



## HAUGHLEY PARISH COUNCIL

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County Councillor Andrew Stringer  
'Robin'  
Blacksmith Road  
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Suffolk  
IP14 4QN

17 June 2020

Dear Andrew,

As you know, Haughley Parish Council has conducted an extensive consultation process with Haughley residents through means of a 'Traffic Survey' and the 'Traffic drop-in' that has enabled the Parish Council to gauge the traffic issues that matter most to those that live in the area. You may also remember that last October we undertook a walk/ride through the village and surroundings with Paul Gant who provided us with some advice and information that helped our thinking on the traffic challenge.

The Parish Council now believe it has enough information, coupled with Councillor's own thinking, that the Parish Council would now like to progress the matter of 'traffic' further and make some concrete proposals for alleviating the traffic problems in the area. In addition, because of the Covid-19 pandemic, there is an acceptance and a renewed enthusiasm for more walking and cycling opportunities. Therefore, there may be value in scoping what possibilities exist for 'cycle lanes' and new or improved footpaths and bridleways around Haughley in parallel with the proposals herein.

We would like to cover the matter of speed limits first. We appreciate that Suffolk County Council has a policy for reducing speed. However, our proposals are for a change in speed limits rather than a policy of suppressing excessive speeding above the speed limit.

*'The speed limit regime enables traffic authorities such as Suffolk County Council to set local speed limits in situations where local needs and conditions suggest a speed limit which is different from the respective national speed limit.'*<sup>1</sup>

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<sup>1</sup> Suffolk County Council Suffolk Speed Limit Policy : <https://www.suffolk.gov.uk/roads-and-transport/traffic-management-and-road-safety/speeding-in-suffolk/>

We believe that we satisfy 'local needs' in the following cases and would like to propose a reduction from the standard 60mph limit on 4 short stretches of road to 40mph and 30mph in the interests of road safety. We believe that in all 3 cases we satisfy the criteria that *'it is recognised that in certain circumstance it is appropriate to review speed limits both in terms of their level and extent.'*<sup>2</sup>

**Speed Limits.** The 4 proposals for a reduction in speed limits are:

1. To change the speed limit that is presently 60mph to one of 40mph from Tot Hill along Fishponds Way. We also suggest that the present 30mph is moved to before the bridge on Fishponds Way or preferably, from the Dagworth turning on the outskirts of the Village. If a changing speed limit in a short distance is considered too elaborate then we would request a 30mph limit along the entirety of Fishponds Way from Tot Hill all the way into Haughley.

With the new Fishponds Way Bellway Homes housing development about to commence, Haughley's footprint is increasing. It is appropriate that Suffolk's comprehensive 30mph policy in villages be amended as Haughley expands. The small road distance from Tot Hill to the Dagworth turning should be reduced to 40mph to ensure that the vehicles can legitimately meet the 30mph limit on entering the village or a constant 30mph limit from Tot Hill. In addition, part way down the route is a footpath heading perpendicular to the road and a number of pedestrians cross from the bridle side to the other in order to reach the footpath. The road is fairly narrow and, in the summer, the overhanging foliage make visibility very difficult. We believe there is a weight of evidence that supports the change of speed limit on this stretch of road.

2. Make the speed limit 40mph from Squires Cross (before The Folly and Harleston turnings from Tot Hill) to Haughley New Street.

Gallowfields Wood is a popular destination with pedestrians. The majority of walkers cross from the 'old A14' walkway over the road to the Wood. A 'calming' speed reduction from 60mph to 40mph before the crossing would be of benefit. The crossing point is at the end of the notorious 'Haughley Bends' where a number of accidents occurred. Additionally, a speed reduction at this point would also dampen the traffic speed prior to entering Haughley New Street where a 30mph limit is in place.

3. On the north entrance to Haughley village coming from Bacton, the 30mph limit should be extended further out towards the vicinity of and preferably before, Mere Farm bend.

