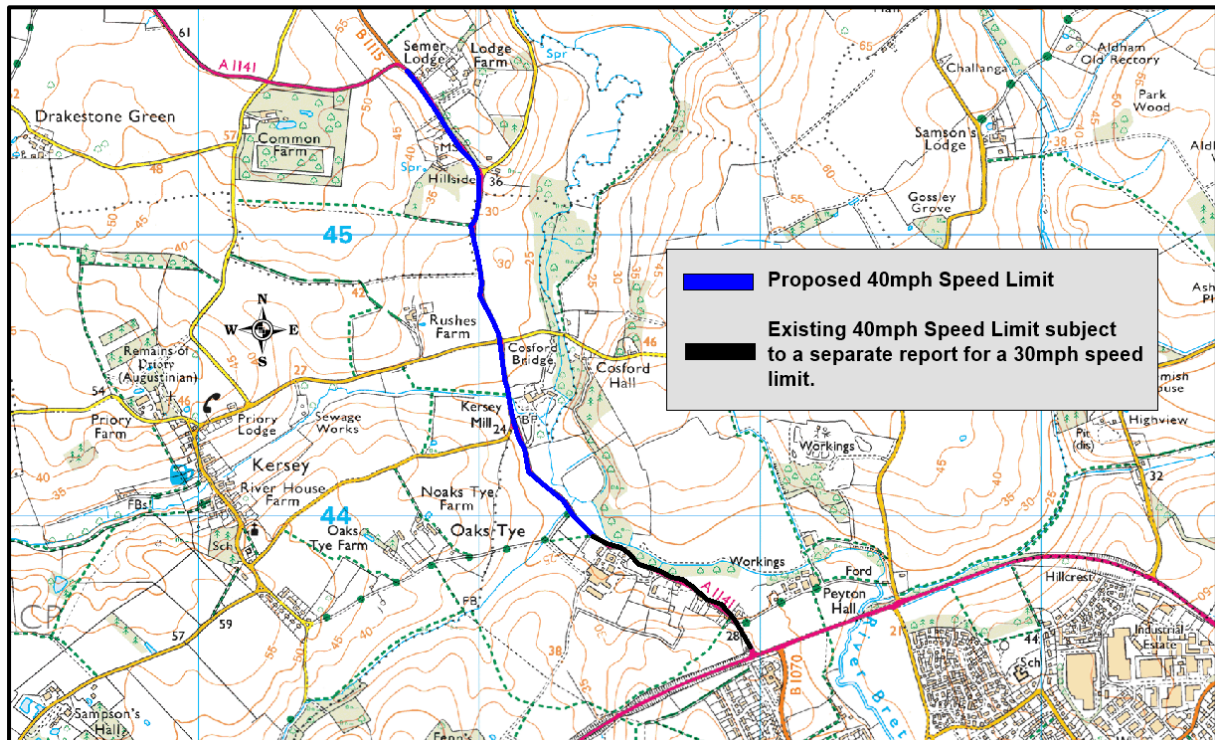


A1141 Semer / Kersey / Hadleigh 40mph Speed Limit Report

Introduction

Concerns have been raised by the Local County Councillor, Robert Lindsay, the Parish Council's of Semer and Kersey and the two communities, about speed and safety of the A1141 between its junction with B1115 in the north and where it joins the 40mph speed limit on Stone Street in Hadleigh in the south. There is a separate report covering Stone Street, Hadleigh as there is a wish to reduce the 40mph speed limit to 30mph.

There is a hope that the speed limit through this section can be reduced to 40mph to improve safety along the section. Suffolk County Council has agreed to prepare a factual report on the issues to enable a formal decision to be made.



Road Description

The A1141 which takes signed traffic between the A1071 in Hadleigh in the south to Lavenham and B1115 Stowmarket to the north.

The section of the A1141 to be considered is the section commencing just south of its junction with B1115 to a point where it joins the current 40mph speed limit at Stone Street, Hadleigh, approximately 1.8 kilometres in length. The access to Kersey Mill is located directly off the A1141 and likely to have slow turning traffic as tourists seek Kersey Mill as a destination.

There are 12 sweeping bends and four junctions with several accesses to residential properties on the section of A1141 being considered. County Councillor Lindsay has

previously funded additional warning signs and road markings along this route to try and improve safety along the route.

