

**SAFE
FRESSINGFIELD ROAD SAFETY
SURVEY
30.01.20**



Farm traffic on New St.



Traffic congestion New St.



Congested parking at the GP Surgery



New St close to Jubilee Corner

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1. Background - In the MSDC Committee report of November 2018 relating to the refused applications John Shepherd Rd (1432/17), Stradbroke Rd. (1449/17) and Post Mill Lane (1648/17), the road safety problems in Fressingfield were well chronicled. SCC's Highways department concluded that these were not capable of mitigation, in their objection to all three predecessor applications, dated 2nd November 2018: *'While it is appreciated that all three developers have contributed in finding ways to improve road safety the constraints imposed by the existing highway network severely restrict the practical options. The measures proposed are the best solution available within the existing constraints they fall short of making the highway safe for pedestrians.'*

Notwithstanding, the Inspector in the Appeal on 1648/17 (Post Mill Lane) dismissed all this evidence, although he refused the appeal on heritage grounds. As he did not consider or refer to the SCC evidence, despite its being from a statutory consultee, a formal complaint has been made to the Planning Inspectorate.

In light of this ambiguity over road safety SAFE (Supporters Against Fressingfield Expansion) undertook a road safety survey to gather views and experiences of residents, to generate more evidence.

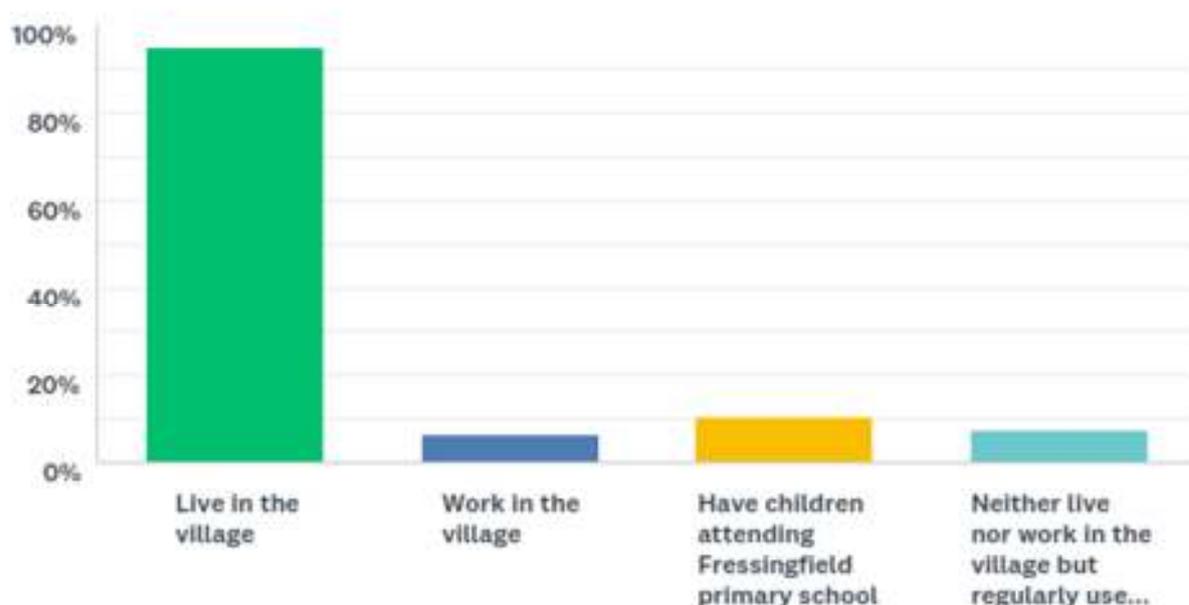
2. Methodology - An online anonymous survey was developed and tested with SAFE members, the final version being signposted to as many known contacts as possible as well as being sent to the Parish Council, posted on the SAFE website and highlighted on posters on the village and on leaflets distributed to every house. Recognising that not all residents would have access to the internet, hard copies were developed. In the event no hard copies were used.

The survey was open from the 11th to 30th January. Controls were placed on the online survey to avoid multiple responses. The text of the survey is set out at Appendix 1 and all comments at Appendix 2.

3. FINDINGS

3.1 Who responded? There were 104 respondents.

3.1.1 Relationship to the village - Most respondents live in the village. The distribution is shown in chart below



95% (99) live in the village, of whom

- 7 also work in the village

- 11 also have children attending Fressingfield Primary School

5% (5) neither live nor work in the village but regularly use its facilities.

The facilities used were the bowls club, GP surgery, shop, pubs and the church.

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Comments made were:

- *I am very concerned with the extra graffiti [traffic?] on New street especially elderly people having to walk in the road facing oncoming cars and heavy lorries due to the lack of pavements. A serious accident could easily happen as I have already witnessed two near misses*
- *I have belonged to the Bowls club for the last 20 years and am often traveling to Fressingfield to play bowls or have been helping the Sports & Social Club. During the outdoor season (April to Sept) I visit 3 to 4 times a week.*
- *Visit for weekends*
- *Large tractors and trailers for our farm pass through the village daily.*

3.1.2 Age – there was a good spread of age groups with most respondents being of working age.

56% (58) respondents were of working age (between 17 and 65)

44% (46) were over 65

3.1.3 Mobility There was good mix of mobile and less mobile respondents with three disabled people, and 5 in all who sometimes walked with a pram or buggy.

82% (85) walked without difficulty, of whom

- 3 sometimes walked with a pram or buggy
- 1 was a former wheelchair user

16% (17) walked with some difficulty, including

- 1 disabled respondent
- 2 who sometimes walked with a pram or buggy

(2%) (2) considered themselves disabled in some way, 1 of whom is a wheelchair user.

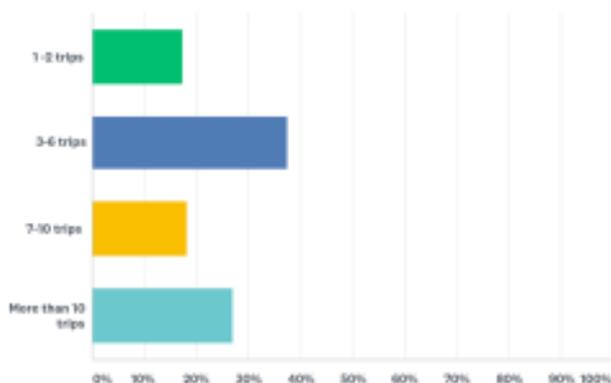
3.1.4 Pedestrian movements - To understand walking patterns in the village, respondents were asked about their usual mode of travel within the village, and how many trips on foot they made within it in an average week, with each leg of the trip counted as a separate trip. The majority of respondents walked rather than drove *within* the village (rather than to or from it). This is an important finding because this travel pattern is to be encouraged for health and environmental reasons. Additional traffic might discourage it. With current traffic, one person said they rarely felt unsafe because they preferred to drive to avoid walking in heavy traffic. Another said he and his wife try to avoid walking in the village after dark because of the danger of passing traffic.

73% (76) usually walked within the village

27% (28) usually driving within the village.

To understand how often people walk within the village, they were asked to estimate the number of trips on foot they make a week. Results are shown on the chart below.

Q6 During a typical week how many times do you walk along any part of the 'core' of the village (see map above). Please count each leg of the journey as one trip to your destination, no matter which road you walk along, and a second trip returning from it i.e walking from to and from the shop is two trips in all.



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In a typical week:

17% (18) of respondents indicated 1-2 pedestrian trips

37% (39) of respondents indicated 3-6 pedestrian trips

18% (19) of respondents indicated 7-10 pedestrian trips

27% (28) of respondents indicated more than 10 pedestrian trips

2 respondents explained that they live too far from the village so have to use their car.

