

## Highways and Road Safety Update

### Wickham Street – Request for reduction in speed limit from 40 to 30mph.

For background, see previous reports [WPC.24.01.02](#); [WPC.25.02.03](#); [WPC.25.04.03](#) ; [WPC.25.05.06](#) and [WPC.25.09.03](#).

At its February meeting (Min. 25.02.7.4 refers), the parish council resolved:

#### Recommendation ...

- iii. **The parish council approve the cost of contributing to:**
  - a. **A tube speed survey with vehicle class at not more than £45**
  - b. **A full report by Suffolk Highways into the parish request for a reduction in the speed limit at Wickham Street from 40mph to 30mph at a cost of not more than £750.**

At its September meeting (Min. 25.09.7.4 refers), the meeting agreed the draft report to Suffolk County Council Highways prepared by the clerk, requesting a reduction in the speed limit on the A143 at Wickham street and identified the following additional points for inclusion:

*That there is no signage indicating where residents crossing to footpaths, bus stops or play areas*

- *That the vegetation around signage is not cut back by Highways, reducing visibility for road users*
- *That ideally, additional responses to the highways survey should be encouraged (if hard copies could be delivered by councillors before the start of the pre-referendum period (anticipated 6th October)).*

No further responses to the speeding survey which were received and a summary of the responses has been included in the report.

The application submitted by the clerk to Passenger Transport, Suffolk County Council under the BSIP funding for bus stop improvement works clerk has been acknowledged. Passenger Transport have advised that straightforward applications (e.g. installations of bus shelters) have been dealt with and that the parish council is likely to be contacted in the next fourteen days for a site visit to be arranged prior to its application being considered in full.

The revised draft report for submission to Suffolk County Council, requesting a reduction in the speed limit from 40mph to 30mph on the A143 from Wickham Street to Clopton is attached.

#### Action:

**Cllrs consider the draft report and identify final amendments prior to submission to Suffolk County Council (with a copy to SC Cllr Bobby Bennet and Nick Timothy MP).**

# Request to Suffolk County Council Highways for a review of speed limits and road safety measures at A143 Wickham Street

## Introduction

Speeding in rural communities is a major concern which impacts on the safety and wellbeing of residents. In recent years responsibility for tackling rural speeding has largely been passed to local communities through the provision of VAS and the setting up of Community Speedwatch. Enforcement seems rarely to be carried out by the Police or Suffolk Roadsafe and this community feels abandoned by the two organisations whose role it is to protect and improve their quality of life in this respect.

## Background

Wickhambrook Parish Council first requested a reduction in the speed limit on the A143 at Wickham Street in 2019. This request was supported by our late District and County Councillor Mary Evans.

Results of the Tube Survey's undertaken in January and March 2020 are attached at **Appendix**

**A.** They showed that:

- Excluding weekends, the morning peaks were between 8 and 9am, and the afternoon peaks at 4:00pm, closely correlating with school transport times
- Mean 7 day average 85<sup>th</sup> percentile speeds were:
  - Southbound 43mph
  - Northbound 38 mph

Suffolk County Council in its response back to Wickhambrook Parish Council stated that there was no case for a reduction in the speed limit for the following reasons:

- The relatively short length of built-up area didn't give the impression of a village
- There had only been one recorded road injury collision in the past five years
- Speed survey showed the 85<sup>th</sup> percentile speed as 44 or 45mph
- SCC would struggle to bring the police on board with a lower limit that would require enforcement
- Consistency of speed limits along the A143 which are predominantly 40mph or de restricted

Wickhambrook Parish Council's response (dated 28 September '22) is shown at **Appendix B.**

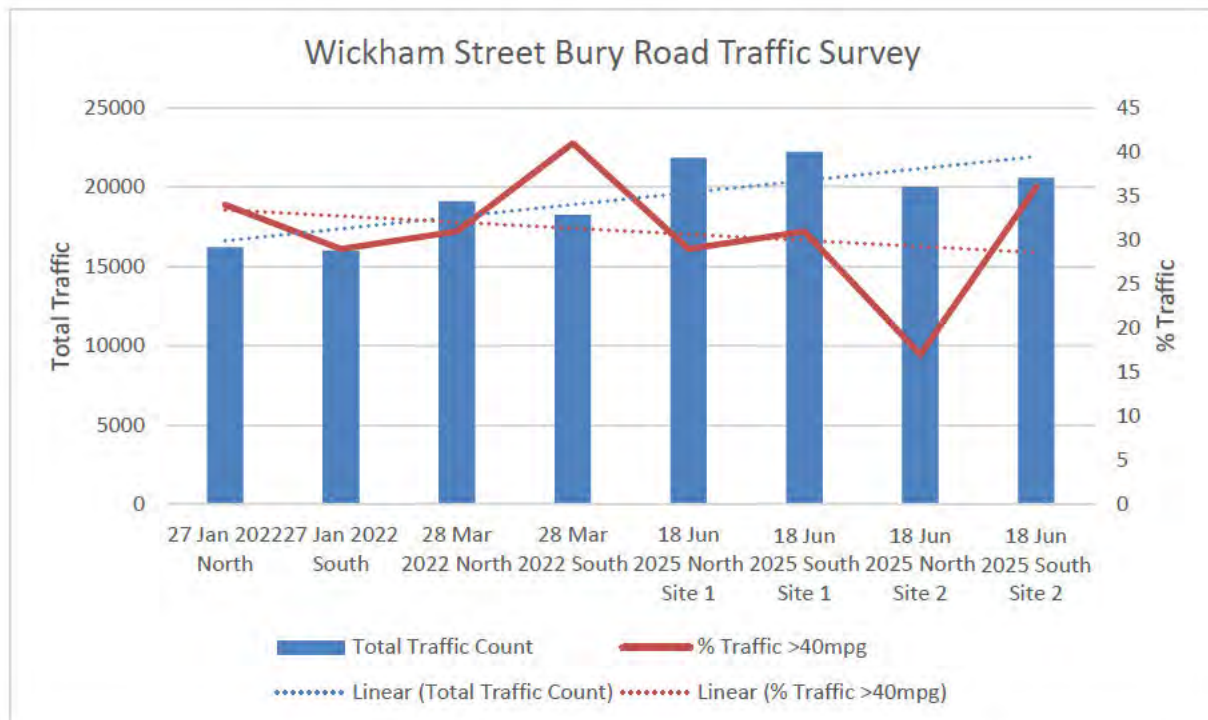
Residents of the parish have continued to raise their concerns over the past three years about the impact of the existing 40mph speed limit on safety to residents, citing

- Vehicle to vehicle accidents
- Concern for safety of pedestrians crossing to access

Acknowledging parish residents' ongoing concerns with respect to safety on the A143 between Wickham Street and Clopton, the parish council commissioned two further Tube Surveys from Suffolk County Council, which took place in June 2025, kindly funded by Cllr Bobby Bennett,

who supports the parish council's efforts to achieve a reduction in the speed limit on this stretch of the A143. The results of these Tube Surveys are attached as **Appendix C**.

A comparison of the surveys is shown below:



Suffolk County Council and Suffolk Police acknowledged that these results indicated that drivers were exceeding the speed limit, but with the exception of a visit from the Roadsafes van (for which no feedback was provided to the parish council) no further action was taken. <sup>1</sup>

### Guidance on Setting Local Speed Limits

Wickhambrook Parish Council welcomes the new [DFT guidelines Setting Local Speed Limits](#) noting

*'its vision is for a transport system that is an engine for economic growth but is also one that is greener and safer and improves the quality of life of in our communities.'*

In particular it welcomes the DFT guidance on tackling rural speeding, the danger it poses to vulnerable road users and the impact that it has on the day-to-day life of its residents and the acknowledgement that the concerns of residents should be considered and are in themselves a valid reason for bringing about change.

The guidelines aim to ensure improved quality of life for local communities and a better balance between road safety, accessibility and environmental objectives, especially in rural communities and Wickhambrook Parish Council would like to work with Suffolk County Council to achieve this. The guidelines state:

*'The guidelines aim to achieve speed limits that better reflect the needs of all road users not just motorised vehicles.'*

<sup>1</sup> Check whether road safe attended following tube survey

*The guidelines aim to ensure improved quality of life for local communities and a better balance between road safety, accessibility and environmental objectives, especially in rural communities.'*

**5. Local speed limits are determined by traffic authorities having regard to guidance issued by DfT. This guidance applies to England and supersedes that previously contained in DfT Circular 01/2006.**

This guidance is contrasted with Suffolk County Council's [current policy on setting speed limits](#) (which has not been updated since its adoption in 2014) in the table attached as **Appendix D** which also summarises the current position with respect to the stretch of the A143 at Wickham Street/Clopton Green.

It is important to note that it is established in law that a policy is a set of guidelines which may be departed from and **should be kept up to date**. Parish Councils are expected, through their annual audit, to demonstrate that their policies and procedures are regularly reviewed, but Suffolk CC does not appear to have held itself to the same standard.

### **Road Safety**

There is a mounting bank of evidence that speeding kills. The DfT report states that in 2022 speeding on rural roads accounted for 57% of road deaths and 68% of car occupant deaths but only around 43% of vehicle traffic. 27% of deaths occurred on single carriageway roads.

The DfT guidelines state that as a general rule, for every 1mph reduction in average speed, collision frequency decreases by 5% (P7) and yet Suffolk County Council continues to rely on a Speed Policy which makes it very difficult for communities to achieve a reduction in speed limits. Wickhambrook Parish Council supports the DfT's aspiration '*to encourage sustainable local travel and economic growth by making public transport, cycling and walking more effective*' but this will only be achieved if residents feel safe.

The DfT guidelines state that mean speeds should be used as a basis for determining local speed limits not the 85th percentile currently used by Suffolk County Council and Suffolk Police (with a threshold of 25% of vehicles having to be recorded exceeding 35mph in a 30mph zone before any action is taken). Wickhambrook Parish Council asks how this practice conforms with the requirement to protect vulnerable road users and believes that setting such a high bar is in effect a way of ensuring that enforcement rarely has to take place. This may be a resourcing issue but this needs to be addressed urgently if rural communities are going to be made safer.

Road Wise<sup>2</sup> provides guidance on the chance of a pedestrian surviving being hit by a vehicle:

- at 40 mph there is a 90 percent chance they will be killed.
- at 35 mph there is a 50 percent chance they will be killed.
- at 30 mph there is a 20 percent chance they will be killed.
- at 20 mph there is a 2.5 percent chance they will be killed.

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<sup>2</sup> <https://www.roadwise.co.uk/using-the-road/speeding/the-chance-of-a-pedestrian-surviving/>

## Accident Data

Accident reports obtained from Crash Map from the period 2017 (five years preceeding the parish council's first request to Suffolk County Council for a reduction in the speed limit) are attached as **Appendix E**.

Included as part of this Appendix are links to local news reports highlighting the impact of the accident in terms of road closures and call out of emergency services.

## Recent installation of bus stop in layby at Stradishall

In May 2025 a new bus stop was established in the layby on the A143 near Howes Farm, Stradishall, works having been instructed by the Passenger Transport Team.

The Bus Stop was established with the intention that the Community Transport operators serving rural villages not on the main route (for the current 14/15/15X services) could provide a feeder service, with the main bus services being able to stop safely.

Passenger transport reported (to SCC Councillor Matthew Hicks, see **Appendix F**) that although there was a bus stop (at Wickham Street) this was deemed a potentially **dangerous** place for the feeder service to stop and wait and for both vehicles to be stationary during the transfer of passengers.

If passenger transport considers that it is not safe for two public transport vehicles to be stationary whilst passengers transfer at Wickham Street, surely this should be considered an acceptance by Suffolk CC that the current speed limit is not considered safe.

## Concerns raised by West Suffolk Council

At a meeting with West Suffolk Council in November '25 with respect to grounds maintenance at Clopton Green, West Suffolk have agreed to cut back and reduce in height a hedge at Clopton Green (indicated as H on the plan below) to improve visibility on egressing at the junction onto the A143. They have advised though that this would require the involvement of Road Management (SCC) as it presents too high a risk for the West Suffolk Grounds Team to work safely on the **dangerous** road.



## Inconsistency of application of Speed limit policy across the County

In its reasons for rejecting a reduction in the speed limit to 30mph at Wickham Street in 2022, Suffolk County Council cited that 40mph was consistent with speed limits on the A143.

This has been reviewed by the clerk, who has established, as demonstrated on the map insert below that in fact the 40mph speed limit at Wickham Street (and Stradishall) are outliers, and that the majority of village communities along the A143 between Haverhill and Diss have a 30mph speed limit, consistent with DFT 2024 Guidelines:

- Chedburgh
- Horringer
- Bury St Edmunds
- Great Barton
- Stanton

Insert Map:

In fact, across the County, the majority of speed limits in village communities are set at 30mph (see **Appendix G**).

## Wickhambrook Parish Council Actions

Wickhambrook Parish Council has done everything it can to tackle speeding with:

- installation of village gateways (as recommended in the DFT document) to remind drivers of the speed limit;
- engagement with Suffolk County Council and the Police about the problem of speeding particularly on the A143 at Wickham Street.
- An application for installation of new bus stops under BSIP funding at Wickham Street and Clopton Green to improve visibility and safety
- setting up of Community Speedwatch and regular collection of data  
Wickhambrook Community Speed Watch group, supported by Suffolk Constabulary, Suffolk County Council and Wickhambrook Parish Council, has been operating since April of this year with 8 trained volunteers. The group has conducted speed monitoring sessions on 30mph roads in various locations around the village and at various times of the day and regularly sees vehicles travelling over the 30mph speed limit, with some exceeding 40mph and 50mph. Since the speed watch group began undertaking speed monitoring sessions the highest recorded speed has been 60mph on the B1063. The details of all vehicles seen exceeding the speed limit are passed on to Suffolk Constabulary.
- provision of VAS on all the main roads in the village (where the speed limit is currently 30mph – 9 sites).

