

GENERAL COMMENTS AND OTHER ISSUES

I don't always feel safe walking along the pavements with my toddler when vehicles mount the kerb to park outside the Post Office rather than just park on the other side of the road. It is also very difficult to cross the road by the Co-op due to the lack of visibility because of parked vehicles. Vehicles also park on the main road opposite Garden House Lane which also causes difficulties at the junction.

Make sure the signs entering the village from Bury st Edmunds are visible - bushes cut back and signs clean. Put 30mph markings and chevrons on the road at that point. Put a yellowbox marking on the staggered junction from Rectory Hill to Hinderclay road. Put up a playground sign at Hinderclay road. Have some pavement going round the corner from the street to Hinderclay road. Keep hedge by the church cut right back so it does not obscure visibility when exiting from Hinderclay road onto the street. Also 30mph signs in the road where the cars stop parking and the road straightens heading towards the staggered Hinderclay junction. And some traffic calming to stop cars accelerating out of this junction flat out.

It's basically a park & ride in Rickinghall these days - before the by-pass there was no problem - so where did they park then?????

This survey is excellent. However, without firstly ensuring police enforcement, the whole exercise will be pointless.

Implement all the possible solutions (perhaps Speedwatch group would not then be necessary).

I think common sense should prevail and accept that minor problems are part and parcel of living in a thriving community.

Re-surfacing the road through the village and Fen Lane – the road though the village (The Street) is substandard to say the least. Fen Lane has no pavement and has some very deep holes which fill with water in wet weather making walking hazardous, especially at night as the lack of decent lighting makes most of them invisible.

The villages' councils should put all effort on persuading Suffolk Council to resurface (a superior surface as through Stanton) the A143 by-pass, to reduce what has become an unacceptable environmental intrusion through excessive tyre noise. A speed limit of 50 mph would also reduce the potential danger at the cross roads at the four entrances to the villages.

Ever since The Street was "redesigned", it's been chaotic. There are sections of paved areas (also at the Redgrave junction) where no-one knows whether to drive on them, park on them or avoid them altogether. People often brake late at the Redgrave junction, expecting the motorist turning right to move into the "mysterious triangle". Probably the worst parking offenders are young mums in 4x4s (with just one child inside).

New ideas – mini roundabout at the Hall Lane end of The Street.

We do not consider speeding to be a major problem. A subjective judgement from occasional observation is that most of the speeding vehicles are heading for the Co-op, Health Centre or School and therefore are probably from neighbouring villages. One problem area is in the lower park of Back Hills and is clearly generated by the cars on the school run (we declare an interest but come and lean on our gate). We suggest that the head teacher mounts a continuous campaign to the effect that fast cars and little children do not mix well. Dense parking is the enemy of speeding. There is space to park in the villages – for those drivers prepared to walk a hundred metres or so. A "penal" visit, more often than once a year, by the Suffolk Constabulary could discourage parking on the footways, particularly opposite the Greyhound, F&C and Blue Orchid: reinforce by notices. Parked cars in Back Hills at the Market Place do usefully slow some of the traffic down. It, happily, does obstruct the occasional HGV using the road as a rat-run as instructed by the satnav but is a problem for drivers with business in Back Hills. Clearer signage at the junction with Hall Lane might help.

Pleased to see some positive steps are being taken with regard to speeding traffic in Botesdale and Rickinghall. The ultimate deterrent is, of course, to fine drivers £100 an slap three points on their licence, but since the police seem reluctant to instigate this, and since my observations show that it is mainly residents who are ignoring the speed limit, the initiative to make our village a safer place will ultimately lie with the parish council and Suffolk County Council. If residents are blatantly ignoring the 30mph speed limit, it is likely they will regard a 20mph limit as little more than a joke. Speed bumps are one effective alternative and vehicle-activated signs another, and I would urge the council to seriously consider both measures.

Existing problems will only be exacerbated by proposed or future local housing development, and increasing car ownership. Increased on-line shopping is adding to the volume of traffic through the villages as delivery drivers search for house names. A solution might be to introduce house numbers in addition to house names.

Other problems: There should be a slipway from the A143 into Bury Road so that people turning left do not oblige traffic to slow down. There could be a roundabout at the junction of the street in Botesdale with the road to Redgrave. Turning right into the village is hazardous.

Number of wheelie bins left in Bridewell Lane often for 5-6 days causing traffic hazard.

Road surfaces are improved by the "brick" areas that are now tarmac but generally are poor for two wheeled transport. My son and I witnessed a cyclist fall off turning into Garden House Lane, as his front wheel got "tramlined" in a joint/rut on the road.

Change the entrance into Botesdale from Diss and Redgrave to a mini-roundabout. That would cause traffic to slow down whereas at the moment traffic speeds in and out.

Highway Code, para 243 – you must not park or stop opposite or within 10 metres of a junction – putting down yellow lines at such junctions is of no avail unless it is "policed" as certain drivers ignore these yellow lines and park on them. Parking in The Street should only be permitted on the south side which has an "extra lane" from the old PO to the Chinese restaurant. A prominent notice in the parish magazine reminding drivers of the requirements of the Highway Code might be helpful. The Highway Code is based on law. Sadly I believe nothing will change until drivers are prosecuted for speeding and illegal parking.

Mini roundabout at Mill Road junction onto The Street. Volunteer traffic wardens, people who walk a certain stretch of road fairly often to report anyone illegally parking. Polite stickers to go on those offenders' cars and car numbers recorded. Persistent offenders listed in the magazine. I don't mind flowers on the roadside if they don't block the view. I do object to shrubs covering the verge as into Mill Road. It makes it very difficult for pedestrians apart from drivers. Whenever possible, bins must be removed from the street. They are a hazard in high winds as well as being unsightly.

All of the traffic problems are issues for our village. We would suggest all are improved for the safety of our drivers and footprint persons. We should also take into account the school children and elderly and maybe proper crossing could also be assessed. Visibility at junctions and improper parking is a problem for drivers and the emergency services. Speeding is a danger due to inconsiderate drivers or which there are many.

This is very important – I have noticed since I moved here in February that a lot of the drivers I see daily do not have any idea how wide their car is or how long it is. I've been hit 4 times by cars and vans since February. I have never seen so many bad drivers in one place. They don't even know how to drive the car they have, even with all my light on I've had cars heading for my radiator. I stopped one day to let a man go past where the narrow part is near the pub. I stopped and he hit me. Amazing.

Painted crossings on the road near the Co-op and Botesdale Church Rooms to make crossing easier at busy times. Paint parking spaces on the pavement opposite the chip shop – so people can park their cars but properly, allowing pushchairs and people to still walk on the pavement. Who owns the land at the back of the Post Office? Could that be made into a proper car park? Change the area outside the Chapel of Ease into herringbone car parking spaces – allowing for more parking. Priority traffic calming measures as in Friends Road, Diss.

Garden House Lane exit to main road made into a proper two lane road to provide better access for estates and newly proposed developments. A car park for the village, restrictions on heavy goods vehicles in village, resident permit parking spaces.

In 1995 Ross Silcock Ltd carried out a traffic survey at £300,000 was spent on altering The Street, which reduced the available parking by half. The work was carried out (badly) by SCC. Please do not make The Street even worse than it is already.