This pattern might be expected to apply to the additional residents coming to the village as a result of the extra 117 houses (51 approved and 66 proposed). Using the formula used by Suffolk County Council for average residents per house this would bring 267 residents. Applying the mobility pattern shown by the 104 existing residents and visitors who responded (which is only an indicator and may vary substantially with a wider sample), to these additional residents would give the following pattern.

17% (45) would make 1-2 pedestrian trips

37% (99) would make 3-6 pedestrian trips

18% (48) would make 7-10 pedestrian trips

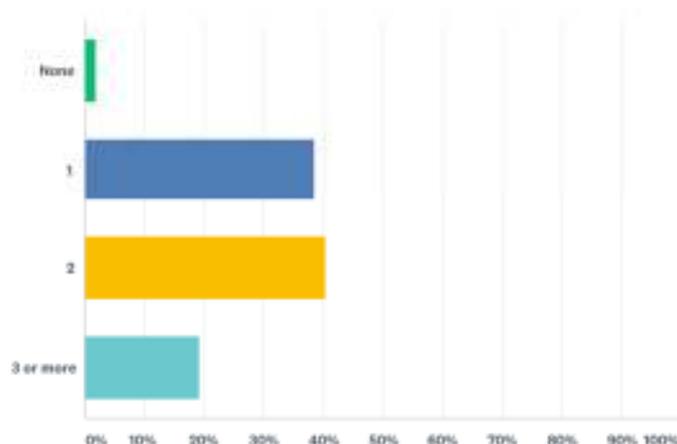
27% (72) would make more than 10 pedestrian trips

(Numbers do not sum to 267 because of rounding)

This is merely an indication of pedestrian traffic growth, but it does suggest a significant additional level of pedestrian traffic in the village, which would impact on pedestrian safety even with the existing levels of traffic, let alone the additional cars generated by new houses (see below).

3.1.5 Car ownership – All but 2 of the 104 respondents owns a car. The variation in number of cars owned is shown in the chart below.

Q5 How many cars does your household own?



2% (2) had no car in their household

38% (40) had one car in their household

40% (42) had 2 cars in their household

19% (20) had 3 or more cars in their household

The high levels of car ownership are consistent with the lack of public transport in the village. Only a school bus now operating.

If the same levels of car ownership or pedestrian ownership applied to the new residents, the increase in both is shown below, although these figures are only extrapolated estimates. Again, this rough indicator can be applied to the numbers of expected new residents to give a rough idea of how many extra cars may be travelling round the village as a result of the 117 new houses.

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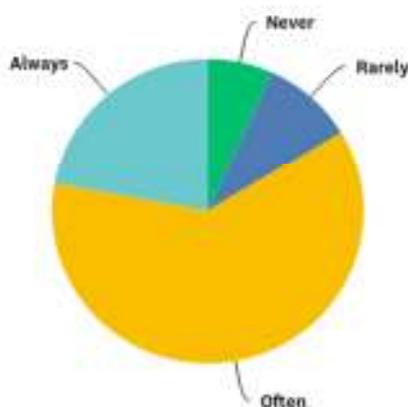
- 2% (2) might have no car in their household
- 38% (44) might have one car in their household
- 40% (47) might have 2 cars in their household
- 19% (22) might have 3 or more cars in their household

(Numbers do not sum to 117 because of rounding).

This would result in a minimum estimate of 204 extra cars, of which 89 might be expected to arrive with the 51 houses approved to date.

4. Perceptions and Experiences of Road Safety now - Respondents were asked how safe they felt as pedestrians in the village currently. Results are shown in the chart below.

Q7 Do you ever feel unsafe because of traffic when walking in the village?



- 7% (7) never felt unsafe
- 10% (10) rarely felt unsafe
- 62% (64) often felt unsafe
- 22% (23) always felt unsafe

The table below shows the locations specified, with the number of times each was mentioned. A range of responses were made as to when respondents felt most unsafe, with several mentioning feeling unsafe at night, at school drop off and pick up times and at harvest time

LOCATION	NOS. WHO FELT UNSAFE THERE
New St (including the shop)	83
Jubilee Corner	36
Going to Swan Pub	11
Harleston Hill	9
Laxfield Rd	7
Stradbroke Rd	7
To surgery*	7
Low Rd	7
Crossing to/from the Fox and Goose /Sancroft Hall	4
Church Hill	3
Cratfield Rd	2
Walking to school from Samuel Vince Rd/The Broadway	2

* In some cases, this was a reference to New St but not necessarily, as some might come from Priory Way or Feaverys Yard, so numbers have still been given separately.

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80 respondents chose to add comments to their answer. All comments are set out in full in Appendix 2. Themes which emerged are described below, with numbers in brackets indicating how many times a theme was mentioned. Some comments appear more than once if they related to more than one theme.

4.1 Lack of pavements (39) or pavements that are too narrow (5) – the many areas in the village are without pavements, or only have narrow pavements making walking feel unsafe. Some examples illustrate the impact

- *There is no pavement on New Street, making it very unsafe when walking with my children and dog during the day. When it gets dark, I refuse to walk with my children at all on this area of the village, the cars speed down this road, and it's hard to be seen without adequate lighting.*
- *Walking in the dark down New Street is completely unsafe with young children due to no footpaths. Walking on any road with no footpath, a pushchair and a child is hard as there isn't always anyway of getting the pushchair off the road out of the way of the traffic. Crossing the road to walk children to school at the end of Broadway is a challenge as cannot see the traffic approaching the junction (where the footpath ends and have to cross the road). Have had several near misses due to stepping out as cannot hear with the traffic passing on the main road, only to find a car coming directly at as at a substantial speed.*
- *New street is a nightmare as no path. Jubilee corner has a path but my wheelchair barely fits on it and its cracked and at an angle. Laxfield Road is better but has cracks big steps etc. None of the paths in Fressingfield are appropriate for a wheelchair so I often am pushed on the road.*

4.2 Heavy goods and farm traffic – respondents mentioned heavy goods vehicles and farm traffic adding to feelings of risk on the roads (15). Some examples illustrate the impact

- *I always feel unsafe on New Street because cars, lorries, buses, farm vehicles can come along at any time and if caught out in one of the many spots where there is no pavement it is very scary. I have to crisscross the road to get to the safety of grass strips or driveways to avoid being stuck at one of several blind spots and places where walls and fences abut the road.*
- *The large lorries and farm vehicles on this narrow road [Jubilee corner] has led to chunks being pulled out of our hedge also*
- *Walking down the hill towards The Swan at any time of day is not comfortable due to the narrow pavement and having fast moving cars and lorries so close*

4.3 Near Misses – several respondents described 'near misses' they had either seen or experienced (7). All examples are included because this is significant, given the reliance by the applicants on Crashmap data, which would have captured none of these incidents as it does not record anything unrecorded by the police as causing personal injury. The assertion by the applicants, which some find patronising, that their perceptions of hazard are not matched by reality, is belied by these comments. Even allowing for some possible duplication (because more than one respondent may have seen the same incident), the comments reflect half a dozen near misses among this group of respondents, which is striking.