Data from these are used to target locations and times for conducting speed watch sessions. Since beginning to generate Traffic Analysis Reports we have recorded the following:

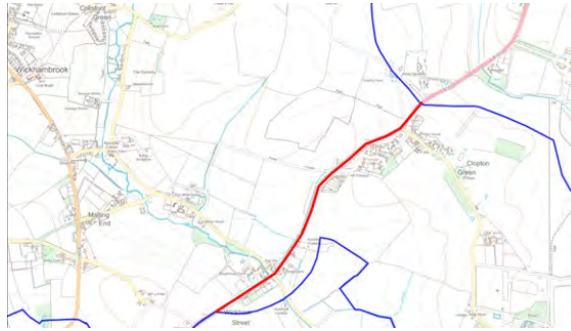
- Ashfield Green  
Max speed 70mph on 03/08/2025 at 14:50hrs - 85th percentile speed 39.1mph
- Bunters Road  
Max speed 90mph on 26/08/2025 at 19:30hrs - 85th percentile speed 38.7mph
- Cemetery Road  
Max speed 55mph on 22/09/2025 at 19:00hrs - 85th percentile speed 30.6mph
- Shop Hill layby - Near school  
Max speed 65mph on 02/10/2025 at 20:15hrs - 85<sup>th</sup> percentile speed 35.4mph (entering 20 plenty zone)

Wickhambrook Parish Council is making a case for a reduction in the speed limit on the A143 at Wickham Street from 40mph to 30mph, consistent with the majority of communities through which the A143 runs from Haverhill in the south to Diss in the north.

### **Wickhambrook Parish Council's Proposals**

Wickhambrook parish council has surveyed its residents about their concerns of road safety (attached as **Appendix H**) and proposes the following actions:

1. A 30mph limit on the A143 at Wickham Street for the full extent of the existing 40mph limit (as shown in red)



2. Installation of new bus stops at Wickham Street and Clopton Green per the BSIP application to improve safety and visibility for passengers accessing and egressing public transport
3. Installation of a pelican crossing at the Wickham Street Junction to improve crossing safety for foot traffic accessing or egressing bus services at Wickham Street (relied upon mostly by school children and more senior and less mobile residents)
4. 30mph roundels to remind drivers of the reduced limit
5. Introduction of a 30mph limit on Church Road through to Coltsfoot Green (already a 30mph limit). Road is a narrow, single track and the original footway from Wickham Street junction to All Saints Church has not been maintained. There is not enough room for two vehicles to pass. This puts vulnerable road users at risk. DFT guidelines state that a speed limit of 30mph may be considered for ***“roads with a predominantly local, access or recreational function or if they form part of a recommended route for vulnerable road users”***. Wickhambrook Parish Council requests a reduction in the speed limit along Church Road to make it safer for the recreational users along the route.
6. Reinstatement of the pavement for foot traffic from Wickham Street to All Saints Church on Church Road – currently there is no speed restriction on this road, despite SCC designating the section from Malting End to Coltsfoot Green as a Quiet Lane

DFT guidelines state that

*‘traffic authorities should only introduce 30mph limits and zones in the right places with local support in urban areas and built up village streets that are primarily residential.’*

The parish council believes that the continuing requests of residents and their views as set out in responses to the survey this year demonstrate that there is local support for a reduction in the speed limit.

The survey also demonstrates the fear of traffic which can affect people's quality of life in villages – specific concerns raised relate to the lack of safe crossing for vulnerable road users to access and egress public transport or traverse the public footpath network in the parish.

## Cost

DfT guidelines state that *'many of the costs and benefits of a speed limit reduction do not have a monetary value but should still be considered. These include conditions and facilities for vulnerable road users'*

Of the (five) collisions reported on Crashmap<sup>3</sup> since 2017<sup>4</sup>, 80% resulted in periods of road closure and the call out of emergency services which represent a significant cost both to the local community and wider economy.

Wickhambrook Parish Council accepts that it might be required to contribute to any measures agreed by Suffolk County Council. The DfT guidelines state that ...

***'... traffic authorities may find it efficient to produce speed limit orders for 20mph zones or limits or to introduce speed limit changes as a result of rural speed limit review, where these cover several roads, through one order covering all the roads covered by the new speed limit.'***

Producing one Traffic Regulation Order to cover the areas requested by Wickhambrook Parish Council would significantly reduce the cost.

## Views of Residents

Wickhambrook Parish Council submitted a previous request for the speed limit along A143 at Wickham Street to be reduced. This was rejected by Suffolk County Council, however Wickhambrook Parish Council would like this decision to be reviewed to take into account the DfT's 2024 guidelines (to which SCC should have regard) which state that concerns of residents should be considered. This did not happen in 2022 and the views of the police did not appear to have been sought.

As stated in paragraph 33 of the DfT report

***'... fear of traffic can affect people's quality of life and the needs of vulnerable road users must be fully taken into account to encourage these modes of travel and improve their safety. Speed management strategies should seek to protect community life.'***

Concerns from residents about the safety of vulnerable road users have to date been ignored and no case has been put forward by Suffolk Council to show how maintaining a 40mph speed limit is in the best interests of vulnerable road users. The response by Suffolk County Council focused solely on the needs of motorists. The DfT recommendation is that 30mph should be considered where there are:

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<sup>3</sup> <https://www.crashmap.co.uk/>

<sup>4</sup> 5 years prior to Wickhambrook Parish Council's first request for a reduction in the speed limit

137. [Traffic Advisory Leaflet 01/04 \(DfT, 2004\)](#) sets out policy on achieving lower speed limits in villages. It suggests that reasonable minimum criteria for the definition of what constitutes a village, for the purpose of applying a village speed limit of 30mph, would be that there were both:

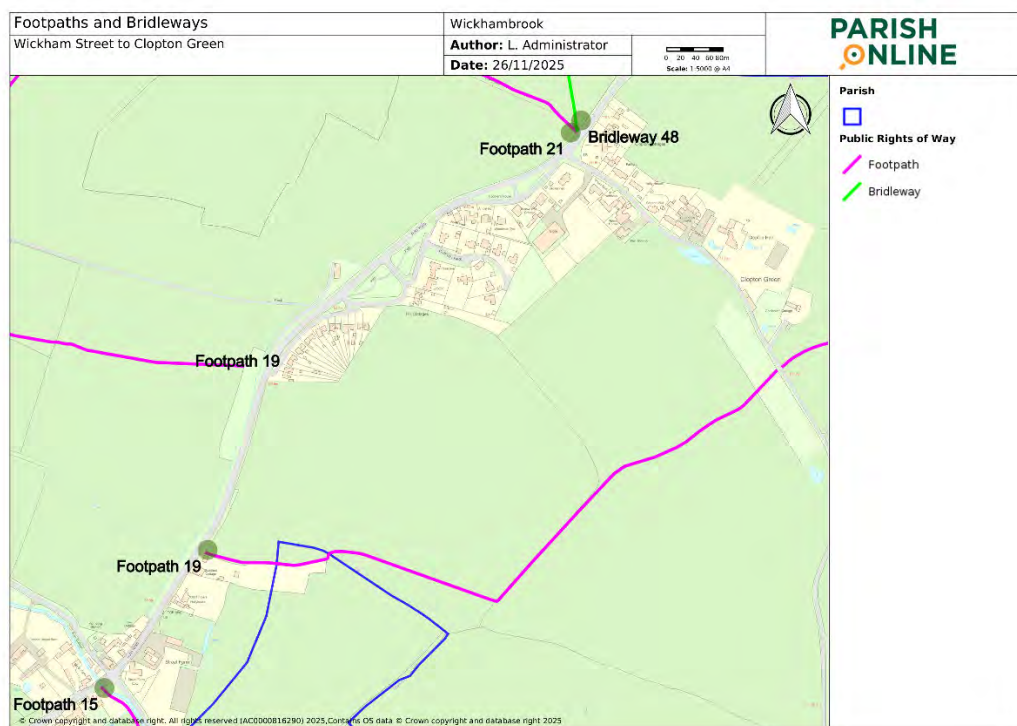
- 20 or more houses (on one or both sides of the road)
- a minimum length of 600m

138. If there are just fewer than 20 houses, traffic authorities should make extra allowance for any other important buildings, such as a church, shop or school. Where the character of a village falls outside this definition, local authorities are encouraged to use their discretion in deciding whether a lower speed limit is appropriate.

A reduced speed limit would send a message to drivers that there are potential hazards along the road.

## Factors which could affect the decision to reduce the speed limit on the A143 Wickham Street to Clopton Green

- There are 4 school bus stops on this stretch. Children from the village need to cross the A143 to reach them, this becomes even more hazardous at some points during the year when roadside vegetation is overgrown and waiting to be cut by SCC or Havebury Housing Association.
- There is street lighting between the junction of Church Road with the A143 and Giffords Lane.
- There are 3 public footpaths and 1 Bridleway which junction with the A143 between Wickham Street and Clopton Green. These are very well used by local dogwalkers, but also walkers, some of which are tourists in the area on walking holidays). Currently there is no designated crossing, resulting in a severance of the parish from one side of the A143 to the other. Access to FP21 and Bridleway 48 from Clopton Green and Giffords Lane is considered particularly dangerous, with poor visibility on a blind bend at the brow of a hill.




- Turning out from Church road and also from drives on the Bury Road is risky as visibility is not good. Four of the five accidents listed on Crashmap have taken place at this junction, resulting from vehicles exiting from Church Road into the A143. Recently, a bus passenger was injured when a bus collided with a vehicle exiting from Church Road (resulting in transfer to West Suffolk Hospital).
- Residents at Wickham Street do not feel safe exiting onto the A143 at Wickham Street due to speed and visibility issues – consequently, a number have resorted to using the layby which is set aside for the bus stop, causing further issues for access and egress to public transport.

## Conclusion.

Wickhambrook Parish Council considers that there is a strong case for a reduction in the speed limit on the A143 at Wickham Street/Clopton Green when considered in conjunction with the Department of Transport 2024 DfT Guidelines, for the following reasons:


- There is a history of traffic collisions over the past five years, which have resulted in injury to individuals and an economic cost resulting from the closure of the A143 and call out of emergency services
- Tube survey results from 2022 and 2025 demonstrate (on 7 day averages):
  - An increase in the volume of traffic over the past three years
  - An increase in the 85% speed south bound over three years
- The effect that the higher speed limit of 40mph, combined with no designated safe crossing points for vulnerable pedestrian users has on feelings of safety for residents and the severance of the parish
- The poor chance of pedestrian survival in the event of being hit by a vehicle:
  - at 40 mph there is a 90 percent chance they will be killed.
  - at 35 mph there is a 50 percent chance they will be killed.
  - at 30 mph there is an 80% survival rate.
- The lack of consistency applied by SCC in respect of speed limits on the A143 (and other A Roads across Suffolk (Wickham St/Clopton Green and Stradishall being two of only a few communities with the higher speed limit of 40mph).
- The recent decision to establish a transfer bus stop out of Wickham Street on the basis that to establish an engineered stop in Wickham Street was considered unsafe
- The support of our current and former County Councillors, and Nick Timothy MP (see **Appendix H**).

Wickhambrook Parish Council asks Suffolk County Council to fully consider a reduction the speed limit on the A143 at Wickham Street/Clopton Green taking into account its comments, the views of Suffolk Constabulary and having regard to the DfT 2024 Guidance.



## Suffolk Highways

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report a fault [highwaysreporting.suffolk.gov.uk](https://highwaysreporting.suffolk.gov.uk)


what's happening in my area? <https://one.network>

Traffic Surveys  
Phoenix House  
3 Goddard Road  
Ipswich  
Suffolk , IP1 5NP

Type of Survey	Speed and Volume Survey
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Project Reference	A4210	Easting	575883
Client	David Chenery Safety & Speed Management	Northing	254218
Site location	Bury Road Wickhambrook	Start Date of Survey Period	27th January 2022
		End Date of Survey Period	2nd February 2022

Comments	
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Speed Limit	40mph
Road Number	A143



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Site No. A4210  
BURY ROAD - WICKHAMBROOK

Lat/Lng. 52.15822 0.5698  
Channel: Southbound

Speed Report (Speed Limit 40 Mph)  
Week Begin: 27 January 2022

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Thu 27 Jan	3140	43	38	5	0	3	10	27	109	652	1503	651	144	35	4	2	0
Fri 28 Jan	3138	43	38	5	2	5	3	25	123	591	1531	641	168	31	14	4	0
Sat 29 Jan	2210	44	39	5	0	1	5	11	31	330	1071	552	160	37	8	3	1
Sun 30 Jan	1749	44	39	5	0	0	0	2	35	297	796	415	147	40	13	3	1
Mon 31 Jan	3033	43	38	5	0	2	17	16	45	582	1530	633	165	37	4	1	1
Tue 1 Feb	1586	43	38	5	0	4	5	11	37	282	760	365	88	22	8	4	0
Wed 2 Feb	1145	42	37	5	0	1	6	20	44	249	550	210	51	10	3	1	0
5 Day Ave.	2408	43	38	5	0	3	8	20	72	471	1175	500	123	27	7	2	0
7 Day Ave.	2286	43	38	5	0	2	7	16	61	426	1106	495	132	30	8	3	0

Site No. A4210  
BURY ROAD - WICKHAMBROOK

Lat/Lng. 52.15822 0.5698  
Channel: Northbound

Speed Report (Speed Limit 40 Mph)  
Week Begin: 27 January 2022

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Thu 27 Jan	3131	43	38	5	0	4	5	26	129	623	1402	700	194	37	8	3	0
Fri 28 Jan	3237	44	38	5	0	4	3	17	104	564	1437	846	207	43	9	3	0
Sat 29 Jan	2226	44	39	6	0	2	3	2	58	335	956	611	181	53	16	6	3
Sun 30 Jan	1708	45	39	6	0	4	8	10	26	285	691	454	176	40	12	1	1
Mon 31 Jan	3051	44	38	5	0	3	0	18	112	570	1404	692	197	42	11	1	1
Tue 1 Feb	1650	43	38	5	0	0	3	22	70	335	744	343	106	21	5	1	0
Wed 2 Feb	1193	44	38	5	0	3	3	7	40	217	533	294	80	14	2	0	0
5 Day Ave.	2452	44	38	5	0	3	3	18	91	462	1104	575	157	31	7	2	0
7 Day Ave.	2314	44	38	5	0	3	4	15	77	418	1024	563	163	36	9	2	1

DO NOT CHANGE THE STRUCTURE OF THE SPREADSHEET (i.e. add or delete rows/columns, modify formulas, etc.)

