed or refused to provide a specimen of breath (see note on Table 11 in "Notes to individual tables" for the coverage of breath test data).

**Fatal accident:** An accident in which at least one person is killed.

**First point of impact:** The place on the vehicle that first impacted another vehicle or road user.

**Goods vehicles:** These are divided into two groups according to vehicle weight. They include tankers, tractor units without their semi-trailers, trailers, articulated vehicles and pick-up trucks.

**Heavy goods vehicles (HGV):** Goods vehicles over 3.5 tonnes maximum permissible gross vehicle weight (gvw).

**Hit object:** The reason the person was travelling to their destination (commonly other/unknown).

**Journey purpose:** A record of any objects hit on or off the carriageway by the vehicle.

**Light goods vehicles (LGV):** Goods vehicles, mainly vans (including car derived vans), not over 3.5 tonnes maximum permissible gross vehicle weight.

**Injury accident:** An accident involving human injury or death.

**Killed:** Human casualties who sustained injuries which caused death less than 30 days (before 1954, about two months) after the accident. Confirmed suicides are excluded.

**KSI:** Killed or seriously injured.

**Light Goods Vehicle (LGV):** see Goods vehicles

**Motorcycles:** Two wheel motor vehicles, including mopeds, motor scooters and motor cycle combinations.

**Motorways:** Motorway and A(M) roads.

**Other roads:** All B, C and unclassified roads, unless otherwise noted (i.e. Tables 5a-c).

**Other vehicles:** Other motor vehicles include ambulances, fire engines, trams, refuse vehicles, road rollers, agricultural vehicles, excavators, mobile cranes, electric scooters and motorised wheelchairs etc, except where otherwise stated (i.e. Tables 28 and 40). Other non motor vehicles include those drawn by an animal, ridden horse, wheelchairs without a motor, street barrows etc, except where otherwise stated (i.e. Tables 28 and 49). In certain tables "other vehicles" may also include buses and coaches and/or goods vehicles, as indicated in a footnote.

**Passengers:** Occupants of vehicles, other than the person in control (the driver or rider). Includes pillion passengers.

**Pedal cycles:** Includes tandems, tricycles and toy cycles ridden on the carriageway. From 1983 the definition includes a small number of cycles and tricycles with battery assistance with a maximum speed of 15 mph.

**Pedal cyclists:** Riders of pedal cycles, including any passengers.

**Pedestrians:** Includes children riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other vehicles or operating pedestrian controlled vehicles, those leading or herding animals, children in prams or buggies, and people who alight safely from vehicles and are subsequently injured.

**Riders:** Persons in control of pedal cycles, motorcycles or ridden animals. Other occupants of these vehicles are passengers.

**Road users:** Pedestrians and vehicle riders, drivers and passengers.

**Rural Roads:** Major roads and minor roads outside urban areas and having a population of less than 10 thousand. .Motorways in rural areas are shown separately and (with the exception of Tables 23a, b and c) are excluded from the totals for rural roads.

**Serious accident:** One in which at least one person is seriously injured but no person (other than a confirmed suicide) is killed.

**Serious injury:** An injury for which a person is detained in hospital as an "in patient", or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident. An injured casualty is recorded as seriously or slightly injured by the police on the basis of information available within a short time of the accident. This

generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.

**Severity:** Of an accident; the severity of the most severely injured casualty (either fatal, serious or slight). Of a casualty; killed, seriously injured or slightly injured.

**Slight accident:** One in which at least one person is slightly injured but no person is killed or seriously injured.

**Slight injury:** An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.

**Speed limits:** Permanent speed limits applicable to the roadway.

**Taxi:** Any vehicle operating as a hackney carriage, regardless of construction, and bearing the appropriate district council or local authority hackney carriage plates. Also includes private hire cars.

**Users of a vehicle:** All occupants, i.e. driver (or rider) and passengers, including persons injured while boarding or alighting from the vehicle.

