

## Kay Oakes (SCC Councillor)

---

**From:** Councillor Highways Support  
**Sent:** 26 May 2023 15:30  
**To:** Kay Oakes (SCC Councillor)  
**Subject:** Speed Reduction request Roman Road, Great Bricett to Lower Farm Road, Ringshall CR 404620

**Importance:** High

Dear Kay

I have reviewed the current speed limit of 60mph along Roman Road, Great Bricett, starting close to the junction with Carters Lane, and ending at the 30mph speed limit on Lower Farm Road, Ringshall, a distance of approximately 890 meters.

In order for this extent of the Highway to be supported for the requested speed reduction limits of 30 and 40mph it must comply with the Suffolk County Council speed limit policy agreed by SCC cabinet : [speed-limit-policy \(suffolk.gov.uk\)](https://www.suffolk.gov.uk)

The criteria have been set as follows :

### Speed limit – 40mph

- settlement has shop(s), school(s), public house, filling station, etc.
- significant development on both sides of road, but not necessarily continuous, with some development in depth, overall frontage exceeds 500m in length
- collision history
- existing traffic speeds
- many junctions, bends and accesses
- some pedestrian/cycle activity throughout the day with possible peaks associated with schools or community facilities
- some provision for pedestrians/cyclists or acknowledged need and possibly warning signs
- lengths of road that more closely fit the conditions for a 50mph limit but where the standard of road/forward visibility is more appropriate to 40mph Speed limit –

### 30mph. Rural situation – villages

- A clear village character with 20 or more houses (on one or both sides of road).
- If just fewer than 20 houses, extra allowance should be made for key buildings such as a church, shop or school.
- Where the character of a village falls outside this definition, discretion should be used in deciding the appropriate speed limit
- A normal minimum length for a new speed limit would be 600 metres.
- 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.

I have discussed the location with the Safety and Speed Team and they have interrogated the Police accident database, they have confirmed that there have been no recorded injury accidents here in the 5-year period between 01/03/2018 and 01/02/2023 (to the last period of entry).

I have assessed this section of the highway in accordance with the set criteria above and my evaluation is that it does not meet the requirements to be put forward for a speed reduction, and it will not gain the necessary support required. The view is that even if this case were put to a special report, it would be extremely unlikely based on the

SCC policy criteria, national guidelines and recorded police injury accident data that Officers, or the Police would support a speed reduction. If you feel that there is an exceptional, verified reason that has not previously been raised why this should be considered further, please come back to me.

As part of this assessment, I have been in contact with the Traffic Management Officer at Suffolk Police to ask for their view on potentially extending the Ringshall 30mph approx. 150 meters out past the new development of bungalows on the west side of the village to the existing village sign. This could potentially be achieved and although there is not enough width on the bank to install a white village gateway, the initial assessment is that speed limit terminal signs could be installed here Ok.



This extension would be subject to identifying a source of external funding to redesign, advertise, and consult on the amendment to the Traffic Regulation order, and once through the legal process to carry out the works to install this on the highway (approx. est cost 6.5 – 10k). As part of this we could potentially look at further reinforcing the 30mph message by marking white 30mph roundels at the new entry point on the carriageway.

The police collected data here in the 30mph last year, and their view is compliance would be good, average speeds were recorded at 27.9mph. Additionally of you would like to request and fund an SCC speed survey in the 60mph extent I can do this (subject to survey team site risk assessment). This would be helpful in verifying the actual speed, as without validated data concerns about the level of speeding in this section could be perceptual.

I hope this response is helpful and explains the current stance, as you know I do not have jurisdiction to change the policy criteria, this would be a matter to be put to SCC Cabinet, but I hope that you are assured that I have thoroughly examined the options here. Please do come back to me with your feedback and if you feel that there is anything further that needs to be explored.

Best Regards

**Melanie Hall**  
**Community Liaison Engineer**  
**0345 606 6171**  
**Suffolk Highways** | 3 Goddard Road, Ipswich, IP1 5NP  
[www.suffolk.gov.uk/highways](http://www.suffolk.gov.uk/highways)