Site No. A4210  
BURY ROAD - WICKHAMBROOK

Lat/Lng. 52.15822 0.5698  
Channel: Southbound

Vehicle Count Report  
Week Begin: 27 January 2022

	Thu Jan 27	Fri Jan 28	Sat Jan 29	Sun Jan 30	Mon Jan 31	Tue Feb 01	Wed Feb 02	5-Day Ave.	7-Day Ave.
00:00	6	4	17	26	5	4	5	5	10
01:00	2	4	5	8	3	2	2	3	4
02:00	3	3	7	2	3	4	0	3	3
03:00	5	10	8	3	1	4	5	5	5
04:00	5	7	3	3	5	4	3	5	4
05:00	26	25	17	10	16	15	5	17	16
06:00	86	58	24	14	48	16	22	46	38
07:00	316	254	59	29	222	101	76	194	151
08:00	328	310	98	59	345	177	147	261	209
09:00	216	192	109	57	255	123	78	173	147
10:00	144	180	106	88	180	89	69	132	122
11:00	163	168	143	118	163	94	53	128	129
12:00	180	209	189	173	178	91	71	146	156
13:00	168	184	199	150	191	109	54	141	151
14:00	213	197	214	174	177	92	77	151	163
15:00	249	273	218	177	236	130	80	194	195
16:00	296	319	228	188	280	135	103	227	221
17:00	256	282	183	164	276	158	127	220	207
18:00	179	154	107	97	212	114	80	148	135
19:00	81	90	77	67	102	35	24	66	68
20:00	70	58	45	69	52	27	23	46	49
21:00	67	60	58	33	28	26	14	39	41
22:00	65	60	62	30	45	28	23	44	45
23:00	16	37	34	10	10	8	4	15	17
<b>Total</b>									
12H(7-19)	2708	2722	1853	1474	2715	1413	1015	2115	1986
16H(6-22)	3012	2988	2057	1657	2945	1517	1098	2312	2182
18H(6-24)	3093	3085	2153	1697	3000	1553	1125	2371	2244
24H(0-24)	3140	3138	2210	1749	3033	1586	1145	2408	2286
<b>AM Peak</b>	08:00 328	08:00 310	11:00 143	11:00 118	08:00 345	08:00 177	08:00 147	08:00 261	08:00 209
<b>PM Peak</b>	16:00 296	16:00 319	16:00 228	16:00 188	16:00 280	17:00 158	17:00 127	16:00 227	16:00 221

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Week Begin: 27 January 2022

	Thu Jan 27	Fri Jan 28	Sat Jan 29	Sun Jan 30	Mon Jan 31	Tue Feb 01	Wed Feb 02	5-Day Ave.	7-Day Ave.
00:00	1	10	5	8	1	4	3	4	5
01:00	1	2	8	9	3	2	2	2	4
02:00	2	1	4	2	2	0	0	1	2
03:00	6	7	3	3	7	5	0	5	4
04:00	7	12	7	4	6	8	1	7	6
05:00	27	29	11	1	30	11	6	21	16
06:00	115	77	24	19	69	26	25	62	51
07:00	296	268	90	42	223	109	84	196	159
08:00	329	347	130	54	376	206	138	279	226
09:00	245	250	160	120	274	145	110	205	186
10:00	194	202	210	198	174	130	94	159	172
11:00	205	198	256	189	173	80	78	147	168
12:00	203	218	233	175	216	87	62	157	171
13:00	206	217	178	175	185	95	60	153	159
14:00	185	234	170	138	191	119	68	159	158
15:00	209	261	159	105	209	125	91	179	166
16:00	299	298	138	105	278	148	99	224	195
17:00	244	252	122	98	285	164	116	212	183
18:00	167	149	117	86	175	95	66	130	122
19:00	84	96	72	74	93	36	45	71	71
20:00	33	40	45	38	32	31	16	30	34
21:00	36	29	34	27	28	13	16	24	26
22:00	25	23	29	15	14	8	11	16	18
23:00	12	17	21	23	7	3	2	8	12
<b>Total</b>									
12H(7-19)	2782	2894	1963	1485	2759	1503	1066	2201	2065
16H(6-22)	3050	3136	2138	1643	2981	1609	1168	2389	2246
18H(6-24)	3087	3176	2188	1681	3002	1620	1181	2413	2276
24H(0-24)	3131	3237	2226	1708	3051	1650	1193	2452	2314
<b>AM Peak</b>	08:00 329	08:00 347	11:00 256	10:00 198	08:00 376	08:00 206	08:00 138	08:00 279	08:00 226
<b>PM Peak</b>	16:00 299	16:00 298	12:00 233	13:00 175	17:00 285	17:00 164	17:00 116	16:00 224	16:00 195

Type of Survey	Speed and Volume Survey
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Project Reference	A4228
Client	David Chenery
Site location	Bury Road Wickhambrook

Easting	575733
Northing	254079
Start Date of Survey Period	28th March 2022
End Date of Survey Period	3rd April 2022

Comments	
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Speed Limit	40MPH
Road Number	A143



DO NOT CHANGE THE STRUCTURE OF THE SPREADSHEET (i.e. add or delete rows/columns, modify formulas, etc.)

Site No. A4228  
BURY ROAD - WICKHAMBROOK

Lat/Lng. 52.15702 0.567537  
Channel: Eastbound

Speed Report (Speed Limit 40 Mph)  
Week Begin: 28 March 2022

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65	Volume over 40 mph	Volume over 40 mph as %	Volume at over 45 mph
Mon 28 Mar	3031	44	38	6	1	4	0	31	68	666	1249	663	253	82	9	3	2	1012	33.39%	11.51%
Tue 29 Mar	3063	44	37	6	5	17	15	66	120	687	1279	568	228	55	19	0	4	874	28.53%	9.99%
Wed 30 Mar	3060	44	38	5	0	4	0	9	71	726	1313	634	220	68	12	2	1	937	30.62%	9.90%
Thu 31 Mar	3004	44	38	6	4	3	6	20	103	684	1275	616	218	60	12	3	0	909	30.26%	9.75%
Fri 1 Apr	3036	44	38	6	3	8	9	26	123	721	1249	623	224	39	6	4	1	897	29.55%	9.03%
Sat 2 Apr	2188	44	38	6	2	3	5	11	48	475	953	447	183	45	11	3	2	691	31.58%	11.15%
Sun 3 Apr	1723	44	38	6	1	5	3	10	37	385	739	322	147	52	20	1	1	543	31.51%	12.83%
5 Day Ave.	3039	44	38	6	3	7	6	30	97	697	1273	621	229	61	12	2	2	926	30.47%	10.04%
7 Day Ave.	2729	44	38	6	2	6	5	25	81	621	1151	553	210	57	13	2	2	838	30.69%	10.42%

Site No. A4228  
BURY ROAD - WICKHAMBROOK

Lat/Lng. 52.15702 0.567537  
Channel: Westbound

Speed Report (Speed Limit 40 Mph)  
Week Begin: 28 March 2022

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65	Volume over 40 mph	Volume over 40 mph as %	Volume at over 45 mph
Mon 28 Mar	2929	44	39	6	4	2	7	30	70	464	1323	738	196	71	13	4	7	1029	35.13%	9.94%
Tue 29 Mar	2991	44	39	6	1	7	10	17	92	422	1279	829	234	57	24	9	10	1163	38.88%	11.17%
Wed 30 Mar	2916	44	39	5	2	0	1	10	66	415	1281	818	238	65	13	5	2	1141	39.13%	11.08%
Thu 31 Mar	2864	44	39	5	2	5	4	12	45	328	1290	844	259	52	19	3	1	1178	41.13%	11.66%
Fri 1 Apr	2827	45	39	6	2	3	3	11	65	364	1183	829	271	73	13	4	6	1196	42.31%	12.98%
Sat 2 Apr	2016	45	40	6	6	3	5	5	19	237	830	588	207	83	21	6	6	911	45.19%	16.02%
Sun 3 Apr	1702	46	41	6	2	1	3	2	26	170	673	519	188	86	23	7	2	825	48.47%	17.98%
5 Day Ave.	2905	44	39	6	2	3	5	16	68	399	1271	812	240	64	16	5	5	1141	39.29%	11.35%
7 Day Ave.	2606	45	39	6	3	3	5	12	55	343	1123	738	228	70	18	5	5	1063	40.79%	12.49%

DO NOT CHANGE THE STRUCTURE OF THE SPREADSHEET (i.e. add or delete rows/columns, modify formulas, etc.)

Site No. A4228  
BURY ROAD - WICKHAMBROOK

Lat/Lng. 52.15702 0.567537  
Channel: Eastbound

Vehicle Count Report  
Week Begin: 28 March 2022

	Mon Mar 28	Tue Mar 29	Wed Mar 30	Thu Mar 31	Fri Apr 01	Sat Apr 02	Sun Apr 03	5-Day Ave.	7-Day Ave.
00:00	1	2	14	6	4	14	5	5	7
01:00	2	3	8	6	5	6	7	5	5
02:00	4	3	5	6	4	7	3	4	5
03:00	5	3	6	5	6	6	3	5	5
04:00	12	13	8	6	13	2	5	10	8
05:00	29	33	30	29	31	13	11	30	25
06:00	124	112	117	125	109	39	19	117	92
07:00	299	303	300	302	277	97	54	296	233
08:00	368	328	331	326	286	128	73	328	263
09:00	194	223	196	177	213	180	161	201	192
10:00	181	205	175	167	200	187	165	186	183
11:00	166	167	176	174	183	234	199	173	186
12:00	188	176	202	199	232	223	175	199	199
13:00	212	194	185	171	171	224	155	187	187
14:00	172	184	169	191	201	167	119	183	172
15:00	204	227	214	240	253	132	120	228	199
16:00	269	284	291	272	273	134	107	278	233
17:00	292	275	283	259	245	118	102	271	225
18:00	124	145	145	132	142	98	89	138	125
19:00	81	88	97	77	87	75	59	86	81
20:00	44	42	45	52	43	42	47	45	45
21:00	27	25	27	45	29	24	30	31	30
22:00	27	17	21	24	19	21	10	22	20
23:00	6	11	15	13	10	17	5	11	11
<b>Total</b>									
12H(7-19)	2669	2711	2667	2610	2676	1922	1519	2667	2396
16H(6-22)	2945	2978	2953	2909	2944	2102	1674	2946	2644
18H(6-24)	2978	3006	2989	2946	2973	2140	1689	2978	2674
24H(0-24)	3031	3063	3060	3004	3036	2188	1723	3039	2729
<b>AM Peak</b>	08:00 368	08:00 328	08:00 331	08:00 326	08:00 286	11:00 234	11:00 199	08:00 328	08:00 263
<b>PM Peak</b>	17:00 292	16:00 284	16:00 291	16:00 272	16:00 273	13:00 224	12:00 175	16:00 278	16:00 233

Site No. A4228  
BURY ROAD - WICKHAMBROOK

Lat/Lng. 52.15702 0.567537  
Channel: Westbound

Vehicle Count Report  
Week Begin: 28 March 2022

	Mon Mar 28	Tue Mar 29	Wed Mar 30	Thu Mar 31	Fri Apr 01	Sat Apr 02	Sun Apr 03	5-Day Ave.	7-Day Ave.
00:00	3	1	11	5	7	7	9	5	6
01:00	4	7	5	2	7	9	3	5	5
02:00	4	3	6	5	2	3	5	4	4
03:00	2	5	2	8	5	4	1	4	4
04:00	10	4	8	6	7	5	4	7	6
05:00	24	23	26	20	19	15	5	22	19
06:00	84	92	79	73	67	35	19	79	64
07:00	306	335	314	320	310	59	39	317	240
08:00	256	253	262	258	231	103	62	252	204
09:00	185	201	184	178	158	85	69	181	151
10:00	167	126	140	147	142	107	92	144	132
11:00	150	168	130	148	152	188	170	150	158
12:00	155	161	167	151	179	136	150	163	157
13:00	167	166	161	157	179	173	164	166	167
14:00	191	184	201	178	201	157	197	191	187
15:00	256	254	236	220	230	171	172	239	220
16:00	298	312	321	290	291	206	168	302	269
17:00	292	303	300	287	238	177	134	284	247
18:00	173	151	132	162	144	152	62	152	139
19:00	75	84	86	89	101	85	75	87	85
20:00	42	55	42	61	53	44	42	51	48
21:00	44	47	48	44	42	33	23	45	40
22:00	32	42	32	42	41	44	29	38	37
23:00	9	14	23	13	21	18	8	16	15
<b>Total</b>									
12H(7-19)	2596	2614	2548	2496	2455	1714	1479	2542	2272
16H(6-22)	2841	2892	2803	2763	2718	1911	1638	2803	2509
18H(6-24)	2882	2948	2858	2818	2780	1973	1675	2857	2562
24H(0-24)	2929	2991	2916	2864	2827	2016	1702	2905	2606
<b>AM Peak</b>	07:00 306	07:00 335	07:00 314	07:00 320	07:00 310	11:00 188	11:00 170	07:00 317	07:00 240
<b>PM Peak</b>	16:00 298	16:00 312	16:00 321	16:00 290	16:00 291	16:00 206	14:00 197	16:00 302	16:00 269

Dear All,

I support this letter from Wickhambrook fully and ask that the request is reconsidered with the addition evidence supplied,

Best wishes

Bobby

Sent from [Outlook for iOS](#)

---

**From:** Hilary Workman <parishclerk@wickhambrook.org.uk>

**Sent:** Wednesday, September 28, 2022 1:13:14 PM

**To:** Highways Safety and Speed Management <SafetyandSpeedManagement@suffolkhighways.org>

**Cc:** Bobby Bennett (SCC Councillor) <Bobby.Bennett@suffolk.gov.uk>

**Subject:** RE: A143 Wickham Street - request for lower speed limit.

**EXTERNAL EMAIL: Don't click any links or open attachments unless you trust the sender and know the content is safe. Click [here](#) for more information or help from Suffolk IT**

Dear David

Thank you for your e-mail advising the outcome of the survey. I have reported this to the parish council, who expressed their disappointment and concern that in your view this does not support a case for reducing the speed limit to 30mph.

