

## TRAFFIC REGULATION ORDER DECISION REPORT

<b>Report Title:</b>	Lavenham, Various Roads – 20 mph & 40 mph Speed Limits
<b>Report Date:</b>	23 <sup>rd</sup> July 2024
<b>Lead Councillor(s):</b>	Cllr Chris Chambers
<b>Local Councillor(s):</b>	Cllr Robert Lindsay
<b>Report Author:</b>	Susan Broom – Design Engineer

### Brief summary of report

1. To consider the proposed traffic regulation order (TRO) to introduce a new 20 mph speed limit through the village centre and to introduce a new 40 mph speed limit on part of the B1071 Sudbury Road, as detailed in Appendix A and as shown on the consultation plans included at Appendix C.
2. During the advertising period, a total of 15 formal representations were received, including 13 objections, one response in support and one query in relation to the proposals.

### Action recommended

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| 3. That the Cabinet Member for Transport Strategy, Planning and Waste and the Head of Transport Strategy approve the making of the Suffolk County Council (Parish of Lavenham) (Various Roads) (20 mph and 40 mph Speed Limit and Revocation) Order 202- as advertised. |
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### Reason for recommendation

4. The proposal to introduce new 20 mph and 40 mph speed limits is intended to improve the amenities of the area and provide important benefits in terms of community and quality of life. Reduced traffic speeds will encourage healthier and more sustainable transport modes such as walking and cycling.
5. The proposed speed limits are intended to avoid danger to persons or other traffic using the road. The 20 mph speed limit will encompass those roads where there is high pedestrian activity and generally where roads and footways may be narrow (or without footways entirely), or where there is a record of collisions. The proposed 40 mph speed limit on Sudbury Road will improve road safety conditions for those residents living in the outlying properties and will further benefit those who wish to walk or cycle into the village centre.

## **Alternative options**

6. Do not make the TRO and retain the existing speed limits of 30 mph through the village centre and 60 mph on the affected section of the B1071 Sudbury Road. The decision not to make the TRO could mean that an important opportunity is missed to enhance road safety and sustainable travel in Lavenham.

## **Who will be affected by this decision?**

7. All road users should benefit from the TRO in terms of road safety, as its provisions are intended to limit the speed of motorised traffic to a level considered appropriate for the use of the site and its physical constraints. Most of all, the proposal will benefit sustainable modes of travel by providing a safer environment for cyclists to share with motorised traffic, and for pedestrians to cross the road or to walk alongside traffic where footways may be narrow, crowded or non-existent.

## **Background**

8. Lavenham is one of the most well-preserved medieval villages in England and attracts large numbers of visitors. Lavenham often appears in lists of medieval towns/villages in England to visit, which distinguishes it from other villages in Suffolk.
9. In addition to its national historical importance, Lavenham has sensitive conservation requirements, and its conservation area encompasses most of the village, almost replicating the extent of the proposed 20 mph speed limit. Many of its visitors will walk around the village to see the listed medieval buildings and other attractions that Lavenham has to offer. The population of Lavenham and many of its visitors lean towards a more elderly demographic.
10. National Cycle Network Route 13 passes through the village and follows various routes within the proposed 20 mph speed limit and beyond.
11. The proposal to introduce new 20 mph and 40 mph speed limits is being promoted by Safety and Speed Management and originates from a request made by County Councillor Robert Lindsay, on behalf of Lavenham Parish Council, to pursue a 20 mph speed limit in the village.
12. The original request suggested that the proposed 20 mph speed limit should completely replace the existing 30 mph extents and that new 30 mph speed limits be proposed on those roads leading into the village. However, once assessed in detail against the speed limit policy, it was determined that the desired proposal would not meet the relevant criteria and instead, the proposal at Appendix B was developed and taken forward for consultation.

## **Consultation**

13. Consultation was undertaken from 16<sup>th</sup> May to 7<sup>th</sup> June 2023, during which time details of the proposed TRO (including the consultation plans at Appendix B) were provided to statutory bodies/individuals, including for example, the emergency services, local councillors and Lavenham Parish Council.
14. Two responses were received in relation to the above consultation.
15. Babergh District Councillor Margaret Maybury responded to express her support for the proposals.

16. Kevin Stark, Traffic Management Officer for Suffolk Police, responded with some concerns and questions in relation to the proposals. Mr Stark queried how speed limit policy was being applied across the county. In reference to the proposed extension of the 30 mph speed limit on the A1141 Brent Eleigh Road, he cited a similar request for a 30 mph speed limit on another part of the A1141, which had at that time been rejected: *“There is a danger here of highlighting a significant contradiction, and therefore confusion for the motorist and residents, with SCC’s speed limit policy. Specifically with the extension of the 30 along the A1141”*. Mr Stark also queried whether the decision to include ‘A’ and ‘B’ roads within the extent of the proposed 20 mph speed limit was appropriate, given that the relevant speed limit policy criteria states that such roads should only be included in exceptional circumstances. Other issues raised included questions over the existing mean traffic speeds and measures to ensure the proposed 20 mph speed limit is self-enforcing.
17. In response to the comments made by Suffolk Police, the decision was made to omit the proposed extension of the 30 mph speed limit on the A1141 Brent Eleigh Road. To mitigate this amendment, it was decided that ‘dragons teeth’ road markings would be installed prior to the existing 30 mph terminal signs on Brent Eleigh Road as a visual warning to motorists to decelerate in advance of the speed limit drop and built up area. The revised (and final) consultation plans are included at Appendix C.
18. No consultation was undertaken with the public at this stage.

