

HIGHWAYS PROJECT BRIEFING

A. Responses to questions raised at 29th January Parish Council meeting:

1. Zebra crossing Wilby Road: would cost minimum of £60k, due to requirement for illumination with feeder pillar. Suffolk guidelines indicate a controlled crossing may not be feasible.
2. Double yellow lines: junction Queen St/Church St: would cost £6k-£8k, which would include the cost of a TRO (painting £2k-£3k). It is recommended that the lines extend at least the length of an HGV to enable congestion to be eased and visibility improved.
3. Designated parking outside shops Church St: £6k-£8k, which would include cost of TRO, could be combined with TRO for double yellow lines.
4. Changing priority at junction Queen St/Church St: would require comprehensive consultation and is not likely to be supported. Mini roundabout more feasible, roundabout would result in loss of parking outside Spar area.
5. Footway improvement from Westhall to Grove Farm zebra crossing – would cost at least £100k. Unlikely to be supported as would require the highway to be reduced in width.
6. Zebra crossing at Westhall – Suffolk County Council unlikely to support 2nd controlled crossing on Queen St, Grove Farm crossing is a planning obligation and therefore cannot be changed.
7. Other matters:
 - a. Priority GIVEWAY vs Gateway
For gateway to be successful in slowing vehicles, then road narrowing would be required rather than just a thick white line. If 30mph entrance is a distance from the centre of the village, then a priority GIVEWAY closer to the built up area would be more beneficial (Laxfield Rd/New St).
 - b. Intermediate speed limits
A gateway is not required, even if 40mph “buffer” speed limit implemented. Stradbroke sign would still be at each any entrances to the village which have them @ 30mph starting point.
 - c. TROs – 3 separate TROs will be needed, one for speed limit changes, one for parking changes (including yellow lines) and one for any zebra crossings.
 - d. Changing GIVEWAY to STOP – advice needed from SCC on their policy. Not likely to be supported

B. Interventions not progressing:

At the meeting on 29th January 2024, Councillors agreed the following interventions are not being taken forward as they were considered either impractical or unsuitable:

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

C. Interventions:

Investigations are underway into potential additional funding for works linked to pedestrian permeability; therefore the proposed interventions have been grouped into 4 areas:

1. Pedestrian permeability

Intervention: crossings	Indicative Cost
Westhall to Queen St – improvements to current uncontrolled crossing	£6,000
Wilby Rd: uncontrolled crossing to Community Centre site, painted lines	£6,000
Wilby Rd: uncontrolled crossing to Community Centre site, road narrowed	£15,000
Wilby Rd: controlled (zebra) crossing to Community Centre site (if feasible)	(minimum) £60,000
Church St/Queen St junction: uncontrolled crossing to shops	£6,000
New St/Church St and Wilby Rd junction: improvements to uncontrolled crossing	£6,000
Queen St (nr Church): improvements to uncontrolled crossing	£6,000

Intervention: footways	
Westhall to new crossing at Grove Farm – new footway (if possible)	£100,000 per 100m
Church St from Wilby Rd junction: new footway to shops	£100,000 per 100m

2. Junction visibility

Intervention:	Indicative Cost
Queen St/Church Street junction: double yellow lines	£8,000
Church St – outside Spar: Designated parking bays	£8,000
Above interventions together (only one TRO needed)	£10,000

3. Highways safety/speeding

Intervention: speed limits	Indicative Cost
20mph limit on Queen Street	£10,000
20mph zone – conservation area (SCC unlikely to support)	£60,000
40mph zone – buffer zone on all 4 approaches to the village	£15,000
3 x SIDS – SCC identified only 3 suitable locations when installing TVAS posts	£15,000

Intervention: Priority Giveways	Indicative Cost
Laxfield Road	£25,000
New Street	£25,000

4. Other

Intervention:	Indicative Cost
Queen St: Gateway with thick white line on road, no physical road narrowing or textured surface.	£4,500
Laxfield Rd: Gateway with thick white line on road, no physical road narrowing or textured surface.	£4,500
Traffic signs: improvements to identified signs	£5,000

D. Action required:

1. Ethos Consulting have strongly advised that the Council should produce work packages within the available budget to take to public consultation.
2. Councillors must agree 3 to 4 work packages at the March 2024 meeting.
3. Ethos will work with the Council to prepare the final consultation document with work packages for review, including visualisations where possible.
4. Public consultation launched at the Annual Parish Meeting on 25th April.

E. Issues raised with the PC which need to be addressed:

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

F. Packages – based on a budget of approximately £50k

Ethos have recommended that as many interventions as possible are achieved within the budget available for maximum impact.

The example packages included on pages 4-6 highlight what could be achievable within the budget available.