However, I disagree with your reasoning on the following points:

and

- the relatively short length of built up area doesn't give the impression of a village to the driver  
**There is a clear built up area, with a small green, former pub, crossroads, sign to Doctors Surgery**
- there has only been one recorded road injury collision in the last 5 years (our normal assessment period) and this involved a vehicle pulling out of a side road and failing to see a second vehicle due to a minor obstruction from a temporary road sign.  
**This junction from Church lane onto A143 is one which residents are concerned about. It is narrow and extremely difficult to exit, especially when traffic is bearing down at 40 plus mph – this is one of the reasons residents are requesting a reduction to 30mph.**
- the speed survey shows the 85%ile speed (the speed at which 85% of traffic is travelling at or below) as 44 or 45mph **(and 46 mph)**. This tells us that most traffic is travelling at speeds below the police enforcement level and there would have to be a step change in speeds to be closer to a 30mph limit. The latter can be problematic to achieve as drivers tend to drive to the road layout in front of them and not always to the signed speed limit. **Eastbound, between 29 – 35% vehicles are travelling at over the speed limit, and Westbound, this increases to between 35 and 48% of vehicles. Westbound, a greater % of vehicles (up to 5%) are**

travelling at over 45 mph – this is likely to be the result of the downhill run into the village around a left hand bend. The likelihood of pedestrians surviving a collision is listed as:

- at 40 mph there is a 90 percent chance they will be killed.
- at 35 mph there is a 50 percent chance they will be killed.
- at 30 mph there is a 20 percent chance they will be killed.
- at 20 mph there is a 2.5 percent chance they will be killed.

Thus, even before taking into account that traffic at 85<sup>th</sup> percentile is travelling 4-5mph higher than 40mph (and thus increasing pedestrian risk of death in a collision) a reduction in the speed limit from 40mph to 30mph would result in a 70 percent reduction of the risk of death for each collision at speeds of over 40mph (roughly a third). There is no pedestrian crossing in the village, and the bus stop necessitates pedestrians crossing a road with traffic at high volume and speed. This is before you take into account that:

Heavy Goods Vehicles have increased in size and weight over the past twenty years, and the A143 is the main route from Bury St Edmunds to Haverhill

As reported on a regular basis, by both the clerk and local residents – heavy rain results in flooding and standing water on the A143 at Wickham Street which results in reduced visibility, spray, damage to property and increased risk to pedestrians.

**That it might be difficult to achieve is not a reason not to consider a reduction in the first place.**

- I think we would struggle to bring the police on board with a lower limit that they would have to enforce.

**That it might be difficult to achieve is not a reason not to consider a reduction in the first place – a dialogue with the police should be started.**

- there is a consistency of speed limits along the A143 which are predominantly 40mph or derestricted (60mph). This gives drivers a recognizable approach to what's expected of them and doesn't support bringing in other limits. – I disagree – there are 30mph speed limits in place along the A143 at Horringer and Chedburgh, then again, and north of Bury St Edmunds – Great Barton, Stanton, Wortham)

Would you please re-consider a reduction of the speed limit on the basis of the comments above and advise?

Please could you also advise the outcome of the speed Survey at Stradishall, as the initial intention was that reductions in speed limits from 40 to 30mph at both locations could be dealt with under a single Road Traffic Order.

Hilary Workman

Clerk & RFO for Wickhambrook Parish Council

Tel: 07508 039810

E-mail: [parishclerk@wickhambrook.org.uk](mailto:parishclerk@wickhambrook.org.uk) - Please note the new address

Website: <https://wickhambrook.org/parish-council/#parish-council-contact>

**From:** David Chenery <David.Chenery@suffolkhighways.org>  
**Sent:** 10 November 2022 10:52  
**To:** Hilary Workman <parishclerk@wickhambrook.org.uk>  
**Subject:** FW: A143 Wickham Street - request for lower speed limit.

Dear Hilary, please see emails below.

regards

David Chenery  
Safety and Speed Management Engineer  
Growth, Highways and Infrastructure  
Phoenix House, Ipswich, IP1 5NP  
Suffolk County Council  
Tel: 07713094158  
Web: [www.suffolkroadsafe.com](http://www.suffolkroadsafe.com)  
and [suffolk.gov.uk/roads-and-transport](http://suffolk.gov.uk/roads-and-transport)  
Twitter: [www.twitter.com/suffolkroadsafe](https://www.twitter.com/suffolkroadsafe)  
email: david.chenery@suffolk.gov.uk

**From:** Highways Safety and Speed Management  
<SafetyandSpeedManagement@suffolkhighways.org>  
**Sent:** 09 November 2022 20:46  
**To:** Bobby Bennett (SCC Councillor) <Bobby.Bennett@suffolk.gov.uk>  
**Cc:** Andrew Bramwell <Andrew.Bramwell@suffolk.gov.uk>; David Chenery  
<David.Chenery@suffolkhighways.org>  
**Subject:** FW: A143 Wickham Street - request for lower speed limit.

Dear Councillor Bennett,

Following the instruction to reconsider Wickhambrook Parish Council's request for a lower speed limit on the A143, I have reviewed Suffolk County Council's collision database, survey information, and site appraisal. I have also provided the Police with a copy of the speed survey data, and the comments from the Parish Clerk making the case for a 30mph speed restriction. Unfortunately, after considering all the details relating to the request, both myself and the Police remain satisfied that the existing speed restriction is appropriate and lowering the restriction to 30mph would not be supported.

To provide further explanation, comments from the Police are shown below.

*'Whenever I review any application to reduce a speed limit I pay particular attention to the current collision data and SCC's Speed Limit Policy in general. I also review the registered speed sites that are currently visited by SafeCam within Suffolk. Whilst data has not been retrieved for some time with regards to SafeCam, the most recent data would appear to correlate with that obtained by David and as a result there is no site recorded at that location. There is a very real likelihood that any reduction in the limit may result in poor compliance and this would fall upon ourselves to enforce. Since this is not an issue currently and the collision data does not highlight any concerns, should there be any*

*changes to the existing speed limit, we would look for those changes to be achieved through engineering measures in order to achieve self-compliance.*

*The lack of any collisions recorded at the vicinity are a strong indicator in my mind that drivers are already identifying the need for care and driving appropriately. I am unaware of the levels of pedestrian or cycling activity in the area, and I note that whilst much is said about pedestrian survivability of a collision, nothing is said with regards to the volume of pedestrian activity. Is this an issue and what are the likely factors that may generate additional pedestrian activity? Again the lack of any collision data would suggest this is not an issue that needs addressing.*

*The comments highlighting the issues with regards to poor drainage are clearly ones for SCC to address but again, were there correlating collision data then I would be more inclined to comment since, the absence of any suggests once again road users identifying the need for care.*

*At this stage I would concur with David that this site does not appear to meet with the current SCC Speed Limit Policy.'*

Please be reassured that this matter has been thoughtfully investigated, and I am sorry that this is not the outcome that the Parish Council would have been hoping for.

Kind Regards,  
Nicola Crane  
Safety and Speed Management Technician  
Growth, Highways and Infrastructure,  
Phoenix House, Ipswich, IP1 5NP  
Suffolk County Council  
Telephone: 0345 606 6171  
E-mail: [customer.service@suffolk.gov.uk](mailto:customer.service@suffolk.gov.uk)



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Traffic Surveys  
 Phoenix House  
 3 Goddard Road  
 Ipswich  
 Suffolk, IP1 5NP

Working together to build a positive legacy for Suffolk

Type of Survey	Speed and Volume survey
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Project Reference	A4783
Client	Matthew Fox Community Liaison Engineer
Site location	Bury Road Wickham Street

Easting	575675
Northing	254031
Start Date of Survey Period	18th June 2025
End Date of Survey Period	24th June 2025

Comments	
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Speed Limit	40mph
Road Number	A143



DO NOT CHANGE THE STRUCTURE OF THE SPREADSHEET (i.e. add or delete rows/columns, modify formulas, etc.)

Site No. A4783  
BURY ROAD - WICKHAM STREET

Lat/Lng. 52.1566 0.566666  
Channel: Southbound

Speed Report (Speed Limit 40 Mph)  
Week Begin: 18 June 2025

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Wed 18 Jun	3341	40	35	5	0	2	21	49	265	1394	1177	306	84	32	10	1	0
Thu 19 Jun	3215	40	35	5	0	0	8	16	259	1374	1076	354	95	21	9	2	1
Fri 20 Jun	3206	41	36	5	3	2	2	19	224	1291	1123	388	102	37	11	3	1
Sat 21 Jun	2138	43	36	6	1	4	45	17	103	742	729	316	127	36	16	2	0
Sun 22 Jun	1922	43	37	7	1	5	19	10	108	649	663	295	103	35	20	10	4
Mon 23 Jun	3009	40	36	5	6	3	5	13	216	1233	1079	342	69	27	10	5	1
Tue 24 Jun	3186	40	35	5	3	11	9	32	217	1389	1063	346	81	26	7	1	1
5 Day Ave.	3191	40	35	5	2	4	9	26	236	1336	1104	347	86	29	9	2	1
7 Day Ave.	2860	41	36	6	2	4	16	22	199	1153	987	335	94	31	12	3	1

Site No. A4783  
BURY ROAD - WICKHAM STREET

Lat/Lng. 52.1566 0.566666  
Channel: Southbound

Speed Report (Speed Limit 40 Mph)  
Week Begin: 18 June 2025

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Wed 18 Jun	3498	44	38	6	1	0	3	30	129	782	1438	700	302	85	17	7	4
Thu 19 Jun	3346	44	39	6	1	1	3	15	120	707	1320	759	277	101	26	14	2
Fri 20 Jun	3393	44	39	6	2	2	0	9	100	661	1406	782	299	93	26	11	2
Sat 21 Jun	2234	46	40	7	1	3	10	14	38	370	898	497	251	104	36	8	4
Sun 22 Jun	1818	46	40	7	0	5	6	13	44	343	643	434	219	65	32	12	2
Mon 23 Jun	3072	45	39	6	1	2	1	9	104	635	1265	638	274	103	33	6	1
Tue 24 Jun	3223	44	38	6	6	7	0	14	128	707	1241	735	254	97	24	9	1
5 Day Ave.	3306	44	39	6	2	2	1	15	116	698	1334	723	281	96	25	9	2
7 Day Ave.	2941	45	39	6	2	3	3	15	95	601	1173	649	268	93	28	10	2

DO NOT CHANGE THE STRUCTURE OF THE SPREADSHEET (i.e. add or delete rows/columns, modify formulas, etc.)

Site No. A4783  
BURY ROAD - WICKHAM STREET

Lat/Lng. 52.1566 0.566666  
Channel: Southbound

Vehicle Count Report  
Week Begin: 18 June 2025

	Wed Jun 18	Thu Jun 19	Fri Jun 20	Sat Jun 21	Sun Jun 22	Mon Jun 23	Tue Jun 24	5-Day Ave.	7-Day Ave.
00:00	5	15	10	25	16	10	8	10	13
01:00	2	7	4	7	7	6	5	5	5
02:00	2	8	5	5	10	5	3	5	5
03:00	6	9	7	4	8	1	5	6	6
04:00	6	3	8	3	7	9	4	6	6
05:00	33	27	24	10	8	33	29	29	23
06:00	117	121	112	39	20	102	111	113	89
07:00	313	335	312	60	39	322	324	321	244
08:00	265	244	252	111	53	223	247	246	199
09:00	209	237	188	120	89	180	178	198	172
10:00	168	163	142	134	117	131	174	156	147
11:00	178	173	208	161	159	106	181	169	167
12:00	183	149	229	160	164	166	169	179	174
13:00	191	188	206	173	151	233	188	201	190
14:00	228	227	199	185	142	224	225	221	204
15:00	230	247	271	168	193	242	254	249	229
16:00	340	296	279	151	196	277	320	302	266
17:00	349	292	275	154	154	305	310	306	263
18:00	191	167	143	118	140	157	179	167	156
19:00	101	103	102	94	102	96	91	99	98
20:00	84	81	83	73	66	70	72	78	76
21:00	67	62	69	87	54	56	55	62	64
22:00	43	35	39	68	19	45	43	41	42
23:00	30	26	39	28	8	10	11	23	22
<b>Total</b>									
12H(7-19)	2845	2718	2704	1695	1597	2566	2749	2716	2411
16H(6-22)	3214	3085	3070	1988	1839	2890	3078	3067	2738
18H(6-24)	3287	3146	3148	2084	1866	2945	3132	3132	2801
24H(0-24)	3341	3215	3206	2138	1922	3009	3186	3191	2860
<b>AM Peak</b>	07:00	07:00	07:00	11:00	11:00	07:00	07:00	07:00	07:00
	313	335	312	161	159	322	324	321	244
<b>PM Peak</b>	17:00	16:00	16:00	14:00	16:00	17:00	16:00	17:00	16:00
	349	296	279	185	196	305	320	306	266

