

Lavenham 20mph & 40mph Speed Limits

Summary of Signage Changes

Iain Lamont 23/2/25

Scheme progress

- 63% of respondents to LNP1 questionnaire voted for a 20mph speed limit along with other projects listed in LNP1.
- As a result, LPC started a project to develop the scheme – initiated by Carroll Reeve in 2019 described in "20mph position paper to SCC 5" **This was prior to LNP2 being started.**
- Robert Lindsey has supported the application including funding the development work & sponsoring the application.
- We pushed for a larger scheme covering more of the village, but this was not supported by the Police & SCC.
- The scheme follows SCC rules on 20mph scheme, we requested as little signage as possible.
- August 6th, 2024, the Traffic Regulation Order for the proposed Lavenham Speed Reduction Scheme was approved by Suffolk County Council.
- Quote received 23/12/24 for £24,065.46 (4 illuminated posts are £9,958.04 of total cost)

Scheme input from Parishioners during consultation of draft scheme

- Request for scheme to be extended to include Long Melford Road due to high speed of traffic in the 30mph limit.
 - SCC said this road did not fit the criteria for a 20mph limit. LPC responded by providing 2 Speed Indicator Devices at a cost of £8000. 1/3 cost of the 20mph scheme for the whole village
- Request for the scheme to be extended to include Bridge St Road.
 - SCC said that this was not possible without buildout & traffic calming measures in this area. This would be considerably more costly.
- Request for the scheme to reduce traffic speeding on Bears Lane
 - SCC extended scheme to include Bears Lane & Meadow Close after LPC & Robert Lindsay involvement.
- Request for the scheme to be extended to Bridge farm on Sudbury Road due to the high speeds of traffic in this area, currently covered by National Speed limit
 - It was not possible to extend 30mph limit so a new 40mph limit was created.
- Concern was expressed about affect of the scheme on the Historic Core
 - The 20mph repeater signs were positioned to limit the amount of new street furniture, making use of existing signposts & lampposts where possible

Signage Locations in the Village -

In the Conservation Area 20mph limit

- New signage locations = 12 (only 2 new posts)
- Existing signage locations = 11



Total = 23 (17 repeater)

Outside the Conservation Area 20mph limit

- New signage locations = 10
- Existing signage locations = 3



Total = 13 (8 repeater)

Outside the Conservation Area 40mph limit

- New signage location = 3
- Existing signage locations = 2



Total = 5 (1 repeater)

Total scheme signage locations = 41 (26 repeater)

Most signs are 20mph repeater mounted back to back



- 300mm in diameter
- Double sided - Mounted back to back
- **Visually looks like one Sign location**
- Mounted on existing posts where possible e.g lampposts, shared posts

Terminal Signs mounted back to back transition between speed limits e.g. 30mph to 20mph



- 600mm in diameter
- Double sided - Mounted back to back
- **Visually looks like one Sign location**
- Mounted on existing posts where possible
- Illuminated on A road (4 of)
- Symbol on Road

Sign changes in the Village – single sides

In the Conservation Area 20mph limit

- new signs (at 18 locations) = 30
- signs removed & replaced (at 5 locations) = 8



Total = 38

Outside the Conservation Area 20mph limit

- new signs (at 12 locations) = 24
- signs removed & replaced (at 1 location) = 2



Total = 26

Outside the Conservation Area 40mph limit

- new signs (at 3 locations) = 6
- signs removed & replaced (at 2 locations) = 3



Total = 9

Total single signs replaced & added = 73

10 Sensitive Sign locations inside the Conservation Area



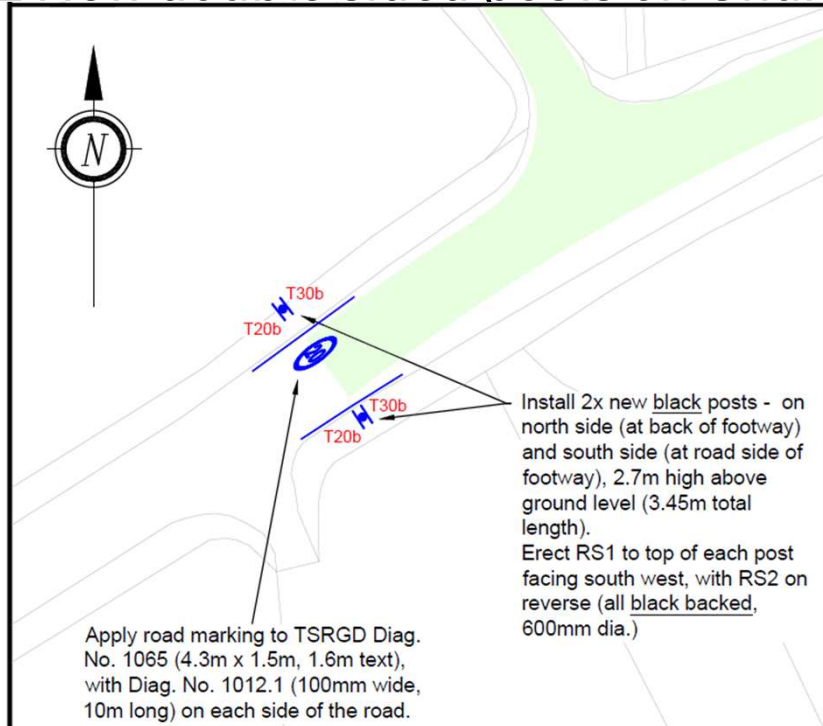
300mm Repeater signs

- Double sided sign on Prentice St (opposite the Car Park) **on new post**
- Double sided sign on High St (junction with Spring St) **on new post**
- Single sided sign on Water St (at the bottom of Barn St) **on existing lamppost**
- Double sided sign on Shilling St (opposite Shilling Orchard) **on existing lamppost**
- Double sided sign on Bolton St (corner with Shilling St, near the school.) **on existing lamppost**
- Single sided sign on entrance to Bears Lane **on existing lamppost**
- Single sided sign on Church St opposite the Church **on existing lamppost**
- Double sided sign on Church St next to bus stop opposite junction with Water St **on existing signpost shared with Weight Limit signs**
- Single sided sign on Church St entrance to car park **on existing signpost shared with car park signage**
- Single sided sign on Lady St opposite The Hub **on existing signpost under car park sign**

1 Sensitive location inside the Conservation area - Terminal Signs

600mm Terminal signs denoting entry into 20mph limit

2 New double sided posts on Church St (Sudbury side of Potland lane)



New signage locations outside the Conservation Area

- 2 new 40mph terminal signage locations on 40mph speed limit Sudbury Road
- 1 new 40mph repeater signage location on 40mph speed limit Sudbury Road
- 6 new 20mph repeater signage locations on Bears Lane/Meadow Close
- 1 new 20mph signage location on Park Road
- 1 new 20mph signage location on Spring St
- 2 new 20mph terminal signage locations on Lower Road junction with Preston Road
- 2 new 20mph illuminated terminal signage locations on the High St adjacent to Norman Way
- **Total 15 new signage locations (30 single signs mounted back to back)**

Prentice St, Left of entrance to Bakers Mill – New post



High St Junction of Spring St – New post approx. where black line is shown



Single sign - corner Barn St on lamppost



Shilling St – on Lamppost



Bolton St, corner Shilling St - on lamppost



Entrance to Bears Lane – Single sign on lamppost



Church St single sign on Lamppost



High St Junction of Water St – On post below 7.5T Wt Limit sign



Entrance to Church St Car Park under 2 signs on post to left



Entrance to Church St Car Park on post to right under coaches sign



Lady St Location under Car Park Sign

