

Request for Speed Limit Reduction

Parish: Coddenham County: Suffolk Post Code: IP6 9UB Grid Reference: TM1187554802

Road No.: B1078

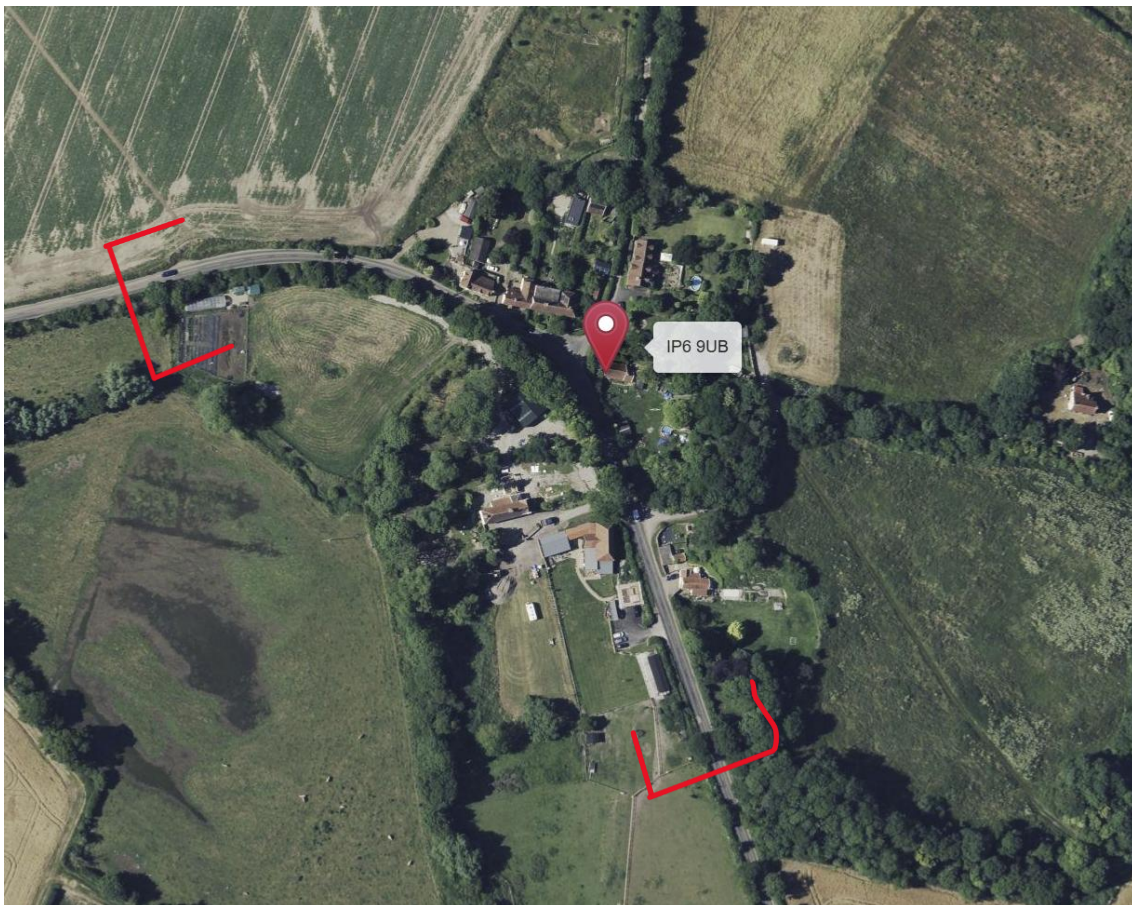
Description: Portion of road passing through the hamlet of Lime Kilns (8 residential properties with frontage and access onto B1078)

Current Speed Limit: National (60 mph)

Principle Hazards

- Road too narrow for two HGVs to pass faster than 10 mph on the corner
- Pedestrian and concealed vehicle accesses directly onto road
- History of road traffic accidents to vehicles travelling Eastbound that fail to negotiate bend
- Geometry - Bend of road decreases in radius travelling eastbound.
- Chevron Boards on eastbound bend overgrown by vegetation.

Location



Red brackets indicate extent of residential properties' frontage onto B1078. Approximately 350m

Request

A reduction in speed limit and improved warning signage is requested to reduce the frequency and severity of road traffic accidents and to improve the safety for residents' entry and egress to their properties by vehicle, cycle or on foot.

Description of Hazards and Evidence

HGVs passing.

The road width on the bend is too narrow for 2 HGVs, particularly articulated vehicles, to pass without stopping to fold in their mirrors and then crawling past each other. Over the last 30 years the size and number of Heavy goods vehicles using this part of the B1078 (which is a designated lorry route) have increased substantially. There is the frequent squealing of brakes as HGV drivers approaching from opposite directions perform emergency braking to avoid a collision. There is no verge on the eastbound side as property boundary walls and hedges extend to the edge of the metalled carriageway. The west bound side has a verge including a visibility splay on the inside of the bend.

