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8th April 2021

Re: Consultation on proposed weight restrictions in Eye.

Stradbroke Parish Council was advised that a review of the Suffolk Lorry Route was underway and that this is what the council hoped it would be consulted on. However, the Parish Council note that this particular consultation refers only to the proposed weight restrictions in Eye.

To be able to fully comment on the proposal to adopt additional weight restrictions in Eye and the impact this would have on the Parish of Stradbroke, the Parish Council would need the following information: where would the vehicles that would be diverted from the area be travelling to and from? The Council will be in a position to comment more fully when this information is received.

What is clear to Stradbroke Parish Council is that the vehicles that currently travel through Eye won't just disappear off the roads, they will be diverted elsewhere – therefore pushing the problem away from Eye and further afield. Looking at maps of the area the only other possible routes to access the A140 would be via Stradbroke or Debenham depending on the starting point and final destination of the vehicles. Both of the parishes already experience issues with volume of traffic on roads that contain significant pinch points. Stradbroke Parish Council is very keen that the vehicles diverted from Eye are not by default (or google maps/satnav) pushed towards Queens Street, where there is a very narrow pinch point at a very busy section of the B1118.

The Parish Council has recently approached a company to assist Stradbroke in preparing a report on how to deal with speeding and the high volume of HGVs and large tractor/trailers that residents are reporting on all roads in Stradbroke and in particular, Queens Street in the centre of the village. Queens Street forms part of the B1118 and is on the Suffolk Lorry Route as a "service route" (blue) to Laxfield Road via Church Street part of the B1117 and an "access" route (green). The company has advised that any traffic monitoring should wait until the current COVID restrictions are lifted to enable a true picture to be reflected.

The Parish Council is already consulting residents on a 20mph limit within the conservation area of Stradbroke which includes Queens Street. The Council is also being encouraged by residents to apply for a weight restriction to prevent Stradbroke being used as a cut through to East Suffolk and beyond and to enable a lorry watch to be formally established to

monitor and report the vehicles using Stradbroke as a through route rather than a service/access route.

What the Parish Council can point to is the following:

1. Suffolk County Council regularly collects data from a permanent vehicle counter located under the highway near the cemetery on Laxfield Road (B1117) – data to show vehicle movements and speed is available on a quarterly basis.
2. There is a "pinch point" on Queens Street, near the primary school. This is noted in the made Stradbroke Neighbourhood Plan. There is only one pavement on this route and the road is not wide enough for large vehicles to pass each other without one mounting the only pavement, the other side of the road is a verge and an overgrown hedge (see photo below).



