

**WICKHAM MARKET**  
**TRAFFIC AND PARKING WORKING GROUP**

**TRAFFIC AND PEDESTRIAN SAFETY**

**AIM**

The aim of this paper is to inform Suffolk County Council of the significant concerns of Wickham Market residents regarding traffic and pedestrian safety in the village and to request implementation of suggested improvements.

**SUMMARY**

The results of a survey of Wickham Market residents, businesses and visitors showed that there many concerns about safety and congestion. The village was designed in the days of the horse and cart and in some places the houses are not wide enough apart to allow for an adequate footpath and two way traffic.

There are three specific choke points on the High Street where the road is barely wide enough for two small vehicles to pass and the footpath is too narrow; here we are suggesting that the footpath should be widened and the road made single track. In addition there is a section of Dallinghoo Road with no footpath and it is suggested that the double yellow lines are moved into the road on one side to clearly create a virtual pavement on that side of the road.

In addition there were many complaints of cars parking on the pavements and speeding on the High Street and it is felt by the addition of some strategically placed parking boxes and 2 more short lengths of double yellow lines this problem will be reduced.

Finally there is a desire to extend the 30mph limit away from the village on Border Cot lane so that two dangerous junctions then come within the 30 mph zone.

It is hoped that this paper will bring these matters to the attention of Suffolk County Council and that the suggested improvements are implemented as a matter of urgency.

**BACKGROUND**

At a meeting in the School in 2012 it was decided to develop a Parish Plan. Then after the closure of the Coop and Seagers on “The Hill”, which is the central part of Wickham Market, the Town Team was set up to see how the centre of the village could be revived in a shorter timescale than the Parish Plan. The Town Team wanted to know the views of residents, businesses and visitors and this was done by circulating a questionnaire called the Town Team Survey. The response was good and we learned a lot about how people feel about various issues in the village. As a result of this survey the following 5 Town Team working groups were set up and they are: Business Forum, Communications, Traffic and Parking, Shops and Facilities and Events. This paper summarises some of the work completed by the Traffic and Parking working group.

The Traffic and Parking working group consists of the following 5 people:

Brian Hall – SCDC Councillor and Chairman  
Colin Owens – Wickham Market Partnership  
Richard Jenkinson – Wickham Market Parish Councillor  
Tony Ellam – Resident  
Richard Griffiths – Resident

The views of this working group have been presented to the Parish Council, Michael Bond (Local SCC Councillor) and the local Safer Neighbourhood Team police officers. All agreed that there was a problem and that if the proposed solutions were implemented then the problem would be significantly reduced.

The first meeting of the traffic and parking working group was held on 10 Jan 14 and it concentrated on the results of the town team survey concerning traffic.

#### CHOKES POINTS AROUND THE HILL

The majority of the safety and congestion traffic issues are related and concern the problem where footpaths are not wide enough for pushchairs or wheelchairs and pedestrians are forced into the road. At the same time traffic is trying to pass in both directions thus squeezing the pedestrians even more.

Luckily many of the drivers in the village are local and are aware of the problem and take care, but some road users do not behave this considerately.

There are five choke points and they are:

1. High St – War Memorial to the Coop
2. High St – The Hill to the Post Office
3. High St – The George Public House to Revetts the Butcher
4. Dallinghoo Rd – The Hill past the Royal British Legion
5. Broad Rd entering The Hill

Each of these choke points will be considered in turn and suggested methods of improving safety of these locations are outlined.

## High St – War Memorial to the Coop



**Photograph 1 - High St – War Memorial to the Coop**

This choke point is particularly dangerous as there are many people walking from the village centre/Post Office to the Coop and the majority walk down this road. The Coop is on the right hand side some 25m after the building on the right. Many cars have not slowed down on entering the 30mph speed limit which is some 250m beyond the red car in the picture. In addition there are two old people's homes about 75m to the left of the picture and there are no drop kerbs on the right hand side pavement. The residents have complained to the local community policewoman that they find it very difficult to cross the road with traffic trying to force its way through in both directions.

It is felt that this could be improved by making the portion of road past the white gable end single track by widening the pavement on the right hand side and also including a drop kerb for wheel chairs.

This should not be too difficult as there is no drainage on that side of the road.

There would need to be signage informing motorists that the road was single track and a priority given to motorists leaving the village.

## High St – The Hill to the Post Office



**Photograph 2 - High St - The Post Office to the Hill**

Next we look at the stretch of road from The Hill to The Post Office. The Post office is on the left hand side in the building just beyond the post box and the War Memorial is immediately on the right. The double yellow lines have been moved away from the pavement in the area of where the van is currently to try to give pedestrians more space. Unfortunately as cars have driven over them so often they have almost completely faded. The road is pretty narrow and almost all road users treat this section of road as single track. Our suggestion is to widen the pavement on the left as we look at it in Photograph 2. This will make the road single track, but we feel that no priority signs are needed.



**Photograph 3 - High St – The Hill to the Post Office**

This shows the situation from the other end. It is evident that the pavement has already been widened once. Widening it again this should not be too difficult as there are no drains on this side of the road.

## High St – The George Public House to Revetts



Photograph 4 - High St – The George to Revetts

The section of the High Street from the George Public House to Revetts, the butcher is a busy stretch of pavement and it is made worse by cars often speeding coming up the High St to the Hill. You can see clearly the two points where the pavement is only 0.3m wide, this forces pushchairs and wheelchairs into the road. It should also be noted that the Teapot Tea Room is the pink house on the right and many pedestrian walk from the Hill to this café. Despite this we feel that it is the pavement on the left as we look at it that should be widened as this is the primary route used by pedestrians who live further down the hill.

This again would be single track road and I suspect that priority should be given to vehicles leaving the Hill. This widening is more difficult as there are drains to be considered and a good line of site is required.

## **Dallinghoo Rd – The Hill past the RBL**



**Photograph 5 - Dallinghoo Rd – The Hill past the Royal British Legion**

Dallinghoo road is a very important pedestrian route as it is the access from Wickham Market school to the village centre. The School is some 100m further back down Dallinghoo Rd.

With school children it is very important that they are taught the correct rules of the road and this means that when you are walking on a road with no pavement you should face the oncoming traffic. However, many parents do not like walking on the left side of the road as we look at it as they do not feel that the wall is safe. The road is quite narrow and the steps of the houses on the right protrude into the road.

We feel that the best solution would be to move out the double yellow lines on the right by about 1m. We do not suggest installing a pavement as this would make it difficult for large lorries or farm machinery to pass through. The road between the double yellow lines and the houses should be hatched to show that it is a footpath. In addition consideration should be given to installing a pedestrian crossing in the foreground of the picture to allow access from the pavement on the left to the new footpath on the right.

## Broad Rd entering the Hill



**Photograph 6 - Broad Rd entering the Hill**

Where Broad Road enters the Hill is also considered a choke point. The main village housing estates are further down Broad Road to the left and right so this is well used. It is felt that the footpath on the right is just about adequate for a wheelchairs or pushchairs so no modifications are proposed here.

