

COMMUNITY ROADWATCH(UK) C.I.C

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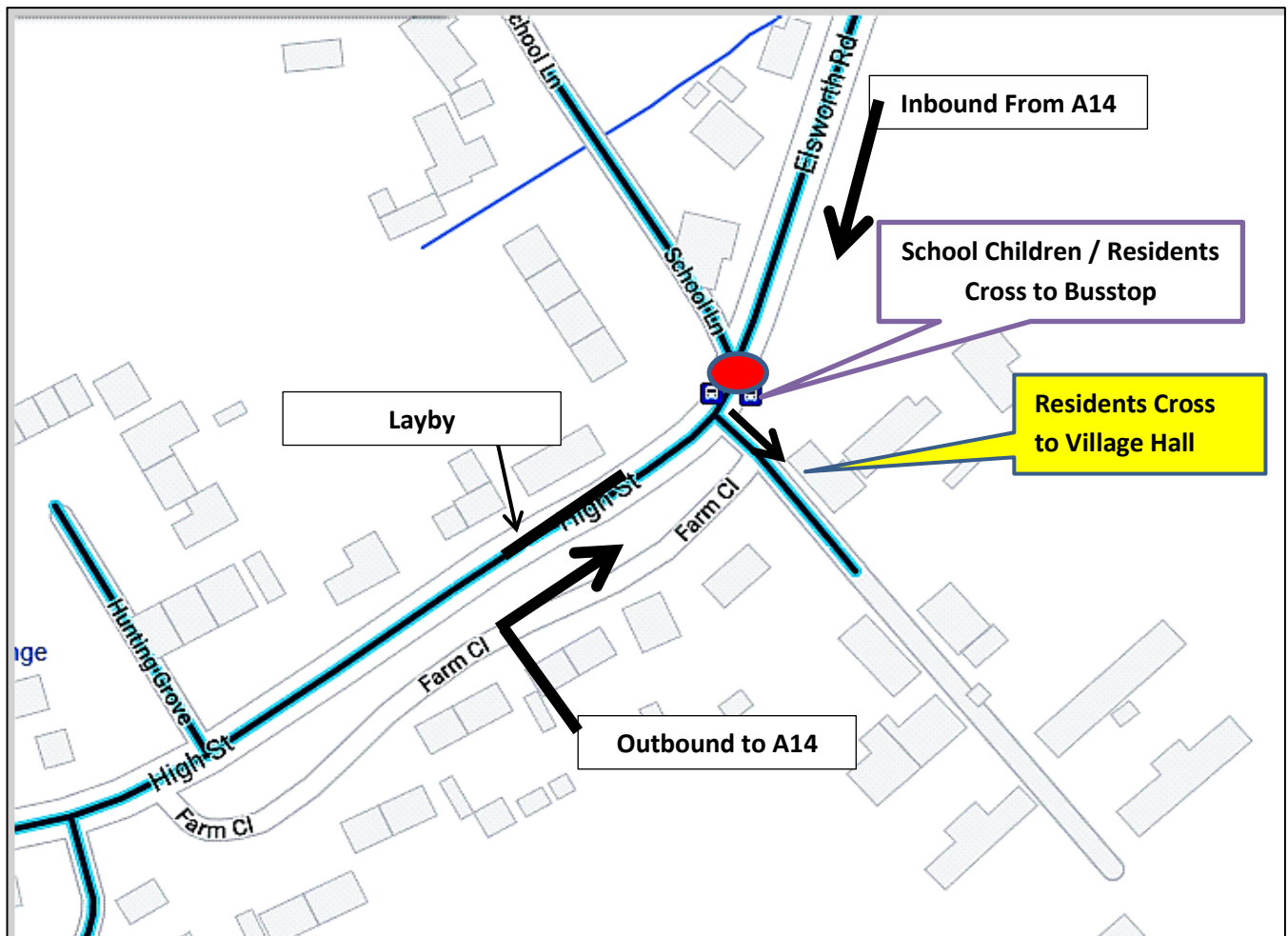
IDENTIFYING AND ADDRESSING BOXWORTH RESIDENTS' CONCERNS / RISKS

AT THE HIGH ST/ELSWORTH RD SCHOOL LANE JUNCTION



Location – Blind Junction where High St, Elsworth Rd and School Lane Meet at The Front of the Village Hall

[Goto Residents Feedback as at 30 March 2022](#)