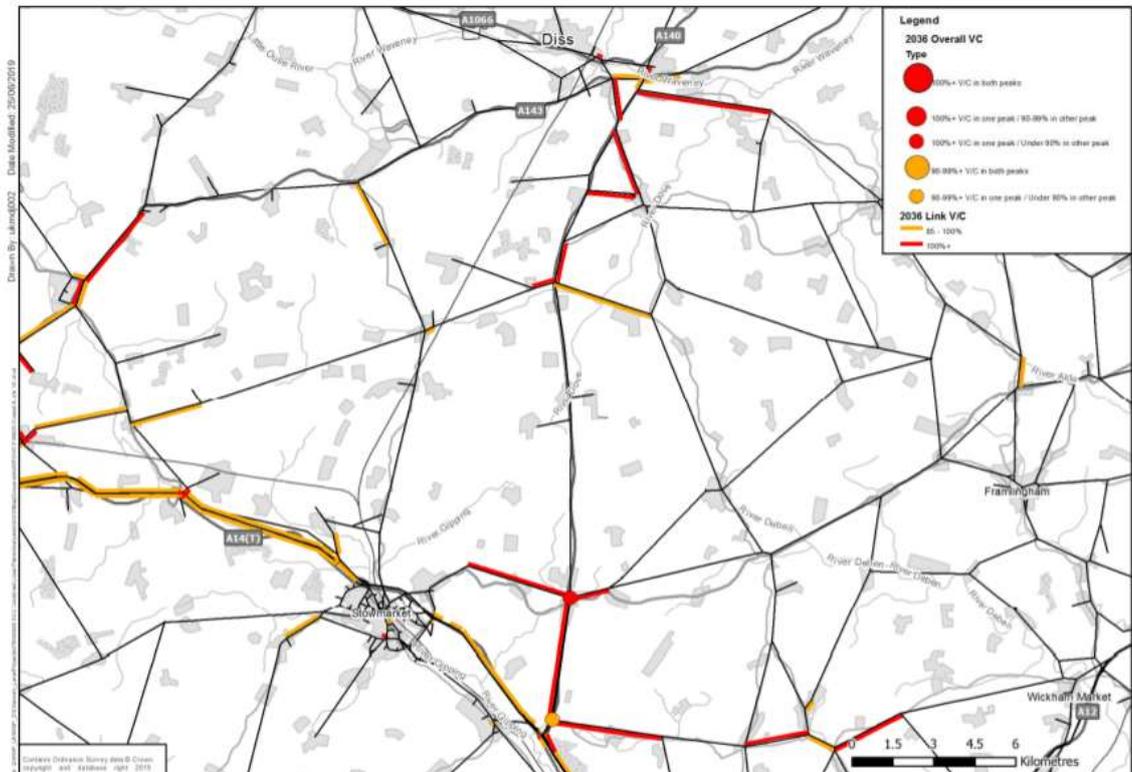
3. An independent transport assessment undertaken for a proposed development off Queens Street is available to view on Mid Suffolk's planning portal under reference DC/20/05126. This assessment shows that there were over 11,000 weekly vehicle movements both northbound and southbound on the section of the Queens Street at the time of the monitoring.
4. In 2019, Suffolk Highways produced a report highlighting safety issues on the Chickering Road, this is part of the B1118 and leads to Queens Street.
5. When the original weight restriction was imposed in Eye, there was a noticeable rise in complaints to the Council from residents regarding an increase in HGV and large tractor & trailer traffic movements on Queens Street. This was due, in part, as vehicles that

would have travelled along Victoria Hill and then through Horham to access the anaerobic digester on the Laxfield Road via New Street and Church Street, are now travelling onto the A140 and accessing Stradbroke via the B1118 (Queens Street).

Note: The anaerobic digester was granted retrospective planning permission in 2016 by Suffolk County Council. At the time the Parish Council objected to this retrospective grant of planning as Councillors noted that the vehicle movements submitted with the planning statement had been underestimated and subsequent requests for information has shown this to be the case.

6. Babergh & Mid Suffolk District Councils are currently awaiting inspection on their proposed Joint Local Plan. Part of the evidence used in the preparation of the proposed Plan was a highways forecasting report produced by WSP and commissioned by Suffolk County Council. This report shows that the junction of the A140/B1118 will be at capacity within the lifetime of the plan, the modelling for this did not include traffic beyond the junction. As part of the consultation for the Joint Local Plan, Stradbroke Parish Council has commented that the modelling should have been extended to include the junction of the B1118 and B1117 at Queens Street/Church Street in Stradbroke. This is because the most likely route for vehicles turning at the A140/B1118 junction is Stradbroke and beyond via Queens Street and then Laxfield Road or Wilby Road.

3.10.5. Figure 22 shows the V/C performance along the A140 corridor in 2036.



Odile Wladon
Clerk – Stradbroke Parish Council

Eye Town Council/SCC - HGV Working Group

Summary notes of meeting 26th April 2021 at 09.00 via Teams

Present:

County Councillor	Guy McGregor
District Councillor	Peter Gould
SCC Officers	Graeme Mateer, Suzanne Buck, David Chenery , Jason McCloud (MSDC/Kier)
ETC reps	Tunie Brandon, Gary Rowland, Richard Berry

Apology for absence: County Councillor Andrew Reid

The meeting was conducted in accordance with the agenda circulated on 23rd April and the numbering follows the agenda.