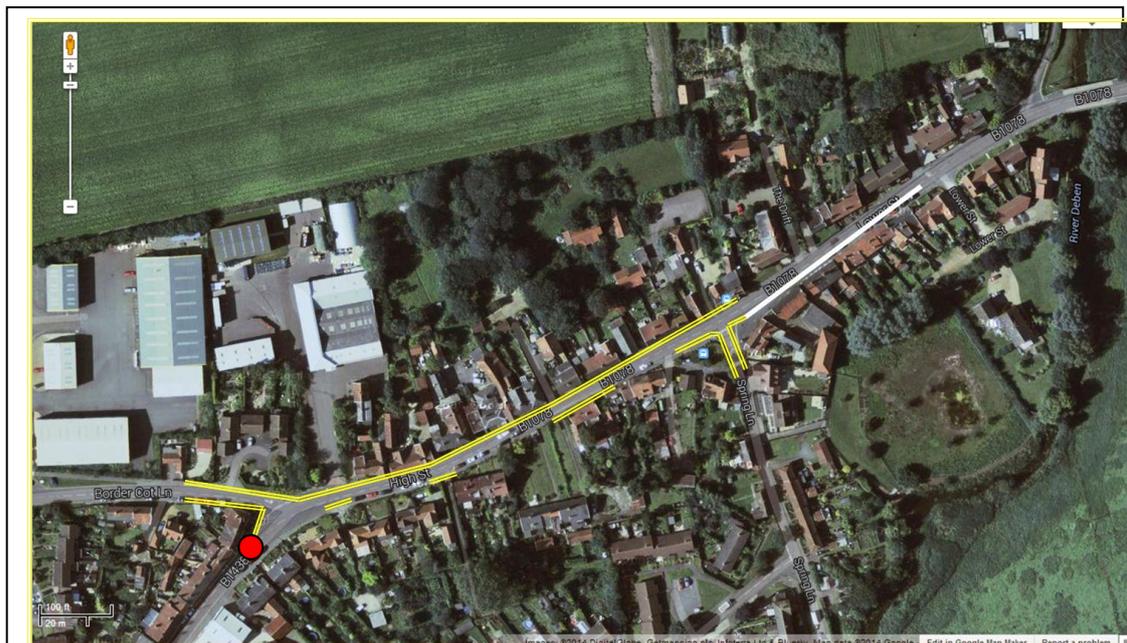
## DOUBLE YELLOW LINES AND PARKING BOXES ON THE HIGH ST

### Current Situation

The Traffic and Parking Working Group also considered the issues of speeding and cars parked on the pavement. These two issues are related as if you park on the pavement it makes the road clearer and then motorists tend to drive faster.

The reason that people park their cars on the pavement is because they feel that their car will be safer from damage caused by passing traffic. However, parking on the pavement causes great inconvenience to pedestrians and particularly wheelchair and pushchair users. The problem is made worse on bin days as bins also block the pavements. Human nature means that when drivers are presented with a clear straight section of road they drive faster than on a section with obstacles. In the working group the possibility of making Wickham market a 20mph zone was discussed at length and this view was strongly supported by some members. However, on balance it was felt that the introduction of some new parking boxes would have a similar, but more readily self policing.

The next three pictures show the positions of the existing yellow lines and the parking box on the High Street on the section of road from the bridge across the Deben up to the Hill. The parking box is shown by the solid white line. The positioning of the lines is as accurate as the scale will allow.