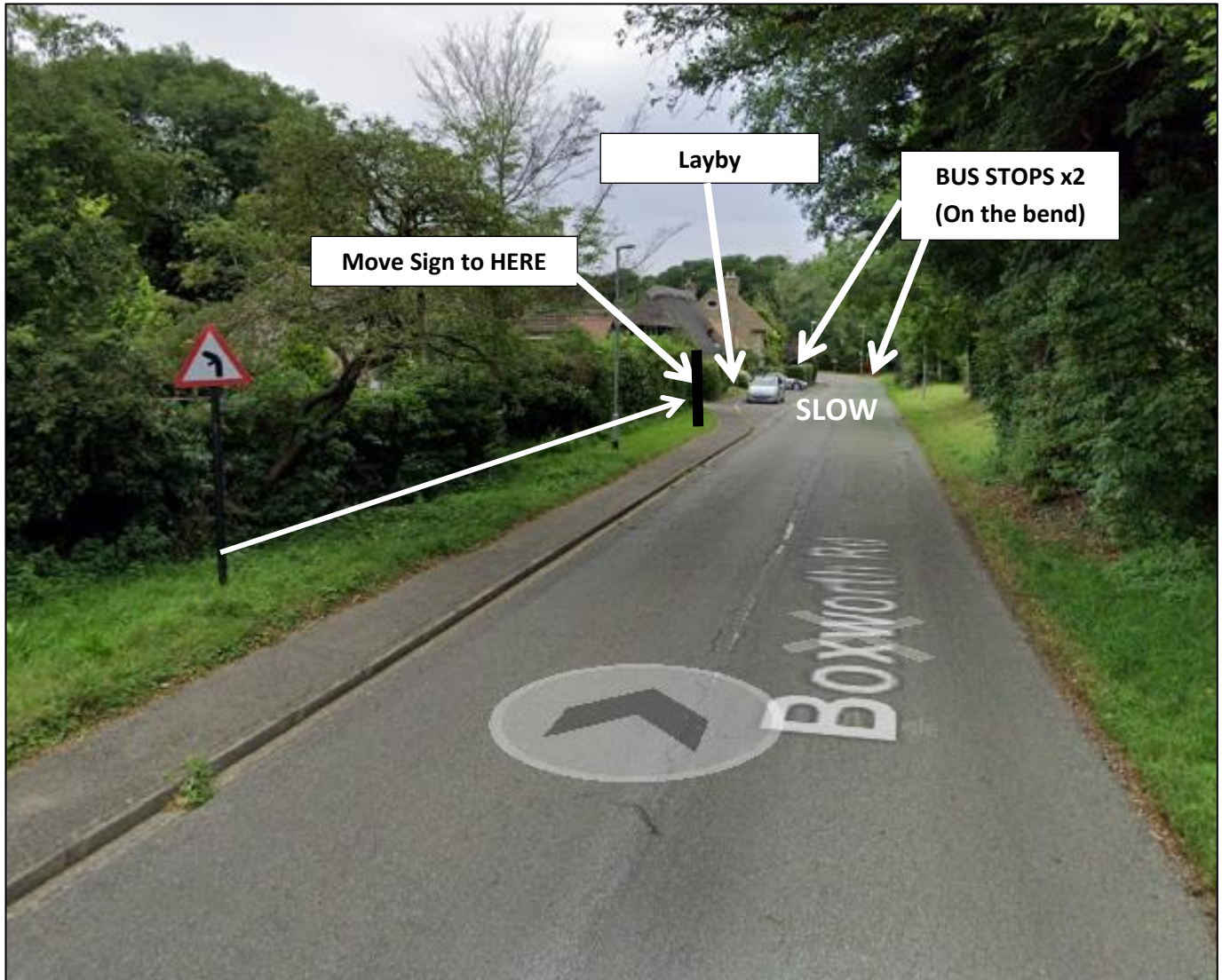


Situation. The junction - along with vehicles exiting and pedestrians crossing from it to busstops or the village hall - is not visible to outbound vehicles until far too late for them to stop, even in an emergency. We can state that authoritatively based on:

- 1) empirical data from our Logger and SID records that show that it is not uncommon for outbound vehicles to be travelling at up to 40 mph i.e. 60 feet (20 yards – the length of a standard cricket pitch-) per Second AND
- 2) Where even a cursory observation reveals that such drivers DO NOT have the visibility or distance to react and stop in time. Neither do they have adequate and timely warning of the dangers that exist there. According to the Highway Code on a straight flat road in good condition and good light a vehicle in good condition and travelling at 30 mph needs 75 ft (25 yards) and 118 ft (40 yards) at 40 mph, to STOP once the driver realises they have to STOP and that realisation normally takes 3 seconds.

Existing Signage. The following images show the existing signage that could be made more effective:

Outbound – With the Most Dangerous Lack of Visibility - has just one single 'bend with junction' sign approx 100 yards from the junction – with a layby and busstop ahead most drivers will have been distracted or will forgotten about the sign by the time they come to round the bend and discover the junction. Certainly, the red telephone box is a distraction in the wrong direction we need drivers to be looking on the approach to the bend. So a single sign 100 yards away is not enough to secure the safety of those wishing to exit the junction.



Improvements Needed. The Signage for outbound traffic needs to be identical to that suggested for Inbound (see next 2 page) especially as vehicles travelling in this direction pose the greatest threat-to-life for junction users.

Certainly, because of the distractions created by the red telephone box and super cars in the layby, the post on which the warning signs are installed needs to be no more than 50 yards from the junction ... at the end of the grass verge (say) or possibly on the lamppost if cost of an extra post or moving the existing post becomes prohibitive.