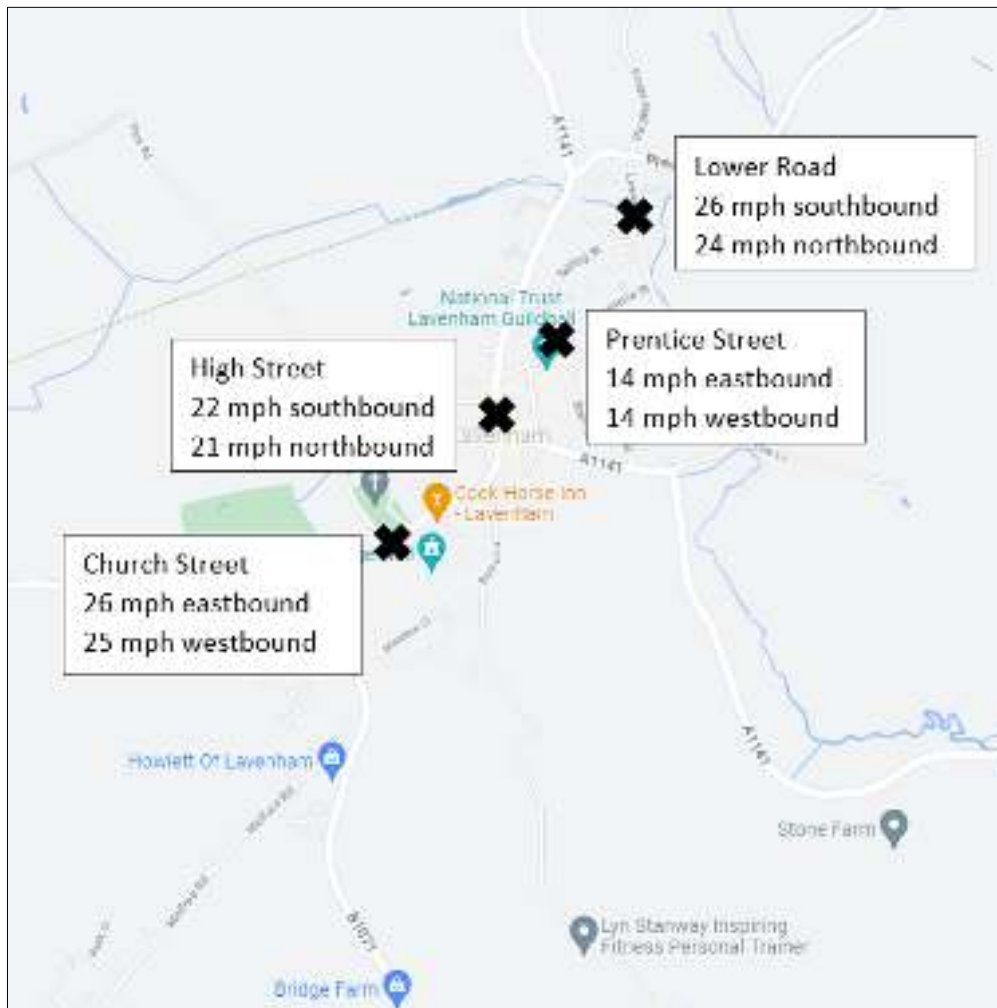
## **Advertising**

19. The TRO was advertised from 28<sup>th</sup> March to 19<sup>th</sup> April 2024, during which time copies of the public notice were erected at various points on site, to notify members of the public of the proposals, in addition to advertisement in the local press. The proposals were also included on the ‘Consultations and Engagement’ page of the Suffolk County Council website. A copy of the advertised TRO is included at Appendix A and the corresponding consultation plans are included at Appendix C.
20. A total of 15 formal representations were received, including 13 objections, one response in support and one query in relation to the proposals. Copies of the formal representations are included at Appendix D.

## **Officer Comments**

21. The provisions of the TRO are intended to benefit road safety conditions. By lowering the permanent speed limit to 20 mph through the village centre and to 40 mph on part of the B1071 Sudbury Road, road users will have greater time to react to one another. Pedestrians and cyclists may feel less intimidated by motorised traffic. Increased road safety conditions contribute to the perception of safety, which is an important factor in shifting towards sustainable travel.
22. Many of the roads situated within the extents of the proposed 20 mph speed limit are narrow streets with on-road parking and narrow footways. For instance, Barn Street, Shilling Street, Prentice Street, Bolton Street and even the A1141 Water Street. Other roads, such as Tenter Piece and Spring Lane, are smaller ‘no through’ roads. In many of these roads the physical constraints are such that it would be difficult for vehicles to achieve speeds much more than 20 mph.
23. When the original request for the 20 mph speed limit was assessed by Safety and Speed Management, traffic surveys were arranged to capture existing mean traffic

speeds. It would have been a costly exercise to survey speeds on all roads in Lavenham and therefore it was agreed that two major roads and two minor roads would be surveyed. The existing mean traffic speeds are summarised below.



24. Most of the roads within the extents of the proposed 20 mph speed limit already experience mean speeds which are currently below 24 mph, whilst others are expected to be below 24 mph. In their original report, the Safety and Speed Management team demonstrated that this was the case for the High Street and Prentice Street. Bolton Street, Shilling Street and Barn Street for example, all share similar characteristics to Prentice Street and therefore similar traffic speeds would be expected. Other roads included are narrow in places or have restrictive pinch points which will serve as ready-made traffic calming features – e.g. Bears Lane and Lower Road, both of which also warn of pedestrians in the road. More recent speed data collected for the A1141 Water Street (during January 2023) has demonstrated that there would be compliance with the proposed 20 mph speed limit on that road also, with mean traffic speeds averaging 20 mph. The lower traffic speeds recorded on Water Street can be attributed to a combination of on-road parking and existing traffic calming features in the form of two build-outs.
25. It is considered that Lavenham exhibits exceptional circumstances, hence the reason why some 'A' and 'B' roads are included within the extents of the proposed 20 mph speed limit. The village has national historical importance and attracts large numbers of visitors. An older population is prevalent and there are high pedestrian movements in

the village centre, with many pedestrians crossing the busy roads. Footways are typically narrow. In some places, there are no footways and where footways are of a suitable width, these can soon become overcrowded. The A1141 Water Street already demonstrates mean speeds averaging 20 mph, which is not typically expected for an 'A' road.

26. It is accepted that entry speeds into the proposed 20mph speed limit on Church Street and Lower Road may currently be higher than desired. This matter was previously discussed with Lavenham Parish Council, who had explained their need to minimise any scheme construction costs at that time. The potential to install a gateway / traffic calming type feature at the start of the proposed 20 mph speed limit in Church Street was also discussed. Church Street (B1071) is one of the wider roads leading into the village centre and would ideally benefit from engineering measures. However, there are a number of practical considerations – significant increase to design and construction costs, approval for such works on a 'B' road from Asset Management, constraints working in a conservation area, on-road parking. As such, it was decided that the entry points into the proposed 20 mph speed limit on Church Street and Lower Road would be emphasised through the careful use of signing and road markings to provide a gateway effect.
27. If the TRO is made, it will be necessary to install new signing, including new 20 mph repeater signs at regular intervals over the extent of the 20 mph speed limit. An assessment of potential sign locations has been undertaken and it is determined that 44 new 20 mph repeater signs (300mm dia.) would be required throughout the entire area. In most locations, these repeater signs will be erected back to back. These have been placed as close as possible to the maximum spacing of 300 metres and mounted on existing street furniture where convenient mounting points are available. A small number of new posts will be required. Within the conservation area, any new posts will be black and new signs will be black backed.
28. Although it would be more common to introduce a 20 mph speed limit zone in a conservation area (rather than a speed limit), there are specific reasons as to why a zone was not pursued in the case of Lavenham. Within a 20 mph zone there must be traffic calming features no further than 100 metres apart. These can be more typical forms of traffic calming which offer vertical or horizontal deflection but can also simply be a repeater sign or a road marking roundel. It is considered that road markings applied on the road at frequent intervals would be too visually intrusive within the conservation area. For the reasons discussed regarding potential engineering measures on Church Street, physical traffic calming features may not be feasible. Therefore, the remaining option to provide a repeater sign as a 'traffic calming feature' could in fact lead to more signs being placed throughout the extent of the proposed 20 mph. On balance, it was determined that a 20 mph speed limit would be more suitable in Lavenham.
29. Regarding the B1071 Sudbury Road, both Councillor Lindsay and Lavenham Parish Council had originally requested that the existing 30 mph speed limit be extended southwards, away from the village centre. However, when the location was assessed against the relevant criteria, it was considered that an extension to the existing 30 mph speed limit would not be appropriate. Instead, the 40 mph speed limit was proposed (as included in the advertised TRO).

*"In respect of village 30 mph limits in some circumstances it might be appropriate to consider an intermediate speed limit of 40 mph prior to the 30 mph terminal speed limit*

*signs at the entrance, in particular where there are outlying houses beyond the village boundary or roads with high approach speeds.” - Suffolk speed limit policy*

Historical speed data recorded on the affected section of Sudbury Road has previously demonstrated mean traffic speeds of 41/42 mph, which suggests that there should be compliance with the proposed lower speed limit.

30. Although the 15 formal representations received have been summarised as 13 objections, one response in support and one query, some are ambiguous and in practice, it is difficult to categorise these. For instance, some responses which are considered objections are not technically objecting to the advertised TRO but are objecting to the fact that the proposals do not go far enough. For instance, where there are requests for 30 mph ‘buffer’ speed limits or extensions, the locations would need to be assessed against speed limit policy. On Bridge Street Road, for example, it is very doubtful that the section currently subject to the national speed limit would meet the criteria for a 30 mph limit. As such, any proposal is unlikely to attract the support of Suffolk Police, as has been the case with the A1141 Brent Eleigh Road.
31. Some of the formal representations received highlight that there is potentially a need to enforce the existing 30 mph speed limits in the area, particularly in the case of Melford Road. It is recommended that these matters are investigated further, liaising with Suffolk Police where necessary.