**Urban Roads:** Major and minor roads within an urban area with a population of 10 thousand or more. The definition is based on the 1991 Office of the Deputy Prime Minister definition of urban settlements. The urban areas used for this bulletin are based on 2001 census data. Motorways in urban areas are shown separately and (with the exception of Tables 23a, b and c) are excluded from the totals for urban roads.

**Vehicles:** Vehicles (except taxis) are classified according to their structural type and not according to their employment or category of licence at the time of an accident.

**Vehicles involved in accidents:** Vehicles whose drivers or passengers are injured, which hit and injure a pedestrian or another vehicle whose driver or passengers are injured, or which contributes to the accident. Vehicles which collide, after the initial accident which caused injury, are not included unless they aggravate the degree of injury or lead to further casualties. Includes pedal cycles ridden on the footway.

## Supplementary Data

Northern Ireland data is not provided proactively and has been obtained through an FoI (Freedom of Information) request. Currently this means the amount of information available is restricted compared to the GB data. Date, time, location, speed limit and road type are all available. In addition information about vehicle types, driver gender, age band, and vehicle manoeuvre are provided together with similar information about any casualties.

Where collision descriptions have been provided by an authority or police force this is typically recorded by a police officer either attending the scene, or at the station by a member of the public. This text is often in abbreviated form and will almost certainly have been recorded immediately following the collision. This statement is merely the opinion of the officer recording the details of the collision and does not reflect the result of an in-depth collision investigation.

**SCHEDULE OF INCIDENTS INVOLVING PERSONAL INJURY  
IDENTIFIED IN THE NEIGHBOURHOOD PLAN AREA  
2012 to 2016**

Based on information taken from crashmap.co.uk

This data excludes the A14

Updated data may be available end November 2017

**Incidents by date**

	Location	Date	Assessed as	No of vehicles	No of casualties
1	Fishponds / Tot Hill	03.09.2012	Serious	2	3
2	By railway bridge, Bacton Road	04.09.2012	Serious	1	1
3	Fishponds Way, Dagworth Lane to Tot Hill	26.09.2012	Slight	2	1
4	A14 roundabout, Tot Hill	23.12.2012	Slight	1	1
5	Fishponds Way, between Windgap Lane and the bridge	11.03.2013	Slight	2	1
6	Haughley New Street, near Bridge Farm	03.07.2013	Slight	1	1
7	Fishponds / Tot Hill	16.09.2013	Slight	3	2
8	Bacton Road – near Mere Farm	06.10.2013	Slight	2	1
9	The Folly, by triangle	30.11.2013	Slight	1	2
10	The Folly, near cycleway	15.01.2014	Slight	1	1
11	A14 roundabout, Tot Hill	02.04.2014	Serious	2	4
12	Fishponds / Tot Hill	13.06.2014	Serious	2	1
13	Tot Hill, SE of Travel Lodge	18.10.2014	Slight	2	1
14	Bacton Road and Wetherden Road	30.11.2015	Slight	2	3
15	Near Plashwood	10.08.2016	Slight	2	1
16	Station Road	03.12.2016	Slight	1	2

2012	2 serious incidents and	2 slight incidents
2013		5 slight incidents
2014	2 serious incidents and	2 slight incidents
2015		1 slight incident
2016		2 slight incidents

**Incidents by location**

1	Bacton Road and Wetherden Road	30.11.2015	Slight	2	3
2	By railway bridge, Bacton Road	04.09.2012	Serious	1	1
3	Bacton Road – near Mere Farm	06.10.2013	Slight	2	1
4	Near Plashwood	10.08.2016	Slight	2	1
6	The Folly, by triangle	30.11.2013	Slight	1	2
7	The Folly, near cycleway	15.01.2014	Slight	1	1
8	Station Road	03.12.2016	Slight	1	2

9	Fishponds Way, between Windgap Lane and the bridge	11.03.2013	Slight	2	1
10	Fishponds Way, Dagworth Lane to Tot Hill	26.09.2012	Slight	2	1
11	Haughley New Street, near Bridge Farm	03.07.2013	Slight	1	1
12	Tot Hill, SE of Travel Lodge	18.10.2014	Slight	2	1
13	Fishponds Way / Tot Hill	03.09.2012	Serious	2	3
14	Fishponds Way / Tot Hill	13.06.2014	Serious	2	1
15	Fishponds Way / Tot Hill	16.09.2013	Slight	3	2
16	A14 roundabout, Tot Hill	23.12.2012	Slight	1	1
17	A14 roundabout, Tot Hill	02.04.2014	Serious	2	4