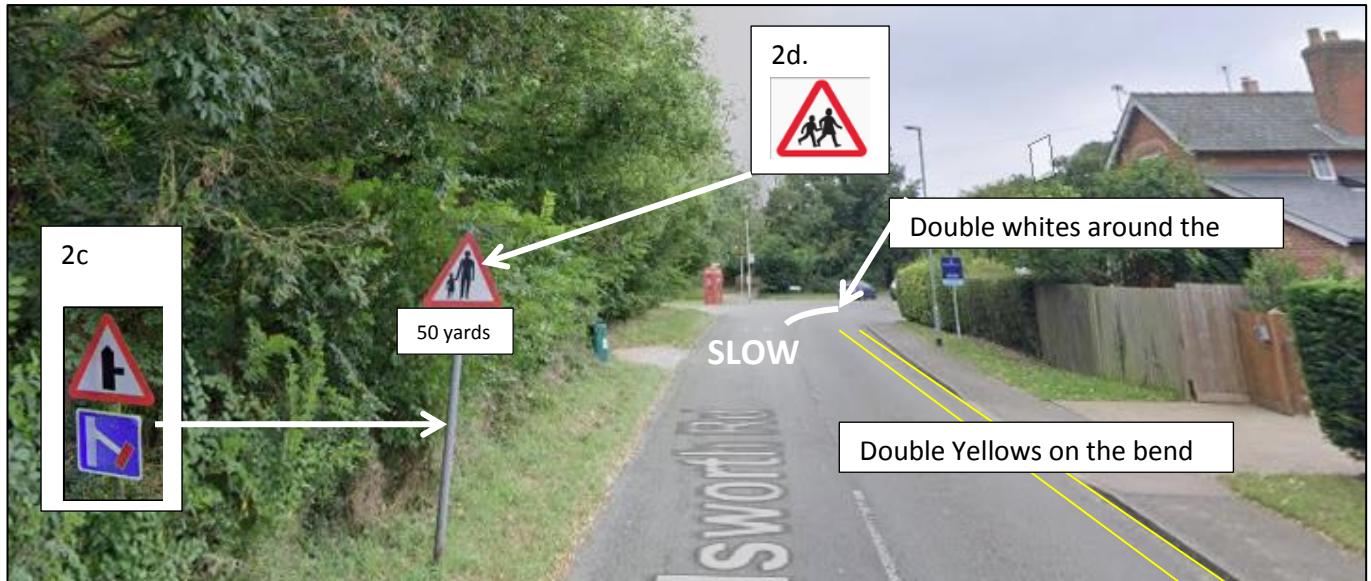
We would also recommend the word SLOW be painted on the road just ahead of the junction in both directions and double white centre lines used to prevent the dangerous overtaking that has been observed by junction residents.

Inbound – at the chicane –

The signage is just behind the chicane where drivers are distracted in negotiating the unusual design with some actually failing to understand (or see the route) and thus enter the village on the wrong side of the road. However, whilst the signage here does not give drivers an idea of the distance (over 100 yards from the hidden junction) it is better - with the Blue sign - than the single bend-junction sign in the outbound direction.



2a) A 'Pedestrians in Road' sign approx 50 yards from the junction but it's the wrong sign for the situation as pedestrians rarely walk **ALONG** the road compared to the number **CROSSING** it.



2b). Recommendation - A more appropriate sign would be 'Pedestrians Crossing' and in any case with a distance plate (50 yards in this case) to give drivers a better understanding that this dangerous activity might be happening just ahead.



2c) Even Better, place the signage at 1) – that's at a low level anyway, on the same post as 2a) under the 50 yards distance plate for the new 'Pedestrians Crossing' sign at 2b.

2d) Even Better, as School Children are in danger when crossing to the School Bus, and children cannot accurately judge vehicle speeds even if they see them, use the 'Children Crossing 50 Yards' signs in place of the 'Pedestrians in Road' sign with the signs at the chicane moved to underneath, so all on one post and all totally relevant and informative at a single glance.

Signage. Despite attempts to install signage to warn drivers of the junction, this signage alone is woefully inadequate (especially outbound) for the level of safety required to safeguard residents (especially children) exiting/crossing from the School Lane junction and even from the first couple of residences immediately outbound **AFTER** the junction.

Children Cannot Judge Speeds Over 20 mph. Of vital importance is the fact that young children cross here to get the school bus of a morning peak 'rush' time AND recognition that these children cannot accurately judge vehicle speeds over 20 mph even if they manage to see them. Search 'Children cannot judge speed' with example from that search [HERE](#)

The Threat from Electric Vehicles. Obviously, the 'threats to life' that exist now from relatively noisy ICE (Internal Combustion Engine) traffic will become even worse when quieter e-vehicles abound and exiting (from School Lane) drivers /pedestrians/children can no longer rely on winding down windows or keeping quiet to listen out and rely on acute hearing to detect hidden, approaching traffic. The following on-site screenshots support our observations.

Visibility of Approaching Traffic by Persons Attempting to exiting School Lane

1) Visibility of OUTBOUND (to A14) Traffic
(Worse for school children trying to cross)

A stopping distance at 30 mph (44fps) = 75 ft - the length of a cricket pitch – distance measured was 30 ft from the junction centreline.



2) Visibility of INBOUND (from A14) Accelerating Traffic

(To Move out further puts them at risk from fast outbound traffic)



Conclusion

The lives of people living in or visiting School Lane and beyond and those of residents/children attempting to cross the road to the bus stop or village hall are undoubtedly being put at a potentially dangerous if not deadly risk level. Undoubtedly, this Risk can be significantly reduced with better, more appropriate and timely low cost signage/effort and double white lines around and double yellows just after the bend.

~~The junction itself could also benefit from a raised table as currently exist at the 2 junctions in Elsworth (a road with almost identical traffic volumes and patterns). Having addressed the 'Driver Warning' aspect with proper and adequate signage, a table would affect only those who fail to heed such signage. See [Here](#)~~
~~Deleted 15 March 22 because Elsworth has problems with their raised tables that CCC Highways will not fix.~~

Thus, the identified serious 'risks to life' – that, according to residents and witnesses, pushes its luck every day - can and should be significantly reduced at the earliest opportunity including the imminent 22/23 LHI Process. I am sure all those in the village who have engaged in road safe voluntary work and live close to this hazardous hot-spot will be willing to give their own accounts of near-misses. Some are included at Annex A.

Recommendations

1) The reduction of 'Deadly Risk' can be achieved by consulting your Cambs Local Highways Officer (LHO) with a view to an immediate meeting to discuss installing a complementary and effective range of measures* that have been suggested in this report. The possibility of reducing the speed limit to 20 mph throughout the village's narrow roads should also be considered.

**All such measures are available under Cambs County Council's LHI and/or PFI process. Such an LHI process for grants of up to £15k for a minimum 10% contribution (more is always better), is about to be initiated for returns by Aug 22, and the village should apply for measures – agreed with the LHO - to be installation by end of FY 23/24.*

10 March 2022 Amended 25 Mar 22



CATALOGUE OF FEEDBACK/RETURNS FROM NEARBY RESIDENTS [Top](#)

#1 – High St/Elsworth Rd Resident

Who Am I. I am a resident of Boxworth High Street and have been living here for 14 years. I have campaigned about the speeding, blind bend and junction of School Lane since living here 2008 .

Why. Boxworth High Street is particularly dangerous where the chicanes are located too far apart allowing for cars to speed up approaching blind bends, and residential access areas where visual line of sight is poor.

My Experience/Concerns. I have witnessed many near misses since living in the village, one time cyclists coming around and a van parked on the footpath adjacent to the bend, could have caused a fatal accident had I not been alert and stopped just in time to a lagging cyclist of several other cyclists, I manoeuvred out almost knocked the person off of the bicycle. Alsop, many of our 'sharp bend' signs on the approach to the village are bent and damaged and/or missing, because motorists are heading up into the village too fast for the road design, often, we witness cars in the ditch, I have seen four this year (2022) already! These drivers drive like this through the village too.

Breath Taking Near Miss - On Wednesday February 2nd, 2022 school bus drop off time early afternoon. I was standing on the corner of School Lane talking with a fellow resident, Donna of Hunting Grove when a car came around the corner at a fast speed, overtook the bus and children were in front of the bus about to cross the road, It was unbelievable, and it was just lucky the children did not step out at that moment, they were about to, but did not cross. The driver of the car came around the bend so fast you could have blinked and missed it. A resident of Boxworth child could have been seriously hurt or even killed that week because we are all living with a pot of luck where it is soon to run out. Are we just going to wait until something tragic like this happens?

Concern. It is unbelievable that no-one appears to be listening to the residents and overlooking resident safety needs. Implementation of new major roads has caused an increase in traffic volumes, speeding and our local road is more of a rat-run than ever before. The road was dangerous previously and is ever more dangerous now. We should be devising 3-5 year plans and applying for community funding to implement engineering measures to eliminate risks and harm to communities. Ideally, we need a walking/cycle path separating motorised vehicles and people using Boxworth and separating them from motorists to reduce risk and potential harm.

Apart from residents/children living in School Lane, nearby residents who are seriously affected by high/inappropriate speeds around the junction by unaware, distracted or irresponsible drivers (and who are willing to support the need for measures) are:

Residents School Lane

Residents of Plashes

Residents of Lavender Cottage

Residents of Keysmiths

10 Mar 22

#2 –High St/Elsworth Rd Resident

We live at a House on the High Street and so our driveway access opens out just a few metres away from the School Lane junction. We have lived here for 12 years over which time we have had daily experience of the dangers presented by vehicles travelling too quickly through the village and especially around the bend leading into that junction.

Leaving our property by car always demands maximum concentration as vehicles appear from around the bend at speed and seldom slow down - some drivers appearing to prefer to use their horn or flashing lights rather than use their brake pedal. This is occasionally made significantly worse by vehicles being parked on the roadside or pavement directly across from our driveway and therefore within a few metres of the blind bend and junction.

Leaving our property on foot (and often with dogs on leads) is a precarious undertaking and many a time I have had to break into a run to escape the path of a speeding vehicle. Obviously we try to cross the High Street as far away from the bend as is possible to give more distance but in the absence of any path or pavement on "our" side of the High Street that is limited. In such circumstances using your hearing as another sense to identify the oncoming vehicles is critical but the growth in popularity of much quieter electric vehicles makes that far less reliable.

Vehicle speeds are undoubtedly often in excess of the limit but the worse feature is the attitude of some drivers either preferring to undertake risky manoeuvres (such as failing to reduce their speed but instead, crossing the white line mid bend and ignoring potential dangers) or amazingly in some cases choosing to abuse the pedestrian that their thoughtless driving has put at risk!

Following on from the above comments and views I support entirely the proposals for changes and improvements in signage, road markings and the installation of a speed reducing table at the junction.

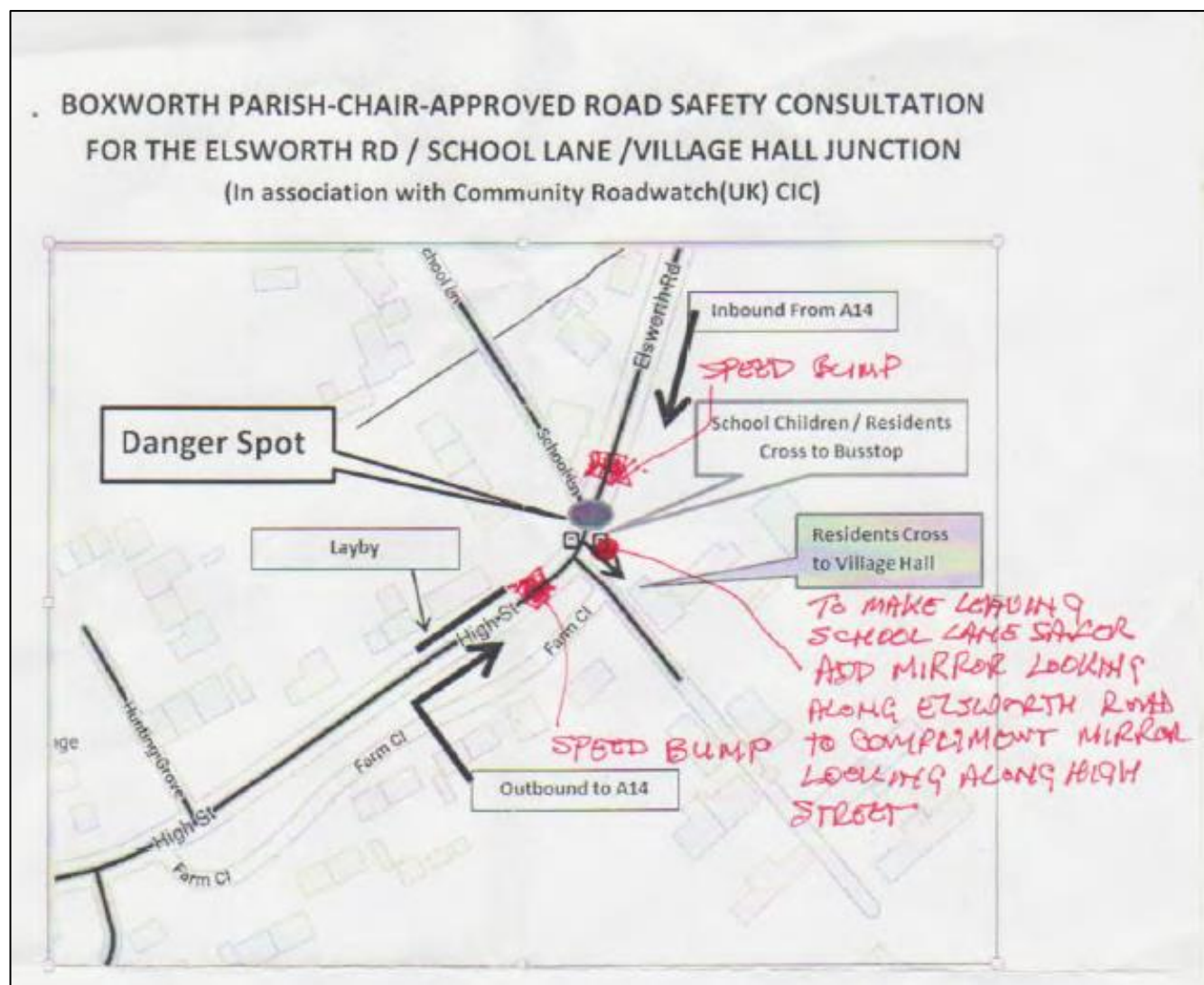
18 Mar 22

As a cyclist I am frequently overtaken, particularly inbound on the approach to this blind bend at School Lane - cars apparently unaware of the danger on wrong side of road.

As pedestrians it is very risky to cross the road at School Lane - we walk further up High St before crossing to Farm Close, but going directly across to bus stop feels dangerous.

I would definitely support no-overtaking measures on the approach to this bend, as well as a much clearer crossing-point.

#4 – School Lane Resident – 18 March 2022 - I would add to the comments on the attached document that I do not feel the current proposal offers the best solution for those exiting from School Lane.



but the main points are listed for your approval/comment below:

- Improve Signage & Road Markings to make drivers aware in a timely fashion of the existence of the junction & Speed Limit and the dangers associated with people/children crossing there.
- ~~Install a raised table like the 2 in Elsworth (and many elsewhere) to simply slow vehicles.~~

INSTALL SPEED BUMPS EITHER SIDE OF SCHOOL LANE JUNCTION

Please Sign and Date this Letter and return to John Witherow (Chair) at Pages Farm in the High St for scanning or scan yourself and send to coord@roadwatch.org.uk or just email your comments to coord.

The anonymised results & comments will be posted on the LHI23-24 web portal.

1st and Last Name	Address in Boxworth	Date	Signature
[Redacted]	SCHOOL LANE	18-3-22	[Redacted]

Comment:

SEE ABOVE PLUS REDUCE VILLAGE SPEED LIMIT TO 20MPH.

18 March 22

See next Page for Response from CCC Policy & Regulation on the use of Mirrors

RE: Fixing of Mirrors by Residents on Dangerous Bends

RE: Fixing of Mirrors by Residents on Dangerous Bends

Dear Mr McCandless

I am advised by the District Highway Maintenance Manager that CCC does not remove mirrors which are sited on private land. They do not give permission for any on the public Highway, therefore will remove unauthorised mirrors where they are either reported or noted by an officer.

Regards

Policy and Regulation Manager

Highways Service

Cambridgeshire County Council

0345 0455212

22 Mar 22

#5 – High St Resident – 20 March 2022

We agree there are risks at the junction that would be reduced by some of the proposed measures. However we do not support the recommendations in full, not least as they have adverse impacts which need to be considered in context.

We feel it would be helpful to be more objective about the risks.

Pedestrians:

The fact is crossing the road away from the Village Hall has very clear visibility in both directions. The risk is obviously crossing toward the village hall.

The Government [advice is clear](#) “Try to avoid crossing on a blind bend Move to a space where drivers and riders can see you clearly.”

A few steps toward the pub means anyone crossing toward the village hall has a clear view along the road toward the pub, plus a better view of the traffic coming from the A14. We are not suggesting we do nothing, but whatever steps we take, all pedestrians will still need to continue to take the sensible precaution of crossing in a safer place.

Vehicles leaving School Lane:

This clearly feels like a significant risk to anyone doing it, as there is no other option. There is the mitigation of a mirror to help. Even so, it is slightly hairy leaving that junction. That said, we are not aware there has ever been accident at this junction. We’re not saying that means the junction could not be improved, merely that other factors are already helping reduce the chance of an accident.

Speed reports:

The speed data indicate the something already significantly reduces speed. Fewer than 2% of vehicles exceed 34 mph, compared with almost 10% from the Elsworth Road reports. Whilst there are clearly idiots speeding, fewer than 1 in 1,000 are travelling above 50mph.

That said, the problem at this junction is clearly that small minority of drivers who are travelling too fast. They doubtless know they are speeding but they perceive their 'need' is more important, at that time.

Therefore we agree the junction would feel safer if we could slow more cars. However we don't believe the junction will ever be free of risk, unless traffic lights are put in place to stop the cars, which we have addressed at the end.

The reason for trying to be objective about the risks is we understand the desire to reduce risk, but we need to balance this with the adverse impacts of any measures. The desire to do something needs to be tempered with the effectiveness of what is done, and the impact on others.

Proposed Measures – Tables/Humps

Some years ago the village considered speed reduction measures. We comprehensively rejected any speed humps, cushions or tables due to:

- The increase in noise and air pollution, particularly for residents living next to any humps, cushions or tables,
- The fact they do not reduce speed to the same degree, or if at all, for larger vehicles and/or those which are not driven by the owner. We suspect this is amplified given the increased number of van delivery drivers on the road nowadays.

At the time the issue was considered we were advised by the police the only thing that makes drivers slow down is something which presents an obvious danger, as the driver perceives they may have an accident. In short, an open straight road encourages speed; the reverse is true. Ironically, the fact our road has a nasty bend, probably helps reduce the speed.

Therefore any hump/table may slow some drivers, but not all, whilst definitely adding noise and air pollution for residents for every vehicle using the road.

As a result we would object very strongly to the proposal for the 'tables' or other such physical measures due to the adverse impact on residents, which would be suffered at all times, for a low level of benefit.

Proposed Measures – Signage

We feel the proposals for signage and road markings are sensible and we believe they would help alert drivers to the dangers. We dislike the increased urbanisation of our village they bring, but that is the least unpleasant trade off to attempt to improve safety.