Being predominately rural there is likely to be slow moving agricultural traffic as well as general traffic along the route.

Whilst there is some evidence of leisure cycling along this route there are no warning signs to advise drivers that they may expect cyclists in the road ahead,

There are two signed footpaths within the section with no footways and walkers using the footpaths currently must walk along the edge of the road or step onto the adjacent verge along a road subject currently to the national speed limit.

The extent of the requested 40mph speed limit on A1141 is approximately 1.8 kilometres in length.

Traffic Survey

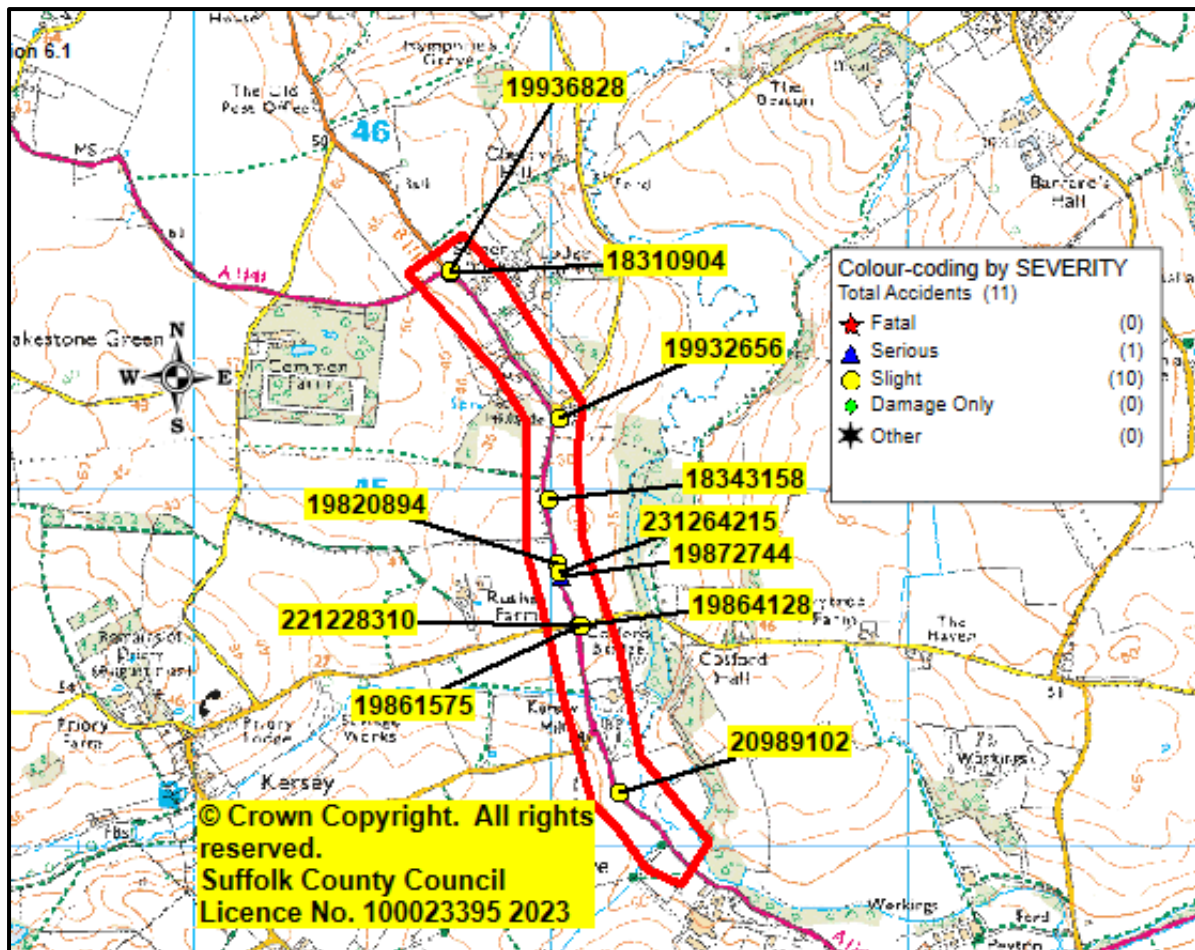
A Traffic survey was undertaken between Thursday 22 June 2023 and Wednesday 28 June 2023. Below is the table summarising the speeds and volumes of traffic reported:

	North Bound			South Bound		
	Volume	85 th percentile	Mean	Volume	85 th percentile	Mean
Thurs 22 June	2637	42	36	2730	38	33
Fri 23 June	2767	42	36	2763	38	34
Sat 24 June	2060	41	36	2116	38	34
Sun 25 June	1983	41	36	1931	38	33
Mon 26 June	2409	42	37	2454	39	34
Tues 27 June	2494	42	37	2581	39	34
Wed 28 June	2480	42	37	2582	38	34
5-day Average	2557	42	37	2622	38	34
7-day Average	2404	42	36	2451	38	34

The 85th percentile speeds (the maximum speeds that 85% of the traffic are travelling at or lower) show they are already around 40mph. This suggests that drivers have already judged that the correct speed for this route is around 40mph.

Collision Data

Injury collisions were checked for the five-year period between 1 April 2018 and 31 March 2023. 11 injury collisions were recorded (1 serious and 10 Slight).



18310904 – On the 23 June 2018, Vehicle 1, a car, travelling northwest, as Vehicle 2, a car, was travelling in the opposite direction. Either Vehicle 1 or Vehicle 2 has crossed the central line and collided head-on. Both drivers state it was the other that had crossed the line and two independent witnesses state differing opinions. Driver of Vehicle 1 and Driver of Vehicle 2 sustained a Slight injury.

18343158 – On 15 October 2018, Vehicle 1, a car, was travelling along the carriageway and braked because the vehicle in front braked. This caused Vehicle 1 to then slip on mud at the road edge and swerve onto the bank. Vehicle 1 then swerved onto the opposite side of the road into the path of Vehicle 2, a car, and there was a collision. Driver of Vehicle 1 and Driver of Vehicle 2 sustained a Slight injuries.

19820894 – On 10 February 2019, Vehicle 1, a car, was driving along a wet/damp road. Driver has reacted to steering wheel judder and in doing so has lost control. Vehicle 1 has mounted a verge and rolled over. Driver of Vehicle 1 sustained a slight injury.

19861575 – On 20 June 2019, Vehicle 1, a car, was waiting at the junction and started to move off. Driver saw a vehicle so stopped. Then pulled out without checking the road a collided with on-coming Vehicle 2, a car. Passenger in Vehicle 1 sustained a slight injury.

19864128 – On 24 June 2019, Vehicle 1, a car, was travelling along the carriageway, stopped at the junction to check both ways. Both ways appeared clear, so Vehicle 1 moved off colliding with on-coming Vehicle 2, a car. Vehicle 2 saw Vehicle 1 and braked but was unable to avoid the collision. Driver and passenger of Vehicle 1 and driver of Vehicle 2 sustained slight injuries.

19872744 – On 11 July 2019, Vehicle 2, a car, was travelling along main carriageway. They have slowed / stopped due to Vehicle 1, unknown, travelling in opposite direction. Wing mirrors have collided, parts of which have entered Vehicle 2 causing injury to the driver. Vehicle 1 has failed to stop. Driver of Vehicle 2 sustained a serious injury.

19932656 – On 11 December 2019, the Driver of Vehicle 1, a car, was travelling too quickly approaching a bend. Driver pushed the brake too quickly causing the car to swerve on the damp conditions of the road. Driver of Vehicle 1 sustained a slight injury.

19936828 – On 31 December 2019, Vehicle 1, a car, has approached a junction and turned right into the path of Vehicle 2, a car. Vehicle 2 has braked but could not stop in time. Several local people on the scene who all agree it is a difficult junction with limited visibility and an accident blackspot. Driver and passenger of Vehicle 1 were not local and would not have known this. Driver of Vehicle 2 has sustained a Slight injury.

20989102 – On 29 September 2020, the driver of Vehicle 1, a car, has lost concentration or looked down briefly. This has led to the vehicle going up a mud bank and hitting a tree and rolling onto its side. The driver of Vehicle 1 has sustained a Slight injury.

221228310 – On 9 October 2022, Vehicle 1, a car, has been heading north towards Bildeston, when Vehicle 2, a car, has exited the junction. Vehicle 2 has made it two thirds into the road without the driver of Vehicle 1 being able to see them. Vehicle 2 has stopped in the road and Vehicle 1 has collided with them being unable to avoid a collision due to on-coming traffic. Driver and Passenger of Vehicle 2 sustained Slight injuries.

231264215 – On 14 January 2023, Vehicle 1, a car, went round a bend a little too fast for the road conditions causing the rear end of the vehicle to slide out. This caused the driver to lose control of Vehicle 1 and slide sideways and hit Vehicle 2, a car. Driver and passenger of Vehicle 1 sustained Slight injuries.

County Councillors Comments:

(To be included when available)

Town and Parish Council Comments:

(To be included when available)

Police Comments:

I have given this some thought in an attempt to provide a considered response. Looking at the location and applying SCC criteria I think it is fair to say that there is not a clear argument either for or against this request.

The number of collisions at face value appears to warrant further consideration. With excess speed only mentioned in two of the eleven collisions, other causes (failing to look properly when emerging from a junction, loss of concentration/control) are the majority and may or may not be addressed with a reduced limit. As stated in your own policy, ***the relationship between speed and likelihood of collision as well as severity of injury is complex*** and whilst yes, ***there is a strong correlation***, this is not a given and so some further investigation may be of value.

The speed data retrieved is of interest. Whilst I am uncertain where this data was captured, it does imply that the motorist has already identified a more appropriate speed to travel at, as opposed to seeing the existing speed limit as a target speed. This data suggests that compliance may be achieved although again I am uncertain where this data was captured.

Much within the existing policy is given to the need for a speed limit to be self-explanatory and provide a constant message. The limited development within the extent of the scheme may prevent this message being obvious to the motorist. As an A class road some further thought may be needed if this scheme gets approval.

Summary for Consideration (40mph)

Suffolk Speed Limit Policy gives guidance on where speed limits less than the national levels should be considered. For a 40mph limit to be considered the following should be considered, officer comments are inserted below:

➤ **Settlement has shop(s), school(s), public house, filling station etc.**

Kersey Mill is a retail outlet and generates visitors. There are no schools, public house or filling station within the section being considered. Officers are not sure if this is sufficient justification to state that this criterion has been met.

➤ **Significant development on both sides of road, but not necessarily continuous, with some development in depth, overall frontage exceeds 500m in length**

Whilst there is some development along this route and some development in depth, this does not exceed 500m in length and therefore officers do not believe that this criterion has been met.

➤ **Collision History**

There have been 11 injury collisions in the five-year period, some of which can be attributed to travelling too fast for the conditions of the road. Officers therefore believe that this criterion has been met.

➤ **Existing traffic speeds**

With the 85th percentile speeds north bound being 42mph and south bound 38mph, it suggests that drivers have already identified the appropriate speed for this section of road. If a 40mph speed limit is introduced, the current speeds suggest that there will be a reasonable compliance with the speed limit.

➤ **Many junctions, bends and accesses**

With 4 junctions, 12 bends and 15 accesses along this route, Officers believe that this criterion has been met.

➤ **Some pedestrian / cycle activity throughout the day with possible peaks associated with schools or community facilities.**

There is evidence that cyclists will probably use this route and with the public footpaths signed off the route there is potential evidence of pedestrian use. There is, however, no evidence that there are possible peaks associated with schools or community facilities. Officers are unsure if this is sufficient justification to state that this criterion has been met.

➤ **Some provision for pedestrian / cycles or acknowledged need and possible warning signs.**

Officers acknowledge with the public footpaths off this route that there is a likelihood that pedestrians will be using the public footpaths, however, there are no footways and there are no warning signs to advise drivers to expect pedestrians in the carriageway. Officers are unsure if this is sufficient to state that this criterion has been met.

➤ **Lengths of road that more closely fit the conditions for a 50mph speed limit but where the standard of road / forward visibility is more appropriate to 40mph.**

The route being considered has an elevation change, a few junctions, some on bends and restricted forward visibility in places, suggests why drivers are identifying a reduced speed already for this section. Officers believe that this criterion has been met.