- *Crossing the road opposite the Drs is already an issue as the pavement stops and you cannot look to see if the road is clear before stepping out. I have several near misses with people nearly hitting me and my children.*
- *I regularly travel by foot from John Shepherd Road to Jubilee Corner and continue along the B1116/Laxfield Road. The section of road between New Street and Jubilee Corner is hazardous. There is no pathway on either side of the road. One can only see traffic approaching the junction from New Street by stepping out into the road. Cars approach the junction so quickly that on several occasions over the years (when the light was poor) I was very nearly struck*
- *I was walking my son to school close to the Methodist Chapel, when a car came up behind us and attempted pass us but there was another car coming in the opposite direction. The result was extremely close to having a serious accident when the car behind us hit my right arm when passing because he could not stop in time. The other incident occurred in the same place but this time I was driving towards the shop when another car travelling in the opposite direction could not leave enough room to pass and consequently smashed my offside mirror.*

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- *Elderly people having to walk in the road [New St] facing oncoming cars and heavy lorries due to the lack of pavements. A serious accident could easily happen as I have already witnessed two near misses*
- *I am really concerned for elderly villagers walking in New Street facing oncoming cars and lorries as there is very limited pavements. I have already witnessed a couple of near misses without the increased dangers of extra cars and site lorries on such a narrow street where only two cars can pass at one time*
- *New Street feels the most unsafe area for walking as there is no pavement, is narrow in places and quite busy with cars visiting the shop and medical centre. I have also felt close to being hit on occasions whilst walking the dog past The Swan and the Church. Even worse is Harleston Hill, where the pavement disappears and cars, lorries and tractors are driving fast.*
- *Crossing the road to walk children to school at the end of Broadway is a challenge as cannot see the traffic approaching the junction (where the footpath ends and have to cross the road). Have had several near misses due to stepping out as cannot hear with the traffic passing on the main road, only to find a car coming directly at as at a substantial speed.*
- *As a driver who often drives on the B116 from Harleston to Laxfield, it has often been a near miss in early evening when coming around Jubilee corner and a pedestrian is either coming out of the houses there or crossing the road. Any pedestrian is invisible until the car has fully gone around the corner.*

4.4 The experiences of more vulnerable people – A number of comments illustrated the particular challenges that more vulnerable people experience in accessing the village

4.4.1 Those with limited mobility or a disability (7) - as it is a statutory requirement to cater for disability these comments are set out in full below

- *My 91 year old mother who needs a walking aid walks to the shop daily & is at risk due to no footpath & volume of traffic. It's an important part of her physical & mental health to be able to talk this daily walk*
- *At 87 I am not completely mobile so have to use my car to attend the shop and the surgery*
- *I currently struggle to walk even a short distance and have to stop frequently to catch my breath. Thus, I cannot move quickly to avoid traffic.*
- *I cannot walk far now and would like the shop to stay where it is for access.*
- *At Jubilee Corner. I am a bit hard of hearing and really have to stop, look, and listen because of the speed traffic comes this corner. Also if I am driving, trying to get out of Church Street onto the road can be a bit scary because of the speed of traffic coming round the corner.*
- *I was however recently a wheelchair user due to an accident and found it impossible to safely get myself to the shop*
- *New street is a nightmare as no path. Jubilee corner has a path but my wheelchair barely fits on it and its cracked and at an angle. Laxfield Road is better but has cracks big steps etc none of the paths in Fressingfield are appropriate for a wheelchair so I often am pushed on the road.*

4.4.2 Children – the hazards of navigating the village with children were highlighted (7)

- *Walking my two children to school is a daily battle and hazard with the traffic and lack of pavements. The extra houses will bring extra patients to the Drs and the parking is becoming one of the main issues with walking my children to school. Often the Drs' car park is full so cars park up the road often which is the main route to and from school for us. Crossing the road opposite the Drs is already an issue as the pavement stops and you cannot look to see if the road is clear before stepping out. I have several near misses with people nearly hitting me and my children. Also, with the Drs' cars parking there too there is an issue of stepping out into the road between the parked cars. Walking down New Street with a pushchair is a major difficulty as you're unable to get off the road for passing traffic.*
- *Walking with a buggy makes me nervous because of the volume of traffic in the village. If I can't see them, they can't see me*

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- *There is no pavement on New Street, making it very unsafe when walking with my children and dog during the day. When it gets dark, I refuse to walk with my children at all on this area of the village, the cars speed down this road, and it's hard to be seen without adequate lighting.*
- *Walking in the dark down New Street is completely unsafe with young children due to no footpaths. Walking on any road with no footpath, a pushchair and a child is hard as there isn't always anyway of getting the pushchair off the road out of the way of the traffic. Crossing the road to walk children to school at the end of Broadway is a challenge as cannot see the traffic approaching the junction (where the footpath ends and have to cross the road). Have had several near misses due to stepping out as cannot hear with the traffic passing on the main road, only to find a car coming directly at as at a substantial speed.*
- *Our cottage is adjoining Jubilee House. To exit our gates is very difficult as there is no pavement and visibility of traffic coming up the hill is poor and making it extremely dangerous to cross the street or to go around the corner past Jubilee House. When grandchildren visit it is very worrying*
- *Walking my two children to school is a daily battle and hazard with the traffic and lack of pavements. The extra houses will bring extra patients to the Drs and the parking is becoming one of the main issues with walking my children to school. Often the Drs' car park is full so cars park up the road often which is the main route to and from school for us. Crossing the road opposite the Drs is already an issue as the pavement stops and you cannot look to see if the road is clear before stepping out. I have several near misses with people nearly hitting me and my children. Also with the Drs cars parking there too there is an issue of stepping out into the road between the parked cars. Walking down new street with a pushchair is a major difficulty as you're unable to get off the road for passing traffic.*

4.5 Constraints of road network causing feelings of being unsafe – the impact of various aspects of the village road network were highlighted including width (12), bends and visibility generally (18) and lack of lighting (5) were mentioned.

- *Because New Street is narrow and there are no pavements along most of it I have to walk on the road when accessing essential services (shop, Doctors' Surgery). Often there are wide loads of farm vehicles (tractors with trailers loaded with hay bales, combines etc.) which need pedestrians to flatten themselves against buildings (e.g. Woodyard Cottage)*
- *Walking along New St especially in the 'rush hour'. It is a very narrow road and the lack of pavements makes it extremely dangerous, especially when heavy agricultural traffic is moving through. It is very hard to see adequately when passing the shop if there are cars parked outside.*
- *Anywhere on the Jubilee Corner junction is a nightmare day or night, you cannot see around the bends and if vehicles are traveling in opposite directions there is no room left*
- *Our cottage is adjoining Jubilee House. To exit our gates is very difficult as there is no pavement and visibility of traffic coming up the hill is poor and making it extremely dangerous to cross the street or to go around the corner past Jubilee House*
- *I always feel unsafe on New Street because cars, lorries, buses, farm vehicles can come along at any time and if caught out in one of the many spots where there is no pavement it is very scary. I have to crisscross the road to get to the safety of grass strips or driveways to avoid being stuck at one of several blind spots and places where walls and fences abut the road. When there are passing vehicles or parked cars blocking the road it is extremely stressful. Walking is meant to be healthy and relaxing, but this is an obstacle course with intimidating big vehicles and passing cars, and the adrenaline is flowing. You never can be sure if a driver will see you and slow down in time around a blind spot or against an abutting wall or fence. This is also true for bicycling. The WHOLE of New Street is dangerous because towards Wingfield there are hedges up against the road and covered ditches along with foot high banks of vegetation.*
- *For me the worst places to walk from our home in Tansy Meadow, along New Street to the Fressingfield Medical Centre, as there is only one very tiny piece of pavement. The rest of the time one has to weave from one side of the road to the other, as you progress along New Street trying to avoid traffic from in front and behind. Because the road bends and the sight lines for pedestrians and drivers are poor, you cannot walk consistently towards oncoming traffic as you*

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might on a straight road, as you could easily be hit by a car on one of the bends. Cars often travel faster than the 30 mph speed limit, which I believe should be decreased to 20 mph. The other major danger spot is Jubilee Corner. Crossing there to proceed along Laxfield Road and/or trying to cross into Church Street feels extremely dangerous for pedestrians because of poor visibility and the number of roads which intersect at that point. Through traffic on the B1116 again often ignores the 30 mph speed limit and accidents regularly occur at this junction.

