

SZC traffic mitigation survey/questionnaire

Introduction

Thank you for completing this survey. Your views are essential to help the Westleton Parish Council (WPC) take a final position back to the B1125 Working Group (WG) so the measures can be agreed and implemented as soon as possible.

WPC has been participating in this WG (the other members are EDF, Suffolk County Council and East Suffolk District Council) for the past two years. The result is the plans which were presented in the Village Hall on Monday 5 February, and which are currently available for viewing in the Village Hall alongside this questionnaire.

The WPC position in the WG meetings has been guided by our responsibility to ensure that the safety of Westleton's residents is not put at risk by the increased traffic volumes which are anticipated as a consequence of the construction of Sizewell C. EDF have projected that volumes will increase by up to 45% increase at peak times and this traffic will include LGVs up to 3.5 tonnes. At the same time, we have also been conscious of the need to maintain Westleton's heritage and to avoid losing its rural village feel. We therefore, for example, rejected zebra crossings, traffic lights, chicanes and speed bumps, but at the same time pushed for other less intrusive measures which are designed to have the effect of helping drivers to reduce their speeds even below the village speed limit.

Having listened to the feedback during the village meeting, we sense we may not have had the balance quite right and have revised our position on a few of the measures proposed in the plans. However, there is already a speeding problem in the village and our concern remains that the increased traffic will make the village less safe - and so our revised position maintains most of the measures in the plans. We feel we should share our position with you to help your consideration of the questions in the survey.

The WPC revised position on the detail of the plans is:

- We support the use of "gates" at both entrances/exits to the village – these will help drivers to realise they are entering a residential area (Plan 1 and 6);
- We support the use of the blocks of red paint with a white 30mph roundel at points on the Reckford Road and along the Blythburgh Road (Plan 1 and Plans 4, 5, 6);
- We support the hashed area on the corner of The Street heading toward Mill Street and Reckford Road (and the associated one way-system around the small island) as it will help ensure traffic does not speed up before leaving the village (Plan 1);
- We support the double yellow line from The Crown to Mill Street as cars parked along that stretch of road currently cause a very real safety hazard (Plans 1 + 2);
- We support the new island with three parking bays in front of the entrance to the Church at the junction of Darsham Road and The Street. This will help reduce traffic speeds, make the junction much safer and create additional parking (Plan 2);
- We do not now support the three (pink) pedestrian crossings in the centre of the village – across The Street by the War Memorial, to the right of the shop, and across

from The Street’s pavement to the Green. These are superfluous and pedestrians anyway would not have priority using them (Plans 2 + 3);

- If there is no pedestrian crossing between the War Memorial and the Village Hall (Plan 2), WPC would support reducing the length of the build-out into the road - and its associated double yellow line - running from the War Memorial along to the Village Hall gate. This would allow more parking spaces close to the gate entrance to the Village Hall;
- We support the use of a different colour road surface through the centre of the village. Grey or buff chippings can be rolled into the tarmac to create the different colour. Both the different colour and texture of the chippings will create a speed calming effect - please see the attached photos for an indication of both and please indicate your colour preference (if you want a different colour) in the questionnaire (Plans 2 and 3);
- We support the double yellow line opposite the shop because it will ensure that cars only park on the shop side of the road. Currently cars park on both sides – this not only means that the space for cars to park is inefficiently used, it is also the cause of chaos at times of heavy traffic - logjams are common in the summer months when cars get stuck in the middle of the slalom while traffic builds up either side making reversing difficult (Plan 3);
- We particularly want to hear the views of the residents of the house on the right side of the Green, (Woodlands, Quines, The Beeches, Alberta House and Fairway) about the use of red painted blocks in addition to the proposed crossing infrastructure (small pavement, drop kerbs, bollards, painted line narrowing of the road - Plan 3);
- We favour the use of wooden rather than plastic bollards where they are proposed to be used;
- We want the verge of the Green along the Street be to a hard kerb as currently the edge of the Green is being washed away whenever it rains – this would also allow for a wider footpath (Plan 3 + 4);
- We want the crossing to the playing field to be a physical build-out (please see attached photo for an indication) as opposed to paint being used to give the sense that the road is narrowed (as is currently proposed) - this would have the effect of making the crossing safer and would slow down traffic along that stretch of road where cars tend to pick up speed (Plan 4).

Questionnaire

	Support	Do not support
“Gates” – either side of the road - at both entrances/exits to the village - Plans 1 + 6		
Block of red paint with 30mph roundel on the Reckford Road - Plan 1		
Hashed area at corner of The Street heading toward Reckford Road/Mill Street – Plan 1		

Double yellow line in front of The Crown and around the bend to Mill Street - Plans 1 + 2		
New island with parking places at Darsham Road/Church junction – Plan 2		
Pink pedestrian crossing by the War Memorial (it can be a different colour e.g. grey) – Plan 2		
- Ramp (small speed bump) for the above pedestrian crossing – Plan 2		
More parking spaces between the War Memorial and the Village Hall on The Street – Plan 2		
Double yellow line opposite the village shop – Plan 3		
Pink pedestrian crossing to the right of the village shop (it can be a different colour e.g. grey) – Plan 3		
- Ramp (small speed bump) for the above pedestrian crossing – Plan 3		
Pink pedestrian crossing from The Street pavement across to the Green (it can be a different colour e.g. grey) – Plan 3		
- Ramp (small speed bump) for the above pedestrian crossing – Plan 3		
Different colour tarmac in the centre of village – Plans 2 + 3		
- Grey coloured chippings in tarmac for centre of village		
- Buff coloured chippings in tarmac for centre of village		
<i>Residents of houses on the right side of the Green only:</i> blocks of red paint with 30mph roundels on the two crossings - from the Green across to Woodlands and across to the three houses to the south – Plan 3		
<i>All other residents:</i> blocks of red paint with 30mph roundels on the two crossings - from the Green across to Woodlands and across to the three houses to the south – Plan 3		
Bollards at these crossing points:		
- Plastic bollard	-	-
- Wooden bollard (please see photos)	-	-
Blocks of red paint with 30mph roundels on the Blythburgh Road – Plans 4, 5,+ 6		
Crossing design across the Blythburgh Road to the playing field as currently proposed (paint marks narrowing of road) – Plan 4		
Hard infrastructure build-out crossing across the Blythburgh Road to the playing field as proposed by the Parish Council (see introduction above and photo) – Plan 4		

Please add any other comments you may have here: