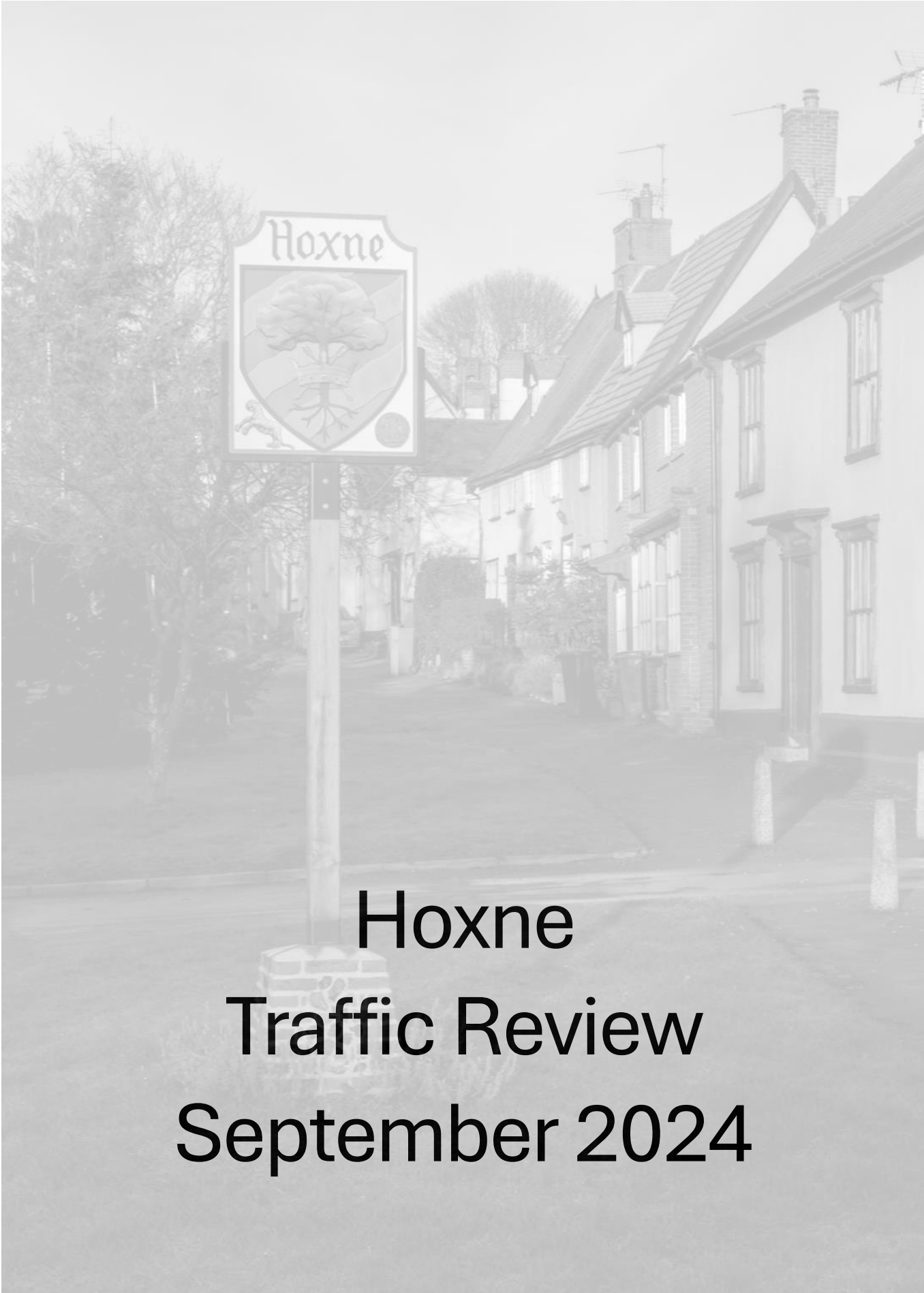




Hoxne Traffic Review September 2024

Introduction & Purpose

A parish residents survey was undertaken by the Hoxne Parish Council to seek views of how the Community Infrastructure Levy (CIL) funds should be used in the village, this highlighted that traffic issues were the major concern. This together with various traffic issues being raised directly with the Parish Council, lead the PC to set-up a group to examine and document the current traffic situation within the village and to recommend and pursue any changes identified.

This review is the result of that process.

There are several recommendations relating to changes in speed limits, signage and road markings. (See section 5). Change requests will be submitted to Suffolk County Council and the other regulatory bodies regarding the recommendations. Once approved by the County Council, an implementation plan together with funding options will be prepared and presented to residents.

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2 Process

The roads in the village were either examined individually or consolidated into small traffic flow groupings, e.g. Goldbrook and Abbey Hill. Their current situation was noted, together with issues being highlighted, leading to applicable changes being recommended.

The group has carried out consultations with residents at several events and locations (see section 4) where the issues regarding all types of road users were explored in more detail.

Suffolk Highways were commissioned to record traffic speed at various locations in the village. Analysis of this information is in section 6.1.

Suffolk Constabulary provided the collision data shown in section 6.2

3 Current Situation

Hoxne, is a small to medium-sized village of 850 residents and is a rare surviving poly-focal settlement, one part based around the church, Grade 1 listed. The other centred around the site of the medieval abbey. Both parts of the village are designated conservation areas to reflect their architectural heritage or historical connections.

The village has eight roads emanating from it, two of those access routes constitute the B1118, which has the highest volume of traffic. The B1118 is a designated a lorry route, it additionally carries the Mid Suffolk footpath for part of its length. National Cycle Route 30 also traverses the village and two of the access roads have been designated 'Quiet Lanes'.

3.1 Green Street – B1118

The B1118 is the main route through Hoxne with the highest number of vehicle movements and the highest number of collisions and is a designated lorry route. The road runs from the outskirts of Oakley through Hoxne to Chickering and is approximately 2.5 miles in length. It is a complex road presenting differing challenges along its length for all road users and its residents.

There are many stretches of this road that present hazards due to the nature of the highway, the classes of vehicles using it, the proximity of vulnerable road users and pedestrians to traffic and the condition of the carriageway surface itself.

The Green Street section forms part of National Cycle Route 30 and Water Mill Lane is a popular walking route, continuing the Mid Suffolk Footpath and the Hoxne Heritage Walk. The initial section of this part of the road falls within one of the conservation areas

Several points along the Green Street section bring pedestrians into close proximity with traffic due to no footway existing or lack of visibility when crossing from north to south especially from the church lych gate and Water Mill Lane. Lack of visibility also affects drivers when leaving the church car park, driveways and Water Mill Lane. Both pedestrians and drivers must rely on sound to warn of approaching vehicles. Owing to the narrow carriageway width and limited sight lines, HGV "near misses" are a common occurrence and are regularly avoided by using the footway as an escape lane.

There are many bends that cause concern along this route where several issues arise.:

HGVs cross the central white line whilst travelling east directly at the Low Street junction which due to foliage is a blind bend. There have been several crashes on the bend include rolled vehicles and lost loads. The average weekday vehicle movements on this junction are up to 5200, representing more than 80% of the total movements in Hoxne (based on SID data collected by the Parish Council).

A left-hand bend after the build out is where cars accelerate towards the National Speed Limit area well before the end of the 30mph limit. Cars overtake around this bend at speed exiting the village in an easterly direction. This bend and the straight area of road just after the 30mph limits ends is the site of several serious collisions.

Further on there is a double bend, which incorporates junctions left to Syleham and right to Wittons Lane plus a new access road to about six recently constructed dwellings. Visibility turning onto Green Street from Syleham Road is poor in both directions as is visibility turning into Syleham Rd from Green Street travelling west. This location has suffered from several collisions over the years.

At the junction of B1118 and Chickering Rd, visibility is very poor and joining the B1118 from the small Chickering Rd is hazardous as the view of traffic travelling west is obscured. The bends from Chickering junction to beyond the Depperhaugh Nursing Home have no clear warning signs and the double white lines have been worn away. There have been several collisions along this stretch of road.

The surface of the road is also in a very degraded condition throughout due to the weight of traffic, thus making the road more hazardous. This is particularly noticeable on the derestricted section of Green Street and through the Depperhaugh bends where vehicles can travel at the national speed limit.

The vehicle activated speed camera (VAS) is deployed on Green Street for intermittent periods of around 15 days. Two sites have been used, one at the traffic calming build-out and one about 200 metres further east but still well within the existing 30 mph limit.

The eastern-most site has recorded the highest speeds, some in excess of 80 mph. Local authority health and safety inspector confirmed that the site should no longer be used since deploying the camera is too dangerous owing to volume of speeding traffic.

Collision data :

A - Green Street at bend towards Oakley

01.11.2017 Overturned farm vehicle

B - Green Street/Low Street junctions (P - photographs available)

25.08.2015 Large straw trailer overturned (P)

21.05.2021 Low Loader carrying earth movement equipment overturned (P)

Circa 2022 Overturned slurry trailer

19.01.2023 Car overturned (going westbound)

C - Green Street near Water Mill Lane

08.02.2024 Car (total loss) collided with goods vehicle

D - Green Street near Moat House

05.09.2022 Two car head on collision near to Moat House, Green Street.
Two persons hospitalised, five persons minor injuries

24.11.2023 Collision between two goods vans

26.01.2024 Car left road near end of 30 mph limit resulting in serious head injury and hospitalization by air ambulance.

D - Green Street Beet pad towards Chickering junction

2024 motorcyclist fatality

3.2 Low Street

The top end of Low Street forms a junction with the B1118 (Green Street). At this point, Green Street is a sharp bend with Low Street radiating from it. At this point down to the village centre there are no footways and the road narrows with parked cars grouped on either side of the road initially on the nearside then by the village green on the offside.

The small village green runs along the nearside of the road and incorporates a pedestrian path from the end of Church Hill (Hillside) to almost the village shop. The only other stretch of footway now begins on the opposite side of Low Street, running parallel to the village green. The village green is regularly used for village-wide events such as the Harvest Breakfast or by groups of tourists, walkers, or cyclists as this is part of National Cycle Route 30.

Many of the dwellings along Low Street are late medieval in date. They are timber-framed with minimal foundations and so susceptible to vibrations from many larger vehicles using this route seven days a week. This area is part of the village conservation area.

Low Street contains the village shop and post office, with only four parking spaces in front of them. The village pub, The Swan is on the opposite side of the road and there is a constant flow of pedestrians on the road when these facilities are open. No footway exists outside the village shop or the pub.

Through the bottom half of the village, Low Street, is an unclassified road with dwellings on either side of it with very little or no front garden and, therefore, front onto the road. After the Swan, continuing south, Low Street narrows to cross the Goldbrook river. The bridge here is barely wide enough for two cars to pass in opposite directions with no raised footway over the bridge.

3.3 Eye Road

The Eye Road continues from Low Street and has no footway, the NSL sign is positioned near the beginning of the road out of the village, with some fifteen houses along the road beyond this point. The road is a narrow, single-track road in many places, and has no official passing spaces all the way out to Nuttery Vale.

Eye Road is heavily used for walking, cycling and horse-riding and is frequently used by HGVs and agricultural vehicles.

The delayed start to the existing 30 MPH limit, gives drivers too little time to adapt to driving within a village environment. Conversely, when exiting the existing 30 MPH limit, drivers are given the false impression that the risks associated within a 30 MPH area are no longer present, when they are, e.g. pedestrians on the roadway and numerous driveways.

3.4 Goldbrook / Abbey Hill

Goldbrook starts at the wide T junction with Low Street and the Eye Road, within the primary conservation area of Hoxne. The National Cycle Route 30 continues from Low Street and up Goldbrook where it immediately narrows to a single lane to pass over Goldbrook Bridge.

Adjacent to the bridge is a large visitor's carpark with information boards, a picnic bench and the village recycling facility. The car park is in constant use, as it is shared with St Edmunds Village Hall, which has activities scheduled for most days of the week and is also used to host wedding receptions and parties.

After the layby in front of the five bungalows and a mounting post for the speed indicator, the road then bends to the right, narrows with steep verges and the footway is elevated up a slope away from the roadway. This narrow tree lined bend is not wide enough to allow two HGVs to pass, two cars can only pass with caution.

After the bend the road becomes Abbey Hill. Further up the hill, after the paddock entrance on the left, are the steps and pathway leading to the grade II listed St Edmund's Monument, erected in 1843.

Nearing the top of the hill, the secondary Hoxne conservation area begins. On the left is the entrance to Abbey Farm where busy business units are located including a gym, café and a construction company.

Next to Abbey Farm is the grade II* listed Abby Farm House, dating from 1540 and built on the site of a Benedictine Priory. The tall brick boundary wall along the road is grade II listed in its own right.

Goldbrook and Abbey Hill do have footways running the whole length. The main area of concern are the approaches to the steep narrow tree lined bend.

3.5 Cross Street

Cross Street begins at the top of Abbey Hill at a sharp S bend, where Red Lion Close joins from the right. The footway which runs along from Goldbrook and up Abbey Hill, ends just before this bend.

The second conservation area begins at the S bend and is flanked by the listed Abbey Farm House wall on the left and a cottage boundary wall on the right. The blind S bend is not wide enough to allow two cars to pass and pedestrians must walk in the roadway. This road is used as the in-bound route for HGVs on their way to Crown Milling, on the Denham Road. A footpath emanates from this bend and is in daily use by residents.

Cross Street continues without a footway and is lined with older houses, four of which are listed. Many have Banham-style brick boundary walls. Cars are normally parked along the length of the street. The National Cycle Route 30 continues along Cross Street down to the junction with Nuttery Vale. A school bus service uses this junction to collect and drop off students.

A footway starts again on the right, just before access to another footpath, by the old chapel. This is followed by a row of terraced houses with cars parked outside where the second conservation area ends.

Cross Street is flanked by mixed housing until it ends at Heckfield Green. Just before it ends on the right, there is pedestrian access to the Playing Fields. There is mixed housing here including on smaller side roads and at St Edmund's House, where the properties are predominantly occupied by senior citizens.

The main safety issues with the road start at the S bend which is a single track with no footway. The next section of Cross Street also has no footway but includes a well in the road and a school bus stop. The remaining section up to Heckfield Green and the school, is lined with parked cars, has pedestrian access to the school playing field and is frequently used by senior citizens from accommodation situated in the side roads.

3.6 Nuttery Vale

Nuttery Vale runs from the Eye Road until it joins Cross Street and is mostly a single-track road with occasional passing places and forms part of National Cycle route 30. It has no footway along its entire length.

Initially from the Eye Road, it winds down through open fields until the large joinery situated on the nearside from where a 30 MPH limit starts, with dwellings appearing soon after. The road narrows still further with houses now on both sides of the road, followed by a sharp lefthand bend, where it meets Cross Street.

The main concerns are the total lack of footways, multiple driveways, poor forward visibility due to numerous bends and it's a National Cycle route.

3.7 Heckfield Green / Wittons Lane / Denham Low Rd / Chickering Rd

Several roads converge at the junctions of Heckfield Green and Chickering Road where the St Edmunds Primary School is located.

The school has a capacity of 105 pupils from nursery to primary ages. The school perimeter is situated along the Denham Road and Heckfield Green with the entrance located on Denham Low Road. Parking is at a premium and parents and children cross daily from the directions of Wittons Lane. A 20mph school safety zone is in place.

The junction is on the in-bound route for grain lorries making their way to Crown Milling from Cross Street. The exit route is back to this same junction by the school and out via Chickering Road towards the B1118 at the Depperhaugh junction. There are about 40 movements both in and out of the milling facility by 44-ton HGVs during weekdays.

The Hoxne Neighbourhood Development Plan has identified two areas in the Heckfield Green area as suitable for potential housing development in the future. Shreeves Farm and a parcel of land adjacent to the Hoxne Playing Fields on Denham Low Road and could allow 53 dwellings to be built which will add to the existing vehicular and pedestrian traffic in the locality.

Directly around the school and in the adjacent road there is no footway provision until Cross Street is reached. In addition, the safety of all road users was considered when both Wittons Lane and Denham Low Road were designated Quiet Lanes to encourage drivers to recognise pedestrians, cyclists, and horse riders using these roads.

The road surface at the school junction, has had frequent repairs as it gets damaged by the HGVs having to make tight turns.

4 Resident Feedback consultation process

In the review process, the group consulted widely with individuals and key stakeholders including residents groups, local transport firms, the village school, the church and the Depperhaugh Residential care home. A first draft map of the speed limits under review, was shared in the following ways:

1. Publicised in the Village Voice magazine, which is published every two months and distributed to every household in the village.
2. Posted on the Parish website since July 2024
3. Displayed at a stand at the Hoxne Annual Parish meeting, held in the Village Hall on 24th April 2024
4. Displayed at a stand at the Hoxne Mayfest event, held in the Playing Field at Heckfield Green on 4th May 2024
5. Display in the Village Shop from May 2024
6. Plan on display at the Greengold Café May 2024
7. Discussed with parents and staff at St Edmunds primary school 20th June 2024
8. Shared with Vicar and Parish Parochial Council

9. Displayed at Depperhaugh for 2 weeks end June 2024.

In addition, residents at Chickering were messaged individually July 2024 and a meeting was held with Crown Milling on 3rd July 2024

5 Conclusions and Recommendations

5.1 Speed Limits

Excess speed was the main concern of residents, so the group recommends changes to the speed limits to reduce the number of collisions that occur and the severity of those that do. Pedestrians and other road users will feel safer and the quality of life for the residents will be improved.

The recommended speed limits changes are:

1. **Green Street/B1118** – extend the 30 MPH limit out toward Stradbroke, ending at the Old Police House and from there implement a new 40 MPH buffer zone to the sugar beet concrete pad.
2. **Low Street** – implement a 20 MPH limit from the Green Street junction to just south of the bridge.
3. **Eye Road** – extend the 30 MPH limit out towards Eye beyond Home Farm.
4. **Cross Street** – implement a 20 MPH limit from before the Abbey Farm entrance on Abbey Hill, along into Heckfield Green.
5. **Nuttery Vale** – replace the existing 30 MPH limit with a 20 MPH limit.
6. **Heckfield Green** – replace all the existing 30 MPH limits around the school junction with 20 MPH limits, i.e. Wittons Lane, Denham Low Road and Chickering Road.

See maps in section 6.4

No speed limit changes are suggested for Goldbrook and Abbey Hill, as they currently do not fit the Suffolk Highways criteria for a 20 mph limit and the group did not identify any exceptional circumstances.

The group notes that residents of the Green Street section of the B1118, were polled in 2021 and 77% of the households were in favour of a 20 MPH limit along this section. This has been discussed with the Suffolk Highways representatives, their response being that Green Street does not meet the current criteria set by Suffolk County Council for a 20 MPH limit. So, this change has not been included in the group recommendations.

Note: Hoxne Parish Council has previously considered implementing a Speed Watch scheme but decided against it considering negligible volunteer rates due to parishioners' concerns about safety and abuse. Suffolk Police recently visited the village and were unable to identify a safe suitable position within their strict safety guidelines to set-up and monitor speeds.

5.2 Signage and road markings

The following signage and road marking changes are recommended for Green Street / B1118:

Running from west to east:

1. Add an Advisory 20 MPH sign added before the bend / junction with Low Street, approaching from Oakley. (Retaining existing bend sign)
2. Add an Advisory 20 MPH sign added before the bend / junction with Low Street, approaching from Stradbroke. (Retaining existing road narrowing sign)
3. Add a SID mounting point and remove the Oncoming Vehicles in Middle of Road sign (Retaining the road existing narrowing sign)
4. Add a SID mounting point at the junction with Water Mill Lane (Retaining the existing road narrowing sign)
5. Add a double sided 30 MPH repeater by the build-out.
6. Add double white lines (no overtaking) on the bend by the exiting SID mounting point and New Road Layout sign.
7. Add double white lines (no overtaking) on the S bend, starting just before the Syleham Road junction and ending at the Old Police House, i.e. where the proposed extended 30 MPH limit ends and proposed new 40 MPH buffer starts.

See the map in section 6.5

5.3 HGVs

The number of HGV movements within the village was also a major concern. None of the roads they travel on are suitable for the volume that occurs daily, and they all have sections that put them into direct contact with all the groups below due to the lack of footways, road width and building construction. At harvest time this traffic can be increased significantly together with many tractor and trailer movements day and night.

Hoxne Parish Council cannot affect HGVs using the village, but it seeks to minimise their impact by reducing speeds where they travel. Allowing a consistent low speed approach through the village will help mitigate their impact.

5.4 Pedestrian access

The B1118 also carries the Mid Suffolk footpath for part of its length before this footpath turns down into Low Street and through to the Eye Road. Two of the villages access roads have been designated Quiet Lanes, illustrating the wide variety of uses the roads in and around Hoxne have. The lack of footways at several sites leaves people vulnerable to traffic but no sites have been identified, where there is enough space to add a footway.

5.5 Cyclists

National Cycle Route 30 traverses through much of the village, including the B1118, Low Street, Cross Street and Nuttery Vale. Due to the deteriorating road surface, cyclists are forced further towards the centre of the road along the B1118 where most speed is present.

Faults with the highway surface should continue to be reported to the Suffolk Highways via their on-line reporting tool. Access to this reporting tool is available to any member of the public.

Implementation of the recommended 20 MPH limits, should also contribute to making the roads in Hoxne safer.

5.6 Residents wellbeing

The primary school on Cross Street, is situated on a multiple road junction that unfortunately does not have a footway around the whole of its perimeter facing the road. The lack of a footway by the entrance to the church on Green Street, has discouraged some people from attending servicing. Many other of the roads in the village do not have footways but residents must use these roads daily and reductions in speed in these areas will reduce the potential for any serious casualties. Traffic impacts also on the quality of life of residents from vehicle vibration, HGV incursions onto property, engine noise issues when accelerating from one speed limit to another.

Many residents are first on scene of the numerous injury collisions that have occurred rendering aid where necessary but also witnessing the trauma involved

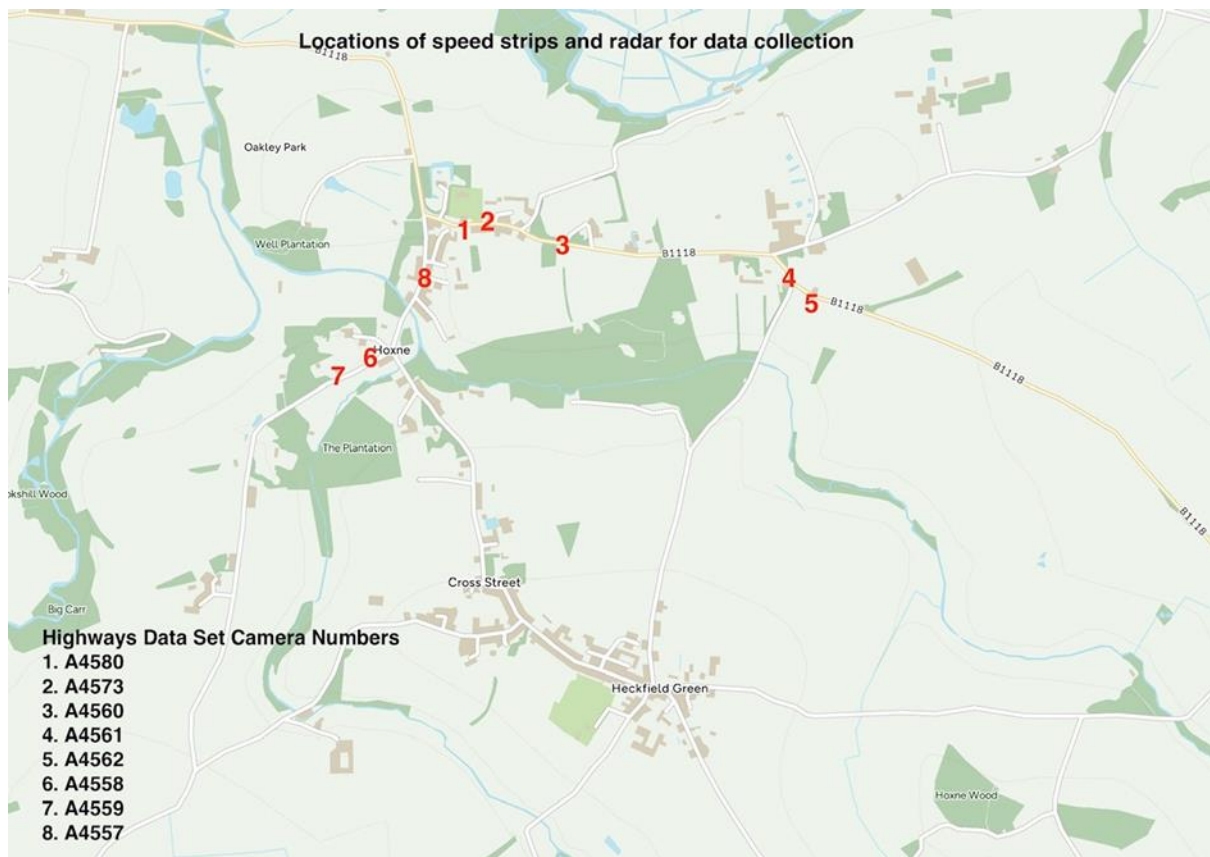
Whilst it is difficult to recommend an action to improve the general wellbeing the Hoxne residents, it is anticipated that if the recommended speed limits are implemented, then the villagers will feel safer and have fewer injury collisions to deal with.

6 Appendices

6.1 Speed Data

The speed data was obtained directly from Suffolk Highways who placed radar and strips in several locations around the Parish and from which the following graphs have been compiled. They cover both mean and 85th percentile figures for each location to give as much information for the decision-making process as possible.

Hoxne Parish council also collects its own data from a SID device that is placed at three locations around the village which can provide further reference to areas not covered by the placed strips/radar e.g. Abbey Hill.



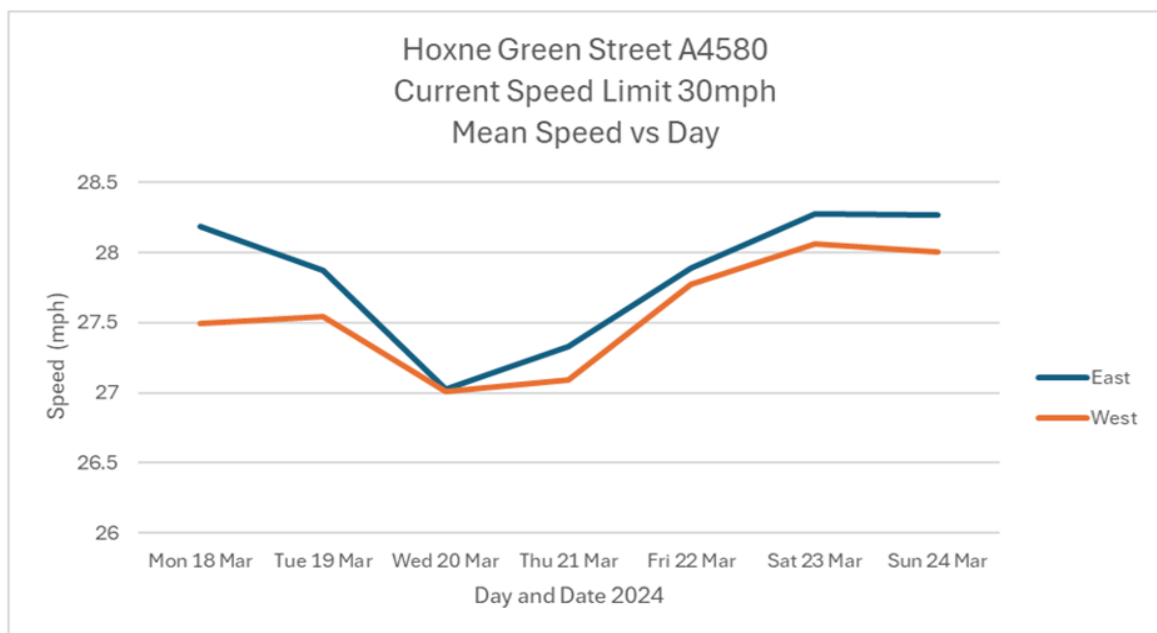
Both mean and 85th percentile speeds from each location are recorded in the tables and graphs below as requested by the Highways Department. Note: the camera locations are denoted by the **Annnn** reference in each of the graph headings.

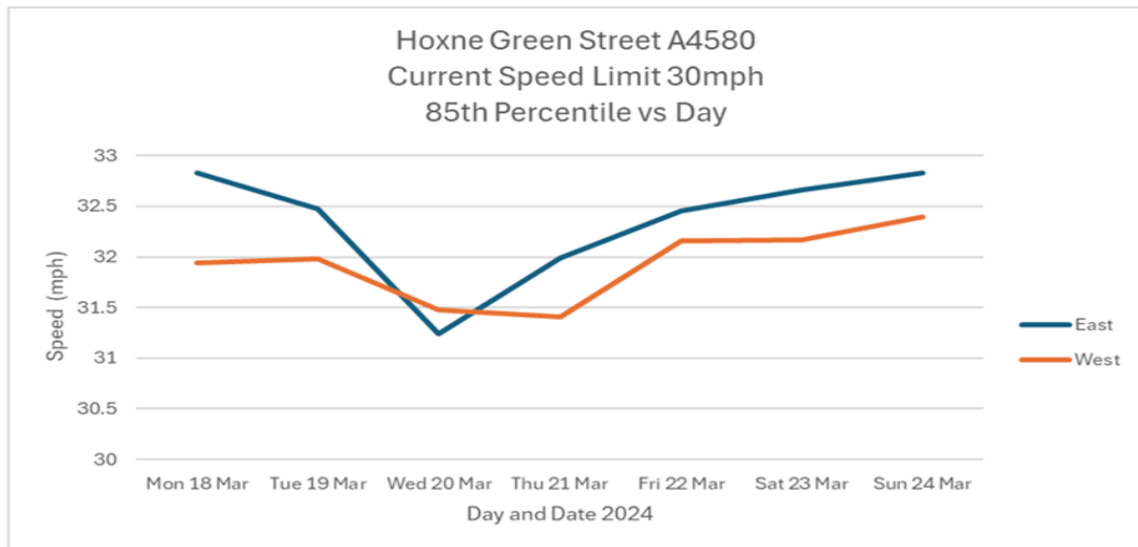
6.1.1 Green Street

Hoxne Green Street A4580

Current Speed Limit 30 mph

Date	Mean Speed (mph)		85th Percentile Speed (mph)	
	East	West	East	West
18/03/2024	28	27	33	32
19/03/2024	28	28	32	32
20/03/2024	27	27	31	31
21/03/2024	27	27	32	31
22/03/2024	28	28	32	32
23/03/2024	28	28	33	32
24/03/2024	28	28	33	32

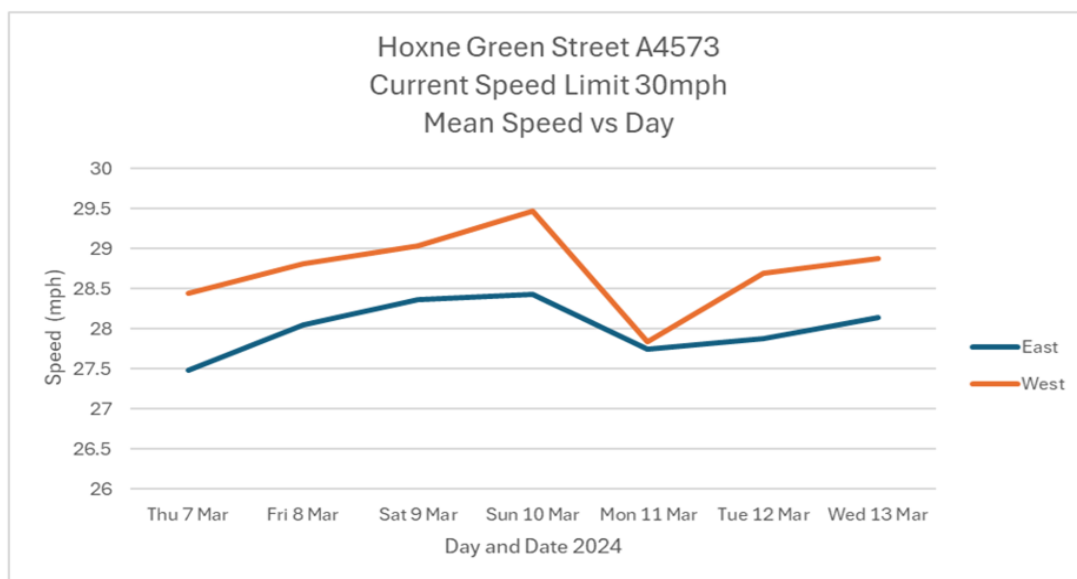


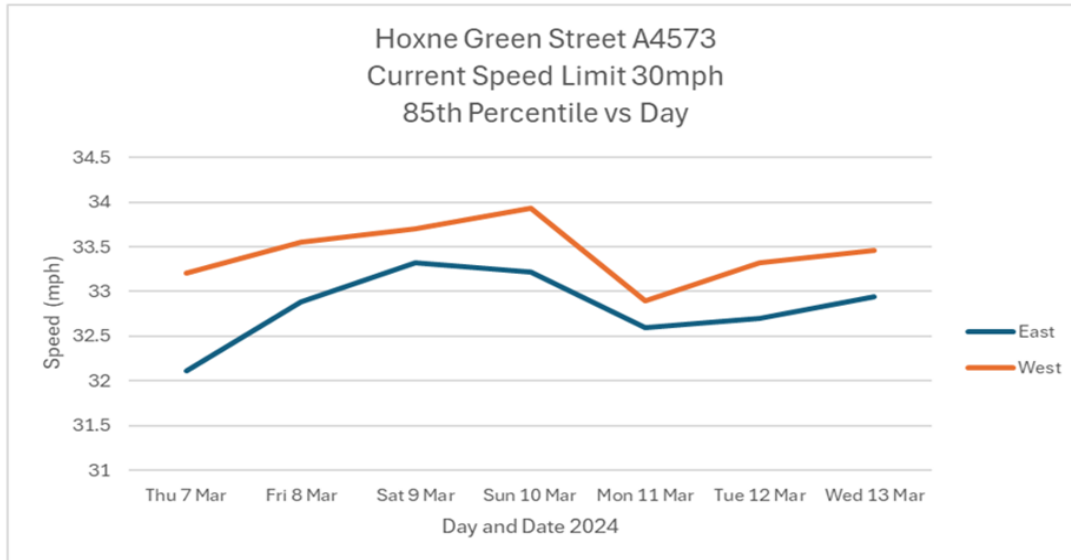


Hoxne Green Street A4573

Current Speed Limit 30 mph

Date	Mean Speed (mph)		85th Percentile Speed (mph)	
	East	West	East	West
07/03/2024	27	28	33	33
08/03/2024	28	29	33	33
09/03/2024	28	29	33	33
10/03/2024	28	29	33	33
11/03/2024	28	28	33	33
12/03/2024	28	29	33	33
13/03/2024	28	29	33	33

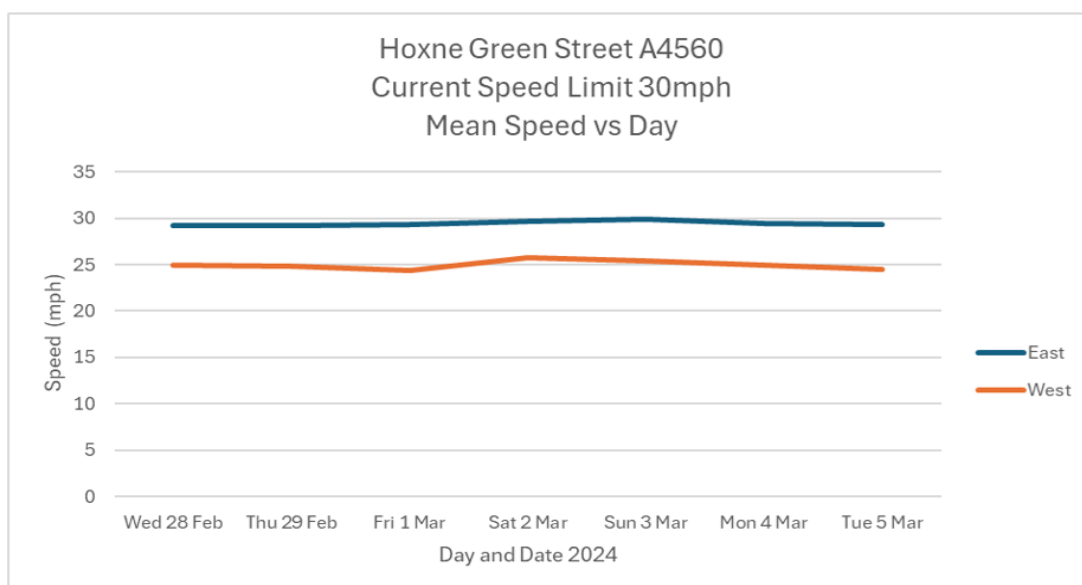


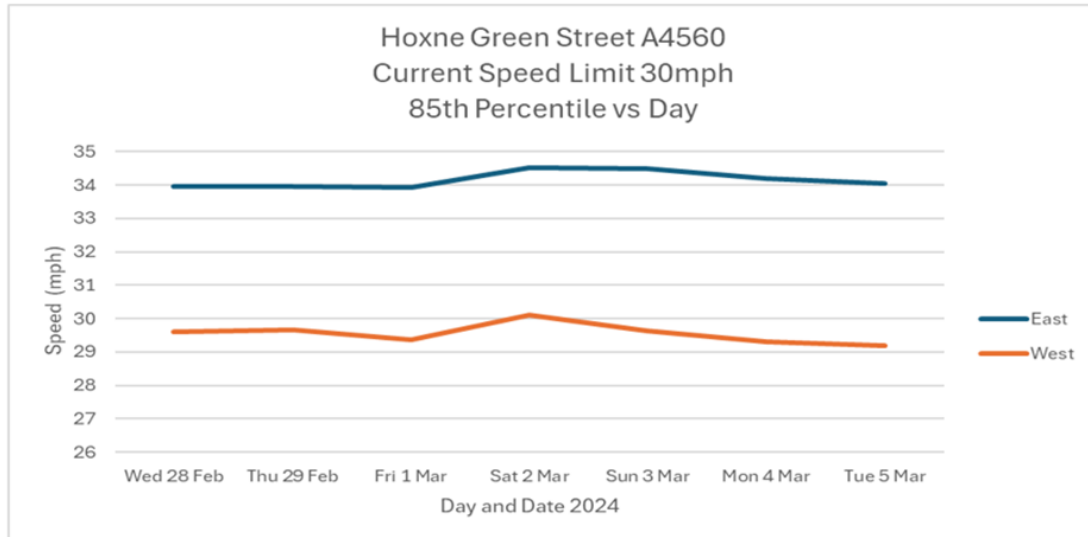


Hoxne Green Street A4560

Current Speed Limit 30 mph

Date	Mean Speed (mph)		85th Percentile Speed (mph)	
	East	West	East	West
28/02/2024	29	25	34	30
29/02/2024	29	25	34	30
01/03/2024	29	24	34	29
02/03/2024	30	26	35	30
03/03/2024	30	25	34	30
04/03/2024	29	25	34	29
05/03/2024	29	25	34	29



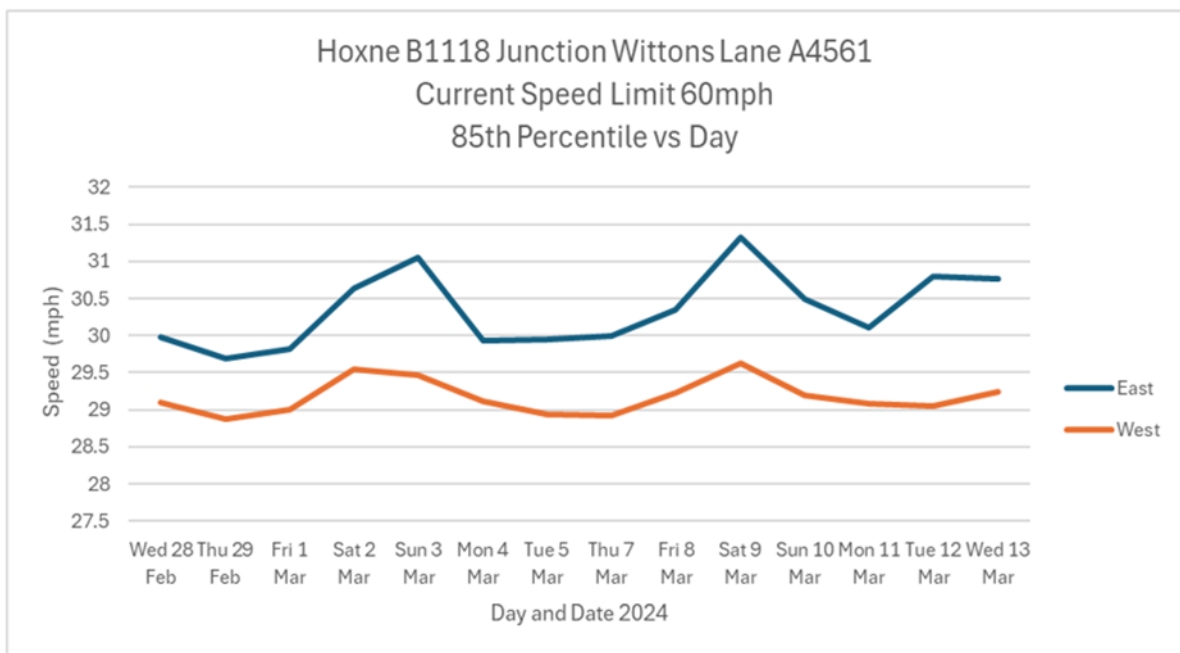
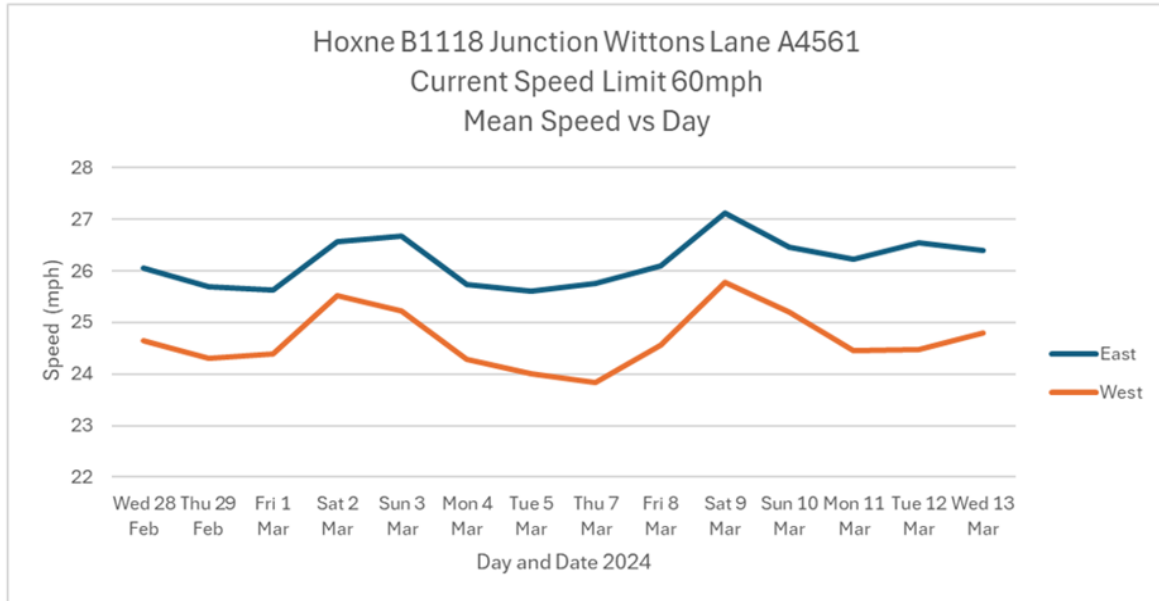


6.1.2 B1118

Hoxne B1118 Junction Wittons Lane A4561

Current Speed Limit 60 mph

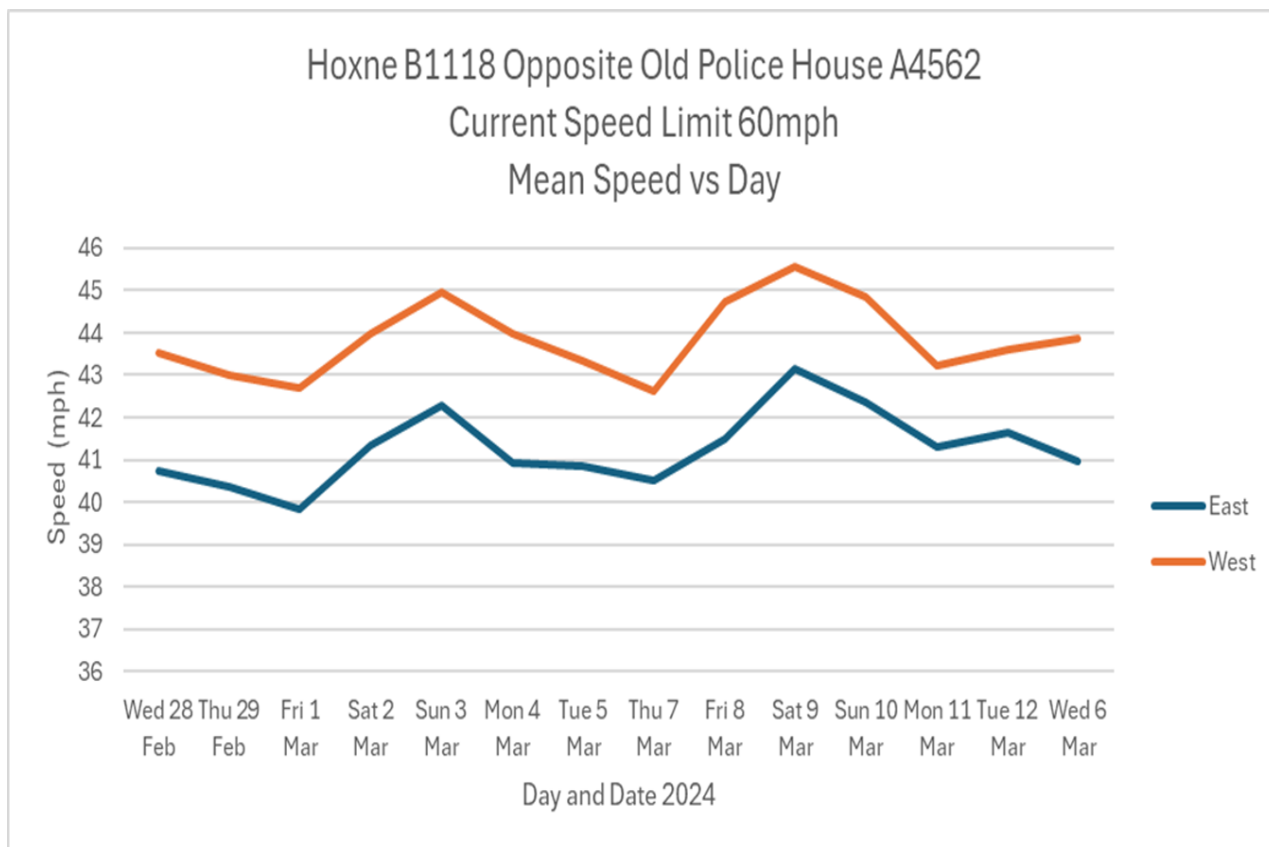
Date	Mean Speed (mph)		85th Percentile Speed (mph)	
	East	West	East	West
28/02/2024	26	25	30	29
29/02/2024	26	24	30	29
01/03/2024	26	24	30	29
02/03/2024	27	26	31	30
03/03/2024	27	25	31	29
04/03/2024	26	24	30	29
05/03/2024	26	24	30	29
07/03/2024	26	24	30	29
08/03/2024	26	25	30	29
09/03/2024	27	26	31	30
10/03/2024	26	25	31	29
11/03/2024	26	24	30	29
12/03/2024	27	24	31	29
13/03/2024	26	25	31	29



Hoxne B1118 Opposite Old Police House A4562

Current Speed Limit 60 mph

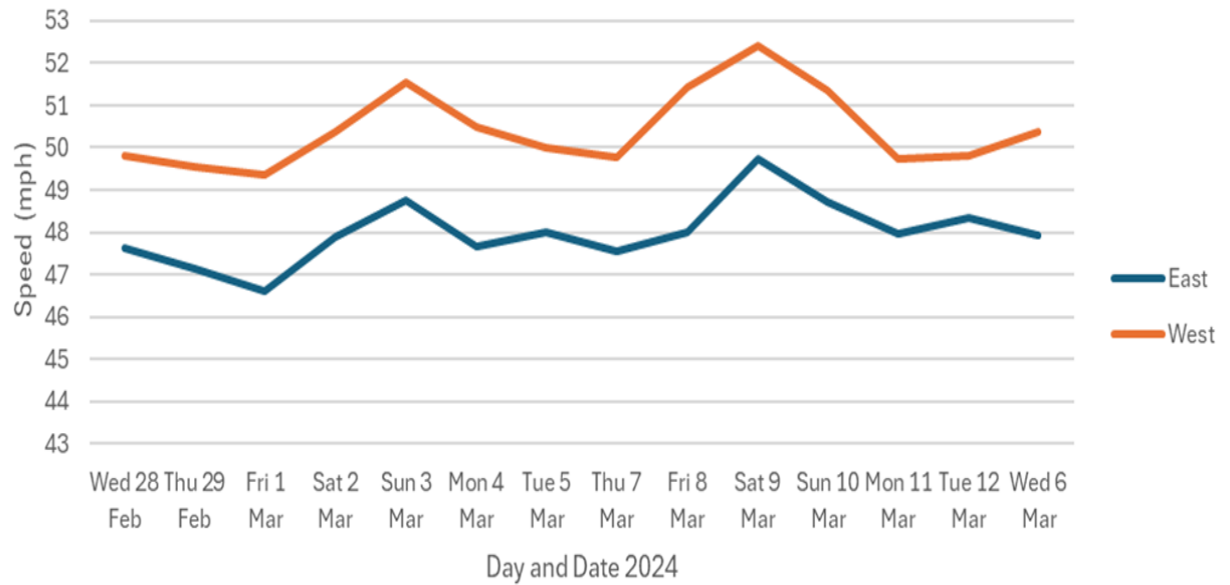
Date	Mean Speed (mph)		85th Percentile Speed (mph)	
	East	West	East	West
28/02/2024	41	44	48	50
29/02/2024	40	43	47	50
01/03/2024	40	43	47	49
02/03/2024	41	44	48	50
03/03/2024	42	45	49	52
04/03/2024	41	44	48	51
05/03/2024	41	43	48	50
07/03/2024	41	43	48	50
08/03/2024	42	45	48	51
09/03/2024	43	46	50	52
10/03/2024	42	45	49	51
11/03/2024	41	43	48	50
12/03/2024	42	44	48	50
06/03/2024	41	44	48	50



Hoxne B1118 Opposite Old Police House A4562

Current Speed Limit 60mph

85th Percentile vs Day

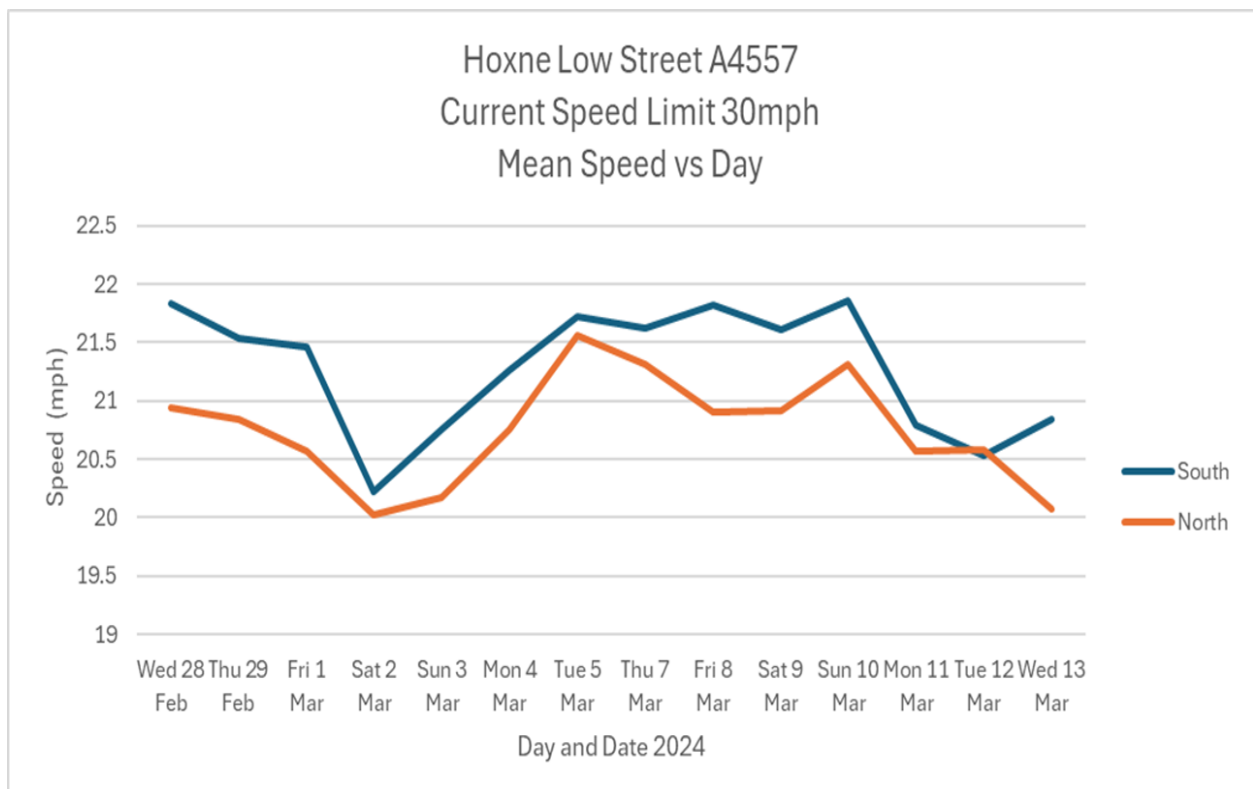


6.1.3 Low Street

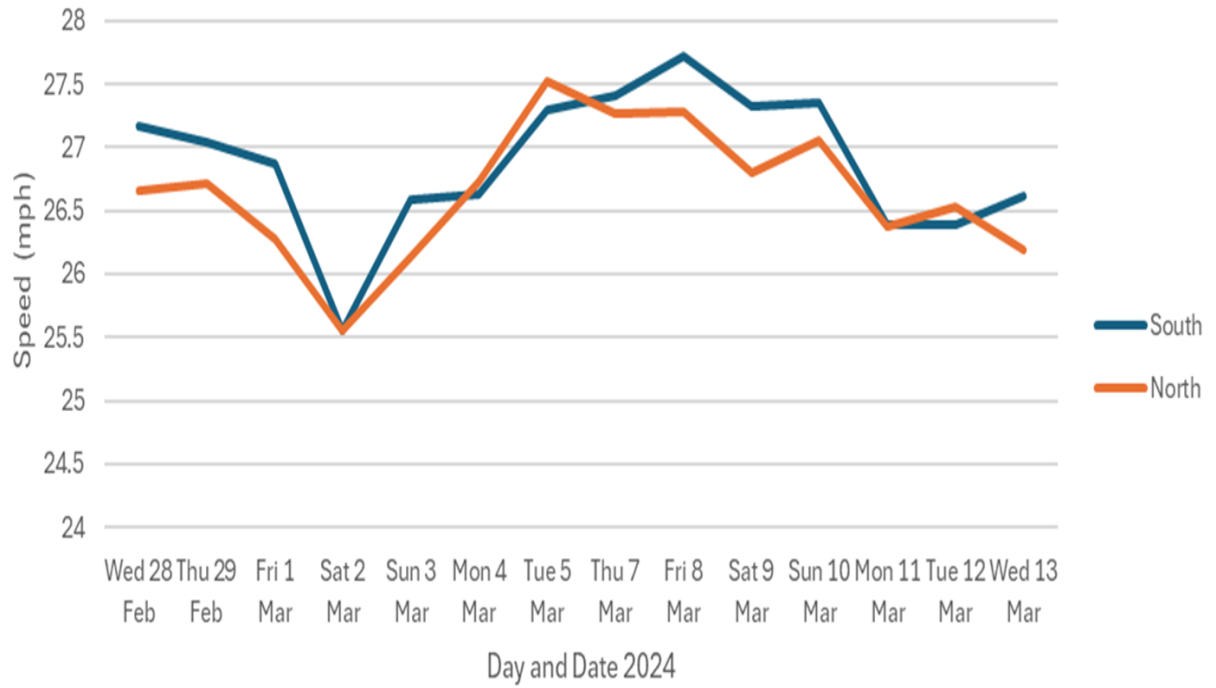
Hoxne Low Street A4557

Current Speed Limit 30 mph

Date	Mean Speed (mph)		85th Percentile Speed (mph)	
	South	North	South	North
28/02/2024	22	21	27	27
29/02/2024	22	21	27	27
01/03/2024	21	21	27	26
02/03/2024	20	20	26	26
03/03/2024	21	20	27	26
04/03/2024	21	21	27	27
05/03/2024	22	22	27	28
07/03/2024	22	21	27	27
08/03/2024	22	21	28	27
09/03/2024	22	21	27	27
10/03/2024	22	21	27	27
11/03/2024	21	21	26	26
12/03/2024	21	21	26	27
13/03/2024	21	20	27	26



Hoxne Low Street A4557
Current Speed Limit 30mph
85th Percentile vs Day

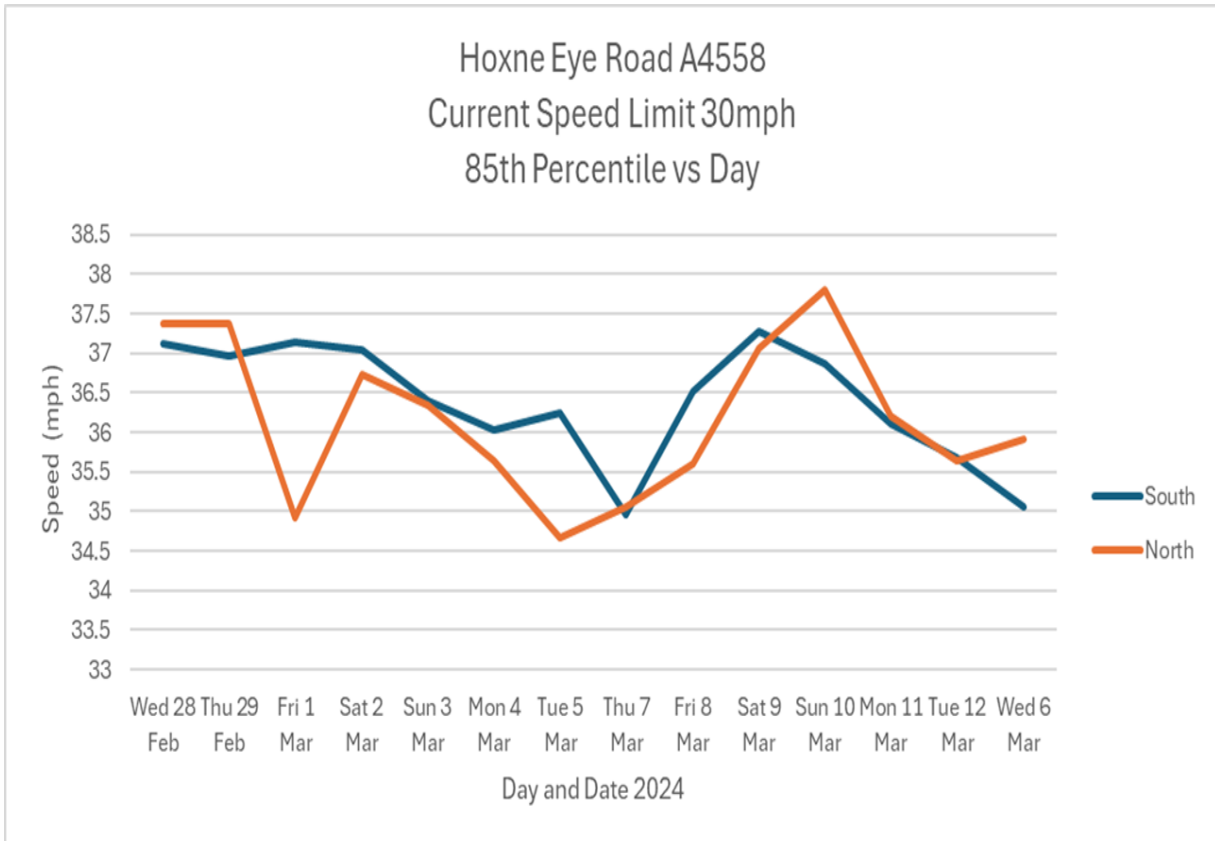
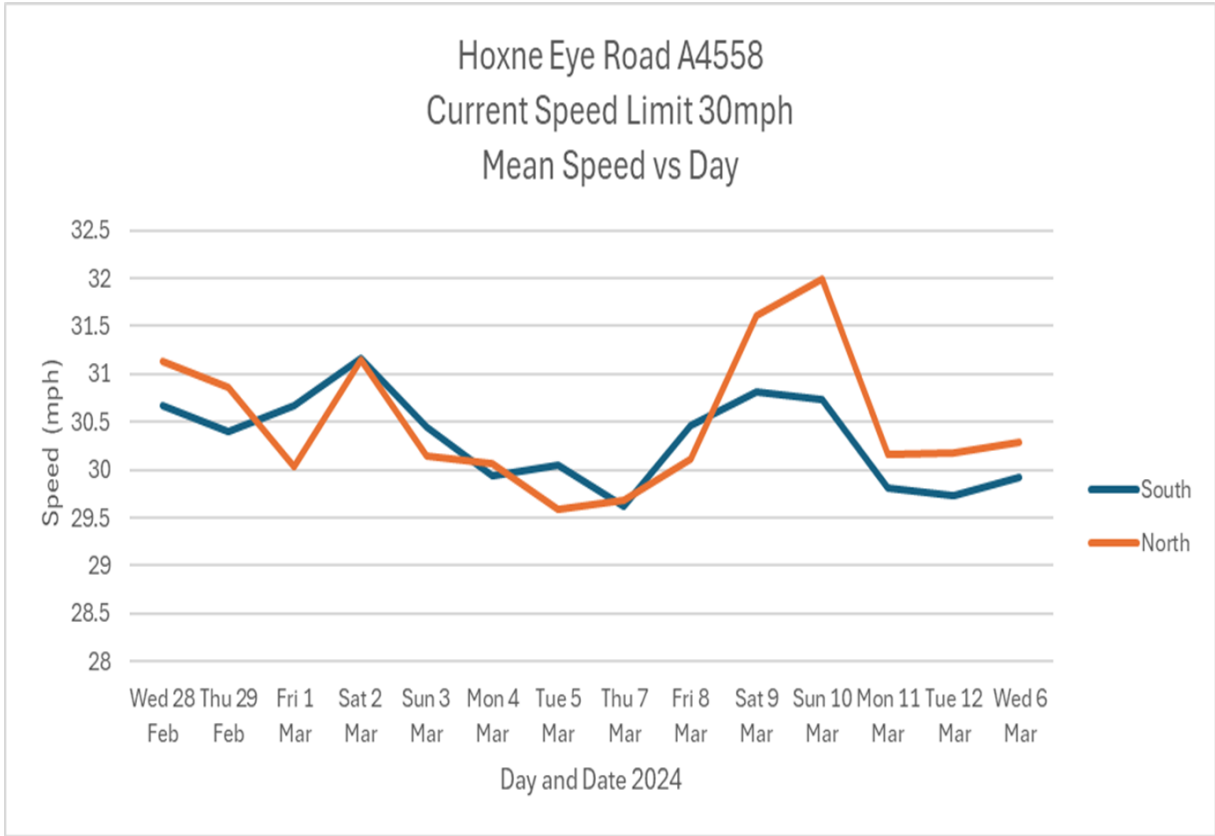