- *Walking down hill to Swan pub after dark with insufficient lighting and pavement too narrow for wheelchair, travelling along New Street to Surgery or walking dog with no pavement and fast flowing traffic.*
- *There is no pavement on New Street, making it very unsafe when walking with my children and dog during the day. When it gets dark, I refuse to walk with my children at all on this area of the village, the cars speed down this road, and it's hard to be seen without adequate lighting.*
- *Always have to be on high alert due to speed of traffic and blind corners and lack of pavements etc*

4.6. Constraints caused by traffic volumes and driver behaviour – The sheer number of cars on the roads was mentioned (6). A number of respondents mentioned feeling unsafe as a result of drivers' behaviour, including speeding (26) and parking (7).

- *Walking up the Harleston Hill, as traffic pays no need to speed limits. Walking out of village on Laxfield Road, also New Road. All traffic seems to travel at unacceptable speeds with no regard for human life and wildlife.*
- *Walking along New Street. Sometimes cars speed past. This is usually after school*
- *Cars lorries and tractors go above the speed limit. Even at the speed limit it feels like they are going fast*
- *Outside the village shop, but only due to peoples parking not moving traffic's fault. The shop needs a new location*
- *New street is a problem being a narrow street particularly at the village shop. You have to be very careful as drivers can be very careless in how they park to shop and that then leaves the road vulnerable to the public passing by*

4.7 Effect on daily life – a number of graphic examples were given of how daily life is affected by the road safety issues in the village (11). A sample is included below.

- *Because New Street is narrow and there are no pavements along most of it I have to walk on the road when accessing essential services (shop, Doctors' Surgery). Often there are wide loads of farm vehicles (tractors with trailers loaded with hay bales, combines etc.) which need pedestrians to flatten themselves against buildings (e.g. Woodyard Cottage)*
- *I always feel unsafe on New Street because cars, lorries, buses, farm vehicles can come along at any time and if caught out in one of the many spots where there is no pavement it is very scary. I have to crisscross the road to get to the safety of grass strips or driveways to avoid being stuck at one of several blind spots and places where walls and fences abut the road. When there are passing vehicles or parked cars blocking the road it is extremely stressful. Walking is meant to be healthy and relaxing, but this is an obstacle course with intimidating big vehicles and passing cars, and the adrenaline is flowing. You never can be sure if a driver will see you and slow down in time around a blind spot or against an abutting wall or fence. This is also true for bicycling. The WHOLE of New Street is dangerous because towards Wingfield there are hedges up against the road and covered ditches along with foot high banks of vegetation.*
- *For me the worst places to walk from our home in Tansy Meadow, along New Street to the Fressingfield Medical Centre, as there is only one very tiny piece of pavement. The rest of the time one has to weave from one side of the road to the other, as you progress along New Street trying to avoid traffic from in front and behind. Because the road bends and the sight lines for pedestrians and drivers are poor. You cannot walk consistently towards oncoming traffic as you might on a straight road, as you could easily be hit by a car on one of the bends. Cars often travel faster than the 30 mph speed limit, which I believe should be decreased to 20 mph. The other major danger spot is Jubilee Corner. Crossing there to proceed along Laxfield road and/or trying to cross into Church Street feels extremely dangerous for pedestrians because of poor visibility and*

Percentages may not sum to 100 due to rounding

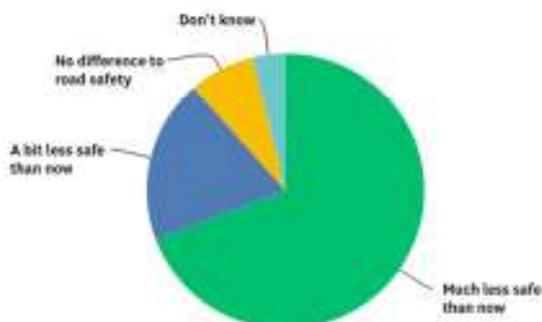
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the number of roads which intersect at that point. Through traffic on the B1116 again often ignores the 30 mph speed limit and accidents regularly occur at this junction.

- I regularly travel by foot from John Shepherd Road to Jubilee Corner and continue along the B1116/Laxfield Road. The section of road between New Street and Jubilee Corner is hazardous. There is no pathway on either side of the road. One can only see traffic approaching the junction from New Street by stepping out into the road. Cars approach the junction so quickly that on several occasions over the years (when the light was poor) I was very nearly struck. Once across New Street one has to negotiate the junction at Stradbroke Road where cars often speed left into New Street. However, this can be hazardous not only in poor light but especially between 9 and 10am and 5 to 8pm.
- Anywhere on the Jubilee Corner junction is a nightmare day or night, you cannot see around the bends and if vehicles are traveling in opposite directions there is no room left. New St at busy times is no better, when trucks or tractors are present you have to take refuge in a drive or front garden because there are no footpaths in the busiest parts.
- Walking in the dark down New Street is completely unsafe with young children due to no footpaths. Walking on any road with no footpath, a pushchair and a child is hard as there isn't always anyway of getting the pushchair off the road out of the way of the traffic. Crossing the road to walk children to school at the end of Broadway is a challenge as cannot see the traffic approaching the junction (where the footpath ends and have to cross the road). Have had several near misses due to stepping out as cannot hear with the traffic passing on the main road, only to find a car coming directly at as at a substantial speed.
- Always feel unsafe at Jubilee corner. Especially when coming from Doggetts where the pavement ends to cross over to face the oncoming traffic towards the shop. There is no pavement which means when there is oncoming traffic and traffic from behind there is no safe place for a person on foot to retreat to,
- Parts of New Street without a pavement are a death trap. Opposing vehicles are forced to give way at critical points. Rarely do pedestrians receive the same courtesy. They are pressed up against the hedge as the vehicles squeeze past. That there have been no fatalities or serious injuries is due largely to the fact that the narrow road itself forces traffic to slow down

5. Views on road safety after the 51 houses approved to date are built - Respondents were asked how they thought they would feel about road safety as pedestrians *after* the 51 houses approved to date are built. The chart below shows the results.

Q8 51 new houses are already approved in Fressingfield but not yet built. Overall, how do you think you will feel about road safety when walking in the village, after these houses are built?



- 69% (72) would feel much less safe than now
- 19% (20) would feel a bit less safe than now
- 8% (8) felt the 51 houses approved so far will make no difference
- 4% (4) didn't know

Percentages may not sum to 100 due to rounding

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This question produced 31 comments (set out in full in Appendix 2). A thematic analysis of the comments indicated concerns about:

- Expected increase in number of cars (14) and traffic (10)
- Increase in road safety risks (8)
- Constraints of the road layout (6)
- interaction of the additional cars with farm traffic (3)
- The lack of public transport exacerbating the increase in traffic (2)
- Construction traffic adding to traffic (2)
- The impact on vulnerable people such as children and the elderly (1)

Other comments made related to overall lack of sustainability (2), parking problems (2) and the impact of additional pedestrians (1).

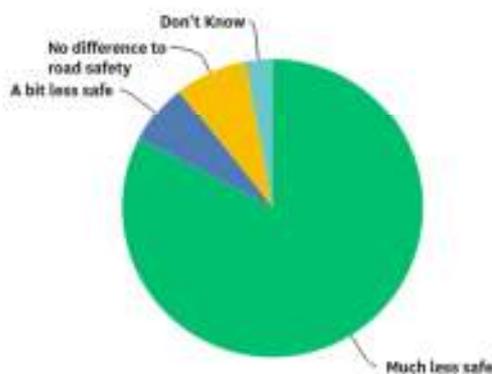
One respondent noted that mitigation measures might help, while another was unsure of the full effect.

- *They would make less difference if there were stricter speed restrictions, load and width restrictions improved pull ins etc. etc.*
- *The new houses are scattered around the village so it is difficult to know the full effect but there will be increased traffic regardless*

One respondent felt that the question was loaded.