North of Haughley	1 serious incident and	2 slight incidents
Haughley and approach roads		6 slight incidents
Old A14	2 serious incidents and	3 slight incidents
A14 roundabout	1 serious incident and	1 slight incident

**APPENDIX 4            RIGHTS OF WAY MAP – SUFFOLK COUNTY COUNCIL  
WEBSITE**

## APPENDIX 5 PUBLIC TRANSPORT INFORMATION

Public transport

Excludes school buses

Bury St Edmunds to Otley College

### **384 - Stowmarket - Woolpit - Beyton - Thurston - Bury St Edmunds**

Bury St Edmunds to Stowmarket

Mondays to Fridays 5 buses per day (Narey's 6)

Saturday 6 buses

Stowmarket to Bury St Edmunds

Mondays to Fridays 7 buses per day

Saturday 5 buses

Haughley New Street, opposite The Close

Haughley, opposite post office

Haughley, adjoining Station Road

Stowmarket, adjoining Narey's Garden Centre

### **385 Galloway European**

Bury St Edmunds to Stowmarket

Mondays to Fridays 6 buses per day

Saturday 3 buses

Stowmarket to Bury St Edmunds

Mondays to Fridays 4 buses per day

Saturday 4 buses

Haughley New Street, Brickwall Farm

Haughley New Street, opposite The Close

Haughley, opposite post office

Haughley, adjoining Station Road

Haughley, adjoining Mill Fields

Haughley, adjoining Red House Farm

As at 7<sup>th</sup> November 2017

## APPENDIX 6            SUMMARY OF POST IT NOTE INFORMATION GAINED AT PUBLIC MEETING HELD 14<sup>TH</sup> OCTOBER 2017

### HAZARDS RELATING TO ROADS AND TRAFFIC IDENTIFIED BY LOCAL PEOPLE AT PUBLIC MEETING 14<sup>TH</sup> OCTOBER 2017

Question:     Please identify 1, 2 or 3 locations that you consider to be the most hazardous  
                         in the Parish

- 1       Crossing by Post Office and Kings Arms  
         Crossing by school to playing field
- 2       Entrance to Auction Yard – for pedestrians, prams etc
- 3       Junction Duke Street triangle – recommend T junction to reduce risk of vehicles  
         using as round about
  
- 4       Fishponds Way – to many parked cars
- 5       Plashwood Road – traffic speed
- 6       Windgap Lane – North / South ?  
         Crossing by school to playing field  
         Old Street
  
- 7       The Folly – restricted / no parking space by cottages  
         Old Street by Station Road to vets – due to bus stopping and parking  
         Fishponds Way by bungalows – parked cars restricting traffic flow
- 8       Old Street, Duke Street, Bacton Road junction
  
- 9       St Mary's Avenue – east end  
         Fishponds bridge  
         Windgap Lane – bottom
- 10      Castle Rise/Church View to playing field estate roads unable to support traffic as  
         too small  
         Green Road access to playing field by school
  
- 11      Green Road by school – use by lorries  
         Green Road / Bacton Road – use by lorries  
         Old Street – lorries to lesser extent
- 12      Roads designed for horse and carts  
         Old Street – by Co-Op  
         Old Street – by Palmers  
         Green Road – by school
  
- 13      Fishponds Way – from Windgap Lane towards Stowmarket  
         Kings Arms towards Bacton  
         Duke Street
- 14      Old Street, Duke Street, Green Road junction
- 15      Windgap Lane – junction with Fishponds Way



