



STRADBROKE PEDESTRIAN AND HIGHWAYS SAFETY PROJECT

March 2025

Business case: Waiting restrictions – junction of Church Street (B1117) and Queen Street (B1118)

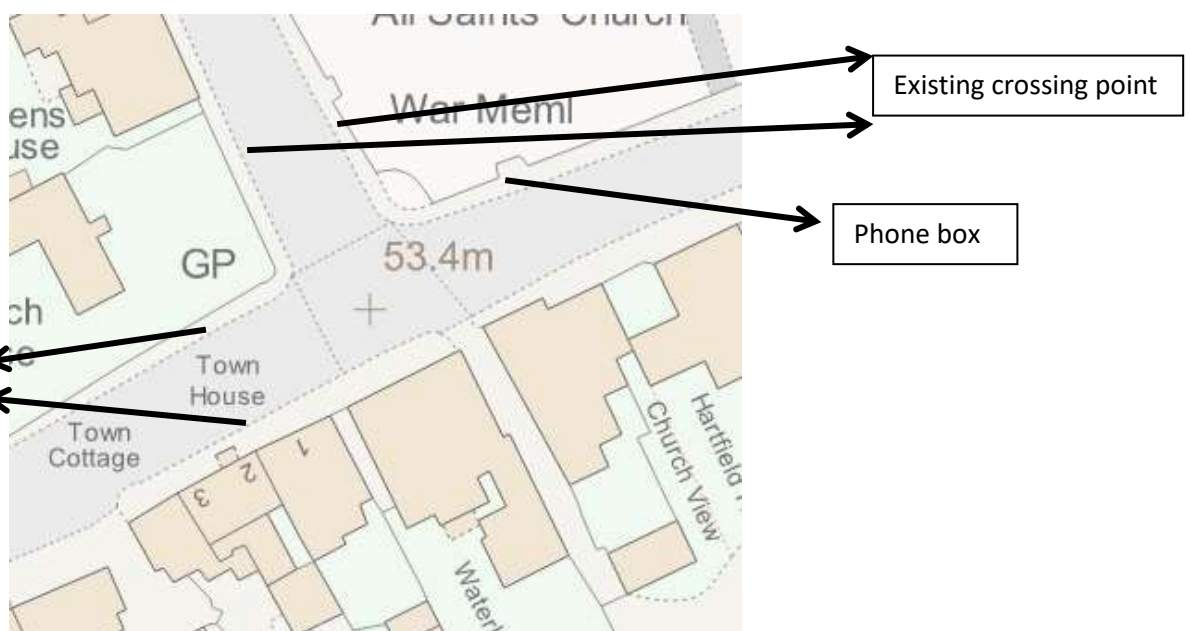
1. Introduction

- 1.1. Stradbroke Parish Council commissioned Ethos Consulting to undertake a safety assessment to determine how pedestrian safety could be improved with highways interventions. Ethos highlighted a number of areas where improvements could be made, these included: reducing traffic speed, replacing faded or broken signage, improving restricted footways and improving poor crossing points (a full copy of the assessment is submitted as an appendix).
- 1.2. Ethos identified that despite there being 2 schools in the village and a number of community facilities there are no designated controlled or uncontrolled crossing facilities, with the only provision being some junctions with dropped kerbs with and without tactile paving; this creates a safety risk. The assessment highlighted that there are number of locations throughout the village that are difficult for pedestrians with mobility issues to navigate and states that introducing dropped kerbs and tactile paving could be a great help in resolving some of the issues.
- 1.3. One area of concern raised by Ethos is the safety of pedestrians at the junction of Church Street and Queen Street. The layout of the junction is expansive with poor visibility. With both a primary school and secondary school in the village and all village shops, pubs, post office and library sites near or directly off these roads, there is considerable pedestrian activity in the area. Ethos identified the junction as a priority area and recommended a number of interventions, such as reducing the size of the junction, considering a mini roundabout or installing a raised junction. All of these would have been considered alongside a 20mph zone. However, a request for a 20mph limit was refused by Suffolk County Council and the majority of the other interventions are not feasible given that the B1118 and B1117 are included as access routes on the Suffolk Lorry Route.
- 1.4. The Parish Council has worked closely with Suffolk County Council to determine what interventions can be taken forward to improve the safety of pedestrians across the whole village, and in particular, at this junction.

- 1.5. Following these discussions, improvements and additions to the uncontrolled crossing points were included in Mid Suffolk District Council's Local Cycling and Walking Infrastructure Plan (LCWIP).
- 1.6. Suffolk Highways are currently preparing designs for some of the improvements to crossing points to be funded from the Active Travel Fund, the designs for which will be completed by the end of March 2025.
- 1.7. Ethos also suggested that having designated crossing points would control the movement of pedestrians across the busy junction, thereby improving safety. Combining this with waiting restrictions on the junction would markedly improve visibility and substantially improve safety for pedestrians crossing the roads. This would improve the visibility for pedestrians using this junction, whilst also improving the vehicular access in both directions to help alleviate the traffic grid lock that can sometimes occur when two large vehicles approach the junction at the same time – Stradbroke is a working village with agricultural vehicles and HGVs travelling on the village roads.