6. Views on Road Safety if all the current applications are passed - Respondents were asked how safe they thought they would feel as pedestrians if all the extra 66 houses currently proposed are built, in addition to the 51 approved to date. The chart below shows the results.

Q9 On top of the 51 houses approved, 66 more houses are now proposed in the village (John Shepherd Rd and Stradbroke Rd). Overall, how safe to you think you will feel when walking in the village if these extra 66 houses are built too?



82% (85) would feel much less safe

7% (7) would feel a bit less safe

8% (8) felt the 66 houses will make no difference

3% (3) didn't know

35 Comments were made in response to this question (set out in full at Appendix 2), covering a range of issues:

- Increase in road safety risks (18)
- The expected increase in the number of cars (8), the volume of traffic (10) and congestion (2),
- Overall lack of sustainability of the additional 66 houses on top of the 51 approved so far (6)
- The impact on vulnerable people such as children and the elderly (3)
- The lack of public transport exacerbating the increase in traffic (2)
- The expected increase in parking in the village as well as more patients at the GP surgery who would park (2)

Percentages may not sum to 100 due to rounding

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Examples of comments on safety and sustainability are shown below

- *It'll still be bad*
- *Am seriously considering moving away*
- *More traffic can only mean more opportunities for accidents or worse!*

Three respondents' comments cast some doubt on the effect of the houses or consider mitigations:

- *Maybe it will be more safe as there will be more cars moving slowly and more awareness of a need to look out for cars.* This respondent felt the question was loaded.
- *Hope planning permission is granted*
- *Unless traffic calming is introduced and pedestrians are given right of way*

7. Conclusion – Clearly there are strong views amongst those who responded to the survey, with a significant majority thinking that they would feel less safe after the 51 approved houses are built and more so if the 66 additional houses are approved. The range and richness of the comments paints a picture of the difficulties of living a modern life in a historic rural village, as well as the impact to be anticipated from additional residents and cars.

Elizabeth Manero
SAFE 30.01.20



Stradbroke Road (S) / New Street (E) / Laxfield Road (E) / B1116 (N) Junction (Jubilee Corner)

1. Do you (please tick all that apply)

- Live in the village
- Work in the Village
- Have children attending Fressingfield primary school
- Neither live nor work in the village but regularly use its facilities other than the school.
Please specify which in the box below (e.g. shop, church, surgery, pub, sports club).

2. Are you

- 16 or under
- 17-65
- 65 or over

3. In general, how do you travel WITHIN the village (not including trips to go outside the village)

- I usually walk within the village
- I usually drive within the village

4. How many cars does your household own?

- None
- 1
- 2
- 3 or more

5. Which of the following best describes you (please tick all that apply)

- I can walk without any difficulty
- I have some difficulty in walking
- I sometimes push a pram or buggy when walking
- I consider myself disabled in some way (visual or hearing impairment or wheelchair user)

Please provide more detail below if you wish

6. During a typical week how many times do you walk along any part of the 'core' of the village (see map above). Please count each leg of the journey as one trip to your destination, no matter which road you walk along, and a second trip returning from it i.e. walking to and from the shop from Low Road is two trips in all

- 1-2 trips
- 3-6 trips
- 7-10 trips
- More than 10 trips

APPENDIX 1 TEXT OF SURVEY

7. Do you ever feel unsafe because of traffic when walking in the village? Never

If 'rarely', 'often' or 'always', specify the locations and/or times (i.e. crossing New St or Jubilee Corner in the morning or after dark, exiting onto the junction opposite the pub, crossing School Lane etc.

Rarely Often Always

8. 51 new houses are already approved in Fressingfield but not yet built. Overall, how do you think you will feel about road safety when walking through the village after they are built?
- Much less safe than now
 - A bit less safe than now
 - The 51 houses approved so far will make no difference to road safety
 - Don't know
9. On top of the 51 houses approved, 66 more houses are now proposed in the village. Overall, how safe do you think you will feel when walking in the village if these extra houses are built too?
- Much less safe
 - A bit less safe
 - The extra 66 houses will make no difference to road safety
 - Don't know

Please add comments if you wish

APPENDIX 2 ALL COMMENTS

4 WHICH OF THE FOLLOWING BEST DESCRIBES YOU (PLEASE TICK ALL THAT APPLY) (WALK WITHOUT ANY DIFFICULTY/SOME DIFFICULTY/PUSH PRAM OR BUGGY/DISABLED IN SOME WAY)

Q1 COMMENTS

1. *I am very concerned with the extra graffiti on New street especially elderly people having to walk in the road facing oncoming cars and heavy lorries due to the lack of pavements. A serious accident could easily happen as I have already witnessed two near misses*
2. *I have belonged to the Bowls club for the last 20 years and am often traveling to Fressingfield to play bowls or have been helping the Sports & Social Club. During the outdoor season (April to Sept) I visit 3 to 4 times a week.*
3. *Visit for weekends*
4. *Large tractors and trailers for our farm pass through the village daily.*

Q4

1. *I am really concerned for elderly villagers walking in New Street facing on coming cars and lorries as there is very limited pavements. I have already witnessed a couple of near misses without the increased dangers of extra cars and site lorries on such a narrow street where only two cars can pass at one time. When dark there is added dangers due to the lack of street lighting.*
2. *actually find it's inconsiderate parking of people who already live here who cause problems when I have witnessed people having difficulties*
3. *but live too far from village centre so need to use my car*
4. *Wheelchair user*
5. *In Q3 you may be assuming that people who live 'in the village' can walk in the village. We live in the parish of Fressingfield but right on the Metfield border. To walk to Fressingfield 'village' would take me 45mins. You maybe should have differentiated between village and parish?*
6. *At 87 I am not completely mobile so have to use my car to attend the shop and the surgery*
7. *I currently struggle to walk even a short distance and have to stop frequently to catch my breath. Thus, I cannot move quickly to avoid traffic.*
8. *I cannot walk far now and would like the shop to stay where it is for access.*
9. *I cycle with my 7 year old to the primary school.*
10. *But often have child with me on bike or scooter.*

Q7 DO YOU EVER FEEL UNSAFE WHEN WALKING THROUGH THE VILLAGE? (NEVER/RARELY/ OFTEN/ ALWAYS)

1. *New street is the worst as it is particularly busy, there are no footpaths and visibility isn't great for drivers to see pedestrians.*
2. *When I'm walking my dog and children to the park, we live near the Dr's, so to get to the park we walk the length of New Street*
3. *Walking up the Weybread hill as traffic pays no need to speed limits. Walking out of village on Laxfield Road also New Road. All traffic seems to travel at unacceptable speeds with no regard for human life and wildlife.*
4. *Post Mill Lane - New Street, walking to the shop and back. Either Evenings, or at any time over the weekend.*
5. *Crossing New Street especially near shop.*
6. *Juniper Corner after dark.*
7. *New Street Jubilee Corner Down by the Swan Pub*
8. *Walking down Stradbroke road at night or during school drop off time is v dangerous with no footpath Stradbroke side of her school*
9. *Walking down hill to Swan pub after dark with insufficient lighting and pavement too narrow for wheelchair, travelling along New Street to Surgery or walking dog with no pavement and fast flowing traffic.*

