

Appendix C - Objections

- I - IV Mr & Mrs Jones, No. 41 Sebert Road**
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Appendix C (I)

Mr & Mrs Jones, No. 41 Sebert Road

24th July 2015

Suffolk Highways;

The proposals as shown on submitted plans will not work over the length of Sebert Road. Parking restrictions need to be implemented on one side of the road or the other for the whole length of the road from its junction with Symonds Road right through to at least the Darcy Close junction. Failure to do this will mean that between Kembold, Sutton & Darcy Close's vehicles will be able to park either side of the road causing the zigzag effect that we currently endure. I would think that restrictions on the West side of the road would achieve the easiest traffic flow.

While this scheme is being assessed may I apply for you to implement a 20mph zone in Sebert Road & Raedwald Drive. The incidence of fast moving traffic in the school vicinity is frightening, often the worst offenders are parents who have just dropped off their own children, though there are several persistent local residents who think it is OK to exceed the current 30mph limit, luckily we have not had any serious accidents but it has been more by luck than judgement.

Barrie & Brenda Jones

41 Sebert Road.

IP32 7EH

Appendix C (II)

Mr & Mrs Jones, No. 41 Sebert Road

21st August 2015

Dear Heather,

With reference to the above proposed traffic order. I have studied the order & still consider that to be effective one side of the road has to have continuous prohibition of parking. The current situation regularly has access denied not just to larger commercial vehicles doing deliveries, emergency vehicles & even private cars being unable to negotiate parked vehicles either side of the road. A continuous ban on parking one side or the other, at least as far as Darcy Close junction, would prevent this happening.

I also note that you listened to our request for a 20mph speed limit, thank you, however as it is only advisory it will just be ignored. Many users already refuse to limit their speed to comply with the 30mph legal limit. The point of the 20 limit would make it far easier to recognise & report those drivers abusing the limit. The last incident that affected me to the tune of a £400 plus vet bill was when one of my cats was run over right in front of me, in front of our house.

Kind Regards

Barrie & Brenda Jones

41 Sebert Road

Appendix C (III)

Mr & Mrs Jones, No. 41 Sebert Road

15th November 2015

Hi Darren, Thank you for keeping us in the loop. It is nice to see that you have listened to some of our concerns & acted upon them. With reference to our suggestion for a parking restriction down one side of Sebert Rd. This request is based on living with the existing arrangement of cars parked randomly either side of the road between the existing white restrictive lines. On the whole people do tend to abide by the restriction but most of the time there are insufficient overlaps of parked cars thereby causing access to be restricted by vehicles having to slalom from side to side, often at speed, to avoid parked vehicles. Regularly access is denied to any vehicle including quite small cars, delivery vans & anything larger cannot pass until at least one vehicle has been moved. If parking was restricted to one side only a clear path would be available at all times. One constant problem is parking opposite Darcy Close turning, double yellows will keep the throat of this cul de sac clear but cars parking on the apex of the T on the western side of Sebert Rd create a real problem. Where planning is done with clean pieces of paper, we actually live with the real problems involving cars & people, a classic example is the positioning of the school 20 is plenty signs, one of them is in a tree canopy, they are so high no-one sees them, consequently they appear to be totally ineffective, bet they look lovely on your clean street plan though. Trust this is a constructive pause for thought on living in Sebert Road.

Yours Sincerely
Barrie & Brenda Jones
41 Sebert Road

Appendix C (IV)

Mr & Mrs Jones, No. 41 Sebert Road

17th November 2015

Hi Darren,

The way the system works is an apparent fait accomplis. The scheme as it stands does not address one of the prime problems that it apparently set out to address. I suggest that this is due to administrators administering in the sterile surrounds of an office far removed from the scene of the action. The scheme is consequently a compromise failing to solve the ongoing problem in one hit, a problem that we the residents will be forced to live with. This indicates to me a lack of original thinking & more a solution arrived at because "we,ve always done it this way" & as you say the chances of it ever getting changed is virtually zilch. Not impressed.

Barrie Jones
41 Sebert Rd

Appendix C (V)

Mr Parker, No. 12 Sebert Road

28th July 2015

Good morning,

As a resident of Sebert Road, and having also been on the SOR working party for Sebert Wood,, I strongly oppose some of the ill thought out changes to Sebert Road / Symonds Road / Kembold Close / Sutton Close and Darcy close.

See Map 1

Firstly, the map used is out of date, and does not show the dangerous changes made to the junction of Kembold Close and Sebert Road. These changes allow the footpath to jutt out into Sebert Road and cause traffic to take a wide entry and exit from Kembold close.

Secondly, and most importantly, it would appear that no thought has been given to the 36 meters of road opposite the proposed DYL between Symonds Road and the School Yellow Keep Clear lines. Adopting your proposal would only cause parents to park on the opposite side to the school, creating exactly the same problem as we now have, but with increased inconvenience to the residents of numbers 9-11-15 of Sebert Road, caused by over parking of their driveways.

The DYL must be on both sides of the Sebert Road , down to the junction of Kembold Close.

I do agree with the DYL for Darcy Close and Sutton Close.

The "unofficial" crossing near the junction of Symonds Road / Sebert Road, should be made into a Zebra Crossing immediately.

See Map 2

There is also a great deal of wasted space along Sebert Road, between the cycle path and woodland.

Appendix C (V) continued

Whilst there would be a some cost involved, it would be possible and practical to move the cycle and footpath back to the edge of the woodland. This would leave sufficient room to put in angled parking / drop off bays which would not obstruct traffic in Sebert Road.

It could also be possible (with some imagination) to install a mini roundabout in front of the school by utilising the unused space. (cars currently make three point turns here) This would reduce the number of cars traversing Sebert Road and having to turn at the junction of Darcy Close.

See photo 3 /4

Unfortunately, if the DYL are put into place, it will push more cars further down Sebert Road, and there will be more Over Parking of Residents driveways. As there is very rarely any police presence, this will lead to even greater friction between residents and parents .

The only long term solution is to provide adequate drop off (only) facilities for parents, visitors and carers.

The grass verge along both sides of Symonds Road between Sebert Road and Raedwell drive, would be ideal for this if used in conjunction with a 15 mph speed restriction along this stretch of Symonds Road. There is also a similar area of grass verge between the junction of Sebert Road and the current Zebra crossing that could be utilised. Plastic parking grid could be used in order to retain the "green" rural look.

Please accept my views as being constructive, and not obstructive nimbyism.

Regards

Jim Parker

12 Sebert Road

Appendix C (VI)

Mr Parker, No. 12 Sebert Road

13th November 2015

Good morning,

Thank you for your recent update on the proposed traffic action in Sebert Road.

I am once again, disappointed that despite me bringing to you attention in the past, that you are still using an

out of date road layout plan. The junction of Kembold Close and Sebert Road was altered many years ago when it was planned to put a pedestrian crossing there.

The changes cause the pedestrian walkway to angle out towards the centre of the road. This can be seen in my attached picture. You will notice that the low early morning sun is reflected in the camera lens, giving a similar blurred view that drivers get, as they manoeuvre around cars parked illegally between the drop kerb of house No.15 and Kembold Close.

As I have previously pointed out to you, preventing parking on the School side of the road will DEFINATELY cause cars to be parked on the opposite side, therefore, not improving the situation one bit.

As it would appear that no one from the Suffolk Highways Agency has carried out a thorough inspection, may I point out that there is 35 metres between the access road to house numbers 1-7 and the drop kerb of house numbers 9-11. There is a further 8 metres between here and the drop kerb of house number 15.

Please consider putting a Blue No Waiting Line along this stretch of Road, as all of this space will be fought over by drivers parking earlier to claim the space, and in doing so, encroach over residents driveways. This is already happening further down Sebert Road by (it would seem) class attendant's of the Pre-School, and other visitors to the School.

By NOT putting double yellow lines around the junction of Sutton Close, you will be encouraging parents to park all around this junction causing chaos and increasing the risk of an accident.

The White H bars painted across the front of residents drop kerb access are no longer a deterrent, and parents are disregarding them.