- 16 Developments in Bacton and Haughley will increase traffic load  
Fishponds to A14  
Kings Arms corner  
Bacton Road – railway hump bridge
- 17 Green Road - by school  
Old Street
- 18 By Kings Arms – junction will not sustain more traffic
- 19 Quarry Cross  
Haughley Green Road  
Old Street – parking both sides
- 20 Windgap Lane  
Station Road  
Old Street
- 21 Old Street – whole length  
The Folly from Squires Crossing (old A14) – speed of traffic  
Fishponds Way
- 22 School area  
Fishponds Way – by bridge  
The Folly – bridge and bend
- 23 Haughley Green - HGVs; speed limit on Bacton Road  
Increased traffic from developments in Bacton
- 24 Green Road – crossing by school to playing field
- 25 Green Road – crossing by school to playing field  
Adjoining corner – highly congested
- 26 Green Road – crossing by school to playing field – speed limit
- 27 Old A45 – from café towards Haughley New Street – sharp bend; traffic too fast  
down hill
- 28 Green Road – by school  
Junction Windgap Lane and Fishponds Way  
Fishponds Way – particularly for cyclists and pedestrians
- 29 29 Green Road – by school  
Junction Windgap Lane and Fishponds Way  
Fishponds Way – particularly for cyclists and pedestrians
- 30 Fishpond bridge – no footpath; very dangerous
- 31 Green Road – outside school  
Windgap Lane – south  
Old Street – crossing
- 32 Old Street  
Station Road  
Green Road = school to playing field

- 33 Plashwood Road – speed of traffic
- 34 Fishponds bridge – no footpath  
Windgap Lane – Fishponds Way junction
- 35 Old Street – by Palmers with parking opposite – difficult to see traffic
- 36 Station Road – Old Street junction towards CoOP and vets
- 37 Haughley Green – too much through traffic; HGVs and cars ignoring speed limit;  
difficult to get out of drive
- 38 Fishponds Way – extend 30mph to old A14 = traffic too fast
- 39 Green Road – crossing by school  
Windgap Lane – bottom end  
Fishponds Way – no footpath
- 40 Junction Duke Street, Bacton Road by Post Office – no indication of right of way  
to turn right from Bacton Road or to cross to Post Office, or from Post Office to  
turn right difficult
- 41 Old Street to Green Road by school  
Windgap Lane to Fishponds Way  
Fishponds Way into Haughley – no footpath
- 42 Old Street – consider restricting parking to one side
- 43 The Folly by village hall – parking causes difficulties – consider oneway system;  
parking restrictions would be difficult for hall users
- 44 Green Road – crossing school to playing field  
Old Street – crossing Co-Op to Station Road  
Crossing old A14 to Gallows Field Wood
- 45 Windgap Lane to Station Road
- 46 Junction Post Office, Kings Arms, Duke Street
- 47 Green Road – crossing by school needs safe crossing and traffic calming  
measures
- 48 Old Street – need for car parking
- 49 Junction Old Street, Green Road, Duke Street – its awful
- 50 Fishponds Way – further development would lead to congestion  
Speed reduction signs / equipment would benefit village
- 51 3 single track roads into Haughley; one road has a low bridge, leaving Fishponds  
Way to carry traffic from farms and other villages to A14
- 52 Windgap Lane to Fishponds Way – lack of view
- 53 Green Road by school – traffic too fast  
Station Road from Old Newton – speeding traffic  
Cars parked opposite junctions
- 54 Green Road – by school  
Fishponds Way - A14 to Haughley – no footpath  
By Palmers and Post Office