2. Proposal

- 2.1. The Parish Council is looking closely at how to make the best use of the limited funding available for the overall project, and has identified those interventions which would deliver the maximum impact on improving pedestrian safety.
- 2.2. The map below identifies where the safe crossing points are currently, or will be installed as part of the Active Travel Fund project:



2.3. To improve the safety of pedestrians, and the junction as a whole, the Parish Council is proposing that waiting restrictions are introduced on both sides of the Queen Street and on one side of Church Street (in both directions), at the junction where the two roads meet. It is proposed that the waiting restrictions would be from the crossing points on B1118, up to the top of the B1118 (Queen Street), then round the corner to the relocated crossing point highlighted in the map on page 2 and in the images on pages 4 and 5 and, on the other side of the junction, past the phone box visible in the images on pages 4 and 5 (also highlighted on the map extract on page 2) both on Church Street (B1117).

2.4. A rough plan of where the restrictions are proposed is shown below:



2.5. Images of the areas (taken from Google street view):

Existing designated pedestrian crossing point Queen Street (B1118) – to be improved:



View from crossing points on Queen Street (B1118) to junction with Church Street (B1117):



View from junction, to new crossing point location on Church Street (B1117):



View on Church Street showing junction and phone box (B1117):



2.6. Combining improving the crossing points with waiting restrictions at the junction will markedly improve visibility and substantially improve safety for pedestrians crossing the roads.

2.7. This work is supported by Policy STRAD8 in the made Neighbourhood Plan:

<p>POLICY STRAD8: HIGHWAY ACCESS AND PEDESTRIAN MOVEMENT</p> <p>Proposals to improve the flow of traffic and pedestrian safety on highways in the Neighbourhood Plan area will be strongly encouraged. This is particularly the case in respect of the two main junctions in Stradbroke village:</p> <ol style="list-style-type: none">i. Wilby Road with New Street; andii. Queen Street with Church Street. <p>To ensure that pedestrians can move easily and safely around Stradbroke village, proposals to enhance the Walkway Routes shown on the Proposals Map will be strongly encouraged.</p> <p>Where practical, development in the vicinity of identified Walkway Routes will be expected to:</p> <ul style="list-style-type: none">• provide direct and easy pedestrian access to the Walkway Route that provides most appropriate access to the main shops and services in Stradbroke village; and• make developer contributions toward the enhancement of these Walkway Routes where appropriate; and• not have an unacceptable impact on the Walkway Routes, in particular through the creation of significant additional traffic movements where this would have a detrimental impact on the safety or flow of pedestrian access. <p>In order to improve pedestrian movement and access to the countryside, development is encouraged to link in to the public rights of way network where possible.</p> <p><i>Objectives addressed: PL2, PL3</i></p>
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2.8. The proposal will allow pedestrians to use the designated crossing points in safety with much increased visibility.

2.9. The waiting restrictions combined with the Active Travel Fund work of improving designated points to cross will control the movement of pedestrian across the busy junction, thereby improving safety.

3. Public consultation

3.1. For a number of years Stradbroke Parish Council has been investigating how to improve both pedestrian and highways safety in the centre of the village at the request of residents.

3.2. A public consultation took place on proposals in person in 2020 and ran online for some time after. However, due to the COVID pandemic, the project was put on hold. The outcomes of the consultation were used to inform the Council's decision making process in how to resume the project and in 2023 the Council engaged the

services of Ethos Consultants who undertook a safety assessment. (The outcomes of the 2020 consultation are included submitted as an appendix to this plan).

- 3.3. There is an urgent need to improve the safety at the junction for children walking to both the primary school sited nearby on Queen Street and to the high school on Wilby Road and all other pedestrians who use the junction.
- 3.4. The Parish Council reviewed the proposals produced by Ethos and agreed on the interventions that Councillors thought would bring the most benefit to as many residents as possible with the limited funds available and a further public consultation was undertaken.
- 3.5. The following interventions were included in the consultation which took place between 25th April and 10th May 2024:

Phase 1 Interventions
40 mph buffer at all village entrances
3 x Speed Indicator Devices Laxfield Rd/Queen St/New St
Double Yellow Lines Church St/Queen St junction
Parking bays Church Street
New 30mph signs at all village entrances & improved signage in village
Crossing point Wilby Rd to Community Centre
Crossing point Queen St (from Westhall)
Crossing point Church St/Queen St junction to shop
Phase 2 Interventions
20 mph Queen St
Priority Giveaway Laxfield Road
Priority Giveaway New Street
Gateway Laxfield Road
Gateway Queen Street
Implementation of 20mph speed limit within village centre
Further crossing points & improvements to existing throughout village