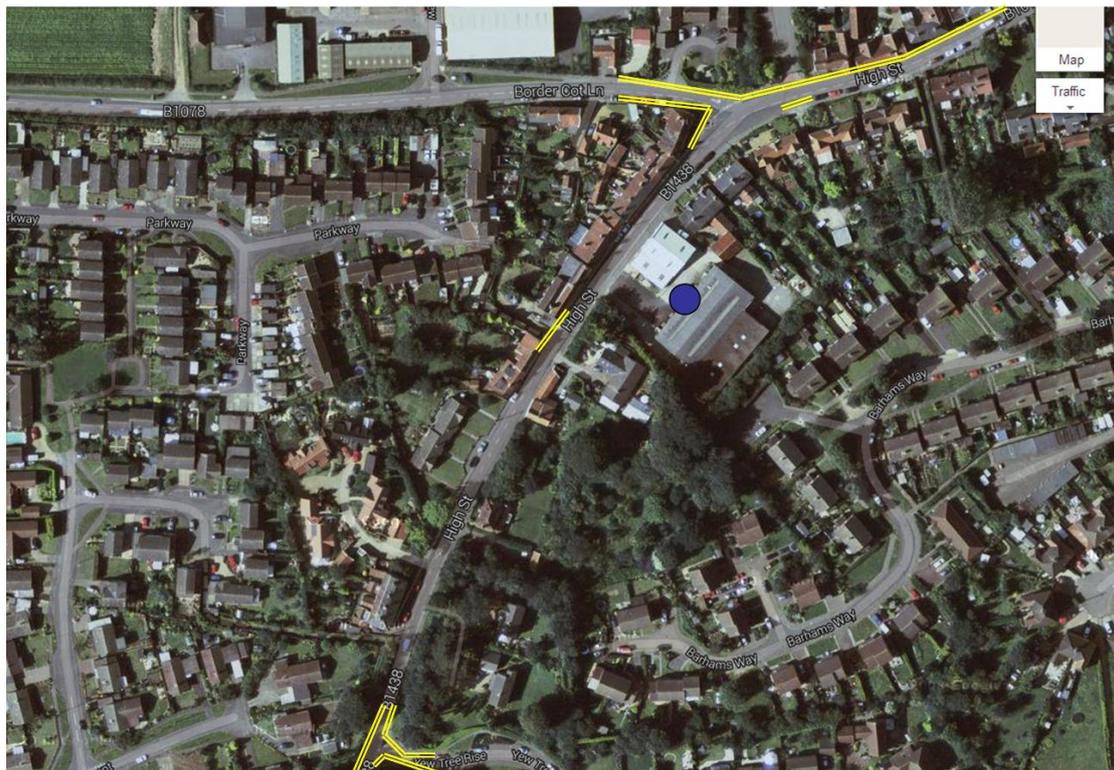
Photograph 7 - High St - Section 1

In the High St, Section 1 the parking box is represented by the white line and it has been very successful. On this stretch of road the cars always parked on the pavement, it was very difficult to walk down the footpath, particularly on bin days. With the parking box installed almost all cars now park on the road. It is as if the box gives those who park there a feeling of safety as cars using the High Street accept the fact

that this stretch of road has become single lane; this slows traffic down, and makes it significantly better for pedestrians.

One area that is a real hazard is just after Border Cot lane marked by the red dot in Photograph 7. Cars park on both sides of the road and hence nobody knows who has priority. Members of the working group have personally have witnessed a number of near misses here.

It is also worth noting that Border Cot lane is the short cut from the A14 to the A12 enters the High Street so this stretch of road is busy and often with large articulated lorries.



**Photograph 8 - High St - Section 2**

Section 2 of the High St is where cars speed up when it is quiet. Today's problem is that the old Parma Industries site, shown by the blue dot, is being developed into 11, 3/4 bedroom homes and site traffic is causing significant congestion. This site was used as an overnight car park before development for about 10 cars. The site has been allowed for development with only 1.6 spaces per house and, when complete, this will add to the congestion in the street.