## **Councillor Statement**

32. *“As detailed in the report I and the parish council wanted the whole existing 30mph area of the village covered by a 20mph limit. This would have answered the objections from many correspondents who wanted roads like Bridge Street Road and Sudbury Road included. It would have been more equitable for residents; and simpler and more likely to achieve compliance since drivers would find it easy to understand that the whole built up area of the village is 20mph and drive accordingly. Suitable gateways at the entrances already existed where the 30mph signs are currently, so there would have been no need for new ones. The need for masses of repeater signs would not be there. I and the parish council put forward these arguments many times but we were told the wider area scheme would not be approved. NB The insistence on masses of repeater signs is not because of Government guidance, it is due to a decision by the county council’s administration. In 2016 the DfT scrapped the requirement for lots of repeater signs and left it up to local highways authorities how they would use repeater signs. When this happened, Suffolk’s administration could have decided to support a policy of area wide 20mph with signs just at the entrances. But instead they came to a local agreement with Suffolk police to have repeaters every 300m, making it more expensive and difficult to get area wide 20mph limits for communities.*

*Regarding the refusal to agree a 30mph limit on Brent Eleigh Road due to police objections. Kevin Stark, Traffic Management Officer for Suffolk Police apparently said that he couldn’t support reducing the limit there because a request for a reduction in speed limit to 30mph elsewhere on the A1141 had “at the time” been rejected. He was misinformed. The request had not been rejected, in fact it was formally approved very shortly after he made this statement. The police objection to the 30mph limit on Brent Eleigh Road on incorrect facts should have been ignored.*

*That all leaves the question, is this proposal then better than doing nothing? My view is, very definitely yes. The average age of visitors and residents of Lavenham is quite high yet most, understandably, want to be able to move about the village safely on foot, or on mobility scooters, or even on bicycle. Water Street, Church Street, High Street, Lower Road and even Bears Lane are very difficult to negotiate on foot because of the unpredictability of drivers, many of whom try to accelerate way beyond 30mph on the very short clear stretches of road. Area wide 20mph limits are known to reduce accelerating and braking (and therefore engine and tire emissions) making conditions safer for themselves and other road users. If the limit on these major roads is to be reduced to 20mph, it makes no sense to leave the smaller side roads at 30mph.*

*In summary, this proposal is not as good as I would have wanted, but it is much better than nothing. I do not believe in letting perfect be the enemy of good."*

County Councillor Robert Lindsay  
Cosford division

## **Public Sector Equality Duty**

33. The provisions of this TRO have been considered in the context of the Equality Act 2010, having due regard to the need to -
- a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
34. It is considered that the TRO will only impact those people sharing a protected characteristic which may limit their mobility, response times or decision making ability. For instance, the TRO will limit the speed of motorised traffic to an appropriate level, thus providing greater opportunity for road users to react to situations. Road safety conditions should be improved, particularly where there may be pedestrians in the road or walking along the narrow footways.

## **Human Rights Act 1998**

35. The objections need to be considered in the context of the Human Rights Act 1998 which prohibits public authorities from acting in a way which is incompatible with the European Convention on Human Rights. Some specific convention rights have relevance:
- a) Article 8 identifies that 'everyone has the right to respect for his private and family life, his home and his correspondence.' However, through the process of consultation, individuals affected by any proposed change can express their opinions and thereby ensure appropriate participation 'in a democratic society in the interests of national security, public safety or the economic well-being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others'; and
  - b) Peaceful enjoyment of possessions (including property), subject to the State's right to enforce such laws as it deems necessary to control the use of property in the public's wider interest (First Protocol Article 1).
36. Other rights may also be affected including individuals' rights to respect for private and family life and home.
37. Regard must be had to the fair balance that has to be struck between the competing interests of the individual and of the community as a whole. Both public and private interests are to be taken into account in the exercise of the Council's powers and duties as a traffic authority. Any interference with a Convention Right must be necessary and proportionate.
38. In this case, officers consider that any interference with an individual's Convention Rights is justified in order to secure the significant benefits in improving access and road safety.



**Sources of further information**

Appendix A – Copy of the TRO as advertised

Appendix B – Copies of the original consultation plans (for consultation)

Appendix C – Copies of the final consultation plans (for advertisement)

Appendix D – Copies of formal representation received

## FORMAL DECISION OF THE CABINET MEMBER FOR TRANSPORT STRATEGY, PLANNING AND WASTE AND THE HEAD OF TRANSPORT STRATEGY

Councillor Chris Chambers and Graeme Mateer reviewed the report and made the decision set out below:

### Decision made:

That the Suffolk County Council (Parish of Lavenham) (Various Roads) (20 mph and 40 mph Speed Limit and Revocation) Order be duly made.

Signature of the Cabinet Member for Transport Strategy, Planning and Waste:



Date:....29 July 2024.....

Signature of the Head of Transport Strategy:



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Date:....29 July 2024.....

## Appendix A - Draft Order

### **SUFFOLK COUNTY COUNCIL (PARISH OF LAVENHAM) (VARIOUS ROADS) (20 MPH AND 40 MPH SPEED LIMIT AND REVOCATION) ORDER 202-**

Suffolk County Council in exercise of its powers under Section 84(1)(a) and (2) of the Road Traffic Regulation Act 1984, as amended, (hereinafter referred to as "the Act of 1984") and of all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act of 1984, hereby makes the following Order:

1. No person shall drive any motor vehicle at a speed exceeding 20 mph in any direction on the lengths of road specified in Schedule 1 to this Order.
2. No person shall drive any motor vehicle at a speed exceeding 40 mph in any direction on the length of road specified in Schedule 2 of this Order.
3. No speed limit imposed by this notice applies to vehicles falling within regulation 3(4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011 when used in accordance with regulation 3(5) of those Regulations.
4. The provisions of The County Council of West Suffolk (Restricted Roads) (No. 3) Order 1967 dated 27 November 1967, are hereby revoked.
5. This Order may be cited as the Suffolk County Council (Parish of Lavenham) (Various Roads) (20 mph and 40 mph Speed Limit and Revocation) Order 202- and shall come into operation on[ ] 202-

Date: [ ] 202-

The COMMON SEAL OF SUFFOLK )  
COUNTY COUNCIL was affixed )  
in the presence of: )

(A duly authorised Officer of the Council)