Other Measures not mentioned

The report seems to have missed a number of important measures which seem appropriate to consider:

"Your speed is" Sign

We feel consideration should be given to a 'Your speed is' flashing sign at each approach. In particular one with a reinforcing smiling green face for safe speed, and grumpy red face for speeding. Empirical observations suggest these are helpful, probably because drivers see the smiley/grumpy face as representing a person, rather than just another sign is an increasing sea of signs. Why have these not been considered?

20mph Limit

If there was a 20mph limit a hundred metres either side of the junction, it would send a clear message of increased risk. Some of the speeding idiots would take heed, or at least be slowed by those drivers that that do. Why has this not been considered?

Traffic Lights

We suspect people jump red lights less frequently than break speed limits. A set of traffic lights at the junction would ***seem the only effective way of ensuring drivers can exit School Lane without fear***. The lights could be set to only work when someone is exiting School Lane. Whilst we don't like the braking and acceleration noise and air pollution local residents would suffer, this would only happen when the lights are red – probably infrequently given the number of cars using School Lane. It would make the junction actually safe, as opposed to the speed cushions, which would add constant noise for little increased benefit. Again the urbanisation is unwelcome, but better than loads of signs, and worth it for a safe junction. Why have these not been considered?

As you know we live on the junction, so any traffic lights would definitely give us very unpleasant and unwelcome light pollution, plus the noise and air pollution when vehicles slow and accelerate. However we could tolerate these costs at they would mean the junction is actually safe. Given the other measures would not ensure the junction is safe, merely improve things a bit, we can only support those that do not come with any noise or air pollution cost, i.e. the signage.

We hope the above is helpful and look forward to hearing what the consultation generates.

20 Mar 22

#6 – High St Nr Pub

Clearly these residents have some genuine concerns re safety at the junction of school lane. Amending location of current signage would be reasonable. We would suggest that contacting the school bus services through the county council or Cambridge buses would be a good idea, to change the location of the student drop off to a safer place in the village.

Perhaps these measures could be considered in the first instance to see the effect before considering the raised table?

18 Mar 22

For each Table:

- 1) **Approx Cost under LHI and when was that?** We did not get the traffic calming in Elsworth through an LHI. The speed humps and tables were installed when the works started on the new A14 as part of their obligation to parishes that would be affected. That was in 2003 – seems ages ago now. We have used LHI for other initiatives of road safety such as putting in a small path with dropped curbs into a verge near the school so that children could wait in safety to cross the road. That was about 9K
- 2) **Were they welcomed by residents?** NO - residents generally did not want the humps/tables at all, especially if they were going to be outside their house. The look of them too was unwelcome with all the additional white lines and arrows that are painted on them but which soon wear away. We actually had to have one set withdrawn on Boxworth Road because of objections from the householder next to their proposed siting. County Highways warned that this would be detrimental to the whole scheme as several sets of humps in alignment on the roads were needed to slow the traffic. There was much concern about the noise that would be generated by traffic going over the humps and the vibrations caused. This has proven to be the case over the years, especially as some of the humps have deteriorated causing pothole around them which. cause noise and vibration. County Highways is not keen to repair them and refuse to take them out. One parishioner whose house was affected waged a long battle with highways to get them to repair humps outside her house which became very noisy – she eventually sold up and moved away. The tables that were placed at junctions are ineffective and actually quite dangerous as they have raised the road level to the same height as the pavement and cars often drive onto the pavement. One is right by the bus shelter where the children wait to get the school bus. In effect the humps/tables do not slow the vehicles that they should slow because they simply straddle the humps and the tables are so low that drivers hardly notice them and don't slow down at all. It's only very low sports cars that slow down. Recently Brockley Road was resurfaced. The suggestion was made that the humps could be removed but they were reinstated. They are longer than before and again very easy for most vehicles to drive over without slowing down. The tables often develop weak areas at the join with the lower road surface, then water collects there and causes cracks and potholes which then make a noise when vehicles go over them. Another problem we have found is that the tables block the flow of water when there is a heavy downpour. It can't get to the drainage on the opposite side of the table and accumulates in the road. The installation of the tables caused a realignment of the road outside the poacher pub with the safety measures for the *safety to schools route*. Bollards were installed and the workers managed to site them on top of drainage pipes and broke them. Brilliant!! Drivers constantly knock over the safety bollards at the junction when turning left because the table is so high- drivers just don't seem to be able to judge where edge of the road is when they are craning their necks round to see if any traffic is coming from their right. It is a nightmare trying to get county highways to put them back/replace damaged ones. Highways has refused to raise the height of the footpath or instal higher kerbs. (because they might damage vehicles if they drive over them!!!!). The landlord of the Poacher has spent a lot of time putting the bollards back up.
- 3) **Do they generate complains about noise, vibration, pollution?** Yes – all of those. The pollution is now increasingly being noticed, the smell of car fumes is noticeable. It was especially bad when there was so much rat running through the village when the A 14 works in this area were underway. We had over a thousand cars coming through at rush hours at times. People with older properties are concerned about the vibration and its effects on their houses. This doesn't seem to be covered by household insurance and county highways don't want to know when faced with cracked walls or subsidence . Noise is an issue too as cars that **do** slow down and then speed up again as soon as they have gone over the hump make an irritating drone.