APPENDIX 2 ALL COMMENTS

10. *Outside the village shop but only due to peoples parking not moving traffics fault. The shop needs a new location.*
11. *All of the above plus crossing road from top of Church Hill towards council houses. Walking from the memorial towards Harleston Hill.*
12. *Surgery car park and entrance from road. Car park is already too small and we usually have great difficulty parking here, although we live in Fressingfield we are too far out to walk.*
13. *Along New Street in the dark.*
14. *New street is a nightmare as no path jubilee corner has a path but my wheelchair barely fits on it and its cracked and at an angle lax field road is better but has cracks big steps etc none of the paths in Fressingfield are appropriate for a wheelchair so I often am pushed on the road*
15. *Crossing new street mid morning early evening*
16. *In Q6 I rarely walk in Fressingfield as I drop children off at the Goose for Thomas Mills (they originally attended Fressingfield Primary school) or I may stop at the shop whilst driving or park at the Goose if attending the Church or Sancroft Hall. You had no option in the above question for 'None'.*
17. *Roads are very narrow walking to the doctors with no pavements and even hgv drive along which should not to allow*
18. *Along New Street where there is no pavement. Often when the farm vehicles are also on the road. In the dark and peak summer harvest times are the worst times*
19. *New street, Low Road, Jubilee corner, am, pm and late evening*
20. *On New Street at any time of day and in any part of New Street.*
21. *Walking from my house opposite Methodist Chapel to shop as there is no footpath and a corner with poor visibility. A problem any time of day.*
22. *New street is a problem being a narrow street particularly at the village shop you have to be very careful as drivers can be very careless in how they park to shop and that then leaves the road vulnerable to the public passing bye*
23. *Walking down the hill towards The Swan at any time of day is not comfortable due to the narrow pavement and having fast moving cars and lorries so close. It is also dark at night although there is 1 street lamp on the hill. New Street has no pavements and due to the amount of traffic at different times during the day and speed sometimes of the traffic makes it feel quite dangerous at times.*
24. *New Street at all times, particularly during the harvest and ploughing season. Jubilee Corner at all times turning into or out of New St or Stradbroke Rd, especially when large commercial or agricultural vehicles are negotiating the corner.*
25. *New street mid morning,5:30pm*
26. *Jubilee corner in car, swan pub crossing in car, walking and driving out of village on Cratfield Road and up Buckenhams Hill.*
27. *I was walking my son to school close to the Methodist Chapel, when a car came up behind us and attempted pass us but there was another car coming in the opposite direction. The result was extremely close to having a serious accident when the car behind us hit my a right arm when passing because he could not stop in time.*
28. *The other incident occurred in the same place but this time I was driving towards the shop when another car travelling in the opposite direction could not leave enough room to pass and consequently smashed my offside mirror.*
29. *Mainly walking up and down New Street, there's very little pavement (which is continually pointed out in objections to planning applications!) so obviously can be dangerous even with current traffic, especially at night time*
30. *Crossing Jubilee Corner. New Street. During the day and after dark.*
31. *I would have appreciated a 'step' between rarely and often - these two do not reflect how often I feel unsafe, but when forced to choose I have erred on the unsafe side*
32. *Because New Street is narrow and there are no pavements along most of it I have to walk on the road when accessing essential services (shop, Doctors' Surgery). Often there are wide loads of farm vehicles*

APPENDIX 2 ALL COMMENTS

(tractors with trailers loaded with hay bales, combines etc.) which need pedestrians to flatten themselves against buildings (e.g. Woodyard Cottage)

33. *Our cottage is adjoining Jubilee House. To exit our gates is very difficult as there is no pavement and visibility of traffic coming up the hill is poor and making it extremely dangerous to cross the street or to go around the corner past Jubilee House. When grandchildren visit it is very worrying. The large lorries and farm vehicles on this narrow road has led to chunks being pulled out of our hedge also. The volume of traffic is increasing all the time.*
34. *Walking to and from jubilee corner. Walking along New Street. Walking down and z Ross Harleston Hill. And the junction of Harleston Hill and Cratfield Road.*
35. *Jubilee corner. It happens at all times*
36. *Jubilee Corner is always a scary experience, night or day. Cars come round really quickly and I never know where to look!*
37. *When in New Street and crossing road at Jubilee Corner.*
38. *Harleston Road (adjacent to The Swan and War Memorial)/New Street/Stradbroke Road - no pathways but frequented by HGV's and heavy farm vehicles. Daily congestion at New Street and constant speeding vehicles ignoring the 30mph speed limit in the village.*
39. *Walking along New St especially in the 'rush hour'. It is a very narrow road and the lack of pavements makes it extremely dangerous, especially when heavy agricultural traffic is moving through. It is very hard to see adequately when passing the shop if there are cars parked outside. Also going round Jubilee Corner which I try to avoid as much as possible because the visibility is very poor and because it is the route for traffic passing through the village in several directions, they often drive too fast. Crossing the road by the bus stop to the Fox and Goose is on a bend so you cannot see if it is safe to cross, so you have to be quick. At the bottom of the same road crossing to the Swan it is even worse as the road bends sharply up Harleston Hill and you cannot see. If I am walking with someone else, we cannot walk two abreast on the many sections of road in the village where there is no footway because it is simply unsafe. Walking with a buggy makes me nervous because of the volume of traffic in the village. If I can't see them, they can't see me*
40. *Harleston Rd, New Street, Cratfield rd. Especially after dark*
41. *Difficult to cross New Street or to just walk along when traffic is heavy. New Street is very narrow in places and foot paths are limited.*
42. *I have put rarely because by preferring to drive I avoid having to walk in the village due to the potential of traffic movement.*
43. *My house is located on corner of Church Street & Laxfield Road. We have two exits neither of which is safe as they are both on bends. Traffic which is usually driving too fast, makes crossing roads & manoeuvring out of the driveway hazardous.*
44. *Crossing Jubilee Corner and New Street and crossing the road when leaving the Sancroft Hall*
45. *I always feel unsafe on New Street because cars, lorries, buses, farm vehicles can come along at any time and if caught out in one of the many spots where there is no pavement it is very scary. I have to crisscross the road to get to the safety of grass strips or driveways to avoid being stuck at one of several blind spots and places where walls and fences abut the road. When there are passing vehicles or parked cars blocking the road it is extremely stressful. Walking is meant to be healthy and relaxing, but this is an obstacle course with intimidating big vehicles and passing cars, and the adrenaline is flowing. You never can be sure if a driver will see you and slow down in time around a blind spot or against an abutting wall or fence. This is also true for bicycling. The WHOLE of New Street is dangerous because towards Wingfield there are hedges up against the road and covered ditches along with foot high banks of vegetation.*
46. *There is no pavement on New Street, making it very unsafe when walking with my children and dog during the day. when it gets dark, I refuse to walk with my children at all on this area of the village, the cars speed down this road, and it's hard to be seen without adequate lighting.*
47. *Always have to be on high alert due to speed of traffic and blind corners and lack of pavements etc*
48. *Junction by Swan pub*