I would personally like double yellow line across the access to my property. At least these would be enforceable, IF, a member of the local Police force ever found their way down the road for anything more than a social visit to friends.

I feel that residents of Sebert Road (a no through road) have been at best, badly let down by the Local Authorities, and at worse, totally mislead regarding the enlargement of Sebert Wood School, its own AGREED extra parking that didn't happen, and improvements that would diminish the impact on local residents.

PLEASE, PLEASE carry out a thorough "common sense" inspection of the area before making further costly changes that will NOT improve the situation.

With regards

Jim Parker
12 Sebert Road

Appendix C (VII)

Mr Parker, No. 12 Sebert Road

14th November 2015

Good afternoon,

Thank you for your prompt response to my email on this issue.

Please let my objection stand as there is even less reason to accept parking on the East side, due to the road curvature creating more "blind spots", and increasing the danger to children crossing from Kembold Close. This does not seem to have been taken into account by anyone in authority!!!!

It is also madness, to spend money moving a problem from one side of the road to the other.

I would strongly suggest that as the crossing is no longer going to happen, that the dangerous jutting kerb line at Kembold Close be removed, and the original kerb contour re-instated.

With Regards

Jim

12 Sebert Road

Appendix C (VIII)

Mr Evans, No. 27 Sebert Road

21st August 2015

Proposed Traffic Regulation Order – Sebert Road / Symonds Road / Kembold Close / Sutton Close / Darcy Close – Bury St Edmunds

Dear Madam,

With reference to the above proposed order I wish to register a formal objection to the double yellow line restrictions, particularly at the junction of Sebert Road / Sutton Close.

In my opinion a single yellow line restriction between the hours of say 8 a.m. to 6 p.m., Monday to Saturday would suffice. As your letter states these people are parked dangerously in the first instance which I would have thought was grounds enough to take action, but given that you choose not to then why would a double line restriction work better than a single one?

Furthermore, the road leading into Sutton Close from Sebert Road was, and to my knowledge still is, designated as a “red road” which I believed to mean it is an access for Emergency Vehicles, and obviously residents only, if that is still the case should that regulation be enforced ?

Regards

Keith Evans
27 Sebert Road
Bury St Edmunds
Suffolk IP32 7ED

Appendix C (IX)

Mr Evans, No. 27 Sebert Road

26th November 2015

Mr Smith,

Your proposed H – bracket marking already exists. I have never seen anybody park directly across the junction of Sebert Road and Sutton Close, they park in Sutton Close, in front of the housing line (in the area you originally had marked for double yellow lines) and beyond .

The letter dated 12th November states that the double yellow lines to the Sutton Close junction have been removed to improve on-street parking for nearby residents, but you are prepared to put single yellow lines elsewhere to prevent all day parking but not to have a detrimental effect on residents during the evenings and weekends.

In my e-mail dated 21st August I proposed a single yellow line for this junction for exactly the same reasons, furthermore, I have not been advised if my comments about it being a red road are correct or not, why does this part of Sutton Close have a red tarmacked road ?

To answer your question below, I am not satisfied with your latest response.

Regards

Keith Evans

27 Sebert Road

Bury St Edmunds

Suffolk IP32 7ED

Appendix C (X)

Mr Holland, No. 10 Sebert Road

27th November 2015

I wish to object to the proposal on the following grounds.

The most dangerous part of the scheme is the junction of Sebert Road to Symonds Road.

The junction should be double yellow lines to prohibit waiting at anytime.

The school has many evening events, parents evenings, after school clubs and Saturday clubs and events, negating the proposed Monday to Friday 8am - 5pm waiting restriction.

Cars exiting Sebert road are on the wrong side of the road due to cars being parked on the left hand side of Sebert Road.

Cars turn from Symonds Road into outgoing cars from Sebert Road, both cars on many occasions are blocked from reversing as they in a line of traffic. Last week at 7pm I personally had a car nearly hit me as I was exiting Sebert Road, we were both stuck as we could not reverse due to both cars being stuck in a line of traffic.

Philip Holland

10 Sebert Road