6.1.4 Eye Road

Hoxne Eye Road A4558

Current Speed Limit 30 mph

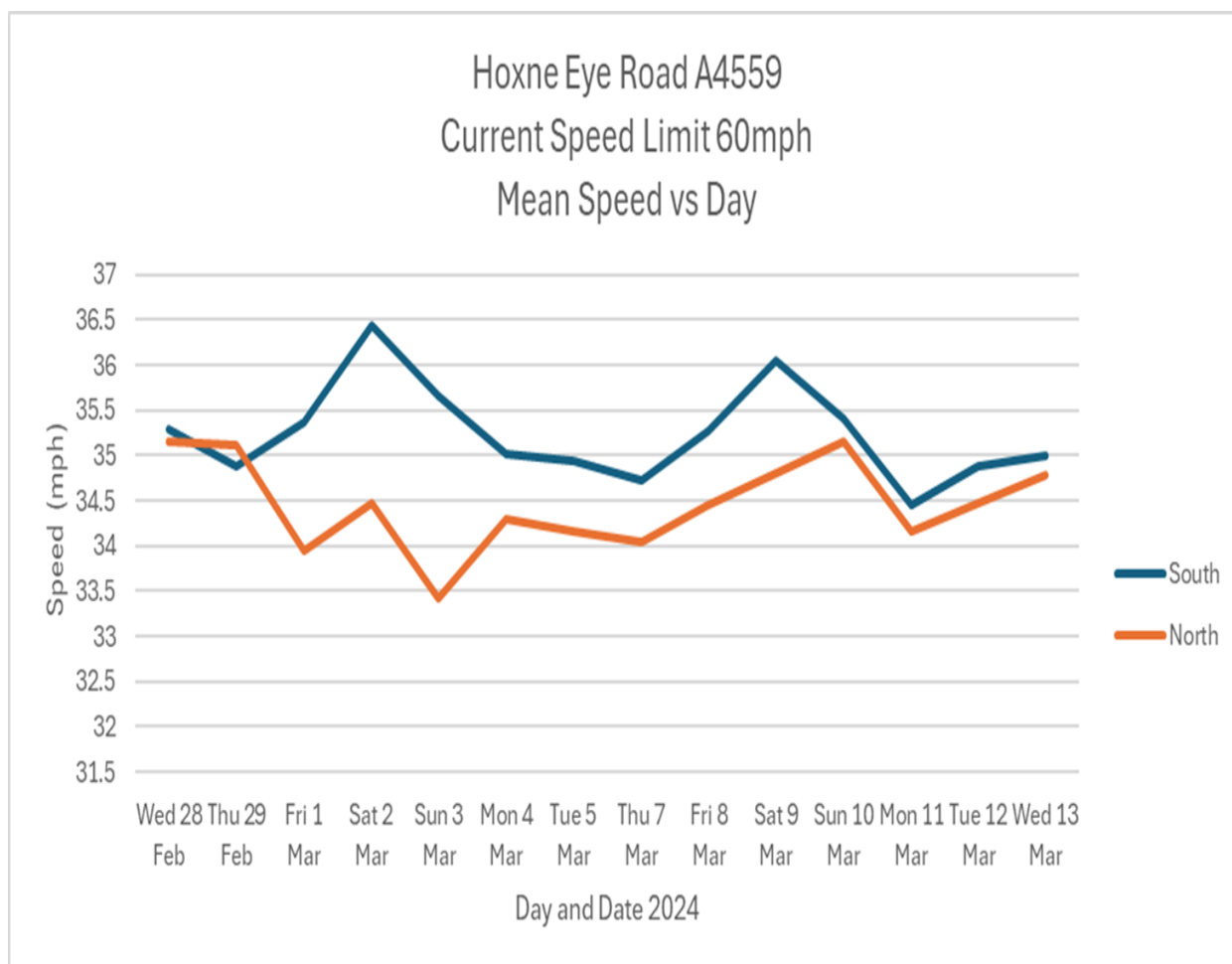
Date	Mean Speed (mph)		85th Percentile Speed (mph)	
	South	North	South	North
28/02/2024	31	31	37	37
29/02/2024	30	31	37	37
01/03/2024	31	30	37	35
02/03/2024	31	31	37	37
03/03/2024	30	30	36	36
04/03/2024	30	30	36	36
05/03/2024	30	30	36	35
07/03/2024	30	30	35	35
08/03/2024	30	30	37	36
09/03/2024	31	32	37	37
10/03/2024	31	32	37	38
11/03/2024	30	30	36	36
12/03/2024	30	30	36	36
06/03/2024	30	30	35	36

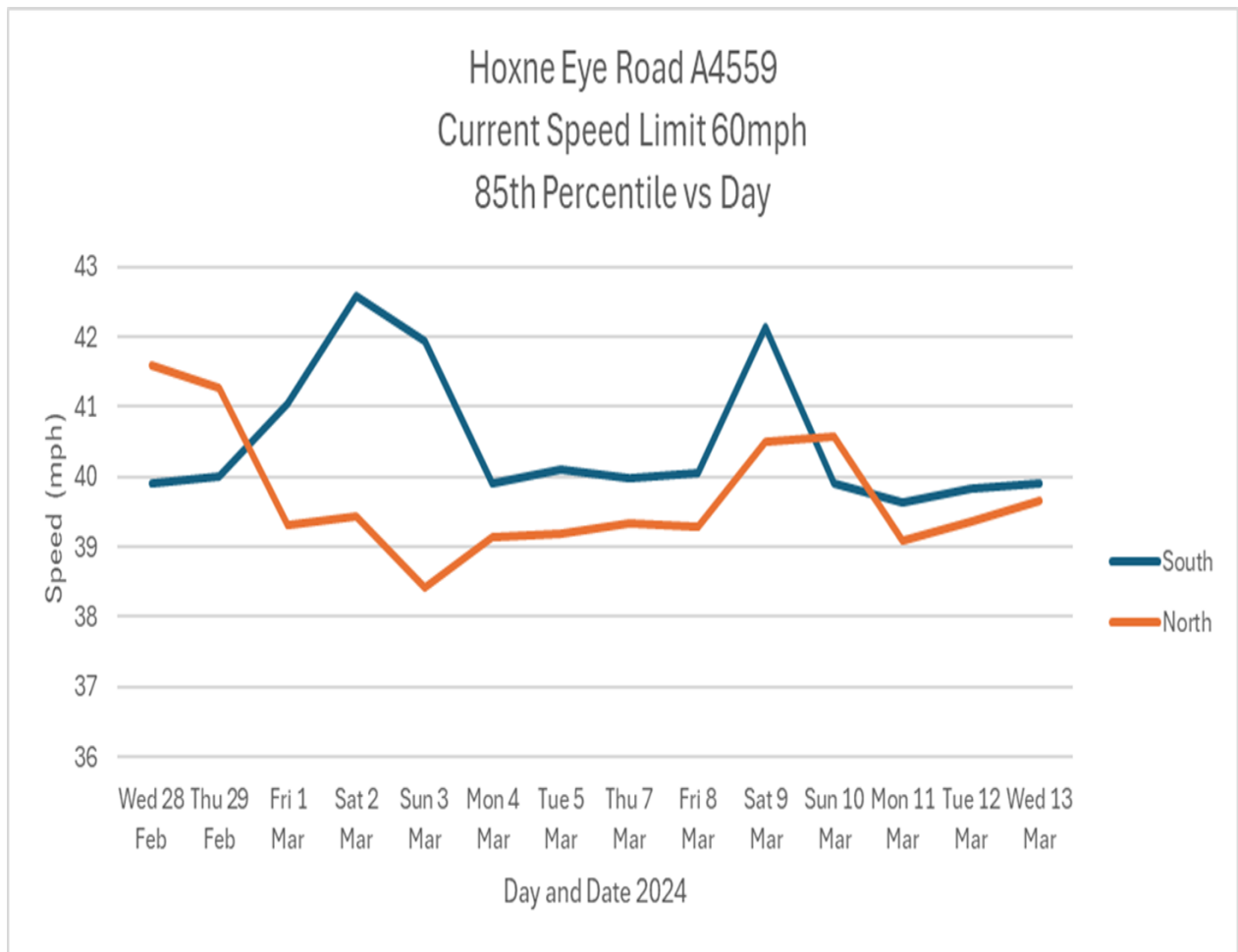


Hoxne Eye Road A4559

Current Speed Limit 60 mph

Date	Mean Speed (mph)		85th Percentile Speed (mph)	
	South	North	South	North
28/02/2024	35	35	40	42
29/02/2024	35	35	40	41
01/03/2024	35	34	41	39
02/03/2024	36	34	43	39
03/03/2024	36	33	42	38
04/03/2024	35	34	40	39
05/03/2024	35	34	40	39
07/03/2024	35	34	40	39
08/03/2024	35	34	40	39
09/03/2024	36	35	42	40
10/03/2024	35	35	40	41
11/03/2024	34	34	40	39
12/03/2024	35	34	40	39
13/03/2024	35	35	40	40