## **Schedule 1**

### **20 mph speed limit**

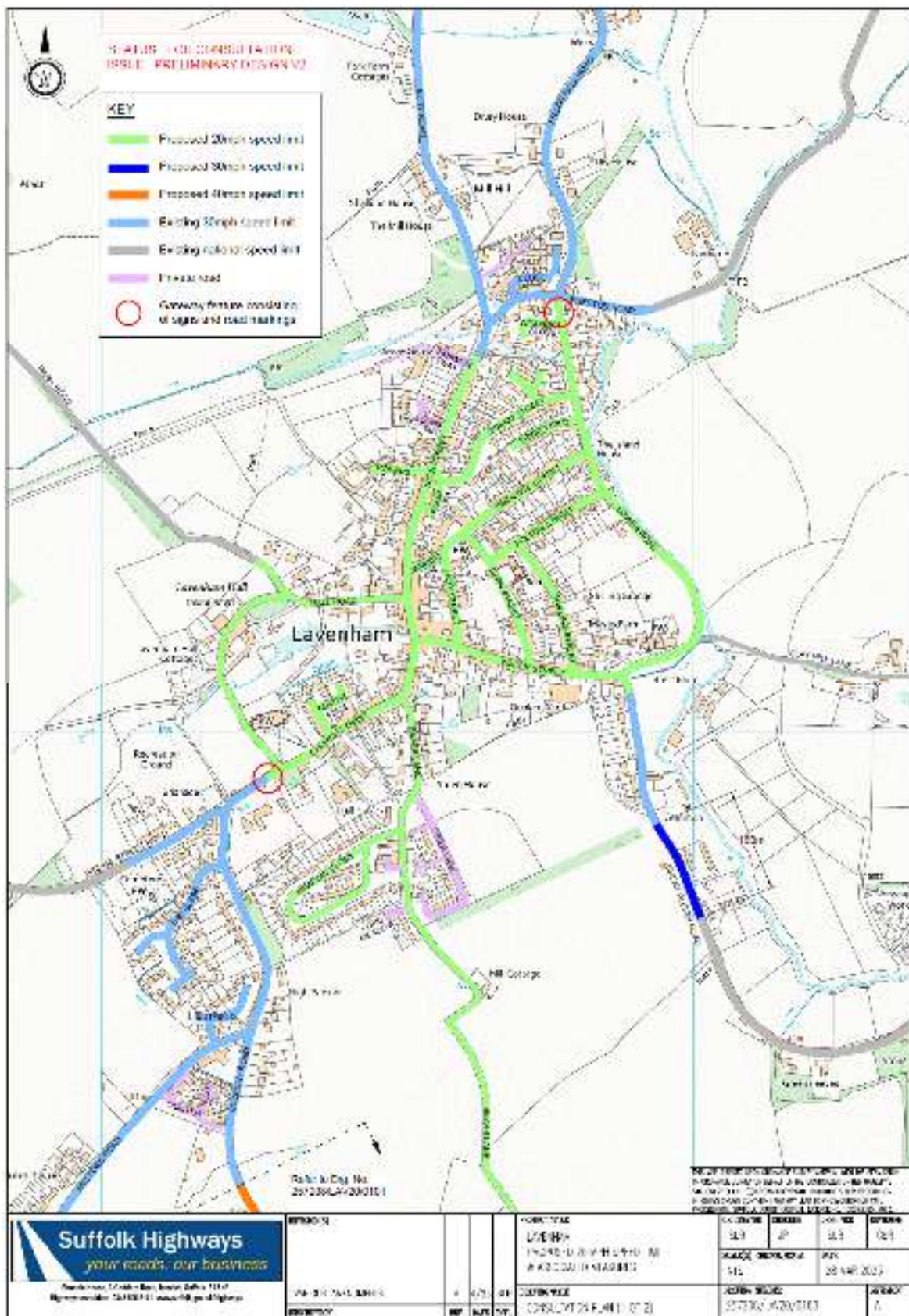
ROAD NO.	ROAD NAME	DESCRIPTION
U8146	Barn Street	Its entire length
U8139	Bears Lane	Its entire length
U8148	Bolton Street	Its entire length
A1141	Brent Eleigh Road	From its junction with Water Street and Lower Road to a point 35 metres south of that junction
B1071	Church Street	From a point 90 metres northeast of its junction with Bridge Street Road and Sudbury Road to its junction with High Street and Water Street
U8142/ U8143	Hall Road	Its entire length
A1141	High Street	From a point 70 metres south of its junction with Bury Road and Preston Road to its junction with Church Street and Water Street
U8147	Lady Street	Its entire length
C702	Lower Road	Its entire length
U8154	Market Lane	Its entire length
U8154	Market Place	Its entire length
U8140	Meadow Close	Its entire length
U8143	Park Road	From its junction with Hall Road to a point 82 metres north west of that junction
U8149	Prentice Street	Its entire length
U8153	Pump Court	Its entire length
U8143	Ropers Court	Its entire length
U8145	Shilling Street	Its entire length
U8153	Spring Lane	Its entire length
U8153	Spring Street	Its entire length
U8143	Tenter Piece	Its entire length
U8150	Trinity Gild	Its entire length
A1141	Water Street	Its entire length
U8153	Weavers Close	Its entire length

## **Schedule 2**

### **40 mph speed limit**

ROAD NO.	ROAD NAME	DESCRIPTION
B1071	Sudbury Road	From a point 279 metres south of its junction with Melford Road to a point 854 metres south of that same junction

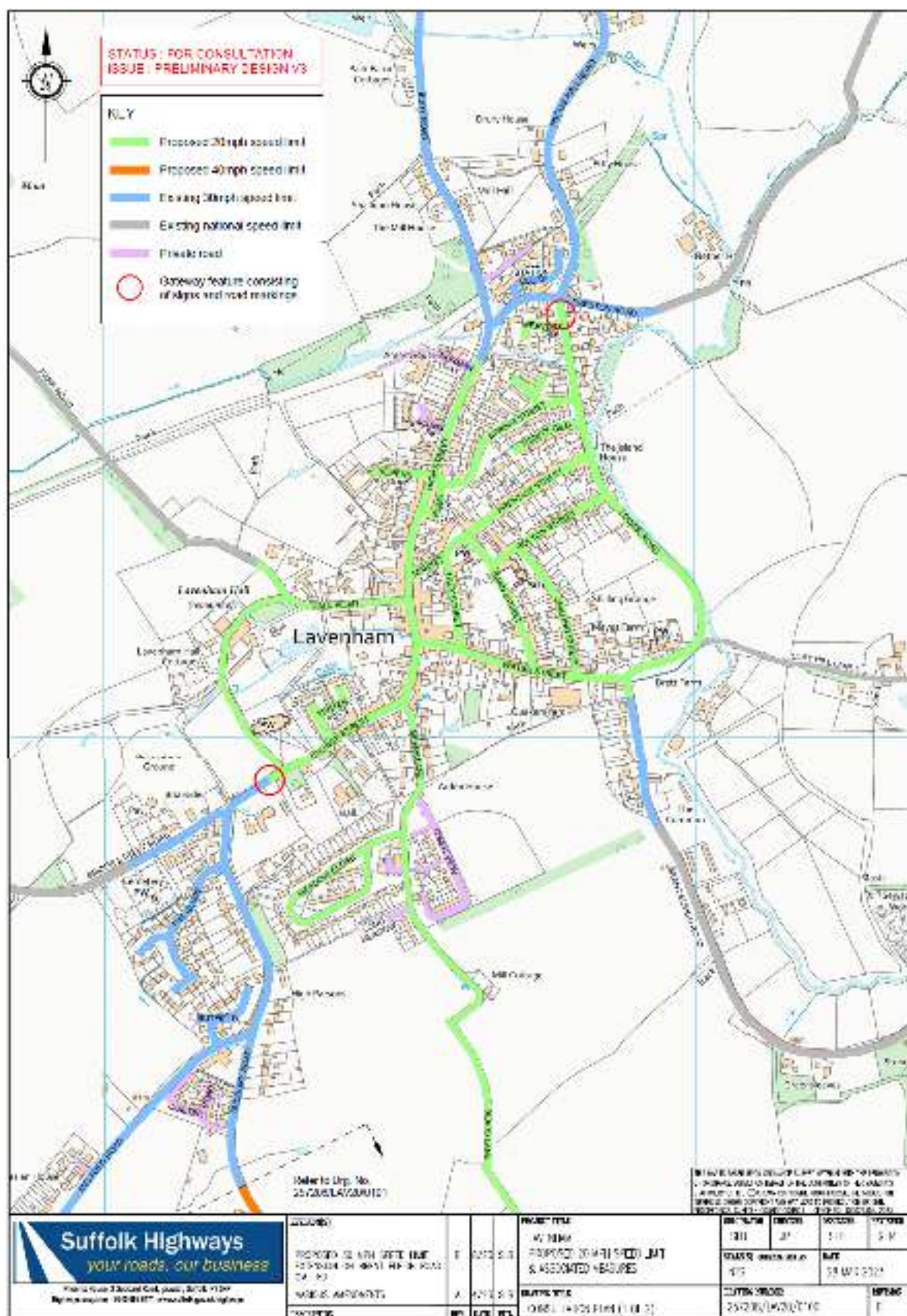
## **Appendix B - Original consultation plans (for consultation)**







## Appendix C - Final consultation plans (for advertisement)







## **Appendix D - Formal Representations**

### **Response 1 (Two emails received)**

Dear Sirs,

We must object to the decision to exclude the residential section of Bridge Street Road from the proposed 20 mph Zone. This road is devoid of a pavement on our side of the road for its entire length and for a large part of the length of the road on the south side.