To pre-empt the building of the new housing around the playing fields, the speed of vehicles entering the village from Bacton should be reduced. There will likely be numerous construction vehicles around this area for some time and once the work has been completed the number of cars entering and leaving the junction will necessitate the limit being reduced for road safety.

4. Make Station Road 40mph from Lodge Close, Old Newton to Harvest Close Haughley where it becomes 30mph.

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<sup>2</sup> Ibid

We believe that all the cases above satisfy some if not all of the Council's factors that need to be taken into account before changing a speed limit, such as the nature of the road, impact on local residents, activity on the side of the road, collision history, cost of implementation, impact on vulnerable road users, the environment and public anxiety. The intention is to make one application for all the above speed limit changes in and around Haughley.

### **HGVs**

Analysing the results of our traffic survey, it was clear that the greatest frustration amongst residents of Haughley concerned the number of HGVs that transit through the streets of the village. Nowhere is their presence more painfully felt than in the area around Haughley Village Hall, located at the centre of The Folly. The Village Hall is home to a number of clubs and societies, ranging from the Mothers and Toddlers Group to the Karate Club. These groups meet throughout the day and into the evening. The road outside the Village Hall is narrow and is frequently reduced to only single car width by parked cars. An HGV has difficulty transiting the route needing to mount the kerb and there have been instances of damage to parked cars and walls. Given the safety aspect we would like to adopt measures that prevent HGVs going down this route. These could be any or all of the following:

- Widen the pavement outside the Village Hall or construct kerb extensions at both ends. These would allow cars but prevent HGV transit.
- Divert HGVs from Squires Cross to go left and round via Duke Street. From Bacton, go only through the Village. To facilitate this routing, we would secure signage 'Not Suitable for Heavy Vehicles' and/or 'No HGV' at both ends of the road past the Village Hall.
- Solid white lines at corners of Duke Street and other 'pinch' points to keep road clear for HGV turning.

A second 'pinch point' of oppressive HGV activity within the Village is along Windgap Lane. Again, there is the difficulty of a residential road that has been narrowed by cars parking along its length and yet the narrowed road remains a magnet for lorries as they bypass the Village centre. There has already been a number of measures adopted to try and suppress the HGV's but with little success. Therefore, to try and alleviate this problem at this location we would suggest implementation of the following:

- SIDs at both ends of the road.
- Provide kerb extensions halfway down the Lane.
- Install signage 'Not Suitable For Heavy Vehicles' and/or 'No HGV' at both ends. Presently there is a weight limit sign which has little effect.
- The Parish Council will continue to encourage the residents of Windgap Lane to participate in 'Lorry Watch'.

### **Haughley Green**

Haughley Green has a long straight road running through it, which appears to encourage some to press above the 30mph speed limit that already exists on both the Haughley and Bacton entrances to the Village. There is no appetite for speed bumps, but there are two areas where benefit could be accrued in dampening down some of those vehicles that speed through the village.

- There is already one SID in place on the Bacton entrance to Haughley Green. It would be of benefit if a second could be placed at the Haughley end of the village.
- The placement of white 'Entrance Gates', similar to the ones on the Fishponds entrance to Haughley, would also be a visual reminder that the driver is entering a built-up village area and should encourage deceleration.

Perhaps in the longer term a bypass with a cycle way of Haughley village would provide the ideal solution and remove many of our concerns, especially with the heavy lorry presence. County should be made aware that this is an outturn that we aspire to in the future. Please see attached route.

However, in the meantime, the specific requests detailed here have been distilled from an extensive consultation process with the residents of Haughley Parish. There may likely be some unforeseen delays due to the current Covid-19 crisis, but there is no reason why we cannot place our intentions firmly on the table for consideration. There may be a requirement to return to the residents for final consultation before the ultimate decisions are adopted but we would very much like the process to begin.

Regards

*Claire Pizzey*

Claire Pizzey  
Clerk & RFO, Haughley Parish Council

On behalf of Haughley Parish Council

Copy to:

Chairman, Haughley Parish Council  
Rachael Eburne, District Council  
Keith Welham, District Council