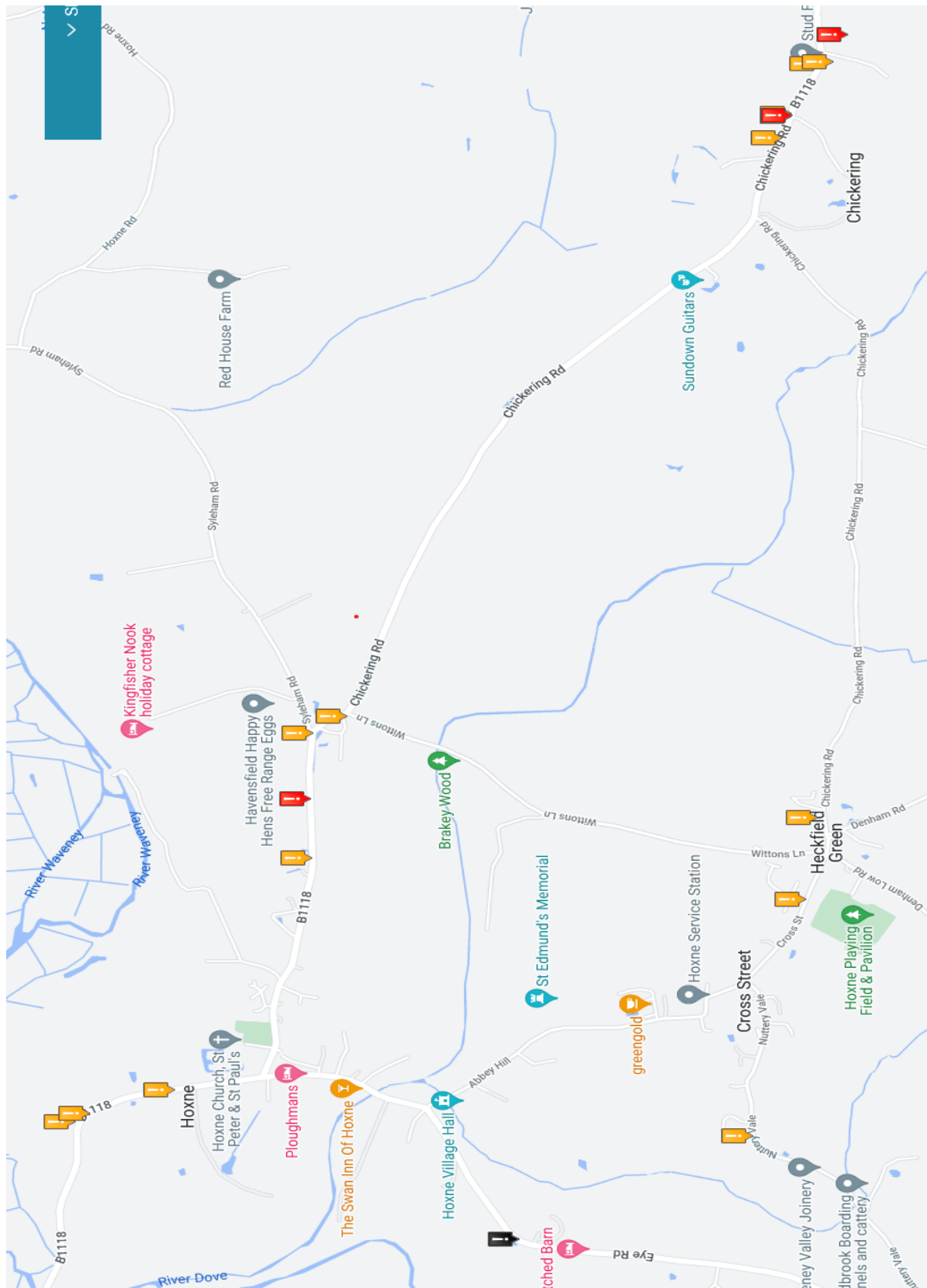


6.2 Collision Data

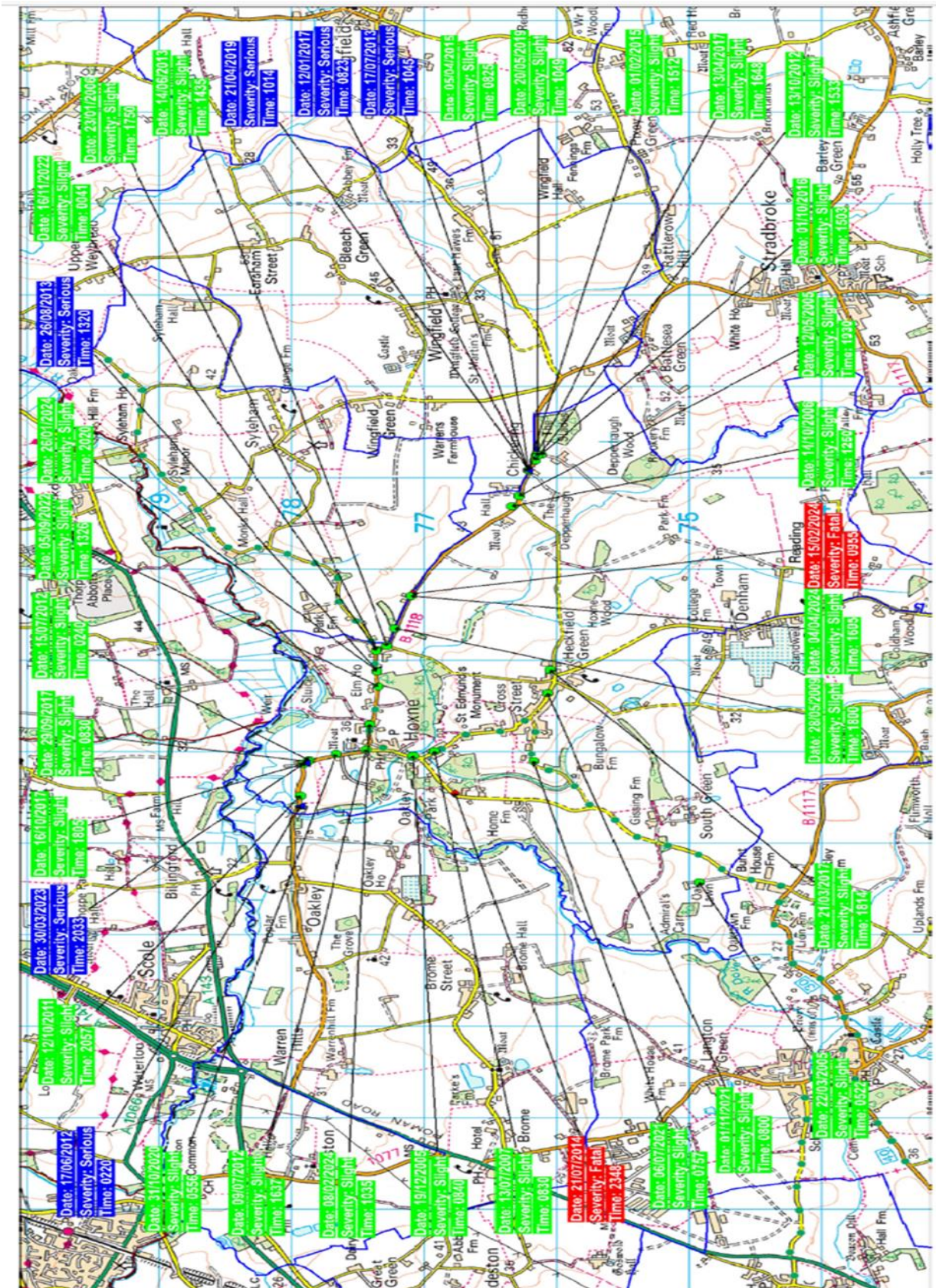
Collision data has been sourced from an FOI request to Suffolk Constabulary covering the Hoxne Parish area and was received in July 2024. The recording by the police and on Crashmap do not provide all collision data as their recording is incomplete for several years including 2024 and a subsequent map has been attached to complete the picture. Many collisions were not reported to the police and have also been included and all can be substantiated by witnesses from the Parish.

The collisions occur across the Parish but the most serious are generally situated on the B1118 along its whole length in Hoxne. Suffolk Constabulary have concluded that the area is not suitable for designation as a KSI site but by extending the 30mph limit and introducing a 40 mph buffer zone the potential for collisions should significantly be reduced. Enforcement by Suffolk Constabulary can then take place on suitable stretches of the road. The police and Suffolk Highways must work together in reducing casualties and collisions on this busy route.

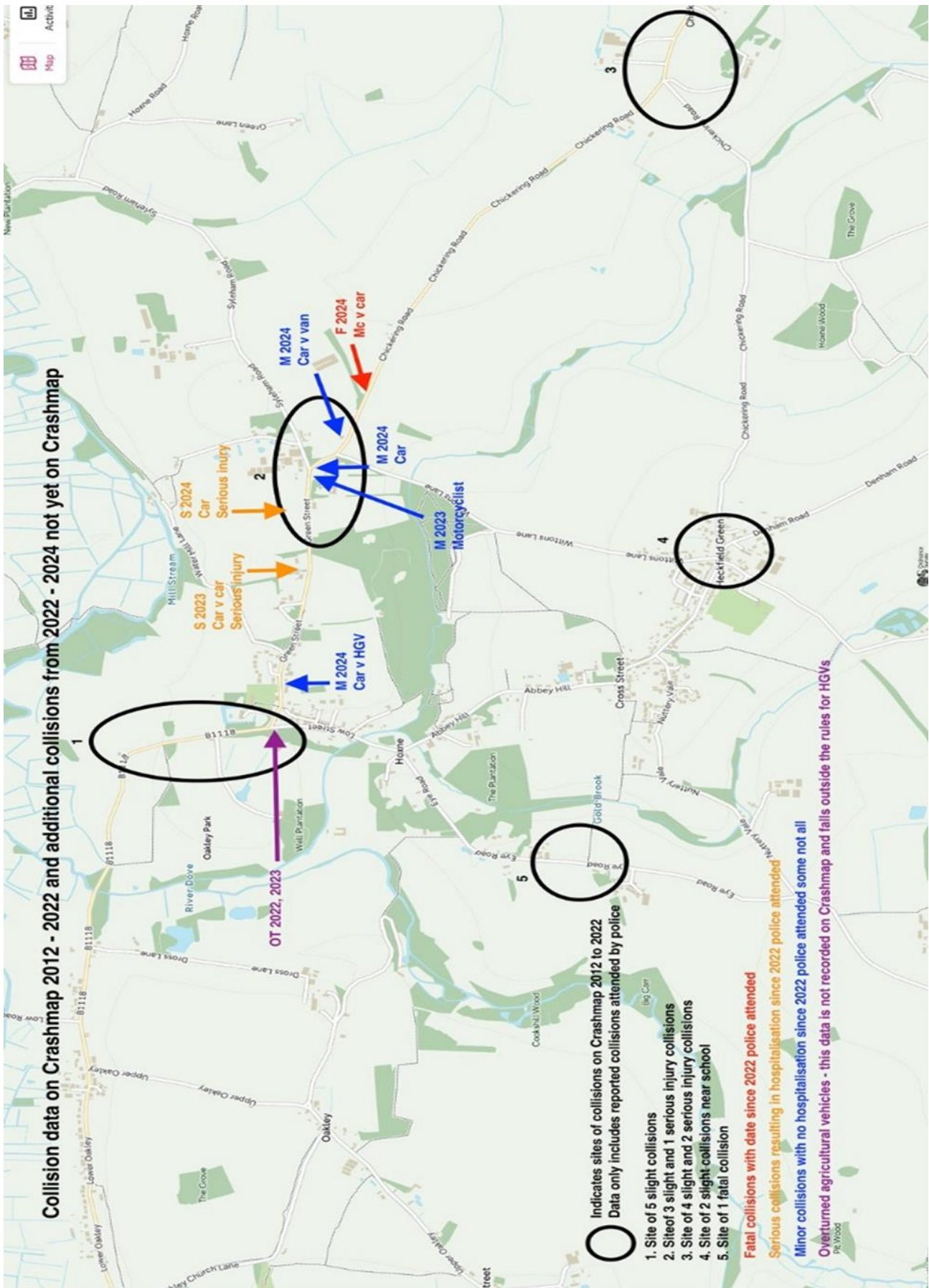
6.2.1 CRASHMAP 2012 - 2022



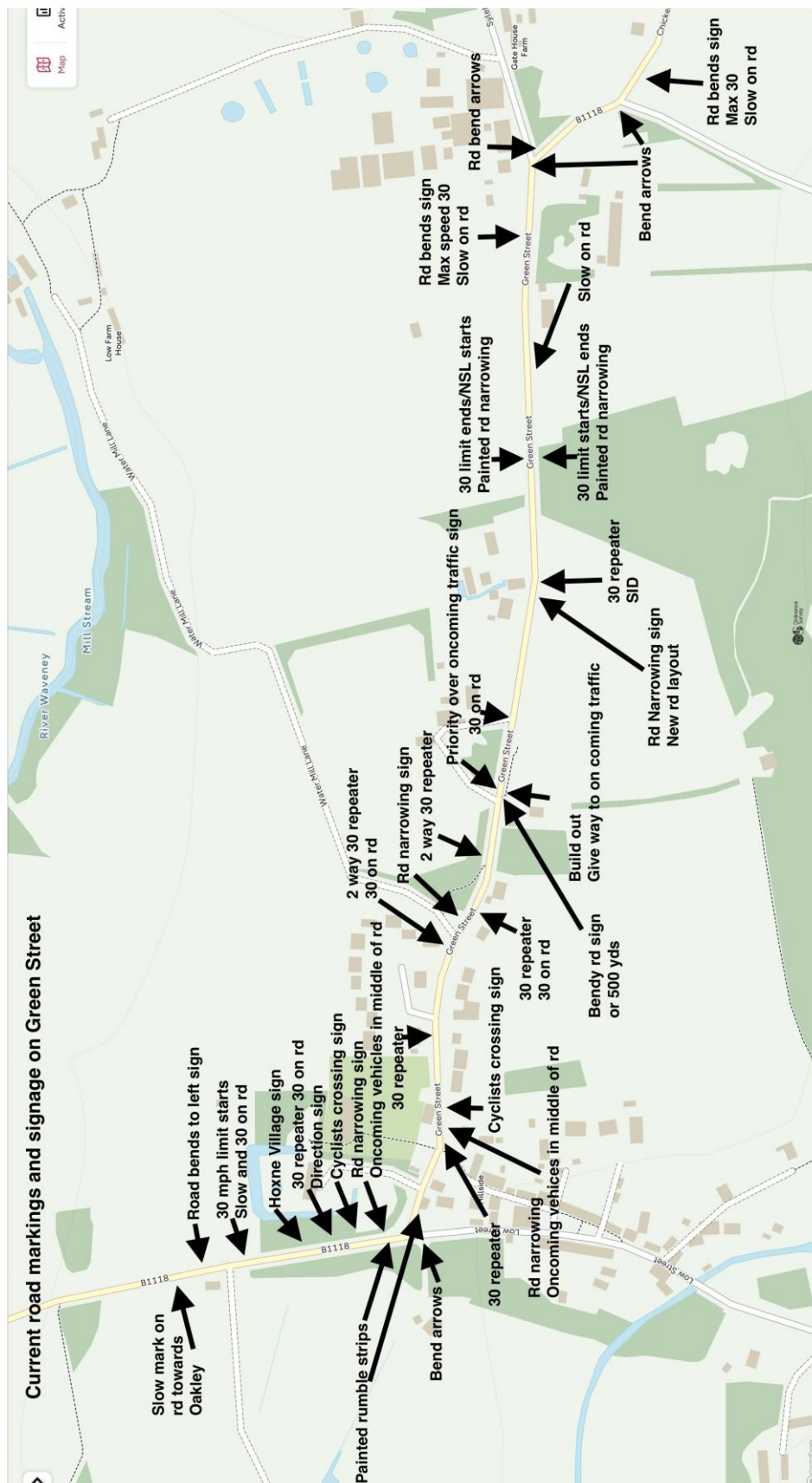
6.2.2 SUFFOLK CONSTABULARY FOI INFORMATION 2012 -2024