We regularly experience, large vehicles which all the signs say are not permitted and also most car drivers speed up from the moment that they enter Bridge Street Road to the detriment of residents.

If ever there was case for inclusion in the 20mph zone as originally envisaged Bridge Street Road would assuredly qualify.

Whilst there is mention in the document item 2.2 of mitigation measures, currently the signs are totally ignored. What additional mitigating measures will be enforced?

With the adjoining Tennis courts and sports fields Bridge Street Road sees many pedestrians accessing these. There are also regular pedestrians from the residential area and from farms further west.

Bridge Street Road with its current traffic issues is a dangerous road for all pedestrians of which there are many, and inclusion of the area in the 20mph zone would be beneficial to all.

Dear Madam,

Whilst I referred to pedestrians having to walk in Bridge Street Road owing to a lack of pedestrian pavements I feel that I should also make the councillors aware of the fact that a large number of these pedestrians are in fact, children.

There have been football training programmes for a couple of years at weekends with many of the participants using this road which is devoid of pavements for much of its length.

There are also a number of activity clubs run for children during the Summer school holidays again involving many children from around age 4 upwards.

It is important that these children be protected from dangerous road users, of which there are many, whilst using this road for the stretch from Church Street to just beyond Pippins at the Playing Fields' & Tennis Courts' Car Park.

If SCC wish to continue with the current inadequate proposal, they could build a suitable pavement for pedestrian use along the stretch of Bridge Street Road detailed above. That would certainly add to the safety of children and other pedestrians.

In essence I would not wish to see this proposal fall by the wayside, and will happily support it but only subject to a suitable pavement in Bridge Street Road.

Yours faithfully

## Response 2

Dear Aishah,

I have read the documents about the proposed speed restriction changes in and around Lavenham and have a number of comments as below.

- It is clear that the primary purpose of the 20 mph zone is to force users of the roads out of their cars and onto other forms of transport; quote *"The proposal to introduce new 20 mph and 40 mph speed limits is intended to improve the amenities of the area and provide important benefits in terms of community and quality of life. Reduced traffic speeds will encourage healthier and more sustainable transport modes such as walking and cycling."* This is just another extension of an "anti-car" policy, as followed by many councils throughout the country.
- Having said that, if the proposals are to go ahead, I have a number of comments and suggestions on the details:
  - The 20 mph zone covers, as others on the Lavenham Suffolk Facebook page have commented, the roads in Lavenham where it is almost impossible to travel at more than about 15 - 20 mph. These are the congested, narrow or winding streets. In particular, the section of Long Melford Road which is currently at 30mph (past Green Willows, etc.) and does appear to be used by drivers at speeds above this, is to remain at 30 mph. If, as stated, one of the aims of the changes is to *"... to avoid danger to persons or other traffic using the road. The 20 mph speed limit will encompass those roads where there is high pedestrian activity and generally where roads and footways may be narrow ..."*, then I would suggest that the 20 mph zone is extended along Long Melford Road to encompass the whole of its length to the "speed unrestricted" sign.
  - Similarly, drivers coming south on the Bury Road (i.e. from the Bury direction) regularly speed over the old railway bridge and around the downward sweeping right hand bend. This section should be restricted to 20 mph.
  - Also, whilst on this side of the village, Frogs Hall Road seems to be being left at 30 mph, where there is no footpath at all along its length and it is frequently used as a cut-through by drivers. This road should be set to 20 mph.
  - Overall, if this proposal is going to go ahead, I would suggest that the whole village should be set to 20 mph, from the the start of all the 30 mph restrictions.
- Some more pragmatic questions:
  - I have seen that the changes as proposed may result in some 80-100 new speed restriction signs throughout our lovely village. To quote your document,

*"Lavenham has national historical importance and sensitive conservation requirements and attracts large numbers of visitors."* So what will our village look like with all these signs over it?

- Who is paying for the signage?
- Who is paying for enforcement of the speed limits? Will this take the form of the non-existent enforcement of the current 30 mph speed restrictions? Why not put in "sleeping policemen" to ensure drivers slow down. This is the only way to be sure that speed limits will be observed.

I am sure that other residents of Lavenham will make their opinions known, so I will leave it there. I have copied the Parish Council Clerk with this email.

Yours sincerely,

### **Response 3**

Hi,

I am a local resident. I totally agree with the 40mph zone coming into force. I can though guarantee that 21 of the 22 roads in Lavenham where you are wanting to put the 20mph zone, there is little likelihood that anyone can go more than 20mph up those very small, narrow roads. The church street 20mph I totally agree with.

Living in the village all my life I will be very saddened to see 20mph signs up everywhere. I think the signs input at water street were terrible and these will be on par with that. Am not sure who has put this forward as a good idea but I truly think it's not!

Thanks

Good Afternoon,

Thank you for your email below. I shall ensure your comments are sent to the highways team for consideration.

For the avoidance of any doubt please can you confirm if you are objecting to the proposals?

Kind regards

Aishah Siddika

Yes objection to the 20mph zones and their signs.

Thanks

## Response 4

Hello

i am against the 20mph speed Limit in Lavenham suffolk

i have a shop in church street [REDACTED]

the Air Quality is poor here due to traffic stopping at the Juction and the traffic building up as there is only 1 traffic route up and down the High street

the house are 14th century and not air tight so my shop fills with lorry and car and bus fumes air Qulity will get worse with slower moving traffic and will backlog as cars will come upon the village fast and slow to 20mph causing tailbacks plus also road rage as has happened in places were the 20mph is in place

a full air quality survey would need to be carried out prior to implementation and after as this would have a great risk to health than people doing 30mph on a road that in living memory not one person has been injured

and that is some doing with the elderly that are here and visit

we do not wanta repeat of cross street in sudbury suffolk

## Response 5

Dear Mr Ryder,

I refer to the above proposal.

I believe the proposals put forward by the County Council were conceived from data taken in 2019 and has not been updated to recognise the growth and changes of the villages since that date. They certainly do not take sufficient account of the growth and pedestrian movements and their safety, if safety is a key factor to the proposals.

In particular: - more recent development along the Melford Road has given rise to greater numbers of children and young people movement towards and from the Sudbury Road and beyond for school and college transport. Melford Road has regular speeds in excess of 40 mph - the whole of this road should be included in the 20 m.p.h. zone leading into the village and connecting to Sudbury Road. Many children live in the developments along Melford Road, with younger children walking to the Lavenham primary school situated at the top of Barn Street and Bolton Street. Secondary age children walk along Melford Road to catch school buses that stop along the Sudbury Road on the village side of the road, opposite the footpath leading to Meadow Close. In addition, commuters, buggy walkers and mobility scooters use this route into the village. I understand that the SID, owned by the Lavenham Parish Council recorded speeds in excess of 80 m.p.h. when it was in place along the Melford Road.

Sudbury Road - this requires a 30 m.p.h buffer from the 40 m.p.h. zone and then the 20 m.p.h. zone should commence where the 30 m.p.h. is proposed and continue to Church Street. If safety is a concern why hasn't a pelican crossing been considered for pedestrians to cross the Sudbury Road outside the church - an active place of workshop and centre of the village. This area regularly has parking on both sides of the road, leaving pedestrians with no option but to cross between parked vehicles and gives drivers reduced pedestrian visibility.

Butfield and The Glebe - should be included within the 20 m.p.h zone which would be if Melford Road was included.

Bridge Street Road - should be included in the 20 m.p.h zone beyond the perimeter of the cemetery and then a 30 m.p.h buffer beyond to the National speed limit sign. There is not a continuous footpath along this stretch of road and off of it is the village recreation ground and access to the village cemetery. Again a high young pedestrian route for regular weekly sports clubs and activities, plus summertime concerts.