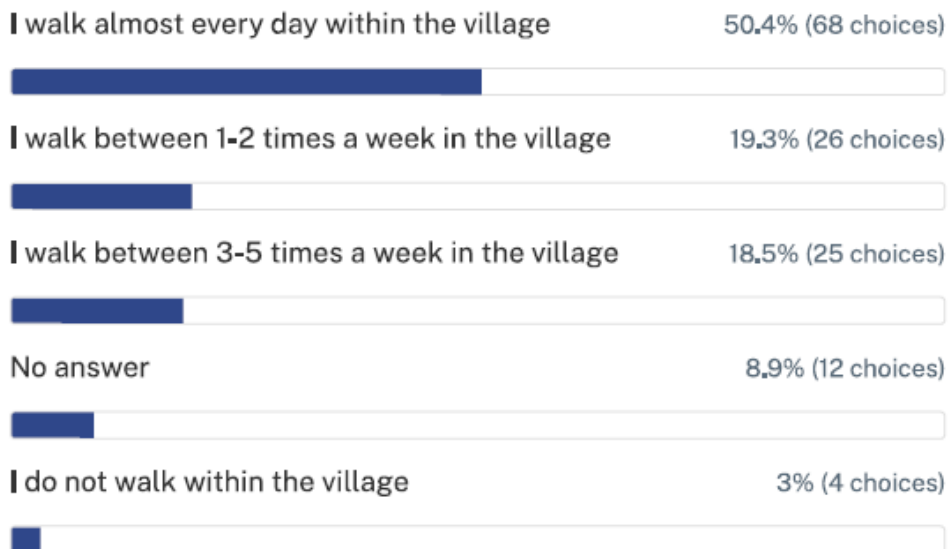
- 3.6. Residents were asked questions regarding all aspects of pedestrian and highways safety, relevant sections of the outcomes of the survey relating specifically to pedestrian accessibility are included on pages 8 to 10. An analysis of the responses highlights that residents are concerned about the lack of continuous footways in particular between the shops and Wilby Road junction, and the lack of safe pedestrian crossings. The danger of parked cars, particularly near both schools and at the main village junction at Church Street and Queen Street was raised as a significant issue (a copy of the full survey outcome report is included as an appendix).

3.7. Overall, there is a strong desire for improved road safety measures including speed restrictions, better pedestrian infrastructure, parking enforcement, and traffic calming solutions to address the concerns of speeding, HGV traffic, and parking issues that affect the safety and quality of life in Stradbroke.

Consultation responses 2024:

How frequently do you walk within Stradbroke?

123/135 - Multiple choice - choose one - optional



Do you feel safe walking in the village?

121/135 - Multiple choice - choose one - optional



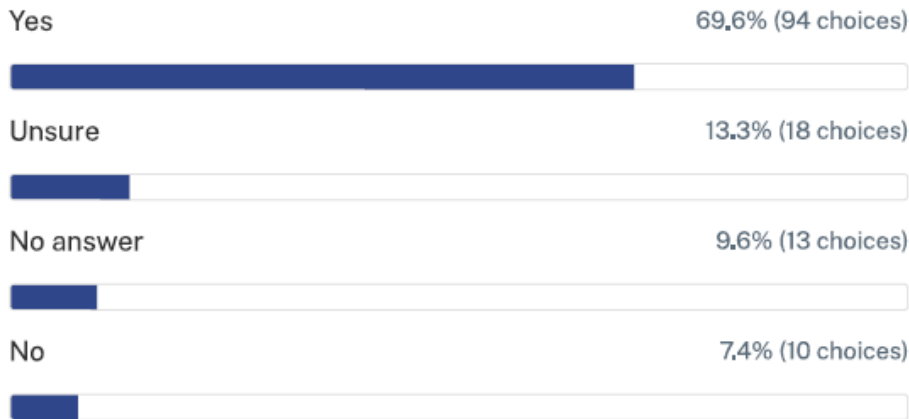
If you do not always feel safe, what makes you feel unsafe?

107/135 - Multiple choice - choose many - optional



Do you support the Parish Council proposals for pedestrian and road safety?