Package 1 £55,000

Intervention	Indicative Cost £	Addresses E: 1,2,3,4	Cons E: 5,6
40 mph buffer all entrances	15000	<ul style="list-style-type: none"> • 2 Speed interventions Laxfield Road • 2 speed interventions New Street • 3 speed interventions Queen Street • 1 Speed intervention Wilby Road • Junction visibility improved • Improvement to 30mph signage (speed) 	<ul style="list-style-type: none"> • No improvement to crossing points
3 x SIDS Laxfield Rd/Queen St/New St	15000		
20 mph Queen St	10000		
Double Yellow Lines (inc TRO)	8000		
Parking bays (jt TRO with Yellow Lines)	2000		
New improved 30mph signs (all roads)	5000		

Package 2 £55,000

Intervention	Indicative Cost £	Addresses E: 2,3,4,5,6	Cons E: 1
40 mph buffer all entrances	15000	<ul style="list-style-type: none"> • 2 Speed interventions Laxfield Road • 2 speed interventions New Street • 3 speed interventions Queen Street • 1 Speed intervention Wilby Road • Wilby Rd crossing point provided • Westhall crossing point provided • Improvement to 30 mph signage (speed) 	<ul style="list-style-type: none"> • No improvement to junction visibility • No improvement to crossing points Church St
3 x SIDS Laxfield Rd/Queen St/New St	15000		
20 mph Queen St	10000		
Dropped kerb, tactile, road paint Wilby Rd	5000		
New improved 30mph signs (all roads)	5000		
Dropped kerb, tactile, road paint Westhall	5000		

Package 3 £55,000

Intervention	Indicative Cost £	Addresses E: 2,3,4,6	Cons E: 1, 5
40 mph buffer all entrances	15000	<ul style="list-style-type: none"> • 3 Speed interventions Laxfield Road • 2 speed interventions New Street • 4 speed interventions Queen Street • 1 Speed intervention Wilby Road • Wilby Rd crossing point provided • Improved 30 mph signage Laxfield/Queen 	<ul style="list-style-type: none"> • No improvement to junction visibility • No improvement to crossing points Church St • No improvement to Queen St pedestrian vulnerability (no crossing point Westhall) • No improvement to 30 mph signage (speed) Wilby Rd/New St
3 x SIDS Laxfield Rd/Queen St/New St	15000		
20 mph Queen St	10000		
Dropped kerb, tactile, road paint Wilby Rd	6000		
Gateway Laxfield Rd	4500		
Gateway Queen St	4500		

Package 4 £55,000

Intervention	Indicative Cost £	Addresses E: 1,2,3,4,5,6	Cons
40 mph buffer all entrances	15000	<ul style="list-style-type: none"> • 2 Speed interventions Laxfield Road • 2 speed interventions New Street • 2 speed interventions Queen Street • 1 Speed intervention Wilby Road • Junction visibility improved • Wilby Rd crossing point provided • Westhall crossing point provided • Improvement to 30 mph signage (speed) 	<ul style="list-style-type: none"> • No improvement to crossing points Church St
3 x SIDS Laxfield Rd/Queen St/New St	15000		
Double Yellow Lines (inc TRO)	8000		
Parking bays (jt TRO with Yellow Lines)	2000		
New improved 30mph signs (all roads)	5000		
Dropped kerb, tactile, road paint Wilby Rd	5000		
Dropped kerb, tactile, road paint Westhall	5000		

Package 5 £55,000

Intervention	Indicative Cost £	Addresses E: 1,2,3,4,6	Cons E: 5
40 mph buffer all entrances	15000	<ul style="list-style-type: none"> • 3 Speed interventions Laxfield Road • 2 speed interventions New Street • 3 speed interventions Queen Street • 1 Speed intervention Wilby Road • Junction visibility improved • Wilby Rd crossing point provided • Improved 30mph signage Queen St /Laxfield Rd 	<ul style="list-style-type: none"> • No improvement to 30 mph signage (speed) Wilby Rd/New St • No improvement to crossing points Church Street • No improvement to Queen Street pedestrian vulnerability (no crossing point Westhall)
3 x SIDS Laxfield Rd/Queen St/New St	15000		
Double Yellow Lines (inc TRO)	8000		
Parking bays (jt TRO with Yellow Lines)	2000		
Dropped kerb, tactile, road paint Wilby Rd	6000		
Gateway Laxfield Rd	4500		
Gateway Queen St	4500		

Package 6 £55,000

Intervention	Indicative Cost £	Addresses E: 1,2,3,4,6	Cons E: 5
40 mph buffer all entrances	15000	<ul style="list-style-type: none"> • 3 Speed interventions Laxfield Road • 2 speed interventions New Street • 3 speed interventions Queen Street • 1 Speed intervention Wilby Road • Junction visibility improved • Wilby Rd crossing point provided • Improved 30mph signage Queen St /Laxfield Rd 	<ul style="list-style-type: none"> • No improvement to crossing points Church St • No improvement to Queen St pedestrian vulnerability (no crossing point Westhall)
3 x SIDS Laxfield Rd/Queen St/New St	15000		
Double Yellow Lines (inc TRO)	8000		
New 30mph signs Wilby/New	2000		
Dropped kerb, tactile, road paint Wilby Rd	6000		
Gateway Laxfield Rd	4500		
Gateway Queen St	4500		

Package 7 £55,000

Intervention	Indicative Cost £	Addresses E: 2,3,4	Cons E: 1,5, 6
40 mph buffer all entrances	15000	<ul style="list-style-type: none"> • 3 Speed interventions Laxfield Road • 2 speed interventions New Street • 2 speed interventions Queen Street • 1 Speed intervention Wilby Road 	<ul style="list-style-type: none"> • No improvement to 30 mph signage (speed) • No improvement to junction visibility • No improvement to crossing points
3 x SIDS Laxfield Rd/Queen St/New St	15000		
Priority Giveway Laxfield Road	25000		