Brent Eleigh Road - your map fails to identify the village play grounds on the corner of the Brent Eleigh Road and Lower Road (not identified), thus the 20 m.p.h zone needs to be extended to beyond the proposed 30 m.p.h. area to include the access point to the commercial site adjacent to the river. Again, if safety is key, why has this area not been excluded from the 20 m.p.h. plan? Has a pedestrian crossing not been proposed for safety here. In addition the pathway ceases prior to a multi commercial centre with pedestrians walking along the road for access.

Park Road - with Hall Road included in the 20 m.p.h. zone, it makes no sense for Park Road not to be included, especially as it is used extensively by local walkers all year around and a bridle path access to the church.

High Street north and adjoining - all these roads need to be included in the 20 m.p.h. zone to beyond and require a 30 m.p.h. buffer from the direction of the Bury St Edmunds Road. Speed needs to be restricted before drivers hit a 20mph zone for everyone's safety.

Many near misses are reported within the village due to speed, volume of traffic, the age of the population and their speed of movement, plus the daily visitors who at times fail to grasp that the High Street is a through road. Have we not considered a pedestrian crossing to support safe crossing towards the Market Place from the High Street?

For the environment and the overall historical significance of Lavenham I can understand the proposal for a 20 m.p.h. although in many of the roads proposed speeds anywhere near 20m.p.h are challenging with parking, road width and road condition. This proposal has in my opinion omitted the main entry points of traffic and the actual movement of resident pedestrians and safety should be paramount. Please reconsider this proposal which residents voiced their concerns about at a Parish Council open meeting at the end of 2023.

Best regards

Good Afternoon

Thank you for your email below the content of which is noted, I shall ensure your concerns are passed on to the highways department. For the avoidance of any doubt please confirm if you are formally objecting to the current proposal?

Kind regards

Aishah Siddika

Objecting-: the proposal doesn't go far enough to cover the whole village under safety and is conceived on old data.

Kind regards



## Response 6

12<sup>th</sup> April 2024

Dear Sirs,

Re: Traffic order 202 – proposal to introduce new speed limits in Lavenham

I am writing to express my **opposition** to the proposal to introduce 20 20 mph speed limits in Lavenham.

My credentials for expressing this view are as follows:

My wife and I have been residents of Lavenham for over 40 years.

I regularly walk in the village, cycle in the village and drive in the village.

I am a regular user of the shops, the Village Hall, the church and the playing fields.

I have been involved in traffic studies in the village for over 2 years.

The reasons for my opposition to the proposal are multiple:

1. The supposed benefits of the scheme are not justified by the cost.
2. It is bad law if it can't be enforced. There is no evidence that average speed will be reduced or there will be any tangible benefits.
3. There is scant evidence of any injury to persons or vehicles attributable to excess speed in Lavenham. Safety can't be advanced as a benefit.
4. Any suggestion that the scheme will be a major contributor to reduction in emissions is fanciful
5. Aesthetically, the introduction of all the 20 repeater signs is completely contrary to the policy of maintaining the heritage aspect of Historic Lavenham. It is completely inconsistent with planning policy and will be a serious detriment to the appearance of the village. **This is a major consideration.**

I attach 3 pictures which are relevant. These are recent pictures and show the present disregard for the status of the relevant speed limit signs. You are proposing adding 60 more of the same, I believe.

The adult and child sign is in Bears Lane, and has been bent and angled for OVER 25 years, signs of maintenance have been none. I consider it a disgrace.

**It is my candid opinion that this scheme is ill thought out and unjustified.**

With regard to the proposal for a 40mph speed limit on the Sudbury Road I think the initial sign should be a further 50ms. towards Sudbury than presently suggested. This would give a larger buffer to the cottages on the West and the farm shop on the East, and further away from the bend.

Yours faithfully,

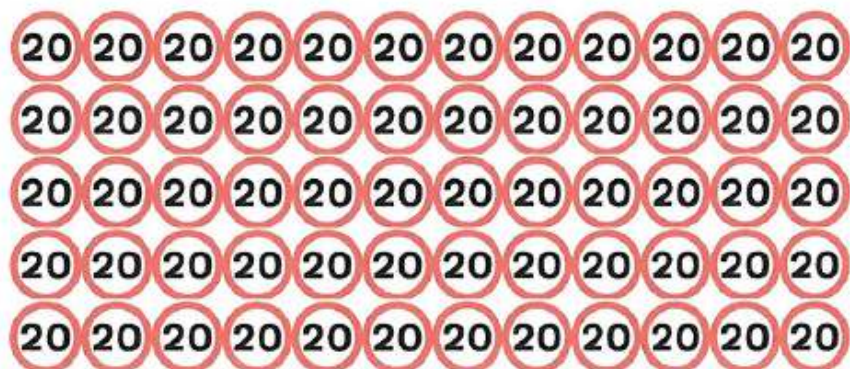




Bury Road



Bears Lane



Proposed repeater signage

## Response 7

14 April 2024

Dear Aishah and the wider Suffolk County Council Legal Services,

I am writing to express my strong objection to Proposal Order 202 dated 28th March 2024, which suggests implementing 20mph and 40mph speed limits and revocations in Lavenham Parish. Having been a resident of the area since childhood, I find the proposed changes unnecessary and potentially detrimental to the community.

The proposal aims to enhance local amenities and improve quality of life for residents, but I do not believe the proposal would achieve the desired effect. Instead of benefiting the community, these changes would result in daily travel delays and the wasteful expenditure of taxpayers' money to implement these changes. Currently, road users are already impeded by factors such as road conditions and parking issues, making it rare to reach the existing 30mph limit at peak travel times. Therefore, allocating funds towards mitigating the deplorable parking situation and repairing the state of the roads would be a more prudent use of resources.

The proposed changes disproportionately affect residents living outside the inner village boundaries. Prioritising basic road maintenance over speed limit alterations is crucial, considering the significant risks posed by potholes. Additionally, it is important to acknowledge the presence of irresponsible drivers who are unlikely to adhere to any speed restrictions, rendering the proposed limits ineffective in promoting safety.

While the proposal may tout benefits such as improved cycle and walking access to the village from a handful of outlying properties, it fails to acknowledge the existing infrastructure and usage patterns. Lavenham Parish already boasts adequate pathways and routes for pedestrians and cyclists, and any marginal improvements from the proposed speed limit changes would not justify the significant costs and disruptions to motorists. Moreover, prioritizing these changes over addressing fundamental road maintenance issues undermines the safety and convenience of all road users, including pedestrians and cyclists.

Enforcing existing speed limits should be prioritized over lowering the current speed restrictions. Effective enforcement of the current limits not only promotes safer driving habits but also ensures compliance with established regulations. Rather than introducing new speed limits that may not address underlying safety concerns, resources should be allocated towards measures such as increased police presence, speed cameras, and community education campaigns. By focusing on enforcing existing speed limits, authorities can more effectively deter speeding behaviour, reduce the risk of accidents, and ultimately enhance road safety for all users.

In summary, I firmly believe that Proposal Order 202 represents a wasteful allocation of taxpayers' money. Rather than focusing on this proposal, resources should be directed

towards more pressing road improvement projects. The proposed changes fail to align with the needs and concerns of the local community and should be reconsidered.

I urge the council to review and dismiss this ill-conceived proposal promptly.

Sincerely,

## **Response 8**

I wish to OBJECT to the above mentioned order insofar as it relates to the classification of the greater part of Park Road, Lavenham (U8143) as within the national speed limit. I have used the road for 45 years to access my property at Bright's Farm in Bright's Lane (CO10 9PH) and have always understood the speed limit to be 30 mph as the Lane is accessed via, and is contiguous with, both Hall Road and Potlands which are in the 30 mph zone. I have no recollection whatsoever of it ever having been signed at either end as the national speed limit.

Moreover this narrow lane which is a no-through-road and has no pavements is predominantly and daily used by pedestrians\* (many for access to/from adjacent footpaths Nos. 12, 13, 14, 15 and 26). It is included and signed as part of the 'Lavenham Circular Walk' and a section is within the St Edmund Way long distance path. In short, it's usage is NOT appropriate to designation as the national speed limit.

It is illogical to introduce a higher speed limit on a lane in an 'order' which it is claimed is "intended to improve the amenities of the area and provide important benefits in terms of community and quality of life. Reduced traffic speeds (sic) will encourage healthier and more sustainable transport modes such as walking and cycling." Actually increasing the speed limit, as proposed, will have precisely the opposite effect.

I also wish to comment that Potlands (signed as Potland Lane) between Church Road and Park Road/Hall Road is not named in the 'order' although it is coloured green on the map attached to the order.

I trust that my objection and comment will be taken into account in progressing the matter.

## Response 9

Dear Aishah Siddika

The following comments on 20mph speed limits refer only to Lavenham's inner core bounded by Church Street, High Street, Lower Road and Brent Eleigh Road.

I am opposed to the Lavenham 20mph plans for several reasons:

1. The Transport Secretary, on 17 March 2024, provided new guidance on proposals for 20mph speed restrictions:

'We will make it clear that 20mph speed limits in England must be used appropriately **where people want them** – not as unwarranted blanket measures. We will take steps to stop councils profiting from moving traffic enforcement.

Cars' environmental impacts are often held up as a reason for anti-driver measures, but the shift to cleaner vehicles makes this increasingly unjustified. We can decarbonise and maintain our freedoms.

Separately, councils have received strengthened guidance on setting 20mph speed limits, reminding them to **reserve them for sensible and appropriate areas only – such as outside schools** – and with safety and local support at the heart of the decision. **Local authorities are expected to consider this guidance, and as with the LTN guidance, this could have implications for the awarding of funding in the future.**

The introduction of 20mph speed limits in all residential areas in Wales and the expansion of the Ultra Low Emission Zone in London has shone a spotlight on the issues drivers are facing. All this means now is the right time to make a step change in how we help drivers. The measures in this plan will make driving as straightforward, smooth, fair, environmentally responsible and safe as possible.'

***The spirit of this guidance is clearly opposed to the blanket proposals by Highways of 20mph speed limits in Lavenham.***

2. Medieval Lavenham attracts many thousands of tourists every year. Installing over 70 speed limit signs within the core area will urbanise and detract from the medieval character of its conservation centre and jeopardise its business interests.
3. Enforcing speed limits is unrealistic. The Transport Secretary's comments rule out the installation of ANPR and police resources are woefully inadequate. Their time should be spent catching criminals, not drivers exceeding 20mph speed limits. Parish Councillors have also voiced doubts about how 20mph speed limits would be enforced.
4. Every Government Ministry is short of funds as are County and District Councils - witness Babergh's recent attempts to finance support services. This is not the time to waste taxpayers' money on unenforceable 20mph speed limits.
5. Some councillors believe that the two village surveys of 2016 and 2021, which **in principle** supported 20mph speed limits, justify their implementation. However, the

Highways' plan is flawed in many areas (eg.60 mph permitted down Park Road 30m from the junction with Hall Road), and most people are no longer supportive.

6. Silent electric vehicles are a greater danger to pedestrians than noisy petrol/diesel cars. It is essential therefore to remind villagers the safest way to cross a road is to follow the Green Cross Code, a copy of which should be sent to every household. This would save lives and be more effective and cheaper than 20mph speed limits.

Yours sincerely

## Response 10

We wish to object to the proposed implementation of a 20 mph speed limit in Lavenham.

We do not believe that allowing a 20 mph speed limit, which covers a very large area, is consistent with the criteria you use when deciding that a scheme like this is to be proposed.

The CrashMap website shows that from 2018, in the time period shown on the site, there have been four minor traffic incidents in the area covered by the proposed 20 mph speed limit. Three of these were at different locations in the High Street over a four year period and one in the Church Street car park. This doesn't appear to constitute a history of road traffic incidents.

In the 2013 Lavenham Neighbourhood Plan (LNP) questionnaire the numbers responding positively to the 20 mph question represented approximately 20% of the total population of the village at the time (2011 census data). The 2021 LNP questionnaire was more specific in that it asked about 20 mph in the village core. The number responding positively to this represented approximately 10% of the total population of the village at that time (2021 census data).

These figures do not suggest that there is widespread support for such a scheme. At no time prior to this has a proper survey/consultation, with clearly stated objectives and relevant information, been conducted to gather village opinion on this matter.

At the present time it is difficult to exceed a speed of 20 mph on many roads within the village. The few that do drive fast on these roads are unlikely to be deterred by a 20 mph scheme. More active enforcement is much more likely to be a better deterrent rather than a costly scheme.

A public consultation of the proposed scheme should have given an indication of the potential costs that will be involved and how such a scheme is to be funded.

The 20 mph scheme in Bildeston cost approximately £28 000 and the scheme in Assington cost approximately £25 000. Given the limited scope of these two schemes it is not difficult to conclude that the proposed scheme for Lavenham will far exceed these costs, maybe even into a six figure sum (?). It is not right to burden the tax payers of the village with such excessive sums given the current financial circumstances we all find ourselves in.

We urge you to withdraw the proposal for the 20 mph scheme in Lavenham.

## Response 11

I am writing to you with my objection concerning the introduction of the proposed 20mph speed limit for Lavenham.

I don't feel the proposed scheme meets the criteria that Suffolk County Council set out when deciding to design and adopt a 20mph zone or for a change in speed limit. There is not a majority within Lavenham that are in support of a 20mph limit being introduced and this view that there is only comes from a singular question within the Neighbourhood Plan questionnaire that had a turn out recently of less than 12% of the community. I have been a resident of Lavenham for 35 years and during that time I can't recall any incidents of any car crashes in the village relating to speed. As your data suggests speeds are already lower in the centre of the village and therefore a lower speed limit is not needed. The scheme has only got this far as it has been pushed by the Green Party Suffolk County Councillor Robert Lindsay backed by the Green Party's desire, as they have previously stated, to change all 30mph speed limits to 20mph in Suffolk.

I understand the implementation of small 20mph zones in areas around schools or hospitals but I object to implementing larger 20mph zones like the proposed one for Lavenham.

The introduction of 20mph repeater signs that will be needed throughout the streets of Lavenham will have a detrimental effect on the appearance of the village.

The streets that have been proposed to be changed you can barely get above 20mph as it is now. I see the introduction of the 20mph scheme will make little to no difference to the average motorist driving through Lavenham. Yes there are people who speed above the 30mph now as there is across the whole country, efforts should be made on trying to reinforce the current speed limit of 30mph with speed indicator devices and Police mobile camera enforcement. I understand Suffolk police would not enforce any 20mph.

I think it's ridiculous that this consultation is taking place without any potential costs being disclosed to the Lavenham community. Based on other 20mph limits the likelihood is this will cost a substantial amount of money to implement to go with the large amount already spent on very basic designs.

Cost will have a big impact as to whether people think the scheme will be value for money or not and Lavenham parishioners should have been given cost information for them to be able to make an informed decision. Ultimately the cost of the scheme being put into place will fall on Lavenham Parish Council and therefore the parishioners likely via an increase in their precept. I don't think this is fair and strongly object to this financial burden being passed onto our community for a scheme that is generally not wanted.

Many Thanks



## Response 12

Dear Aishah Siddika

As a resident of Lavenham for 12+ years, I write to object to this unrealistic scheme.

Lavenham is reportedly one of the best preserved medieval villages in the UK with over 300 listed buildings. It also has narrow, crumbling, potholed streets and major parking deficiencies. The magnificent Market Place, dominated by the Guildhall, cannot be enjoyed as it has been allowed to become a car storage facility.

Church Street and the main High Street are tightly lined with parked cars on both roads and pavements, without any hindrance by authorities.

The likelihood of being able to travel on this through route at much more than 20mph, apart from in the dead of night, is highly improbable. Personal experience during the day suggests a much lower speed and regular stopping to give way because parked cars have reduced usage to single lane traffic. There may be a case for speed awareness on roads further away from the core (Sudbury Road /Melford Road) but this could be more appropriately tackled by SID displays.

There are many anomalies within the proposed plan. One such is Park Road - a cul-de-sac close to the centre used by walkers, riders etc and only wide enough for single lane traffic. The proposal is for 20mph for a short distance. Then what? 60mph on a country track?

It seems that whoever was responsible for finalising these proposals had no knowledge of Lavenham's roads and streets and devised a generic desk-based plan that ticked similar boxes to unsatisfactory schemes elsewhere. Your representatives attending Lavenham's village Hall meeting did not appear to be on top of their brief nor familiar with Lavenham's traffic movements.

How many aesthetically displeasing and inappropriate extra signs will be added and at what cost to the Parish?

How will this proposed scheme be monitored and enforced?

I have not spoken to one resident who is in favour of your proposals and Lavenham Facebook pages confirm there is very little support, so at whose behest is it being proposed? Was it first mooted by volunteers on our Parish Council years ago and further pursued as a consequence of consensus by the most vocal residents at the time? When will current residents be consulted and allowed to vote on this controversial and presumably irrevocable SCC scheme?

Far more benefit would be gained if public funds were not squandered in this way but spent on repairing multitudinous potholes in our streets and roads, solving the annual flooding of Lower Road, replacing trip-hazard paving/tarmac, cleaning streets to inspire civic pride within residents and upgrading our dire public transport system.

20mph limits within Lavenham is just 'pie in the sky', it has not been welcomed nor successful in other villages and is no longer being supported by Government.

One can only hope that SCC will have the foresight to realise that this scheme is just a waste of time, money and effort and Lavenham's many deficiencies attributable to SCC neglect should be tackled rather than creating more.

Regards

### **Response 13**

I write to SUPPORT the above proposed TRO, but also to urge that it is modestly extended in two ways as follows:

1. Gateway Features, as proposed for Church Road (southwest of its junction with Potland Lane) and for Lower Road (south of its junction with Preston Road), are welcomed. But they should also be installed in:

(a) High Street (north of its junction with Norman Way)

(b) Brent Eleigh Road (south of its junction with Water Street) These are the main road A1141 Gateways to the proposed 20mph speed limit zone. In my opinion, they are as important as the Church Road B1071 Gateway, and more important than the Lower Road Gateway.

2. The proposed 40mph speed limit zone on B1071 Sudbury Road is welcomed. But a similar 40mph speed limit zone should be installed on A1141 Brent Eleigh Road, from the south end of the current 30mph speed limit to the Lavenham Parish Boundary. In my opinion, this piece of the A1141 has similar characteristics to the proposed B1071 40mph zone, including scattered development and moderate traffic flows. It also has relatively worse bends and sight lines than the proposed B1071 40mph zone.

Enforcement of existing 30mph speed limits on Melford Road, Bury Road, Bridge Street Road and Preston Road is badly needed, in my opinion, but this does not mean that these roads should be included in the 20mph speed limit zone.



## Response 14

To whom it may concern.

Reference proposed 20mph speed restriction in Lavenham.

As required by Suffolk County Council I wish to register my opposition to the introduction of the 20mph zone in Lavenham.

There are many reasons for my objection which I will list in no particular order.

1. The reason for this proposed scheme comes from a question in the 2016 LNP1 questionnaire which asked do you support a 20mph speed limit in the core of the village. The proposals now cover considerably more than the core of the village, does this give them a conclusive mandate to proceed? The questionnaire had a low proportion of the village respond.
2. For many years the village has prided itself and objected to any unnecessary signage and clutter. Will adding lots of 20mph signs improve the aesthetics of our village? NO IT WILL NOT.  
With the proposed changes to car park charging this will lead to more cars parking on the roadside which in turn brings in the possibility of further parking restrictions necessitating extra signage. Lavenham will start to look like another urban street scene.
3. Is there any evidence of serious accidents that have been caused by excessive speed? As a resident of 60 years I am not aware of any.
4. The changes to many streets are unnecessary. In many of these streets it is near on impossible to achieve over 20mph due to the narrow nature of the roads, bad road surfaces and parked cars. As for 20mph in Pump Court that is simply crazy.
5. At present I admit some drivers do speed up the high street and church street this is either mainly early or late in the day when there not a lot of traffic. During the day traffic and parked cars regulate the traffic speeds and slow down the traffic flow. I am sure the drivers who do not observe the speed limits now will take no more notice of the 20mph limit either.
6. The local police have gone on record and stated they do not enforce 20mph zones which means there is no deterrent to law breaking drivers.
7. The scheme has been pushed along and driven by the Green Party Councillor Robert Lindsay as he is determined to push this through as he has done in Bildeston. Speaking to several Bildeston residents they say it has made little difference in their village. Lavenham is a very different village to Bildeston.
8. How are people supposed to comment on a scheme when we have never been given any ideas of it's proposed cost. I am sure Lavenham residents will think very differently once they know the cost when their council tax will increase to fund the scheme.
9. Slow moving vehicles trying to keep to the 20mph limit will slow down the traffic flow thus creating more traffic congestion. More stationary vehicles will cause more air pollution in

the streets. Also modern cars do not run efficiently at 20mph, they are difficult to drive at these low speeds.

10. Schemes such as this have proved to have been very unpopular in the areas that they have been pushed through. With the Welsh government looking at the possibility of reversing their nationwide scheme. And the current government is not convinced this is the right way forward.

What a waste of money! At present the village works, it may not conform to the way people expect today but it works. The parking problems may restrict traffic flow but it works to control the speed of through traffic. Yes we do get traffic jams but they usually resolve themselves quickly. Alter the speed limits and the balance will change, things will get worse not better.

Many Thanks

## **Response 15**

I refer to the above matter.

As a long time resident of Lavenham who lives at the Bury end of the village.

The proposals put forward by the County council only go so far. They do not take sufficient account of the speed of vehicles before they "hit" the more populated parts of the village, pedestrian movements, and the safety of pedestrians.

The 20mph limit needs to be extended further out of the village so that the traffic has already been slowed down before it "hits" the more populated areas of the village .

Sudbury Road - this requires a 30 mph buffer from the 40 m.p.h. zone and then the 20 mph, before Howletts Garage zone and continue to Church Street.

High Street north and adjoining - all these roads need to be included in the 20-m.p.h. zone to beyond and require a 30-m.p.h. buffer. From the direction of Bury St Edmunds and moreover, along the Preston Road and Frogs Hall Road there is limited to no footpath provision. The 20mph should start from Bury at the bottom of the hill just before Park Farm entrance and similarly down the Preston Road to just before Mortlocks.

Bridge Street Road - should be included in the 20 mph zone beyond the perimeter of the cemetery and then a 30 mph buffer beyond to the National speed limit sign. There is not a continuous footpath along this stretch of road and off it is the village recreation ground and access to the village cemetery.

Brent Eleigh Road - your map fails to identify the village playgrounds on the corner of the Brent Eleigh Road and Lower Road (not identified), thus the 20 mph zone needs to be extended to beyond the proposed 30 m.p.h. area to include the access point to the commercial site adjacent to the river.

Melford Road - the whole of this road should be included in the 20 mph zone. Many children live in Green Willows, Peek Close and Harwood Place. Younger children walk to the Lavenham primary school situated at the top of Barn Street and Bolton Street. Secondary age children walk along Melford Road to catch school buses that stop along the Sudbury Road on the village side of the road, opposite the footpath leading to Meadow Close. The SID owned by the Lavenham Parish Council recorded speeds in excess of 86 m.p.h. when it was in place along the Melford Road.

Butfield and The Glebe - should be included within the 20 mph zone.

Park Road - with Hall Road included in the 20-mph. zone it makes no sense for Park Road not to be included therein, especially as it is used extensively by local walkers all year around.

Kind regards