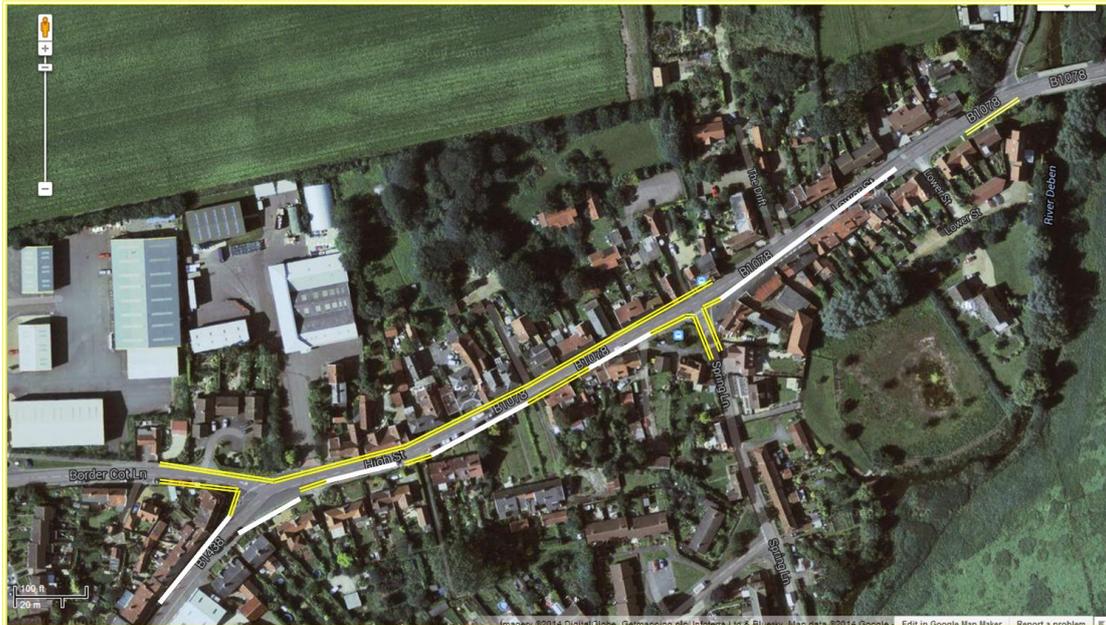


**Photograph 9 - High St - Section 3**

This is the last section of the High St and includes the Hill. The section coming up to the hill is bordered by single yellow lines and it is straight and free of cars up to 6pm. Almost all cars accelerate up this section of road making it potentially dangerous as it enters the choke point coming onto the Hill.

### **Suggested Improvements**

The aim of the working group was to slow the traffic down coming through the village and the success of the parking box that was installed 6 months ago has been marked. Consequently it was felt if a few more parking boxes were created in places where cars are normally parked this would encourage drivers to park on the road and not on the pavement and would have the added benefit of slowing cars down. The working group felt that additional double yellow lines and parking boxes should be installed as shown below.



**Photograph 10 - High St - Section 1 with new lines**

This picture shows one new section of double yellow lining just after the bridge on the right hand side as you enter the village and 5 new parking boxes. The double yellow lines have been included as cars are now beginning to park in this section as there are currently no lines and cars entering the village do not see them until the very last minute due to the bend in the road and the elevation of the bridge.



**Photograph 11 - High St - Section 2 with new lines**

Photograph 11 shows three new parking boxes in addition to the ones shown on the last slide. It also shows a stretch of double yellow lines opposite the Parma Industries

site as this new development will be difficult to turn out of if there are any cars parked on the other side of the road.

No additional parking boxes or double yellow lines are proposed for section 3, but it is hoped that the fact that the road becomes single track which will be signed will slow the traffic down.

## SPEED LIMITS

Finally we turn to the issue of speed limits. There has already been a suggestion put to SCC from the Wickham Market Parish Council environment committee. This is to push the speed limit further out of the village on Border Cot lane. This initiative is fully supported by the working group and is shown below.



By pushing the speed limit further out the dangerous extremely sharp turn from Border Cot Lane into Broad Rd will then be included in the 30mph zone. The triangular field is used as an overflow car park when there are junior and schools football matches on the playing fields in the bottom left corner. Many children cross the road at the corner where visibility is not good. By extending the 30mph limit beyond the triangular field it may slow the traffic down thus making an accident less likely.

## CONCLUSIONS

This paper states the concerns of the Wickham Market Traffic and Parking working group who have studied the significant number of problems raised by the residents and decided that some modifications are required to make Wickham Market a safer

place. The problems and the modifications have been briefed to the Parish Council, Michael Bond of SCC and the local police; all agreed the problems existed and supported the recommended modifications.

It is hoped that SCC will consider these proposals and act to increase safety in Wickham market. The working group are very happy to meet to discuss the issues and hopefully agree a way forward.

RJ Jenkinson  
Traffic and parking working group member

2/4/14