Pedestrian and concealed vehicle accesses directly onto road

Eight properties have vehicle and pedestrian access directly onto road. There are no footways or any verges for pedestrians to take refuge on whilst vehicles pass.

History of road traffic accidents to vehicles travelling Eastbound that fail to negotiate bend

Road traffic accidents are frequent and probably not always reported. There are often signs of vehicle damage with broken wing mirrors and other vehicle parts littering the edge of the road. More serious accidents that residents have seen have included 4 vehicles bursting through the hedge into the garden of Lime Kiln Bungalow and 2 overturned vehicles that remained on the road. The picture below is a still from a video recording of the accident that occurred on 13/7/25 where the car ended up in the garden of Lime Kiln Bungalow and a picture of the car that left the road. This accident demolished the children's play equipment in the garden. It is fortunate no child was using it at the time.



Below is a photo of the car belonging to Councillor David Penny, which was written off by a driver coming round the bend from the A140 direction on the wrong side of the road.



Geometry

In the eastbound direction the road starts to gently curve to the south from shortly after the bend warning sign. The radius of the bend decreases at the start of the visibility verge on the south side of the road. This sudden increase in the amount of curvature of the road has caught a number of drivers out over the years resulting in near loss of control incidents and frequent sounding of horns from westbound traffic. At the end of the bend is a long straight. For westbound traffic approaching the bend from the long straight the bend is abrupt and sharp but does not seem to catch drivers unaware perhaps because there is a house directly in front of them visible from long straight for at least 20 seconds travel time

Signage



Eastbound bend warning sign (face pot marked and deteriorated).
The 'SLOW' road marking that used to accompany the sign was not replaced when the road was last surface dressed.



Eastbound Chevron sign at bend. Last visible in Google street view in May 2023



Westbound bend warning sign (face faded, post and mounting collapsing)



Westbound Chevron Sign at bend

The signage is generally in poor condition or obscured.

Safety History of Location

In the Early 1980s the boundary of Lime Kiln Farm (on the inside of the bend) was moved away from the highway and a new post and rail boundary fence erected with planting of field maples. The widened verge is maintained by the County Council cutting twice a year to provide a visibility splay.

In about 1990, following a vehicle overturning travelling eastbound, the resident of Wandering Weed Cottage, Donald Burton, discussed the problems with the then area highways technician who arranged for the bend warning signs and chevron boards on the bend to be installed and 'SLOW' to be painted on the road in each direction.

The volume of traffic using the highway at this location is estimated to be at least 4 times what it was in 1985 (based upon frequency of vehicles passing then and now).

The most recent accident involving a vehicle failing to negotiate the bend was on 13 July 2025.

Compatibility with Suffolk County Council Reduced speed limits policy document

The document referred to is SUFFOLK COUNTY COUNCIL SUFFOLK SPEED LIMIT POLICY 2014 available from <https://www.suffolk.gov.uk/asset-library/imported/speed-limit-policy.pdf>

Paragraph 19 of that document is reproduced below:

<p>19. In deciding upon speed limits lower than the national levels, the criteria to be considered should be the following:</p> <p>Speed limit – 60mph</p> <ul style="list-style-type: none">• dual carriageway• no facilities - shops, schools etc.• only limited frontage development• collision history• few bends, junctions or accesses• individual houses/small group(s) not exceeding 500m overall length <p>Speed limit – 50mph</p> <ul style="list-style-type: none">• few facilities - shops, filling station, public house, etc.• some frontage development but not necessarily extensive• collision history• existing traffic speeds• few junctions and possibly limited bends and accesses• limited pedestrian/cycle activity• limited reasons to cross the road <p>Speed limit – 40mph</p> <ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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 <p>Speed limit – 30mph</p> <p><u>Urban situation</u></p> <ul style="list-style-type: none">• a clear built up area with almost continuous frontage development numerous facilities generating pedestrian/cycle activity - schools, shops, PH, play areas, etc.• collision history• existing traffic speeds• numerous junctions or accesses• significant pedestrian activity throughout the day• refer to the Suffolk Residential Design Guide *** in relation to new residential developments. <p><u>Rural situation – villages</u></p> <ul style="list-style-type: none">• 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.
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Comparison of Evidence with Policy

30 mph speed limit (Rural situation):

It seems unlikely that this location meets the requirements of the policy

40 mph speed limit:

Meets most of the criteria but not the minimum 500 m length of frontage

50 mph speed limit:

Meets all the criteria except new facilities