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49. *Walking along the narrow pavement on the hill just above the Swan pub. Crossing from the Fox and Goose to the bus stop. Walking anywhere along New Street. Walking from the Jubilee Corner end of New Street to the top of Church Street.*
50. *Walking in New Street. At Jubilee Corner if a lorry comes round. Going past The Swan into Low Road*
51. *For me the worst places to walk our from our home in Tansy Meadow, along New Street to the Fressingfield Medical Centre, as there is only one very tiny piece of pavement. The rest of the time one has to weave from one side of the road to the other, as you progress along New Street trying to avoid traffic from in front and behind. Because the road bends and the sight lines for pedestrians and drivers are poor. You cannot walk consistently towards oncoming traffic as you might on a straight road, as you could easily be hit by a car on one of the bends. Cars often travel faster than the 30 mph speed limit, which I believe should be decreased to 20 mph. The other major danger spot is Jubilee Corner. Crossing there to proceed along Laxfield road and/or trying to cross into Church Street feels extremely dangerous for pedestrians because of poor visibility and the number of roads which intersect at that point. Through traffic on the B1116 again often ignores the 30 mph speed limit and accidents regularly occur at this junction.*
52. *At Jubilee corner, at the shop, generally at all times as traffic moves too quickly there is congestion as roads are so narrow, many heavy farm machinery and lorries and hardly any footpaths.*
53. *Walking up the hill to the shop, walking to the surgery, walking to the post box to post a card or letter at the bottom of Harleston Hill - cars and lorries are very close to the footpath*
54. *Walking in New Street, particularly near the Shop, in the morning (school time) the Junction opposite Swan Pub (anytime) crossing near School Lane (when meeting child from school) and morning school times*
55. *New Street feels the most unsafe area for walking as there is no pavement, is narrow in places and quite busy with cars visiting the shop and medical centre. I have also felt close to being hit on occasions whilst walking the dog past The Swan and the Church. Even worse is Harleston hill, where the pavement disappears and cars, lorries and tractors are driving fast.*
56. *New Street in the areas with no pavement*
57. *I regularly travel by foot from John Shepherd Road to Jubilee Corner and continue along the B1116/Laxfield Road. The section of road between New Street and Jubilee Corner is hazardous. There is no pathway on either side of the road. One can only see traffic approaching the junction from New Street by stepping out into the road. Cars approach the junction so quickly that on several occasions over the years (when the light was poor) I was very nearly struck. Once across New Street one has to negotiate the junction at Stradbroke Road where cars often speed left into New Street. However, this can be hazardous not only in poor light but especially between 9 and 10am and 5 to 8pm.*
58. *At Jubilee Corner. I am a bit hard of hearing and really have to stop. look. and listen because of the speed traffic comes this corner. Also if I am driving, trying to get out of Church Street onto the road can be a bit scary because of the speed of traffic coming round the corner.*
59. *Crossing from forge to Barbers, if too near Jubilee Corner*
60. *Anywhere on the Jubilee Corner junction is a nightmare day or night, you cannot see around the bends and if vehicles are traveling in opposite directions there is no room left. New St at busy times is no better, when trucks or tractors are present you have to take refuge in a drive or front garden because there are no footpaths in the busiest parts.*
61. *Jubilee Corner - always New Street - always but particularly a night.*
62. *Walking in the dark down New Street is completely unsafe with young children due to no footpaths. Walking on any road with no footpath, a pushchair and a child walking is hard as there isn't always anyway of getting the pushchair off the road out of the way of the traffic. Crossing the road to walk children to school at the end of Broadway is a challenge as cannot see the traffic approaching the junction (where the footpath ends and have to cross the road). Have had several near misses due to stepping out as cannot hear with the traffic passing on the main road, only to find a car coming directly at as at a substantial speed.*
63. *New Street and Jubilee Corner - mostly during the day*
64. *Crossing from the bus stop to the fox and goose Along New Street*
65. *Walking in New Street particularly after dark. Negotiating Jubilee Corner to get to Laxfield Road*
66. *Walking along New Street in the morning and evening when it's dark*

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67. Harleston Road where there is no pavement, so pedestrians are at risk of fast traffic with no protection
68. Exactly. Crossing Jubilee Corner both ways, especially in the dark. Walking along New Street near Methodist Church.
69. Always feel unsafe at Jubilee corner. Especially when coming from Doggetts where the pavement ends to cross over to face the oncoming traffic towards the shop. There is no pavement which means when there is oncoming traffic and traffic from behind there is no safe place for a person on foot to retreat to,
70. Jubilee corner is particularly challenging to cross
71. Jubilee corner very dangerous especially if with g children. Also, no paths on Stradbroke road or New Street
72. Walking along New Street. Sometimes cars speed past this is usually after school.
73. There is poor lighting walking in the dark or when wet. Cars lorries and tractors go above the speed limit even at the speed limit it feels like they are going fast. Pavements are limited and being on the road feels very snug if your there when 2 cars pass. Walking to school from Samuel Vince Road feels unsafe when crossing over at the opening to the alley. Cars are not expecting to see you. There still remains no safety barrier at the bottom of the alley where the fall of the pavement takes you into the road particularly children on bikes, scooters or when running. Walking children New Street with no pavement feels unsafe
74. New Street particularly at night where there is no footpaths.
75. New street, Jubilee Corner, Low Road, Harleston Hill,
76. Especially during busy farming periods and at night time, especially Low Road, Church Hill and New Street. Lack of footpaths, road topography and on street parking make walking difficult.
77. New street as no footpath for most of the road which I use to visit the shop often & the Doctors surgery. My 91 year old mother who needs a walking aid walk to the shop daily & is at risk due to no footpath & volume of traffic. It's an important part of her physical & mental health to be able to talk this daily walk. Jubilee corner as 3 way traffic & no footpath to link with Laxfield Road.
78. I feel unsafe walking anywhere near Jubilee Corner any time of day or night. One feels very vulnerable as a pedestrian with large lorries travelling through and cars often breaking the speed limit. New Street is also a concern at any time as there is no pavement, the road is narrow, and traffic rarely keeps to the speed limit. Walking to and from the Swan Pub is hazardous - traffic coming down the hill from Jubilee Corner and down Harleston Hill presents a problem for the pedestrian even if using the solitary pavement. The speed some cars drive through the core of the village is frightening
79. New St, Jubilee Corner in daytime. My Wife and I try to avoid walking in village after dark because of the danger of passing traffic.
80. Traffic on New Street too fast and very busy
81. Harleston Rd (no pavement, no lighting) at all times but esp. in hours of darkness, Jubilee Corner (all times), New St (all times), Laxfield Rd (all times)
82. I was walking my son to school close to the Methodist Chapel, when a car came up behind us and attempted pass us but there was another car coming in the opposite direction. The result was extremely close to having a serious accident when the car behind us hit my right arm when passing because he could not stop in time.

The other incident occurred in the same place but this time I was driving towards the shop when another car travelling in the opposite direction could not leave enough room to pass and consequently smashed my offside mirror.

Q8 51 NEW HOUSES ARE ALREADY APPROVED IN FRESSINGFIELD BUT NOT YET BUILT. OVERALL, HOW DO YOU THINK YOU WILL FEEL ABOUT ROAD SAFETY WHEN WALKING IN THE VILLAGE, AFTER THESE HOUSES ARE BUILT? (MUCH LESS SAFE THAN NOW/ A BIT LESS SAFE THAN NOW/ THE 51 HOUSES WILL MAKE NO DIFFERENCE/ DON'T KNOW)

1. Here is no buses in the village so there would be extra people using cars, as well as all the extra traffic caused by construction work.
2. It'll still be bad walking along New Street, drivers speeding and inconsiderable parking is what needs changing