Site No. A4783  
BURY ROAD - WICKHAM STREET

Lat/Lng. 52.1566 0.566666  
Channel: Southbound

Vehicle Count Report  
Week Begin: 18 June 2025

	Wed Jun 18	Thu Jun 19	Fri Jun 20	Sat Jun 21	Sun Jun 22	Mon Jun 23	Tue Jun 24	5-Day Ave.	7-Day Ave.
00:00	8	10	8	6	11	3	4	7	7
01:00	4	1	1	4	1	4	5	3	3
02:00	7	7	6	2	6	6	5	6	6
03:00	5	11	7	7	2	3	5	6	6
04:00	12	8	11	10	7	14	16	12	11
05:00	38	44	26	14	15	32	34	35	29
06:00	138	121	114	50	28	112	129	123	99
07:00	330	348	254	98	62	262	249	289	229
08:00	388	375	321	174	106	344	365	359	296
09:00	256	253	251	220	164	251	283	259	240
10:00	203	182	209	198	199	204	197	199	199
11:00	224	201	234	216	199	182	206	209	209
12:00	177	192	211	206	177	186	177	189	189
13:00	211	207	223	162	149	190	194	205	191
14:00	208	169	259	161	134	196	210	208	191
15:00	269	225	272	129	98	205	241	242	206
16:00	299	329	330	138	97	265	281	301	248
17:00	282	291	232	134	107	241	256	260	220
18:00	172	151	188	96	74	144	169	165	142
19:00	106	79	84	65	70	101	79	90	83
20:00	69	54	62	47	63	50	49	57	56
21:00	47	56	37	40	23	38	32	42	39
22:00	33	24	34	32	18	25	24	28	27
23:00	12	8	19	25	8	14	13	13	14
<b>Total</b>									
12H(7-19)	3019	2923	2984	1932	1566	2670	2828	2885	2560
16H(6-22)	3379	3233	3281	2134	1750	2971	3117	3196	2838
18H(6-24)	3424	3265	3334	2191	1776	3010	3154	3237	2879
24H(0-24)	3498	3346	3393	2234	1818	3072	3223	3306	2941
<b>AM Peak</b>	08:00	08:00	08:00	09:00	11:00	08:00	08:00	08:00	08:00
	388	375	321	220	199	344	365	359	296
<b>PM Peak</b>	16:00	16:00	16:00	12:00	12:00	16:00	16:00	16:00	16:00
	299	329	330	206	177	265	281	301	248



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Traffic Surveys  
Phoenix House  
3 Goddard Road  
Ipswich  
Suffolk , IP1 5NP

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Type of Survey	Speed and Volume survey
----------------	-------------------------

Project Reference	A4784
Client	Matthew Fox Community Liaison Engineer
Site location	Bury Road Wickham Street

Easting	575886
Northing	254222
Start Date of Survey Period	18th June 2025
End Date of Survey Period	24th June 2025

Comments	
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Speed Limit	40mph
Road Number	A143



DO NOT CHANGE THE STRUCTURE OF THE SPREADSHEET (i.e. add or delete rows/columns, modify formulas, etc.)

Site No. A4784  
 BURY ROAD - WICKHAM STREET

Lat/Lng. 52.15825 0.569846  
 Channel: Southbound

Speed Report (Speed Limit 40 Mph)  
 Week Begin: 18 June 2025

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Wed 18 Jun	3706	43	38	5	3	1	3	39	68	601	2016	754	157	46	14	4	0
Thu 19 Jun	3635	43	38	5	3	4	4	8	78	543	1976	792	177	39	7	3	1
Fri 20 Jun	3538	43	38	5	2	3	2	16	40	570	1822	809	218	40	11	4	1
Sat 21 Jun	2361	45	39	6	2	1	18	67	27	221	1074	662	213	54	14	5	3
Sun 22 Jun	2084	44	40	6	2	2	18	3	10	244	972	588	170	44	18	7	6
Mon 23 Jun	3331	43	38	5	2	2	15	26	60	603	1722	706	145	37	11	0	2
Tue 24 Jun	3566	42	38	5	2	2	2	17	68	606	1985	703	129	40	8	3	1
5 Day Ave.	3555	43	38	5	2	2	5	21	63	585	1904	753	165	40	10	3	1
7 Day Ave.	3174	43	38	5	2	2	9	25	50	484	1652	716	173	43	12	4	2

Site No. A4784  
 BURY ROAD - WICKHAM STREET

Lat/Lng. 52.15825 0.569846  
 Channel: Northbound

Speed Report (Speed Limit 40 Mph)  
 Week Begin: 18 June 2025

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Wed 18 Jun	3700	43	38	5	2	3	6	12	107	863	1798	679	166	48	12	2	2
Thu 19 Jun	3598	43	38	5	0	4	9	16	92	815	1700	731	155	48	24	4	0
Fri 20 Jun	3580	43	38	5	2	4	8	21	104	632	1835	741	169	49	10	4	1
Sat 21 Jun	2358	44	39	6	1	2	11	22	44	392	1077	563	159	62	15	3	7
Sun 22 Jun	1914	44	39	6	1	5	9	8	35	318	884	462	121	45	19	4	3
Mon 23 Jun	3278	43	38	5	1	2	2	9	84	686	1569	691	166	56	10	1	1
Tue 24 Jun	3432	43	38	5	1	2	4	11	123	765	1619	691	158	43	8	3	4
5 Day Ave.	3518	43	38	5	1	3	6	14	102	752	1704	707	163	49	13	3	2
7 Day Ave.	3123	43	38	5	1	3	7	14	84	639	1497	651	156	50	14	3	3

DO NOT CHANGE THE STRUCTURE OF THE SPREADSHEET (i.e. add or delete rows/columns, modify formulas, etc.)

Site No. A4784  
BURY ROAD - WICKHAM STREET

Lat/Lng. 52.15825 0.569846  
Channel: Southbound

Vehicle Count Report  
Week Begin: 18 June 2025

	Wed Jun 18	Thu Jun 19	Fri Jun 20	Sat Jun 21	Sun Jun 22	Mon Jun 23	Tue Jun 24	5-Day Ave.	7-Day Ave.
00:00	6	18	13	29	18	10	9	11	15
01:00	3	7	6	7	7	6	5	5	6
02:00	5	9	6	5	10	5	3	6	6
03:00	6	9	7	4	8	1	6	6	6
04:00	8	4	8	3	7	10	5	7	6
05:00	35	31	26	10	9	32	29	31	25
06:00	126	128	126	42	24	109	120	122	96
07:00	342	368	337	60	40	356	354	351	265
08:00	298	274	290	124	60	260	285	281	227
09:00	236	265	205	129	86	206	212	225	191
10:00	179	184	156	154	127	142	191	170	162
11:00	193	193	220	173	172	108	200	183	180
12:00	201	171	238	176	178	156	184	190	186
13:00	208	212	224	188	167	244	212	220	208
14:00	248	252	232	198	158	241	248	244	225
15:00	270	295	291	199	220	282	294	286	264
16:00	372	336	314	164	209	318	358	340	296
17:00	392	333	312	181	173	346	351	347	298
18:00	210	198	161	125	148	181	195	189	174
19:00	110	117	111	113	109	113	107	112	111
20:00	100	90	91	82	74	80	74	87	84
21:00	71	72	77	96	50	61	61	68	70
22:00	49	40	47	68	21	50	48	47	46
23:00	38	29	40	31	9	14	15	27	25
<b>Total</b>									
12H(7-19)	3149	3081	2980	1871	1738	2840	3084	3027	2678
16H(6-22)	3556	3488	3385	2204	1995	3203	3446	3416	3040
18H(6-24)	3643	3557	3472	2303	2025	3267	3509	3490	3111
24H(0-24)	3706	3635	3538	2361	2084	3331	3566	3555	3174
<b>AM Peak</b>	07:00	07:00	07:00	11:00	11:00	07:00	07:00	07:00	07:00
	342	368	337	173	172	356	354	351	265
<b>PM Peak</b>	17:00	16:00	16:00	15:00	15:00	17:00	16:00	17:00	17:00
	392	336	314	199	220	346	358	347	298

Site No. A4784  
BURY ROAD - WICKHAM STREET

Lat/Lng. 52.15825 0.569846  
Channel: Northbound

Vehicle Count Report  
Week Begin: 18 June 2025

	Wed Jun 18	Thu Jun 19	Fri Jun 20	Sat Jun 21	Sun Jun 22	Mon Jun 23	Tue Jun 24	5-Day Ave.	7-Day Ave.
00:00	7	15	10	7	11	4	4	8	8
01:00	7	1	3	4	2	4	5	4	4
02:00	7	9	6	2	6	6	4	6	6
03:00	5	11	7	8	2	3	5	6	6
04:00	12	9	11	11	7	16	17	13	12
05:00	41	48	29	17	17	33	33	37	31
06:00	144	126	127	54	28	117	136	130	105
07:00	350	359	276	102	64	286	271	308	244
08:00	416	413	361	182	107	374	404	394	322
09:00	281	277	261	231	163	271	299	278	255
10:00	208	190	221	222	221	235	213	213	216
11:00	233	221	240	228	211	195	223	222	222
12:00	186	203	209	212	197	185	194	195	198
13:00	229	231	231	171	151	187	211	218	202
14:00	205	177	274	169	146	188	217	212	197
15:00	297	247	277	131	102	238	249	262	220
16:00	320	345	341	149	101	278	288	314	260
17:00	297	312	259	136	115	264	280	282	238
18:00	178	158	197	99	78	155	175	173	149
19:00	110	82	85	68	78	107	81	93	87
20:00	73	61	66	49	61	55	51	61	59
21:00	44	58	40	46	21	40	35	43	41
22:00	36	35	30	35	18	23	23	29	29
23:00	14	10	19	25	7	14	14	14	15
<b>Total</b>									
12H(7-19)	3200	3133	3147	2032	1656	2856	3024	3072	2721
16H(6-22)	3571	3460	3465	2249	1844	3175	3327	3400	3013
18H(6-24)	3621	3505	3514	2309	1869	3212	3364	3443	3056
24H(0-24)	3700	3598	3580	2358	1914	3278	3432	3518	3123
<b>AM Peak</b>	08:00	08:00	08:00	09:00	10:00	08:00	08:00	08:00	08:00
	416	413	361	231	221	374	404	394	322
<b>PM Peak</b>	16:00	16:00	16:00	12:00	12:00	16:00	16:00	16:00	16:00
	320	345	341	212	197	278	288	314	260

Department for Transport Guidelines (2024)	Suffolk County Council Policy on Setting Speed Limits (2014)	Current situation at Wickham Street
<p>1. The Department for Transport (DfT) has a vision for a transport system that is an engine for economic growth, but one that is also more sustainable, safer and improves the quality of life in our communities.</p>		<p>Residents and users of public transport report that they do not feel safe with the current speed limit.</p>
<p>4. The overall speed limit framework, including the setting of national limits for different road types, and which exceptions to these general limits can be applied, is the responsibility of the government. The 3 national speed limits in England are:</p> <ul style="list-style-type: none"> <li>• the 30mph speed limit on roads with street lighting (sometimes referred to as restricted roads)...</li> </ul>	<p>(2) 30mph speed limit on roads with street lighting</p>	<p>Wickham Street does have limited street lighting (3 between Wickham Street and Clopton Green, apx 200m apart)</p>
<p>8. The guidance is to be used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas.</p> <p>The underlying aim should be to achieve a 'safe' distribution of speeds. The factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> <li>• road environment</li> </ul> <p>While these factors need to be considered for all road types, they may be weighted differently in urban or rural areas. The impact on community and environmental outcomes should also be considered.</p>	<p>(8) The aim of speed management strategies should be to achieve a safe distribution of speeds consistent with a speed limit that reflects the function of the road and the road environment. This should imply a mean speed appropriate to the prevailing road environment, and with all vehicles moving at speeds below or at the posted speed limit, while having regard to the traffic conditions.</p>	<p>Suffolk CC notes on tube surveys carried out at Wickham Street in June 2025 demonstrate that this is not the case.</p>