1 Introductions and welcome

JM was introduced after his site visit to Eye

PG explained that Cllr Reid had been called away urgently to attend to a pre-election matter

2. Minutes of meeting 11th March

There were no comments and any action points had been covered by the agenda.

3. Update on current traffic flow

TB reported a marked increase in HGV traffic since the last meeting both during the day and at night. Aspull is starting to operate fully as from today and this is expected to increase levels. TB has witnessed dangerous situations involving children and the pinch-points.

HGV traffic appeared to be travelling from distribution centers as far away as Wincanton and Leicester. Drivers do not seem to be briefed about conditions in Eye.

TB/GR reported some problems with signage from the new roundabouts which could direct southbound HGV traffic into Eye and possibly be the cause of the increase in traffic through then town centre

GM advised that a Road Safety audit would be carried out when things had 'settled down'. GM would check signage with the site team and report back. **Action GM**

GR reported that there had been one further building strike and that Moons the hairdressers had moved to Diss citing 'fear' of traffic striking the shop by customers as the primary reason.

4/5. JM's visit to Eye and Progress on update on HGV report

On behalf of ETC RB thanked JM for an informative and highly visible site visit to Eye.

JM reported that there was clearly a problem and how this was to be addressed was key.

JM's report will cover all options and will include a signage review. JM has contacted the bridge team and bridges meet the weight carrying capacity based on present condition.

GR pointed out that there were no width restriction warning on the approaches to the bridges. JM would include any recommendations in this area in his report.

RB advised that ETC was expecting a recommendation for traffic restriction in Eye town centre and that JM had discussed the risk of this turning from a 'signage and legislative problem' to an enforcement one given the likelihood of signs being ignored. ETC did not think that monitoring by volunteers would be any use, having undertaken the Lorry Watch scheme and that any solution should have camera cover. JM had progressed with research here and would include costed options for this in his report to DC **Action JM**

SB shared the locations of the speed survey points. These were to be active from 19th April to 2nd May. Results of this are needed for JM to finalise the report. The target date for this is mid-May.

PG requested that the report clearly show the generation of options considered with costs and that these be shared with ETC and not just the recommendations. GM agreed to this.

6. Other traffic matters

RB stated that ETC would be submitting a statement to the Inspector appointed for the Castle Hill Farm (application DC/20/02052) based on traffic growth generated by it. RB requested GM/SB to enquire if any support for the ETC position could be added by SCC informed by data gathered since the last comment posted by SCC. GM/SB would enquire. **Action GM/SB**

GR reported that ETC has resolved to support research into the development of an airfield hub for decanting deliveries in to smaller vehicles. This will be undertaken in conjunction with Eye Goes Green (EGG) and GR would contact Peter Gudde, who is retained by both MSDC and SCC to work up a proposal. **Action GR**

7. Success criteria

The draft circulated with the agenda was agreed

8. AOB

The letter submitted by Stradbroke PC was reviewed and the concern expressed that traffic displaced from Eye would be moved there. PG stated that the success criteria addressed this and it was the intention to manage traffic better not shift the load elsewhere.

TB recognized the Stradbroke position but wished it to be recorded that even with traffic restriction measures in Eye there would be no increase in east west traffic in Stradbroke but acknowledges a shift to heavier use of Queen St. Also Eye has narrower pinch points with higher traffic concentrations.

Next meeting

SB suggested that this would be when JM's report was fully ready which was likely to be mid-May so a meeting to discuss it could be feasible in early June. PG requested that if options could be released at an earlier stage this would be reassuring and helpful. SB to keep PG apprised of progress and proposed date **Action SB**

Distribution –all present plus Cllr Andrew Reid