122/135 - Multiple choice - choose one - optional



4. Additional comments received:

- 4.1. During a meeting with the Suffolk Highways team in 2023, yellow paint marks were sprayed on the pavement adjacent to where the waiting restrictions are proposed to start and finish.
- 4.2. For openness and transparency, the Parish Council is including comments received directly to the Parish Council or via Suffolk Highways about these for reference:

From: redacted

Sent: 23 August 2023 17:57

To: Stradbroke Parish Council <clerk@stradbrokepc.org>

Subject: Fwd: Yellow line proposal

----- Original Message -----

From: redacted

To: Customer.services@suffolk.gov.uk

Sent: Wednesday, 23 Aug, 23 At 17:16

Subject: Yellow line proposal

Hello, my name is redacted, I live at redacted, Queens Street, Stradbroke, Suffolk, redacted. I am writing to you expressing my concerns regarding imminent Yellow line Painting in Stradbroke, on the corners of Queen Street and Church Street. Whilst I whole Heartedly support the idea, I am horrified that the marker's for the yellow lines have encroached some 100 yards into Queens Street and of Course have eradicated ours and anyone else's parking. like all the houses along this road, we have no off road parking, so my wife who happens to be Disabled, myself and our children and neighbours will be affected by a proposal that was put in place to

eradicate idiot's parking on the corner's. Please look into this before it's too late. I look forward to your response before I take this matter further. Many thanks

From: "Stradbroke Parish Council" <clerk@stradbrokepc.org>
To: "*redacted*"
Sent: Monday, 25 Sep, 23 At 08:27
Subject: Re: Yellow line proposal

Dear *redacted*

Your email was included in correspondence for the September Parish Council meeting.

The Parish Council has been working on ways to improve highway safety with Suffolk Highways for some time. There are many areas currently being investigated, one of which is double yellow lines at the junction of Queens Street and Church Street. During a meeting with a highways officer, the officer marked on the road where he felt yellow lines would need to be for their presence to have any impact on the safety of the junction and its users, both pedestrians and those on the road.

The Parish Council has not reached any final decision on the project and the Council is currently investigating the possibility of obtaining help from a highways consultant to ensure that the limited budget is spent in a way that will most benefit the safety of the pedestrians in Stradbroke.

Once the various possibilities are fully evaluated, the Parish Council intends to hold a public meeting to garner the views of the residents before any final decision is reached.

Thank you.

From: *redacted*
Sent: 25 September 2023 16:54
To: Stradbroke Parish Council <clerk@stradbrokepc.org>
Subject: Re: Yellow line proposal

Hello, Thankyou for your E-mail regarding the possibility of yellow lines. Firstly I would like to apologize for my recent uncalled for behaviour, I have let my emotions get the better of me and referred to you at the Parish Council as *redacted*, I would like to take back my ignorant comment and regret posting this on the *redacted* site, *redacted* quite rightfully pointed out my poor judgement and as such I have removed myself from the site. Regarding the yellow lines, I absolutely agree that the Vehicles parked so close to the junction can be very Difficult to see past whilst leaving Queen Street, this however is not the case on entering Queen Street, you have to wait for nothing and nobody uses the drop Kerb apart from wheelchair users to cross the road. We live in *redacted* and like most of the houses on Queen Street, we have no off road parking and rely on the spaces on Queen

Street. The proposal put forward would mean that anyone that was parking where the lines are proposed would park in front of our houses, us in return would park in front of the Bakers (4 cars in my Family 2 in my Neighbours), affecting passing trade, then a knock on effect would arise where more cars end up further down the road where we already have chaos. Every day the space where the intended lines will be is used by Parents walking their Children down to the School and by Very many people stopping briefly to post a letter. I Know this is going to cause me and my Neighbours a problem, not a Temporary one but for as long as we live here. Please bare in mind that what solves one problem may well end up creating another.

Many thanks *redacted*

From: suffolkhighways.org

Sent: 25 September 2023 9:14 AM

To: Stradbroke Parish Council <clerk@stradbrokepc.org>

Subject: CR 418222 Double Yellow lines

Hi Odile,

I hope you are well, we have received a customer report from a concerned resident regarding the yellow lines that we were discussing on Queens street and losing 4 parking spaces, how I understand their concern, the highway code clearly states the you must not park or stop opposite or within 10m of a junction, It is from the edge of the junction Odile, as some junctions can be 10m wide. See below.

- **Rule 243 of The Highway Code States. DO NOT** stop or park: opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space.

- Please see below the comment received from *redacted*.

“He has heard from his neighbour that these are going to be put down but I can’t see any plans or consultations for this on the website. He doesn’t have any problem with the proposed double yellow lines on the corner next to *redacted* but he doesn’t want the lines to go right up to *redacted* on Queen Street as he says this will take away at least 4 parking spaces along this street and parking is already a big issue for houses.”

He did not leave an email or postal address so will not receive a response from Suffolk Highways, I was wondering if you knew the resident and explain, we do need to catch up on this and see if this is something you wish to proceed with. The reason we are going that extra few metres is to ensure the pedestrians crossing at the dropped crossing point can see and cross safely.

I look forward to hearing from you.

Suffolk Highways