<p>13. Setting speed limits at the appropriate level for the road and ensuring compliance with these limits play a vital part in ensuring greater safety for all road users. The relationship between speed and likelihood of collision, as well as severity of injury, is complex, but there is a strong correlation. As a general rule, for every 1mph reduction in average speed, collision frequency decreases by around 5% (Taylor, Lynam and Baruya, 2000). For typical types of road traffic collisions, the risk of death for drivers and pedestrians involved reduces with reduced vehicle speeds and it is particularly important to consider those speeds where the balance tips in favour of survival.</p>	<p>(9) The estimated collision and injury savings should also be an important factor when considering changes to a local speed limit. Another important consideration when setting a speed limit is what the road looks like to the road users. Drivers are likely to expect and respect lower limits, and be influenced when deciding on what is an appropriate speed, where they can see there are potential hazards, for example schools, built-up residential areas in towns or villages and shopping streets.</p>	<p>Clopton Green and Wickham Street include two greens, a children's play area, an extended built up area, four bus stops, one cross roads, 10 minor road junctions and three street lamps</p>
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<p>18. Speed limits are only one element of speed management. Local speed limits should not be set in isolation. They should be part of a package with other speed management measures including:</p> <ul style="list-style-type: none"> <li>• engineering and road geometry that respect the needs of all road users and raise the driver's awareness of their environment</li> <li>• education</li> <li>• driver information</li> <li>• training and publicity</li> </ul> <p>Within their overall network management responsibilities, these measures should enable traffic authorities to deliver speed limits and, as importantly, actual vehicle speeds that are safe and appropriate for the road and its surroundings. The measures should also help drivers to be more readily aware of the road environment and to drive at an appropriate speed at all times.</p>	<p>10 - A principal aim in determining appropriate speed limits should, therefore, be to</p> <p>provide a consistent message between speed limit and what the road looks</p> <p>like, and for changes in speed limit to be reflective of changes in the road layout</p> <p>and characteristics. The following are the important factors when considering</p> <p>what is an appropriate speed limit:</p> <ol style="list-style-type: none"> <li>1. History of collisions, including frequency, severity, types and causes;</li> <li>2. Road geometry and engineering (width, sightlines, bends, junctions, accesses and safety barriers etc.);</li> <li>3. Road function (strategic, through traffic, local access etc.);</li> <li>4. Composition of road users (including existing and potential levels of vulnerable road users);</li> <li>5. Existing traffic speeds; and</li> <li>6. Road environment, including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality)</li> </ol>	<p>There have been (4) road collisions recorded on <a href="#">Crashmap</a> over the past 5 years (2020 – 2024 – information for 2025 not available). A summary of these collisions and the available reports is attached as Appendix E. Two further crashes have been reported at Wickham Street in 2025.</p> <p>Poor cutting of the verges at Clopton Green reduces visibility for vehicles egressing onto the A143.</p> <p>Local residents using public transport are generally more vulnerable (either children, the elderly and/or limited mobility).</p>
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	<p>13. Primary roads and main distributor routes are typically the A and B roads in Suffolk which carry traffic between the larger settlements, or are major urban network links for short – medium distance traffic. Drivers on these routes that link larger settlements in particular will expect to be able to make progress at reasonable speeds within the national speed limits. Restrictions on speed should therefore be considered carefully, with the economic and environmental effects taken into account and ensuring that traffic remains on the most suitable roads and is not displaced onto unsuitable roads. In some circumstances a reduction from the national limit would be appropriate such as where the collision rate is above the average for the type of road and specific measures to address the problems cannot be identified. Such limits should be set at a level appropriate to the geometric standard of the road and so that the need for the limit is self-evident to motorists, or signing is used indicating that it is for accident reduction purposes.</p>	
<p>20. Unless a speed limit is set with support from the local community, the police and other local services, with supporting education, and with consideration of whether engineering measures are necessary to reduce speeds – or if it is set unrealistically low for the road's function and condition – it may be ineffective and drivers may not comply with the speed limit.</p>	<p>14. 14. The risk of collision increases within settlements and the selected speed limit should be appropriate to the potential dangers. Likely areas of concern within settlements will include:</p> <ul style="list-style-type: none"> <li>• junctions</li> <li>• private accesses</li> <li>• local facilities (shops, post office, schools, public houses, etc.)</li> <li>• pedestrian activity (crossing the road, walking on footways, walking on the carriageways)</li> </ul>	<p>Clopton Green and Wickham Street include two greens, a children's play area, an extended built up area, four bus stops (with no pedestrian crossings), one cross roads and 10 minor road junctions.</p>

	<p>In general, as the size of the settlement increases, so too do the numbers of potential hazards. The need for a lower speed limit is therefore self-evident and reducing speed accordingly is accepted by motorists. Moving traffic, particularly at higher speeds, gives rise to severance and affects the quality of life in communities. A balance has to be struck between the needs of the community and the needs of motorists, particularly where roads are the main traffic routes in the county.</p>	
<p>The minimum length of a speed limit should generally be not less than 600m to avoid too many changes of speed limit along the route.</p>	<p>19...</p> <p>Rural situation – villages</p> <ul style="list-style-type: none"> <li>• A clear village character with 20 or more houses (on one or both sides of road).</li> <li>• If just fewer than 20 houses, extra allowance should be made for key buildings such as a church, shop or school.</li> <li>• Where the character of a village falls outside this definition, discretion should be used in deciding the appropriate speed limit</li> <li>• A normal minimum length for a new speed limit would be 600 metres.</li> <li>• This may be reduced to 400 metres where the density of development over this shorter length exceeds 20 houses and, in exceptional circumstances, it could be reduced to 300 metres.</li> </ul>	<p>22 houses directly on A143 at Wickham St/Clopton Green</p> <p>Children's play area at Clopton Green and main signed access to Wickhambrook Surgery at Wickham Street</p> <p>1.5km stretch from Wickham St to Clopton Green</p>

<p>29. The estimated collision and injury savings should also be an important factor when considering changes to a local speed limit. Another significant factor when setting a speed limit is what the road looks like to the road users. Drivers are likely to expect and respect lower limits and be influenced when deciding on what is an appropriate speed where they can see there are potential hazards, for example, outside schools, in residential areas or villages and in shopping streets.</p> <p>30. A principal aim in determining appropriate speed limits should be to provide a consistent message between the speed limit and what the road looks like, and for changes in speed limit to be reflective of changes in the road layout and characteristics.</p>	<p>1. There may be specific local circumstances where it would be beneficial to introduce lower limits than national levels which do not meet the above criteria.</p> <p>These will need very careful consideration and may include:</p> <ul style="list-style-type: none"> <li>• where there is a particular collision history and a speed limit is part of a remedial scheme which is signed as such</li> <li>• where a limit may support an economic development initiative such as in a tourist area and engineering measures are taken to assist enforcement</li> <li>• where there is a significant adverse environment impact such as noise or visual intrusion and engineering measures are taken to assist enforcement</li> <li>• to achieve a consistency of approach over a particular route</li> <li>• at specific locations on national and local cycle networks to assist cyclists</li> <li>• at specific locations to promote walking routes</li> </ul>	<p>See Appendix F - consistent approach would indicate a move to 30mph</p> <p>Wickhambrook has a large network of footpaths, some of which are severed by the A143 with no safe crossing.</p>
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<p>31. The following will be important factors when considering what is an appropriate speed limit:</p> <ul style="list-style-type: none"> <li>• history of collisions, including frequency, severity, types and causes</li> <li>• road geometry and engineering including width, sightlines, bends, junctions, accesses and safety barriers</li> <li>• road function (for example, strategic through traffic or local access)</li> <li>• composition of road users including existing and potential levels of vulnerable road users</li> <li>• existing traffic speeds</li> <li>• road environment, including level of road-side development and possible impacts on residents (for example, severance, noise or air quality)</li> </ul> <p>While these factors need to be considered for all road types, they may be weighted differently in urban or rural areas. The impact on community and environmental outcomes should also be considered.</p>	<p>21</p> <p>1. There may be specific local circumstances where it would be beneficial to introduce lower limits than national levels which do not meet the above criteria.</p> <p>These will need very careful consideration and may include:</p> <ul style="list-style-type: none"> <li>• where there is a particular collision history and a speed limit is part of a remedial scheme which is signed as such</li> <li>• where a limit may support an economic development initiative such as in a tourist area and engineering measures are taken to assist enforcement</li> <li>• where there is a significant adverse environment impact such as noise or visual intrusion and engineering measures are taken to assist enforcement</li> <li>• to achieve a consistency of approach over a particular route</li> <li>• at specific locations on national and local cycle networks to assist cyclists</li> <li>• at specific locations to promote walking routes</li> </ul>	<p>See above</p>
<p>33. Different road users perceive risks and appropriate speeds differently, and drivers and riders of motor vehicles often do not have the same perception of the hazards of speed as do people on foot, on bicycles or on horseback. Fear of traffic can affect people's quality of life and the needs of vulnerable road users must be fully taken into account to encourage these modes of travel and improve their safety. Speed management strategies should seek to protect local community life.</p>		

	<p>22</p> <p>Furthermore there may be specific local circumstances in relation to Community Speed Watch where small changes to the extent of existing limits are acceptable even if the above criteria are not met. Community Speed Watch in Suffolk is a popular initiative which allows members of the community to address the issue of speeding by becoming actively involved in road safety by monitoring speeds at safe locations with speed detection equipment. It addresses the problem of speeding through the joint work of the police, local community, parish councils and other partners. The aim is not to catch as many speeding drivers as possible but to reduce speed in areas of concern. The use of the speed detection equipment requires a clear forward visibility on 100m from a safe monitoring point. There may be instances where such a distance is not possible to achieve within the existing speed limit terminals and careful consideration will be given to small changes in limits, even if they do not meet the above criteria, to allow speed watch to be undertaken.</p>	<p>Community Speedwatch is operating in Wickhambrook, but is not currently permitted on the A143 Wickham Street/Clopton Green due to the speed limit being 40mph.</p> <p>It is likely here would be sufficient visibility to establish a data collection point if the speed limit were to be reduced.</p>
<p>23. It is important that traffic authorities and police forces work together closely and from an early stage when considering or determining any changes to speed limits. This may be through the local road safety partnership arrangements. It is also important that neighbouring traffic authorities work closely together, especially where roads cross boundaries, to ensure speed limits remain consistent. As part of the process of making a speed limit order, consultation of those affected is of great importance and, together with good information about planned changes, this will improve support for and compliance with new limits. The legislative requirements are summarised in <a href="#">The legislative framework</a>.</p>		

<p>36. Mean speed and 85th percentile speed (the speed at or below which 85% of vehicles are travelling) are the most commonly used measures of actual traffic speed. Traffic authorities should continue to routinely collect and assess both, but mean speeds should be used as the basis for determining local speed limits.</p>		
<p>37. For most roads, there is a consistent relationship between mean speed and 85th percentile speed. Where this is not the case, it will usually indicate that drivers have difficulty in deciding the appropriate speed for the road, suggesting that a better match between road design and speed limit is required. It may be necessary to consider additional measures to reduce the larger-than-normal difference between mean and 85th percentile speeds or to bring the speed distribution more in line with typical distributions. The aim of local speed limits should be to align the speed limit to the conditions of the road and road environment.</p>		<p>There is a disparity between the mean speed (apx 38mph) and the 85<sup>th</sup> percentile speed (44-45mph) indicating that drivers have difficulty deciding the appropriate speed for the road.</p>
<p>67. In the <a href="#">Strategic Framework for Road Safety (May 2011)</a>, DfT announced that it would provide a new <a href="#">speed limit appraisal tool</a> to help local authorities assess the full costs and benefits of any proposed schemes and help make evidence-based decisions to introduce local speeds that reflect the needs of all road users.</p>		
<p>It is government policy that a 30mph speed limit should be the norm in villages. It may also be appropriate to consider 20mph zones and limits in built-up village streets. But it is important to consider the safety case and to seek local support before doing so.</p>		

137. [Traffic Advisory Leaflet 01/04 \(DfT, 2004\)](#) sets out policy on achieving lower speed limits in villages. It suggests that reasonable minimum criteria for the definition of what constitutes a village, for the purpose of applying a village speed limit of 30mph, would be that there were both:

- 20 or more houses (on one or both sides of the road)
- a minimum length of 600m

138. If there are just fewer than 20 houses, traffic authorities should make extra allowance for any other important buildings, such as a church, shop or school. Where the character of a village falls outside this definition, local authorities are encouraged to use their discretion in deciding whether a lower speed limit is appropriate.

Wickham Street/Clopton Green meet this criteria.

**From:** Matthew Hicks (SCC Councillor) <Matthew.Hicks@suffolk.gov.uk>

**Sent:** 20 May 2025 13:54

**To:** Kevin Grimes [REDACTED]; Bobby Bennett (SCC Councillor)  
<Bobby.Bennett@suffolk.gov.uk>

**Subject:** Re: From Kevin Grimes

Dear Kevin

Thank you for your email regarding the bus stop in the layby on the A143 near Howes Farm Stradishall. Works to construct the stop at this location were requested by the Passenger Transport team. I have now heard back from the team.

The current 14/15/15X bus services travel predominantly along the main A143 between Haverhill and Bury St Edmunds. It is the intention that the Community Transport operators who serve those rural villages not on the main bus route will collect residents and connect them with the 14/15/15X services. These services provide important links to Bury St Edmunds town centre and also West Suffolk Hospital.