- 55 Old Street – top end  
 Old Street junction to Station Road  
 Old Street to Folly Road – junction by village green  
 Windgap Lane – bottom end  
 Windgap Lane – top end
- 56 Haughley Green – speeding traffic
- 57 Old Street – crossing between Kings Arms and Palmers  
 Blind corner would be even more dangerous with 100 houses built by Recreation Ground
- 58 Old Street – between Kings Arms and hairdressers
- 59 Old Street – north – too narrow for two-way traffic
- 60 Old Street – near Kings Arms  
 Fishponds Way from A14  
 The Folly – outside village hall
- 61 Old Street – junction with Station Road
- 62 Right hand bend into The Folly from Quarries Cross
- 63 Green Road bridge – slow ‘em down
- 64 Fishponds Way – cars parked on left hand side going out of village near Station Road
- 65 Old Street – Kings Arms corner  
 Windgap Lane – Fishponds Way junction
- 66 School Road (Green Road)  
 Old Street – Station Road junction  
 Fishponds Way – lack of footpath
- 67 Fishponds Way – no footpath  
 Junction school to Post Office
- 68 Windgap Lane – bottom end
- 69 Old Street by Kings Arms and school – bad to cross  
 Windgao Lane to Station Road
- 70 Green Road – by school
- 71 Fishponds Way  
 Green Road – school to playing field  
 Fishponds Way towards Stowmarket
- 72 Green Road towards Bacton – left hand bend  
 Green Road = near school – narrow width of road  
 Station Road – Old Street junction  
 Old Street – parking near coal shed
- 73 Green Road – by school
- 74 Old Street – by Palmers – recommend one-way traffic around triangle
- 75 Green Road – crossing by school to playing field  
 Junction from Post Office and Kings Arms to hair dressers

- 76 76 Green Road – crossing by school to playing field  
Junction from Post Office and Kings Arms to hair dressers
  
- 77 Fishponds Way -too many cars parked and speeding
- 78 Fishponds Way – pedestrians and cyclists – dark road
- 79 Haughley New Street – junction with Wetherden Road
- 80 Windgap Lane
- 81 Windgap Lane – bottom  
Old Street
  
- 82 Bacton Road – speed limits are ignored  
Bacton Road – no traffic calming measures  
No footpaths on the roadside
- 83 Fishponds Way – bus stop to St Mary’s – parked cars
- 84 Old Street – by Palmers
- 85 Fishponds Way – no footpath
  
- 86 Old Street – parking by Palmers – single carriageway
- 87 Haughley New Street – junction with Wetherden Road – consider clearer signage
- 88 Green Road – crossing school to playing field
- 89 Old Street – poor access for through traffic, especially local traffic
- 90 Bacton Road – overpass bridge - needs priority one way
- 91 Fishponds Way – extend speed restriction to Old A14

Additional notes

- A Keep areas Council or Housing Association in the village tidy.  
Area of St Mary’s Ave  
New houses at top that back onto bungalows in Station Road  
They said when the houses were built, these would be kept tidy
  
- B Suggest looking at Deacons Close, Lavenham to see what “traditional Suffolk design” looks like. It’s a new development which looks as though it has grown over hundreds of years!

## **APPENDIX 7**

## **TRAFFIC IN VILLAGES**

### **Safety and Civility for Rural Roads; A toolkit for communities**

**Produced by the Dorset AONB Partnership in conjunction with Hamilton-Baillie Associates**

#### **Page 7      Dorset Rural Roads Protocol**

All of the measures in the toolkit are based on the key principles underpinning the Rural Roads Protocol. The most important of these principles include:

- Understanding and exploiting the quality and character of the built and natural environment to increase driver awareness and to influence driver behaviour.
- Avoiding the imposition of standardised highway measures that can erode the distinctiveness and quality of villages, and serve to isolate drivers from their surroundings. Signs, road markings, barriers and traffic signals are kept to a minimum to reduce roadside clutter, and to engage drivers with the environment outside their car.
- Employing the principles of “psychological traffic calming” to influence driver speeds and responses. “Self-reading” roads that inform drivers appear to reduce speeds and improve drivers’ awareness of their surroundings by increasing interest and changing perceptions of time. Research suggests that the more our brains engage with interpreting the immediate environment, the less we sense time passing. This seems in turn to promote lower speeds and a reduced sense of urgency.
- Expanding the menu of measures available to local communities and local highway authorities beyond standardised highway measures. Such measures are intended to build on the principles of “place-making”, to make villages more distinctive and recognisable, introducing elements of intrigue, uncertainty and interest to alert drivers to the specific context of their surroundings.
- Redefining the boundaries for responsibility and management of village streets and spaces.