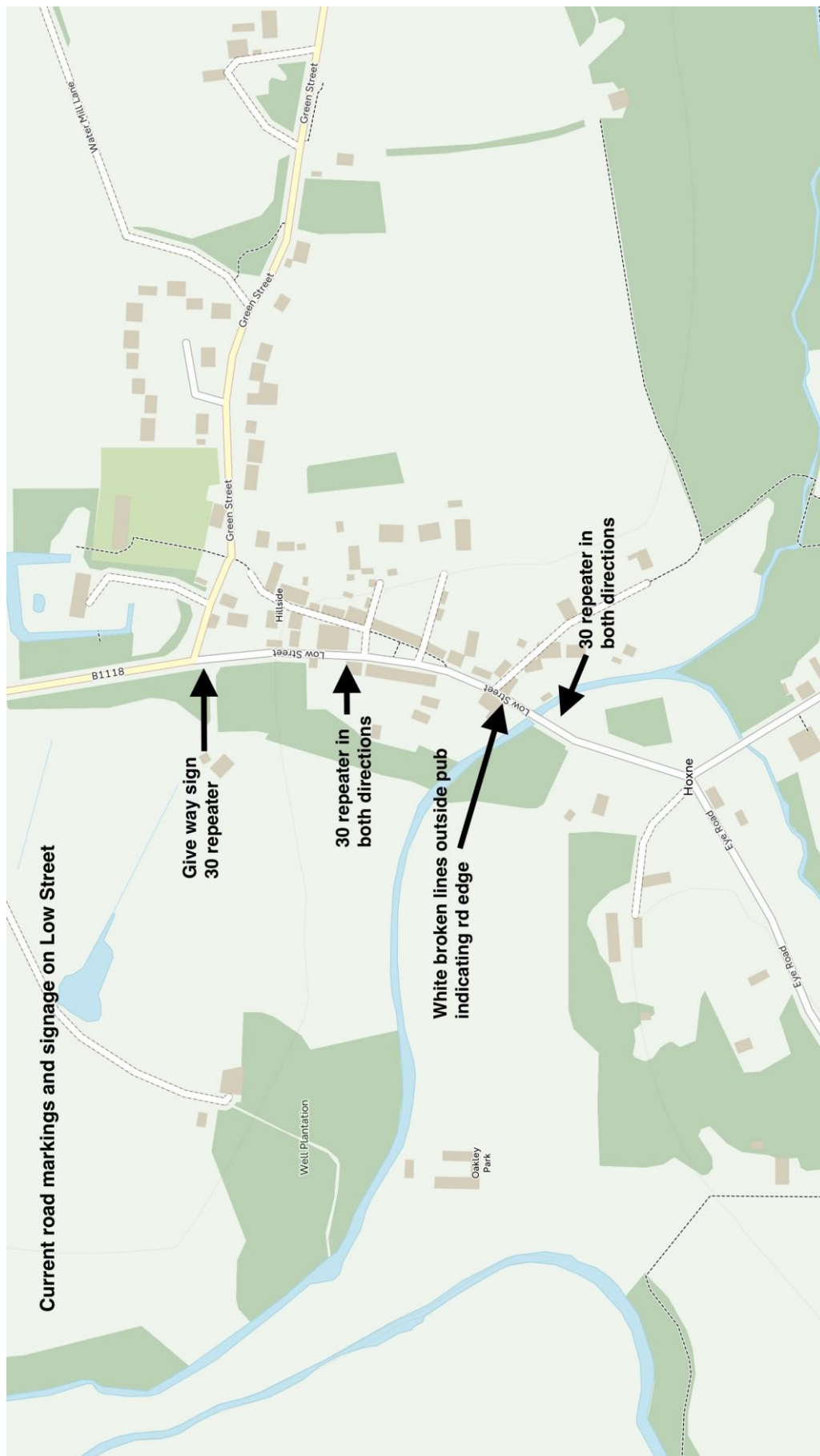
6.2.3 ADDITIONAL COLLISIONS 2024 NOT RECORDED HOXNE PC



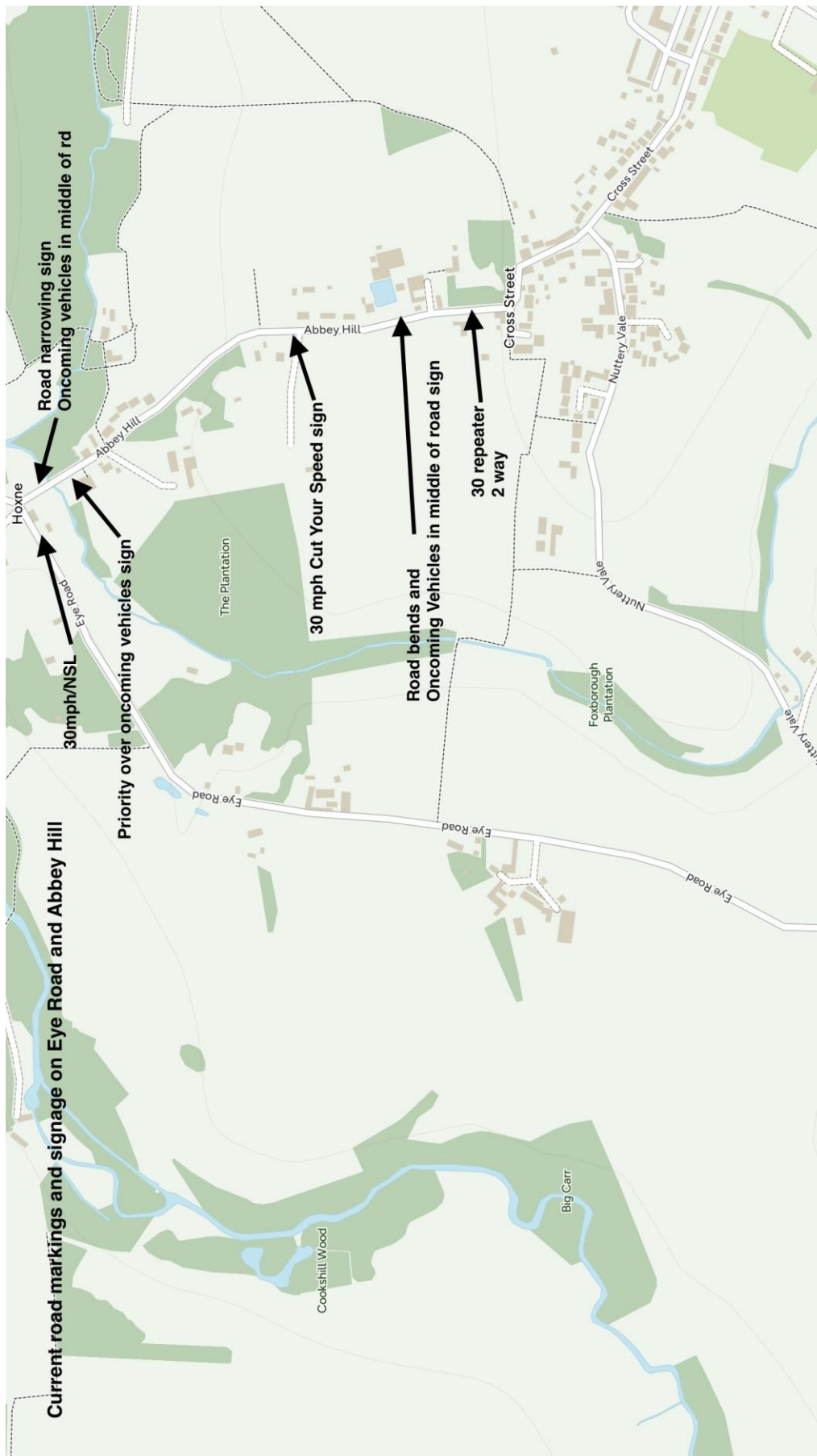
6.3.1 Green Street



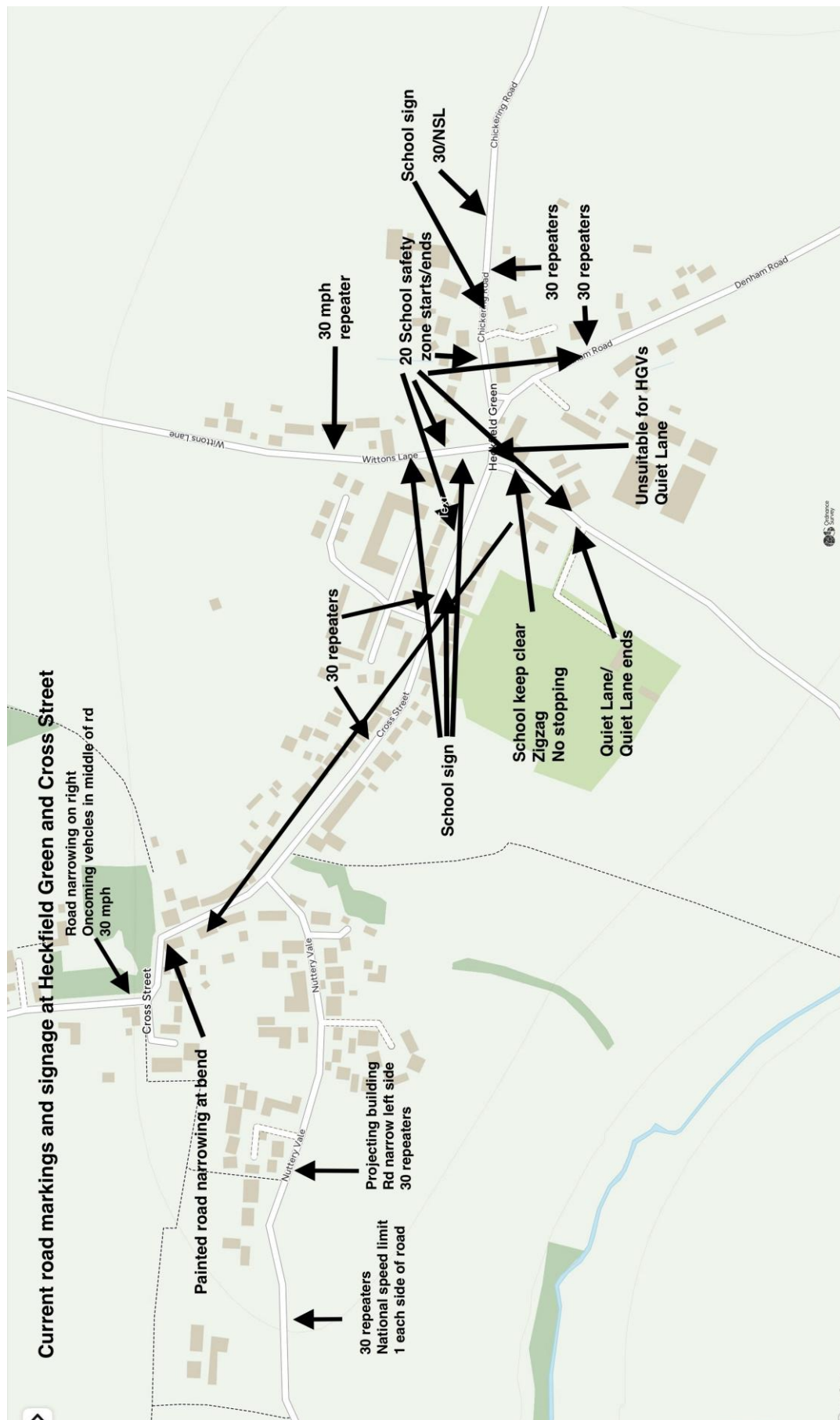
6.3.2 Low Street



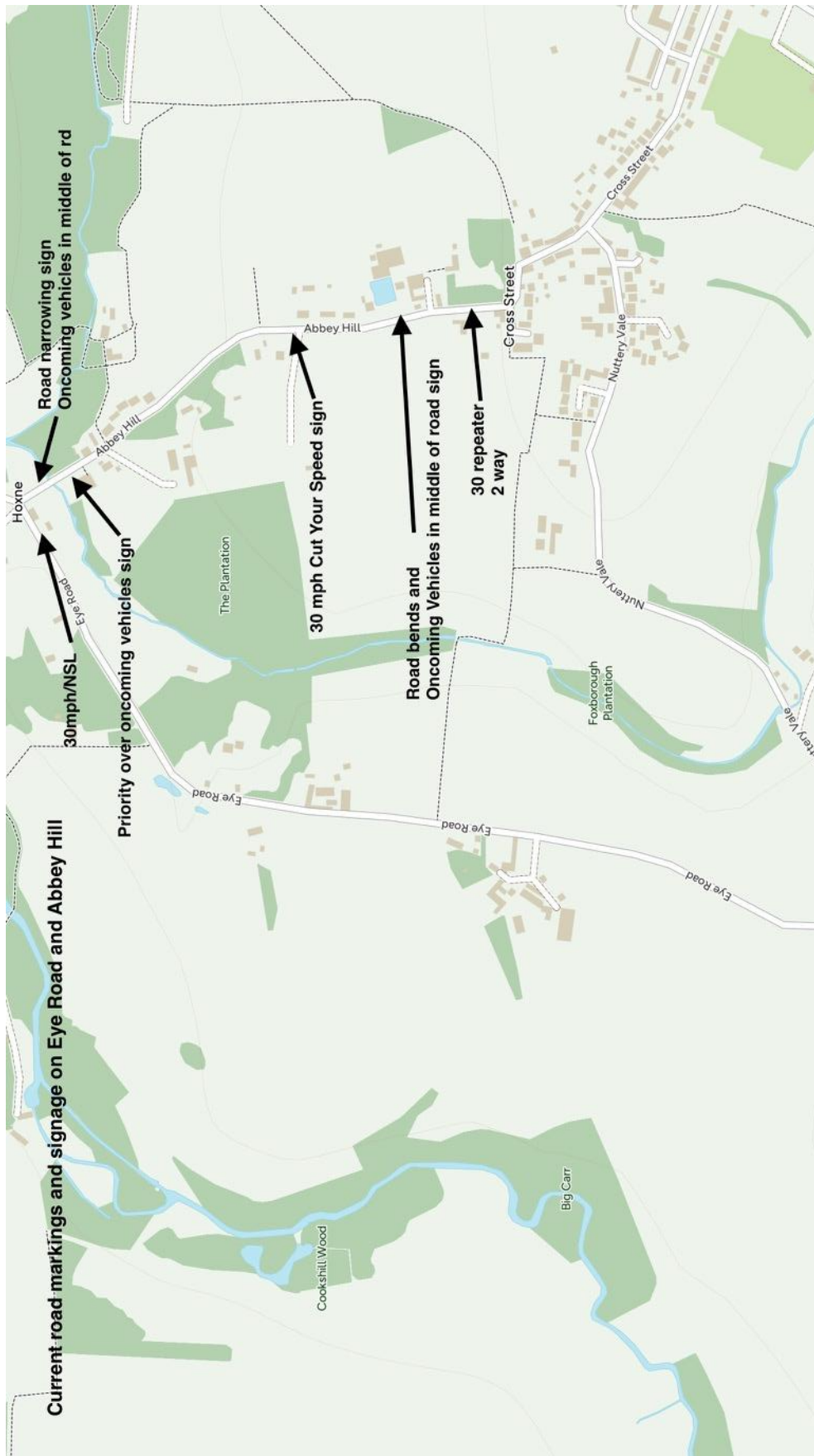
6.3.3 Eye Road



6.3.4 Cross Street / Nuttery Vale / Heckfield Green

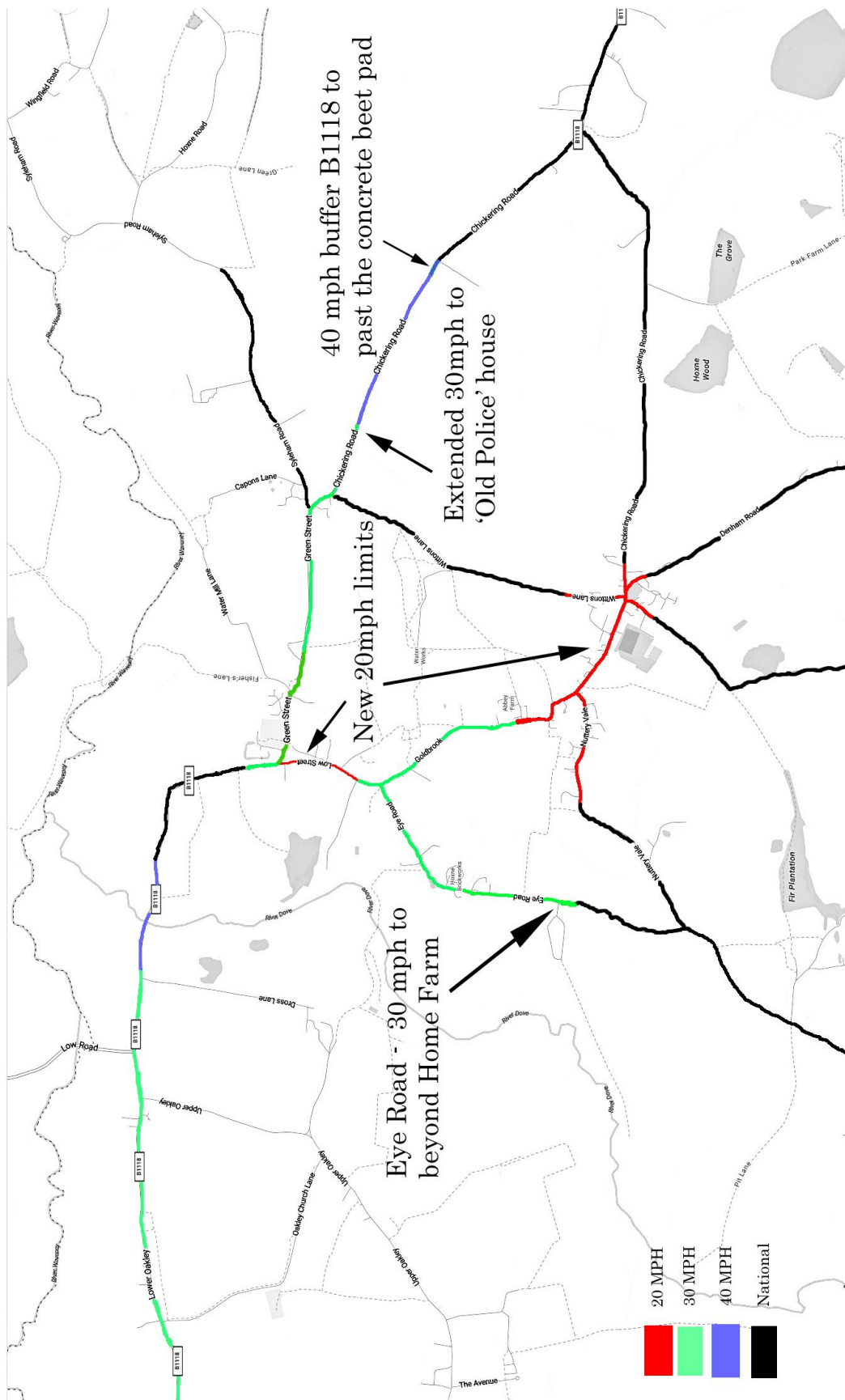


6.3.5 Goldbrook / Abbey Hill

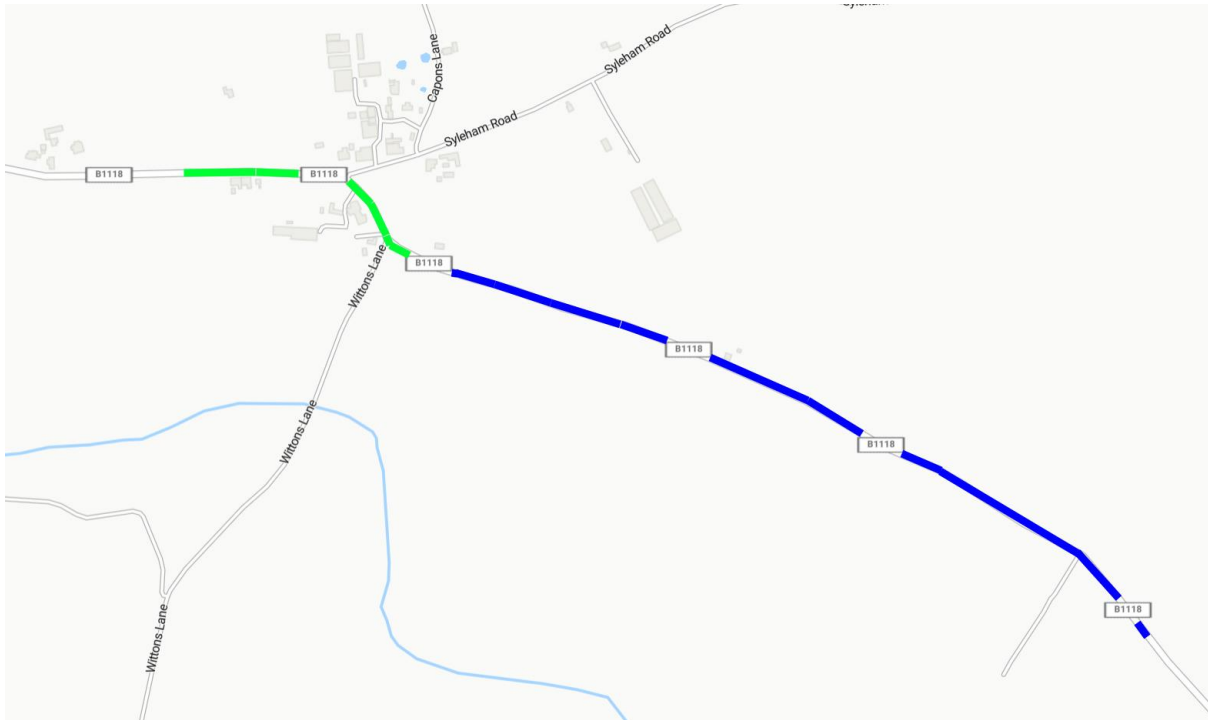


6.4 Proposed Speed Limit changes – maps

6.4.1 Overview

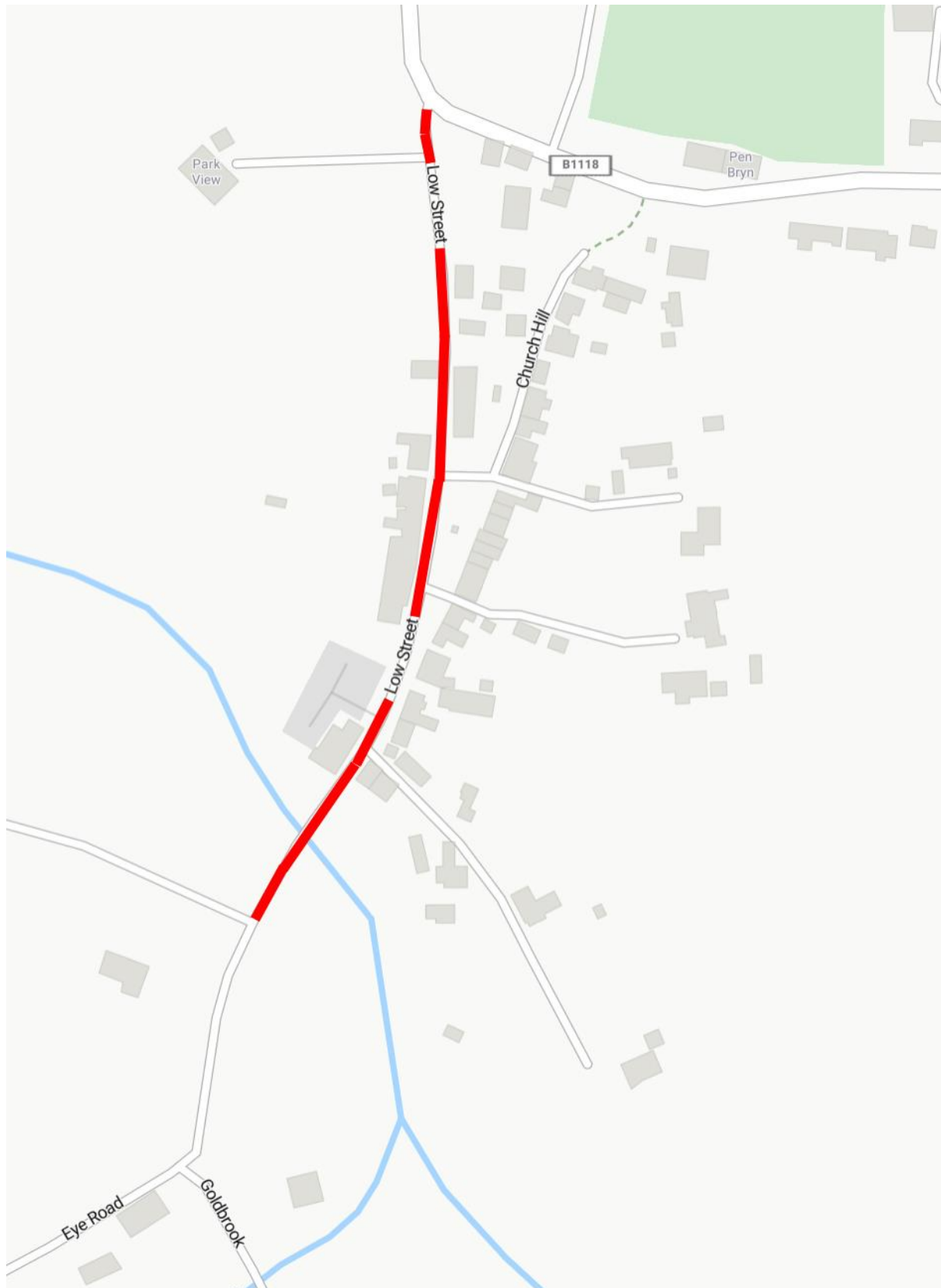


6.4.2 Green Street – B1118



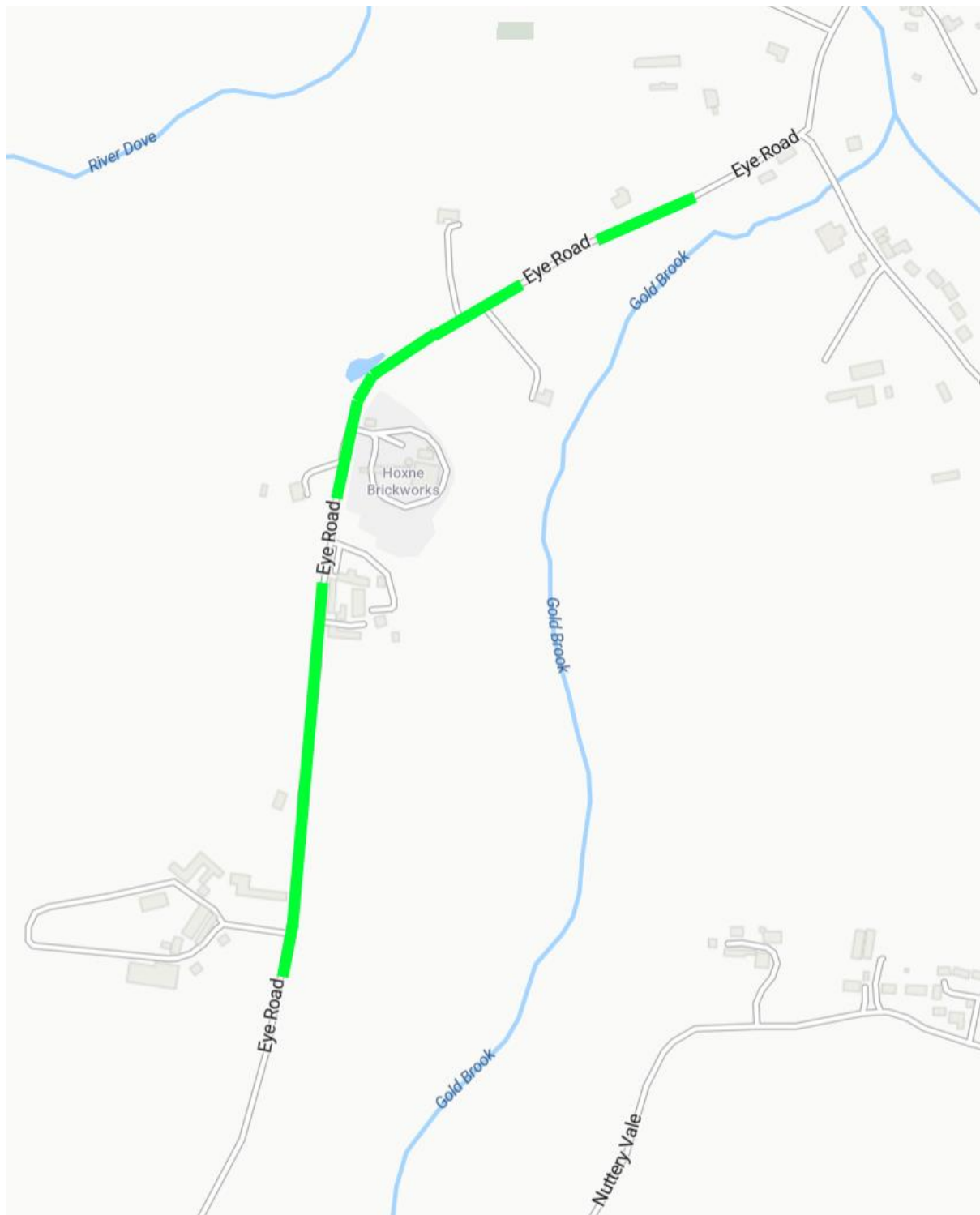
The green line shows the proposed extension of the existing 30 MPH limit to just beyond the junction with Wittons Lane. The blue line shows a new 40 MPH buffer zone, running from Wittons Lane to the sugar beet concrete pad.

6.4.3 Low Street



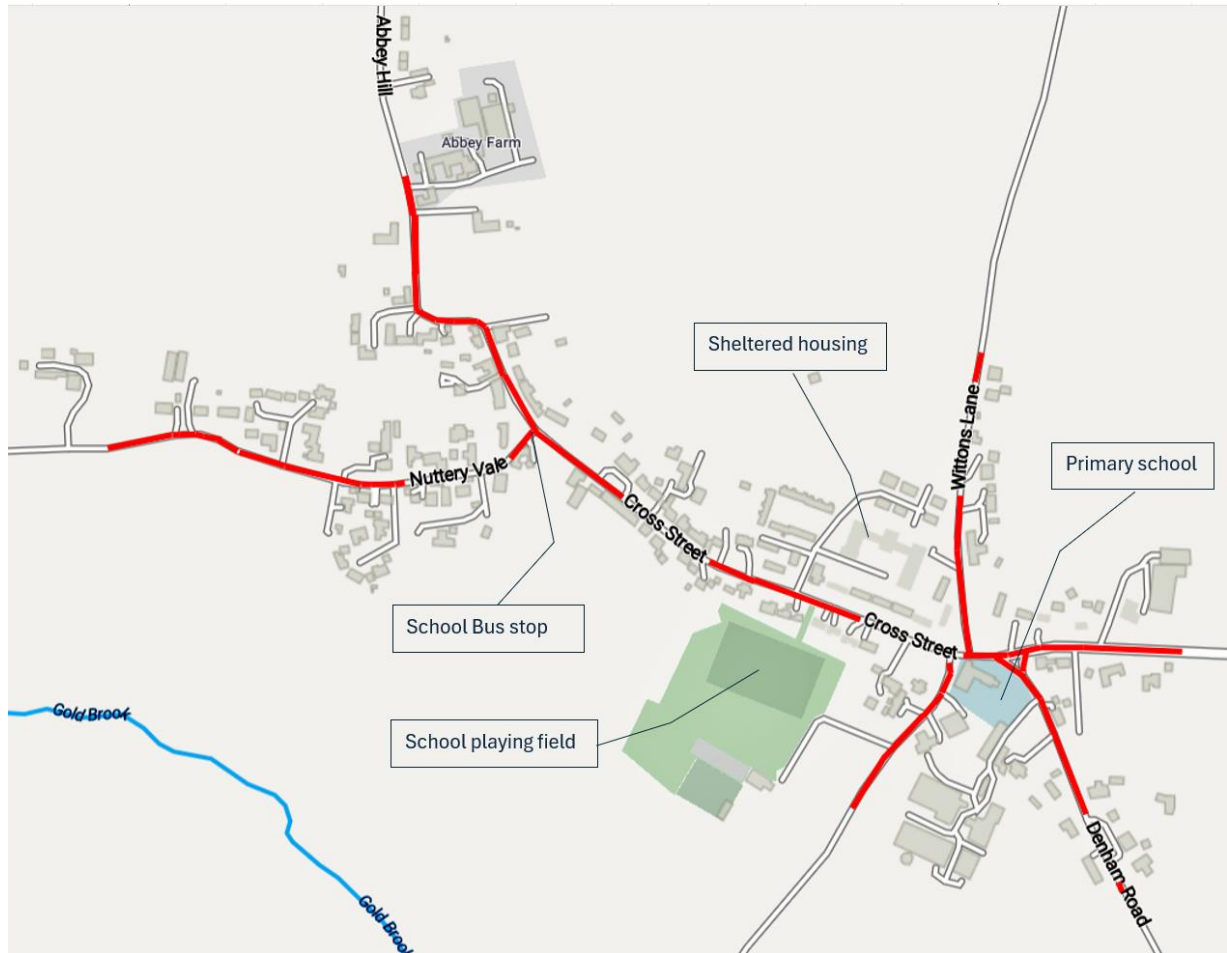
The red line shows the proposed new 20 MPH limit, starting at the junction with Green Street (B1118), running down Low Street, over the bridge and ending at Oakley Park driveway.

6.4.4 Eye road



The green line shows the proposed extended 30 MPH limit, from the existing starting point to beyond Home Farm.

6.4.5 Cross Street / Nuttery Vale / Heckfield Green



The red lines show the proposed new 20 MPH limit, starting just before the Abbey Farm entrance on Abbey Hill, then running along the whole of Cross Street to Heckfield Green, and replacing the existing 30 MPH limits on Wittons Lane, Denham Low Road, Denham Road, Chickering Road and Nuttery Val.

6.5.1 Green Street