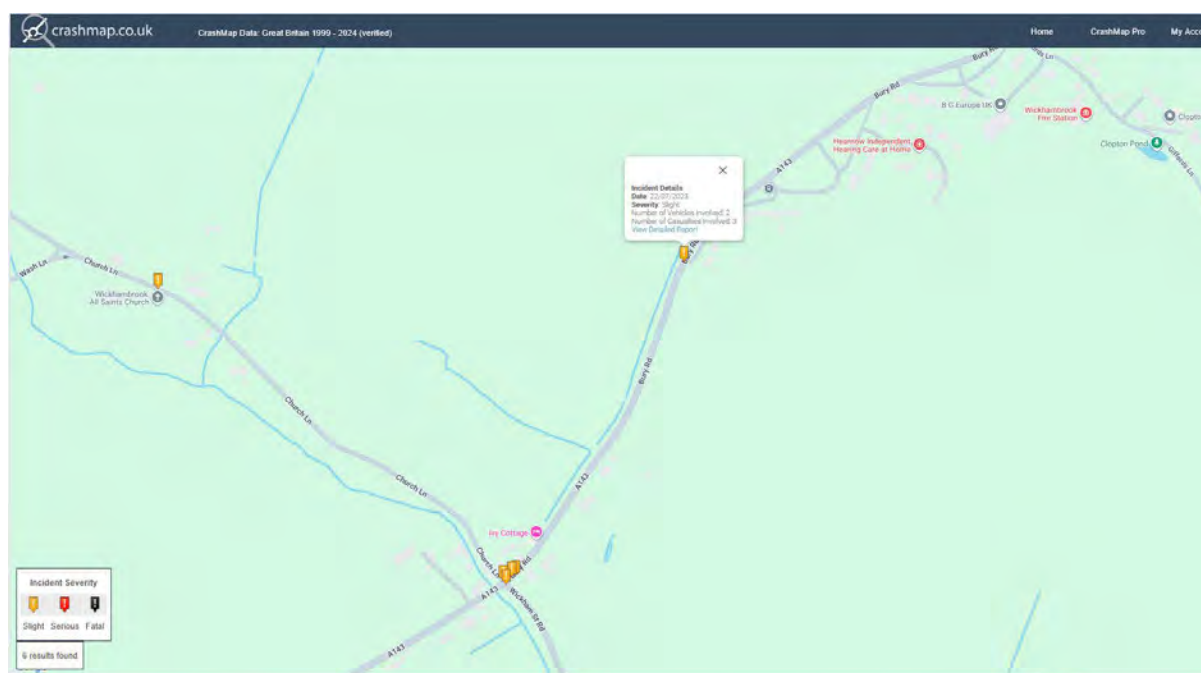
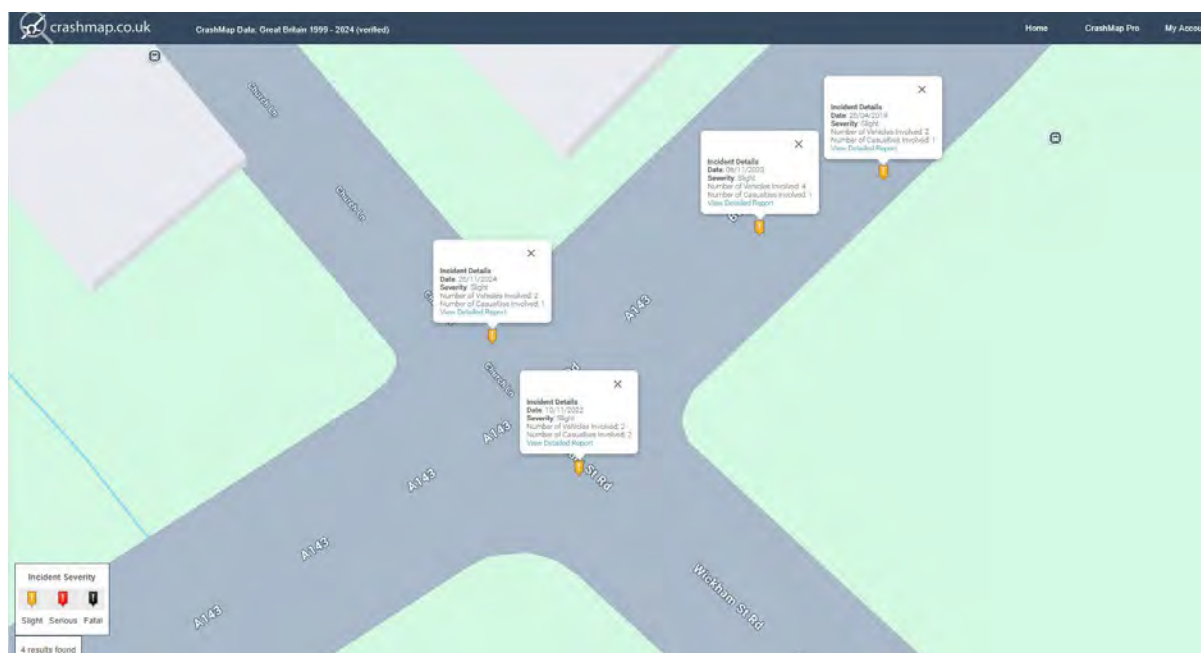
In order for these connections to happen, a stop was required where both the feeder service (Community Transport) and main local bus service can stop safely. Although there is a bus stop further along the road, we deemed this a potentially dangerous place for the feeder service to stop and wait and for both vehicles to be stationary during the transfer of passengers. The large layby, off the main carriageway was seen as an ideal place for this to happen.

Hope that helps.

Kind regards

Matthew

Matthew Hicks  
Leader of Suffolk County Council  
County Councillor for the Thredling Division  
Tel : 01728 628176 Mob : 07824 474741  
E-mail : [matthew.hicks@suffolk.gov.uk](mailto:matthew.hicks@suffolk.gov.uk)  
Twitter: @HicksCllr

Accident Data for Wickham Street to Clopton Green – 2017 - 2024<sup>1</sup>

06/11/2023 – [Suffolk News](#) – Road closed between 3:44pm and 6:18pm – three injured.

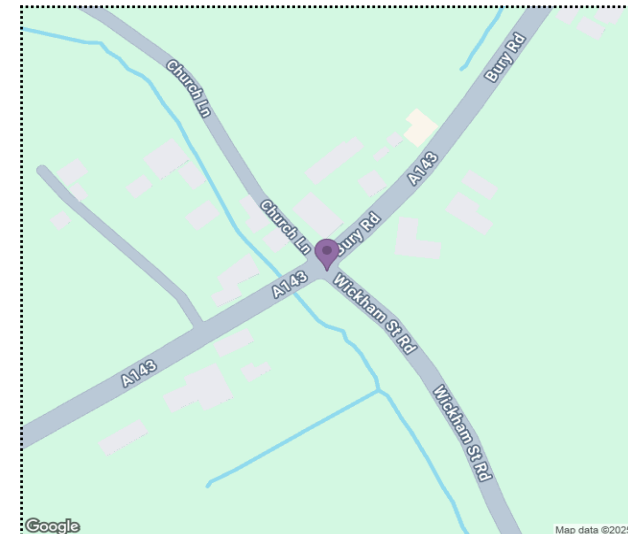
26/11/2024 – [East Anglian Daily Times](#) – Road closed between 2 and 4pm – one woman sustained back injury and taken to WSH

<sup>1</sup> Data not currently available for 2025, but \* accidents reported to date this year.



**Validated Data**

<b>Crash Date:</b>	Thursday, November 10, 2022	<b>Time of Crash:</b>	10:02:00	<b>Crash Reference:</b>	2022371241257
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A143	<b>Casualties:</b>	2
<b>Highway Authority:</b>	Suffolk			<b>Vehicles:</b>	2
<b>Local Authority:</b>	West Suffolk			<b>OS Grid Reference:</b>	575810 254120
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	40				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Unknown				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)

**Crash Date:**

Thursday, November 10, 2022

**Time of Crash:** 10:02:00

**Crash Reference:** 2022371241257

**Vehicles Involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	2	Female	46 - 55	Vehicle is moving off	Nearside	Journey as part of work	None	None
2	Car (excluding private hire cars 2005 onwards)	15	Male	66 - 75	Unknown	Front	Unknown	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other

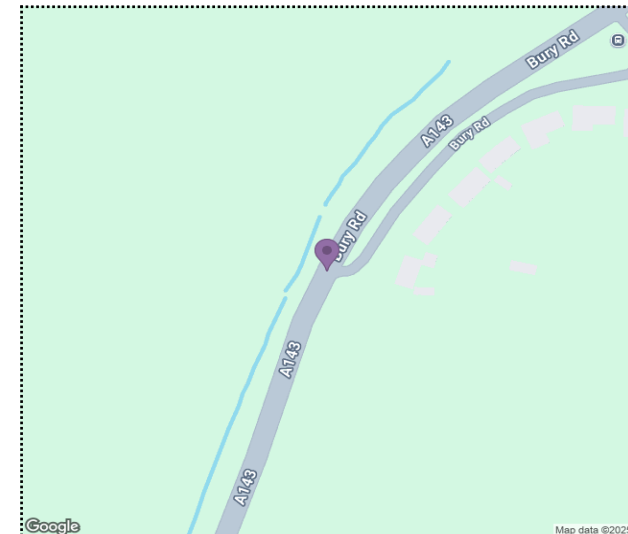
 For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

 To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)



**Validated Data**

<b>Crash Date:</b>	Saturday, July 22, 2023	<b>Time of Crash:</b>	17:53:00	<b>Crash Reference:</b>	2023371333376
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U	<b>Casualties:</b>	3
<b>Highway Authority:</b>	Suffolk			<b>Vehicles:</b>	2
<b>Local Authority:</b>	West Suffolk			<b>OS Grid Reference:</b>	576027 254548
<b>Weather Description:</b>	Raining without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	40				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Unknown				



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)

**Crash Date:**

Saturday, July 22, 2023

**Time of Crash:** 17:53:00

**Crash Reference:** 2023371333376

**Vehicles Involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	1	Female	36 - 45	Vehicle is in the act of turning right	Nearside	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	15	Male	16 - 20	Unknown	Front	Unknown	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	0 - 5	Unknown or other	Unknown or other
2	3	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

 For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

 To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)



**Validated Data**

**Crash Date:** Monday, November 6, 2023

**Time of Crash:** 15:44:00

**Crash Reference:** 2023371372245

**Highest Injury Severity:** Slight

**Road Number:** A143

**Casualties:** 1

**Highway Authority:** Suffolk

**Vehicles:** 4

**Local Authority:** West Suffolk

**OS Grid Reference:** 575817 254130

**Weather Description:** Fine without high winds

**Road Surface Description:** Wet or Damp

**Speed Limit:** 30

**Light Conditions:** Daylight: regardless of presence of streetlights

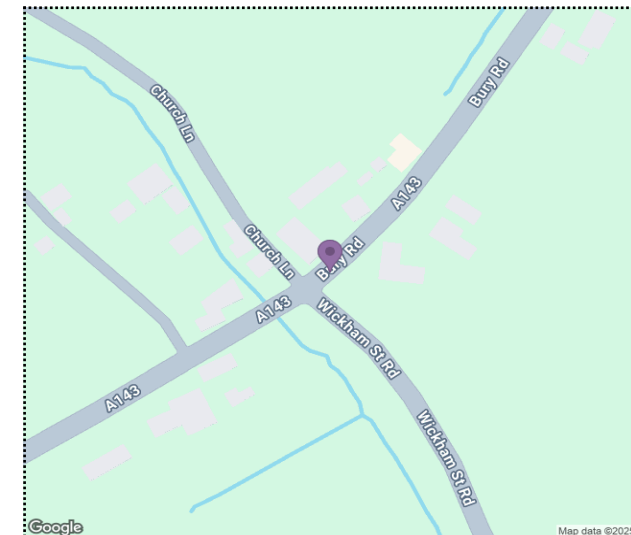
**Carriageway Hazards:** Unknown

**Junction Detail:** Unknown

**Junction Pedestrian Crossing:** Unknown

**Road Type:** Single carriageway

**Junction Control:** Give way or uncontrolled



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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**Crash Date:**

Monday, November 6, 2023

**Time of Crash:** 15:44:00

**Crash Reference:** 2023371372245

**Vehicles Involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Female	66 - 75	Vehicle is waiting to turn right	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	16	Male	36 - 45	Unknown	Front	Missing	None	None
3	Car (excluding private hire cars 2005 onwards)	13	Female	21 - 25	Vehicle is waiting to proceed normally but is held up	Offside	Commuting to/from work	None	None
4	Car (excluding private hire cars 2005 onwards)	0	Female	16 - 20	Vehicle is waiting to proceed normally but is held up	Offside	Missing	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
3	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

 For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

 To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)



**Validated Data**

**Crash Date:** Tuesday, November 26, 2024

**Time of Crash:** 14:00:00

**Crash Reference:** 2024371521882

**Highest Injury Severity:** Slight

**Road Number:** A143

**Casualties:** 1

**Highway Authority:** Suffolk

**Vehicles:** 2

**Local Authority:** West Suffolk

**OS Grid Reference:** 575806 254125

**Weather Description:** Fine without high winds

**Road Surface Description:** Wet or Damp

**Speed Limit:** 40

**Light Conditions:** Daylight: regardless of presence of streetlights

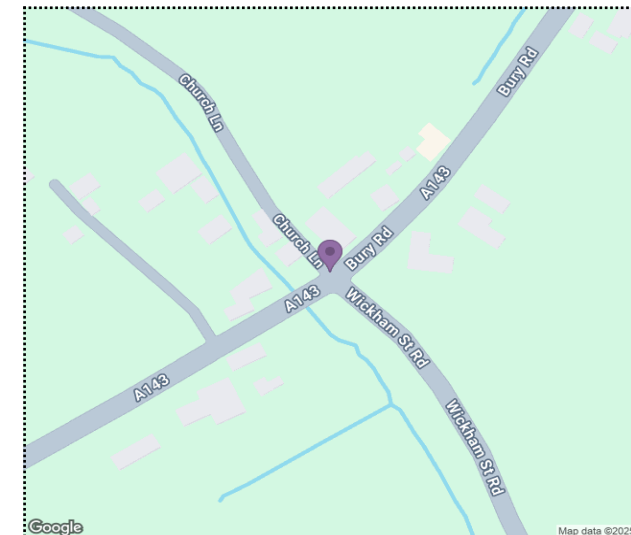
**Carriageway Hazards:** None

**Junction Detail:** Unknown

**Junction Pedestrian Crossing:** Unknown

**Road Type:** Single carriageway

**Junction Control:** Stop sign



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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**Validated Data**
**Crash Date:** Tuesday, November 26, 2024

**Time of Crash:** 14:00:00

**Crash Reference:** 2024371521882

**Vehicles Involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	11	Female	26 - 35	Vehicle is in the act of turning left	Did not impact	Unknown	None	None
2	Bus or coach (17 or more passenger seats)	19	Male	26 - 35	Unknown	Did not impact	Journey as part of work	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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**Sent:** 20 May 2025 13:54  
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Matthew Hicks  
Leader of Suffolk County Council  
County Councillor for the Thredling Division  
Tel : 01728 628176 Mob : 07824 474741  
E-mail : [matthew.hicks@suffolk.gov.uk](mailto:matthew.hicks@suffolk.gov.uk)  
Twitter: @HicksCllr

## Summary of Speed Limits on A143 and other A Roads in Suffolk

### A143


#### Wickham Street – Clopton Green

**Bury Road** ✕







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
The maximum allowed speed on this road is 40 miles/hour ✎



#### Chevington


<p><b>Bury Road</b> <span style="float: right;">✕</span></p> <p></p> <hr/> <p>The maximum allowed speed on this road is 30 miles/hour <span style="float: right;">✎</span></p> 	<p><b>Chevington Road</b> <span style="float: right;">✕</span></p> <p></p> <hr/> <p>The maximum allowed speed on this road is 30 miles/hour <span style="float: right;">✎</span></p> 
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**Chevington Road** ✕







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

The maximum allowed speed on this road is 30 miles/hour ✎





#### Horringer

<p><b>The Street</b> <span style="float: right;">✕</span></p> <p></p> <hr/> <p>The maximum allowed speed on this road is 30 miles/hour <span style="float: right;">✎</span></p> 	<p><b>The Street</b> <span style="float: right;">✕</span></p> <p></p> <hr/> <p>The maximum allowed speed on this road is 30 miles/hour <span style="float: right;">✎</span></p> 
--	---


#### Great Barton


<p><b>Bury Road</b> <span style="float: right;">✕</span></p> <p></p> <hr/> <p>The maximum allowed speed on this road is 30 miles/hour <span style="float: right;">✎</span></p> 	<p><b>The Street</b> <span style="float: right;">✕</span></p> <p></p> <hr/> <p>The maximum allowed speed on this road is 30 miles/hour <span style="float: right;">✎</span></p> 
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## Stanton


<b>Bury Road</b> ✕	<b>Bury Road</b> ✕
The maximum allowed speed on this road is 30 miles/hour ✎	The maximum allowed speed on this road is 30 miles/hour ✎
	

## Wattisfield

<b>Bury Road</b> ✕
The maximum allowed speed on this road is 30 miles/hour ✎


<b>Diss Road</b> ✕
The maximum allowed speed on this road is 30 miles/hour ✎



<b>Bury Road</b> ✕
The maximum allowed speed on this road is 30 miles/hour ✎


<b>Bury Road</b> ✕
The maximum allowed speed on this road is 30 miles/hour ✎



## A140 Scale – Needham Market


### Brockford Street

The Street ✕




---

The maximum allowed speed on this road is 30 miles/hour 





Brockford Street

The Street ✕



---


The maximum allowed speed on this road is 30 miles/hour 




Westley Farm Road


### Little Stonham

Norwich Road ✕



---


The maximum allowed speed on this road is 30 miles/hour 




Little Stonham


### Pains Hill

Pains Hill ✕



---


The maximum allowed speed on this road is 30 miles/hour 




Stowmarket Road


### Earl Stonham

Angel Hill ✕



---

The maximum allowed speed on this road is 30 miles/hour 




Earl Stonham


## A1088 Elmswell to Thetford


### Norton

**Woolpit Road** ✕




---


The maximum allowed speed on this road is 30 miles/hour 




**Ixworth Road** ✕




---


The maximum allowed speed on this road is 30 miles/hour 




**Ixworth Road** ✕




---

The maximum allowed speed on this road is 30 miles/hour 





### Stowlangtoft

**Ixworth Road** ✕



---

The maximum allowed speed on this road is 30 miles/hour 



## Ixworth Thorpe

Thetford Road



The maximum allowed speed on this road is 40 miles/hour



## Honnington

Ixworth Road



The maximum allowed speed on this road is 30 miles/hour



## Fakenham Hill



The maximum allowed speed on this road is 30 miles/hour



## Fakenham


Thetford Road




The maximum allowed speed on this road is 30 miles/hour




**Thetford Road** ✕




---


The maximum allowed speed on this road is 30 miles/hour 




**Road without a name** ✕




---

The maximum allowed speed on this road is 30 miles/hour 





**Euston**

**The Street** ✕




---


The maximum allowed speed on this road is 30 miles/hour 




**Thetford Road** ✕



---



The maximum allowed speed on this road is 30 miles/hour 




# A1101 Bury St Edmunds to Mildenhall



## Fornham All Saints


**Bury Road** ✕

 The maximum allowed speed on this road is 30 miles/hour 



A satellite-style map showing a road highlighted in red. The road starts from the top left and curves towards the bottom right. A label 'Tut Hill' is visible on the left side of the map.


**Road without a name** ✕

 The maximum allowed speed on this road is 30 miles/hour 



A satellite-style map showing a road highlighted in red. The road curves from the top left towards the bottom right. The map shows buildings and green spaces.


**Hengrave Road** ✕

 The maximum allowed speed on this road is 30 miles/hour 

A satellite-style map showing a road highlighted in red. The road curves from the top left towards the bottom right. Labels 'The Green' and 'Fornham All Saints' are visible on the map.



**Road without a name** ✕


 The maximum allowed speed on this road is 30 miles/hour 

A satellite-style map showing a road highlighted in red. The road runs vertically from top to bottom. A label 'Mere Lane' is visible on the left side of the map.

## Hengrave


**Bury Road** ✕

 The maximum allowed speed on this road is 30 miles/hour 


A satellite-style map showing a road highlighted in red. The road curves from the top left towards the bottom right. A label 'Hengrave' is visible on the map.


## Flempton

**Bury Road** ✕




---


The maximum allowed speed on this road is 30 miles/hour 



**Bury Road** ✕




---

The maximum allowed speed on this road is 30 miles/hour 





## Lackford

**Road without a name** ✕




---


The maximum allowed speed on this road is 30 miles/hour 




**Road without a name** ✕




---


The maximum allowed speed on this road is 30 miles/hour 




**Road without a name** ✕






---

The maximum allowed speed on this road is 30 miles/hour 





**Road without a name** ✕


 The maximum allowed speed on this road is 30 miles/hour 





## Icklingham


**Bury Road** ✕

 The maximum allowed speed on this road is 30 miles/hour 






**The Street** ✕

 The maximum allowed speed on this road is 30 miles/hour 






**The Street** ✕

 The maximum allowed speed on this road is 30 miles/hour 






**The Street** ✕


 The maximum allowed speed on this road is 30 miles/hour 





**The Street** ✕


 


The maximum allowed speed on this road is 30 miles/hour 





**The Street** ✕


 


The maximum allowed speed on this road is 30 miles/hour 





**The Street** ✕


 


The maximum allowed speed on this road is 30 miles/hour 





**The Street** ✕


 


The maximum allowed speed on this road is 30 miles/hour 



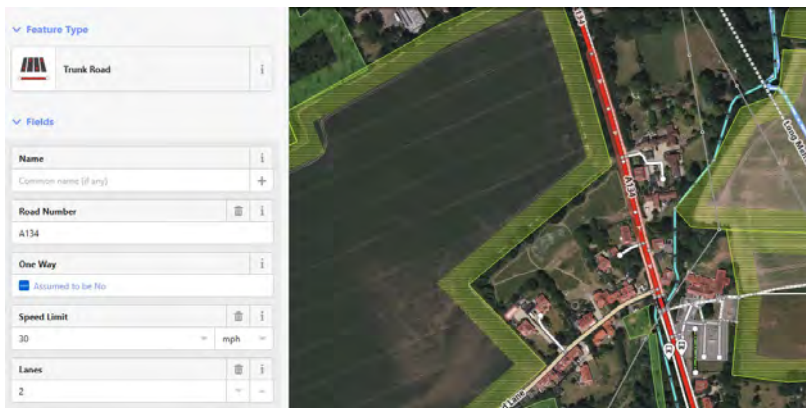
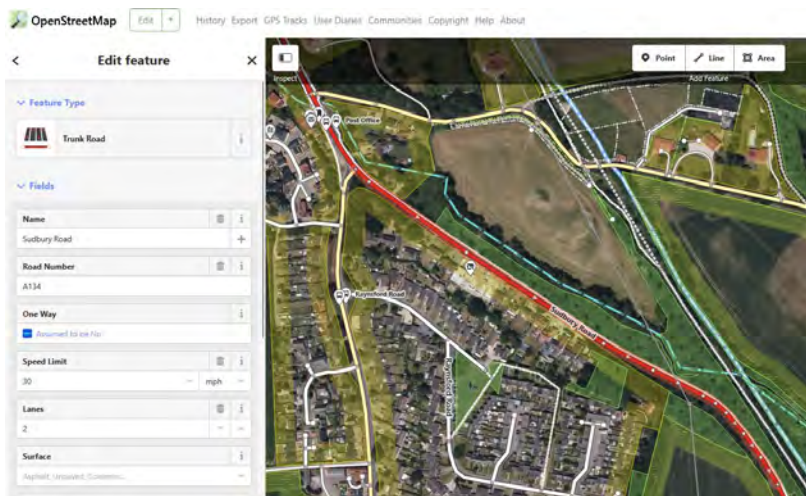
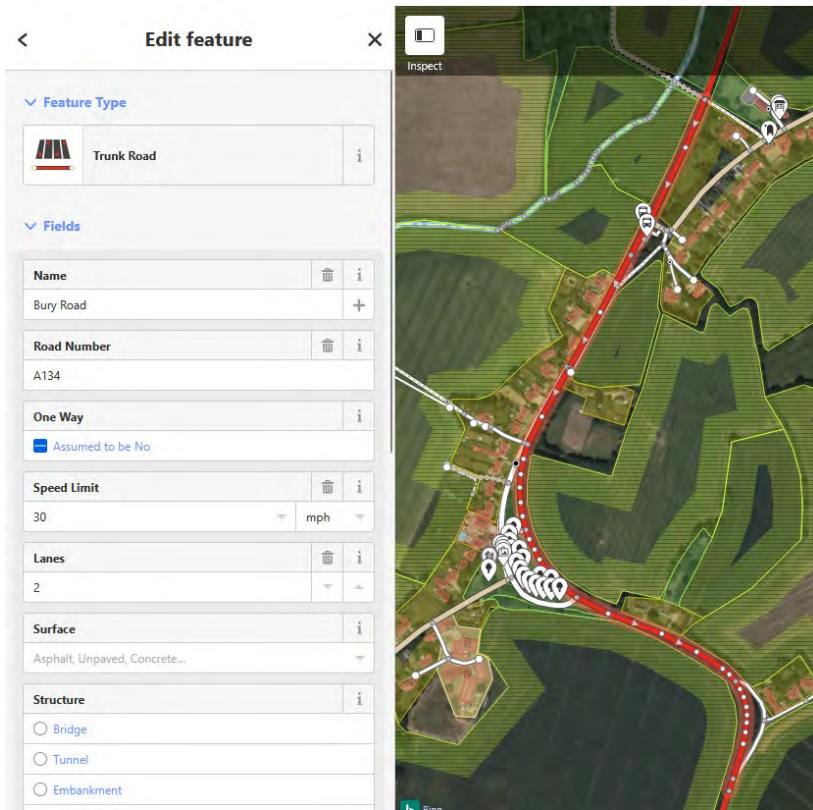
**Mildenhall Road** ✕

The maximum allowed speed on this road is 30 miles/hour 



# A134 Sudbury to Thetford



**Trunk Road**

Fields

Name  
The Street

Road Number  
A134

One Way  
 Assumed to be No

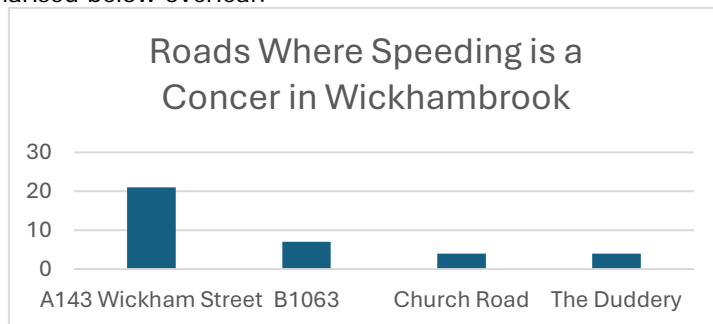
Speed Limit  
30 mph

Lanes  
2

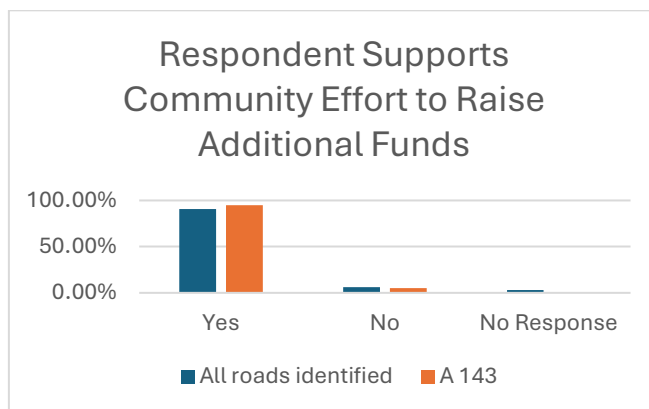
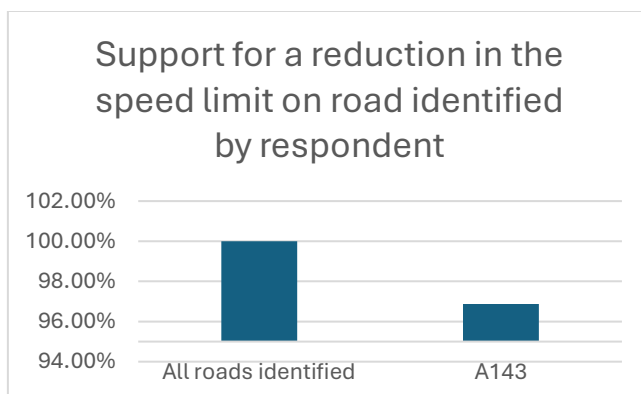


## 2025 Speeding Questionnaire

The Speeding Questionnaire was prepared for the 2025 Wickhambrook Fete and Flower Show, and was also available as a Google Form over the summer. We received 33 responses to the survey. All respondents agreed that speeding is a problem in the parish of Wickhambrook. Their more detailed responses are summarised below overleaf.



Church Road and the Duddery were identified as roads of concern, as unlike many other lanes in Wickhambrook, they are not currently speed restricted (Despite the Duddery forming part of the Quiet Lanes network).



When asked, respondents made the following suggestions for improving the safety on the A143 in Wickham Street:

- Traffic calming measures – speed bumps
- Making Church Lane one way allowing traffic to only turn in off the A143
- Police cameras and signs to reduce speed (there are existing 40mph speed signs)
- More signage for junctions, bus stops, playground and footpaths crossing the road
- Improving visibility at Wickham Street crossroads