4) **Have they helped make the junctions safer?** Not really. Our tables and humps are too low to be effective and would be even more unwelcome if they were more severe (as it the one at the entrance to Bourn going from the old A428). The interactive speed signs that we have, again from the A14 funding, do seem to have a bit of an effect. Shaming drivers who may have other cars following them and would see their speed! They are a good reminder, especially if they are moved around to different locations but they need to have a clear line of sight for picking up vehicles' speeds. Gallant parish councillors are required to change batteries too! We have many times asked for a 20mph speed limit for the whole village and been told we can't have one – galling when so many roads in Cambridge have them. Now it seems that this is the trendy idea in some parts of the County council. We've had tables, humps, speedwatch groups, vehicles parked on the side of the roads, you name it but traffic still won't slow down. The only thing that will make things safer is if drivers can be hit in their pockets if they don't slow down. Highways will not grant my request for portable stingers that parishioners can throw in front of speeding vehicles. How mean can you get!!

22 March 2022 - [Back](#)

#8 – Seagraves – 23 March 2022

This is a potentially dangerous corner made substantially worse due to the location of 2 bus stops directly on the corner. The simplest and easiest solution would be to move the 2 stops to a safer location away from the blind bend.

#9 – Resident of Long Row – 28 March 2022

I am in full agreement with the proposal

#10 – Resident of High St – 21 March 2022

Had a very near miss outside my house with a car speeding only yesterday (20 Mar 22)

#11 – High St Resident – 20 March 2022

I recently witnessed a car inbound from A14 taking the area in question so fast he was over the middle of the road & clipped an oncoming car's wing mirror knocking it completely off and carrying on along the High St At Speed.

#12 – Resident of School Lane – 16 Mar 2022

- Agree in general with the report
- We need to make the junction more obvious
- The proposed signage will help to some degree as the existence of School Lane is not obvious to through traffic on the High Street, in either direction, until the last minute
- Traffic leaving School Lane can only see main road traffic by using the mirror provided – and then only in one direction and this only if the mirror is not blocked by parked traffic
- We need to improve visibility – both for traffic entering and exiting School Lane and for High Street traffic
- This could be done by lowering the hedges and bushes on both High Street approaches to the bend, especially the Beech hedge on the A14 side. This is a sensitive matter as both hedges are on private property
- The biggest danger is to children who are very vulnerable when crossing the main road to the bus stop and for this reason we must reduce traffic speed
- However, most drivers will not slow down unless forced to
- I am not convinced a raised platform is sufficient, certainly larger cars are not slowed down by these
- I would suggest a painted roundabout at the junction – as in Swavesey near the school which does make traffic slow down
- Alternatively – or as well - provision of a pedestrian crossing could be considered

Swavesey Roundabout



Boxworth School Lane Junction – Mini-Roundabout a possibility if minimum carriageway width ok



TO MOVE THE BUS STOP TO A STRAIGHTER STRETCH OF ROAD (50 FT FURTHER BACK NEXT TO THE POST BOX) CARS IF THEY WISH TO OVERTAKE WOULD THEN HAVE A CLEARER VIEW!

AS REGARDS PULLING OUT OF SCHOOL LANE WE HAVE THE MIRROR OPPOSITE WHICH WORKS WELL, BOTH FOR VEHICLES & PEDESTRIANS IF SAFETY IS FELT AN ISSUE THEN YES IMPROVE SIGNAGE BUT AS REGARDS A RAISED TABLE THEN IN MY OPINION NO AS WE WOULD BE GRADUALLY URBANISING OUR BEAUTIFUL VILLAGE EVEN FURTHER.

ONE WAS INSTALLED IN FULBORN BUT NEVER MADE SAFETY ANY DIFFERENT AND THEY SPOILT THEIR VILLAGE, IT'S REFERED TO AS THE PATIO!

IT WOULD BE A SHAME TO SPOIL WHAT WE HAVE,

ALSO LIVING AT THE TOP END OF SCHOOL LANE, MYSELF, THE OLD POST OFFICE & THE OLD SCHOOL HOUSE WOULD BE SUBJECT TO THE CONSTANT THUMPING OF VEHICLE'S BOMANG UP AND DOWN ANY SO CALLED 'TABLE'!

WE

are completely against a
"Raised table"

It, in our view would turn our lovely Rural Village into an Urban Counterpart. They act as a "Revenue" / "Cash Cow" for M.O.T. Stations as to the significant increase to broken springs on vehicles which have been on a gradual increase since "Ramps" have been introduced.

Alternative. Average Camera (20) end to end
Move the Bus Stop

Put in a cycle path so the young people could then cycle to school which, would be more environmentally friendly than a smoking diesel Bus! Also, "Signage" would be a flashing Staggered Junction sign.

6 FOOT 6 width restriction one end of village so that trucks, Oil tanker. one way in & one way out.