#### **Page 10**

The past helps explain the present. Start by considering all the geographical and historical factors that have shaped your settlement. Why is your village the way it is? The character of the surrounding landscape is shaped by the soils, the geology and the land use activities that originally supported the inhabitants of the settlement

For example, did your village emerge as a result of:

- A bridge over a river or stream?
- A cross-roads or the confluence of different routes?
- The availability of resources such as water, minerals, forestry or special land qualities?
- An accessible position as a local market for surrounding farms and settlements?
- A defensive position on a hilltop or river?

- Access to the sea or navigable river?
- The coming of the railways?
- The existence of a large estate or particular land holding?
- The location of a church or notable institution or landmark?
- A stopping place on a drove road, coaching journey or other significant route?

## **Page 12**

It is useful to prepare a detailed audit of every aspect of your main street, and noting them on a basic plan of the village. Include details such as:

- Highway signs and signals
- Directional signs and finger posts
- Road markings such as centre lines, stop lines and parking restraints
- Pavements and kerb details
- Railings, guardrails and bollards
- Paving materials and surfacing and where these change
- Street lighting and other light sources
- Advertising signs and hoardings
- Bus stops and taxi ranks
- Service covers, gullies and drains

## **Page 14                      Speed**

The next step is to give careful thought to the ideal speed profile. What speeds feel reasonably comfortable and safe? Resist the temptation to assume that the slowest possible speed is the target – the best speed allows vehicles to flow smoothly and steadily through the village without excessive braking or acceleration. Speeds around 15 – 20 mph usually allow drivers to respond easily to their surroundings – above 25 mph pedestrians and cyclists are much less comfortable, and informal communications become harder. There may be junctions or key places where lower speeds suit the circumstances and allow hand gestures, eye contact and negotiations

## **Page 15**

Highlighting the agreed entry points on your plan will help in discussions with your highway authority to steer any maintenance or improvement measures

## **Page 16**

Traffic speeds tend to be lower in villages where drivers can easily identify the centre.

## **Page 18**

The more features, landmarks and identifiable places in a village, the easier it becomes to achieve lower speeds and smoother traffic flows.

## **Page 19**

The absence of road markings also helps to reduce speeds. Centre lines and side markings encourage faster speeds by drawing the drivers eye to the horizon, limiting awareness of the peripheral vision and surroundings, and adding to driver confidence

It helps to review where cars are typically parked, to see whether some repositioning of spaces might create a useful narrower point on a straight stretch of street. In looking at car parking, it helps to ask where you would plan for parking if starting afresh, so that parking places reinforce the sequence of spaces through the village.

## **Page 22**                      **Summary** – (extract)

Local communities can draw on the toolkit to look more closely at a number of critical elements that help define a village and inform drivers. These include:

- Building a thorough understanding of the past and current context of a town or village
  
- Identifying and strengthening the entry points to a village to achieve a clear transition between higher speed roads and the town or village itself
  
- Identifying and emphasising the location of the village centre and seeking ways to highlight its significance
  
- Looking at ways to create a series of features and smaller places throughout the village, exploiting opportunities such as junctions and special places
  
- Encouraging slower speeds by careful attention to the apparent width of carriageways and the detailing of kerbs, verges and street furniture
  
- Measures to bring to life and celebrate the activities and presence of the community
  
- The opportunity to celebrate a places' history and of marking the seasons of the year
  
- Harnessing local knowledge, events and creativity to encourage a clear connection between village life and the perception and awareness of drivers travelling through it

## APPENDIX 8

## REFERENCES

- ❖ Suffolk Lorry Route Network – Suffolk County Council website
- ❖ Rights of Way map – Suffolk County Council website
- ❖ Bus times.org.uk
- ❖ Traveline.info
- ❖ Crashmaps.co.uk
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- ❖ Manual for Streets, published by Thomas Telford Publishing for the Department for Communities and Local Government and also Department for Transport
- ❖ Manual for Streets – 2 published by the Chartered Institute for Highways and Transportation
- ❖ Sustrans – [www.sustrans.org.uk/what-we-do/liveable-neighbourhoods](http://www.sustrans.org.uk/what-we-do/liveable-neighbourhoods)