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3. *This is not NIMBYism but a real safety issue*
4. *An average household will have two cars, that's more than 100 additional cars!*
5. *Roads in a Fressingfield are narrow with a particularly nasty series of unsighted junctions in the centre. Roads surrounding are narrow and often slippery with farmers mud. White Post Corner claims many victims over the winter; sometimes more than one a week!*
6. *Sorry but a very loaded question ;-)*
7. *Village is just not big enough to sustain the extra vehicles if more houses are built in my opinion*
8. *Traffic in the village is quite heavy. Hardly any pavements especially on New Street and Church Hill and Low Road. Heavy goods vehicles and farm machinery are frequent and when walking you have to step up on to banks*
9. *Inevitable that if traffic increases on an already potentially dangerous road then risk will increase.*
10. *Parts of New Street without a pavement are a death trap. Opposing vehicles are forced to give way at critical points. Rarely do pedestrians receive the same courtesy. They are pressed up against the hedge as the vehicles squeeze past. That there have been no fatalities or serious injuries is due largely to the fact that the narrow road itself forces traffic to slow down.*
11. *They would make less difference if there were stricter speed restrictions, load and width restrictions improved pull ins etc etc*
12. *The new houses are scattered around the village so it is difficult to know the full effect but there will be increased traffic regardless.*
13. *Much less safe' simply because more houses means more traffic means more of the same as Q.7*
14. *These will bring at least another 100 cars not to mention the extra traffic from the bigger Baptist Chapel and scout hut. Now that the bus service has been cut we are all exclusively reliant on our cars as a key enabler or rural life. This constraint will apply to the new houses as well and the village was not designed to cope with the traffic it has now, never mind such a huge increase.*
15. *On the basis that it probably means we have a further 100 cars traveling around the village daily*
16. *Simply a question of numbers. 51 houses will mean a minimum of 51 more cars, probably more, and the village is not in a position to accommodate these extra numbers. With agricultural being such an integral part of the community, out of necessity farm vehicles have to use the roads, which will result in more interaction between large vehicles and cars in roads not built to accommodate them.*
17. *The increased traffic volume will impact greatly.*
18. *The roads are already clogged at peak and school times of day and sometimes traffic jams occur with big farm and heavy vehicles at any time. when the 4 parking spaces for the shop are full and the GP lot is full then cars are parked all over the place in New Street and side streets which makes the roads a lot more dangerous with less visibility and passing spaces. Some cars park on the pavements which is even worse. With more houses all this is bound to worsen exponentially plus a lot of other new housing in the area generally is generating much busier traffic all round.*
19. *The traffic is currently a nightmare: both the volume of traffic and the fact that the majority of drivers completely disregard the speed limit. More traffic will only exacerbate the problem.*
20. *The increased traffic will only make matters worse*
21. *It's quite stressful walking now but will obviously become worse the more houses/cars the village has.*
22. *More traffic and more pedestrian movements will increase the risks.*
23. *There will be so many more vehicles to contend with*
24. *There is already too much traffic, with little or no footpaths in the main part of the village, and is already unsafe. Adding more cars and the construction traffic to build those houses is only going to make it even more unsafe for everyone within the village, especially those with children or the elderly.*
25. *51 houses will in all likelihood means 100 additional cars. Most will travel in and out of the village at peak times for work, shopping etc*
26. *As a driver who often drives on the B116 from Harleston to Laxfield, it has often been a near miss in early evening when coming around Jubilee corner and a pedestrian is either coming out of the houses there or cross the road. Any pedestrian is invisible until the car has fully gone around the corner.*
27. *51 More houses will mean more cars/vans possibly 2 per house so obviously will be more traffic and congestion increasing the danger,*
28. *Some of the approved houses but not yet built are on New Street which will generate even more traffic on this narrow road.*

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29. *There will be about 100 additional cars.*
30. *There will be so many more cars in the village if these houses are built, travelling to and from work and on the school run in the morning and later in the day*
31. *That will be approaching 100 extra cars*

Q9 ON TOP OF THE 51 HOUSES APPROVED, 66 MORE HOUSES ARE NOW PROPOSED IN THE VILLAGE (JOHN SHEPHERD RD AND STRADBROKE RD). OVERALL, HOW SAFE TO YOU THINK YOU WILL FEEL WHEN WALKING IN THE VILLAGE IF THESE EXTRA 66 HOUSES ARE BUILT TOO? (MUCH LESS SAFE/ A BIT LESS SAFE/ THE 66 HOUSES WILL MAKE NO DIFFERENCE/ DON'T KNOW)

1. *Same as above. Walking my two children to school is a daily battle and hazard with the traffic and lack of pavements. The extra houses will bring extra patients to the drs and the parking is becoming one of the main issues with walking my children to school. Often the drs car park is full so cars park up the road often which is the main route to and from school for us. Crossing the road opposite the drs is already an issue as the pavement stops and you cannot look to see if the road is clear before stepping out. I have several near misses with people nearly hitting me and my children. Also with the drs cars parking there too there is an issue of stepping out into the road between the parked cars. Walking down new street with a pushchair is a major difficulty as you're unable to get off the road for passing traffic.*
2. *It'll still be bad*
3. *Hope planning permission is granted.*
4. *Am seriously considering moving away*
5. *More traffic can only mean more opportunities for accidents or worse!*
6. *Maybe it will be more safe as there will be more cars moving slowly and more awareness of a need to look out for cars. Your question is loaded again.*
7. *Village should stay a village No pavements No buses More house will cause deaths*
8. *The village has no buses only a school bus. More houses mean more cars and most house with family's have more than one car!*
9. *Much less safe because of the very dangerous corner between Jubilee Corner, New Street and the B1116. More traffic will be using this area and unless you know how tight the corner/bend is, it is very easy to get caught on the bend especially when lorry's come around and end up using most of the road because of its tightness.*
10. *Traffic originating in John Shepherd estate need to negotiate critical pinch points at Jubilee Corner into Stradbroke Road for school and various points along New Street for shop, medical centre and preferred route to Eye, Diss and A140 to Ipswich Hospital.*
11. *As above but exacerbated*
12. *Think how many houses / cars were in this village when the current road structure and layout was planned and constructed !!! The roads are already overloaded to the limits of safe use.*
13. *Fressingfield is a small village where there are few jobs. On average a new house will come with 2 cars (1 for the breadwinner who needs to travel to place of work, and 1 for the partner who needs to take kids to school, go shopping etc). Thus the already approved 51 houses will most likely come with 102 extra residential vehicles. We CANNOT cope with any more houses/cars...!!*
14. *It will mean increasing traffic by at least this number and probably more as people will clearly travel by car to work morning and evening.*
15. *Fressingfield already has a constant flow of traffic as the B1116 is a Sat Nav directed course for commercial as well as domestic traffic. 51 + 66 new dwellings averaging 2 vehicles per household will result in over 200 additional vehicles in the village alone!*
16. *I cannot really imagine how bad this will be. It would be negligent of the Council to permit this. Speed of cars is a factor, but the sheer number of cars is a bigger problem. This cannot be solved by painting different lines on the road. Pedestrians are given absolutely no priority and more houses will make this*

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even worse. If a new town were to be designed with the limitations that our historic village has for traffic, it would never be permitted so why would it be permitted now?

- 17. It can be particularly unsafe for the elderly and infirm, and for dog walkers and parents with children or buggies.*
- 18. See response to Q8.*
- 19. The infrastructure simply doesn't exist to accommodate the proposals submitted. Parts of the village should be restricted to 20 mph maximum already. The proposals will make the village far less safe - particularly for vulnerable people and children attending the school.*
- 20. Refer to above comment*
- 21. To add these dwellings to this Hinterland village part of which is Historical and Medieval with roads hardly competent to cope now is foolhardy bordering on criminal*
- 22. As above. each household would have two to three cars creating many more trips by car. More people would also be trying to walk or cycle in the street very much complicating an already difficult hazardous scenario for all road users. Jubilee junction is another very dangerous spot for pedestrians as there is a sharp bend on a B road with no pavement and two other key routes coming into it.*
- 23. Totally unsustainable*
- 24. As question 8.*
- 25. We have enough houses already.*
- 26. I will feel very unsafe just accessing and exiting my own home as most of these properties will be using the entrance next to my house!!!!!!*
- 27. Same as above, just not safe yet alone adding more houses/traffic.*
- 28. New Street and Jubilee Corner are a nightmare already. These proposed developments would bring in another 120 cars on top of the 100 cars for those already granted planning permission.*
- 29. Obviously less safe*
- 30. It will be of concern*
- 31. Unless traffic calming is introduced and pedestrians are given right of way*
- 32. I'll feel slightly unsafe, particularly at night now let alone when 66 more houses are built.*
- 33. Many more cars still the same roads*
- 34. It's completely obvious that the problem we already have will be greatly exacerbated with another 66 houses.*
- 35. that is likely to add 100+ cars to the movements within the village*