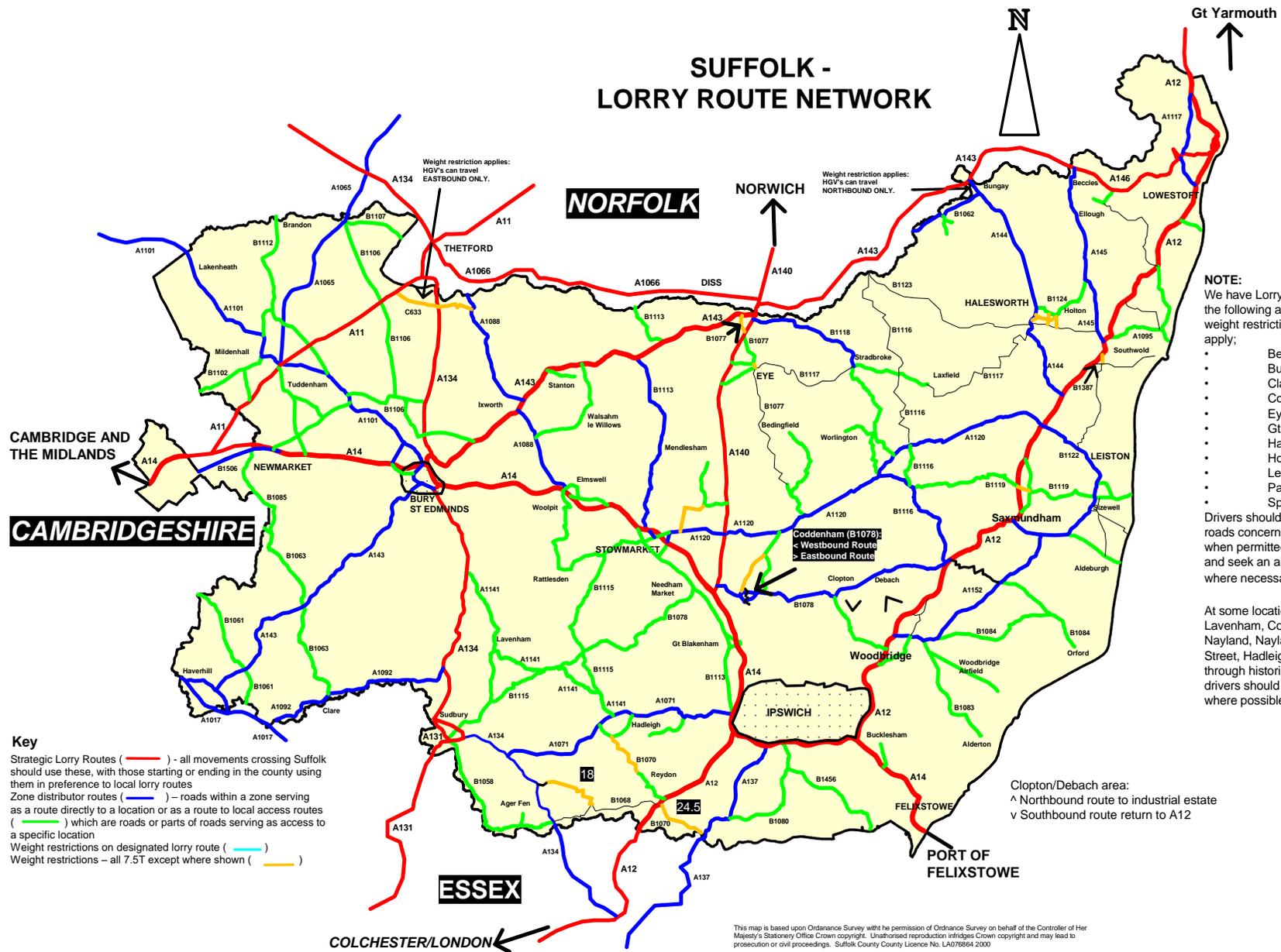


ANNEX A

1. SCC Lorry route Map Page 2
2. Transport network Map Page 3
3. Email regarding SCC HGV review and Avian Flu: Pages 4 to 10
4. Feedback from Stradbroke Parish Council: Highways Public Event plus sample correspondence from residents regarding Queens Street. Pages 11 to 23
5. SPC Traffic Analysis inc Queens Street, Stradbroke B1118 Page 24
6. Eye Town Council commissioned report into HGVs in the town. Pages 25 to 37

SUFFOLK - LORRY ROUTE NETWORK



NOTE:
We have Lorry Watch scheme's in the following areas where 7.5T weight restriction traffic orders apply;

- Beccles
- Bungay
- Claydon
- Coddenham
- Eye
- Gt Waldringfield
- Hadleigh
- Holton
- Leiston
- Palgrave
- Sproutton

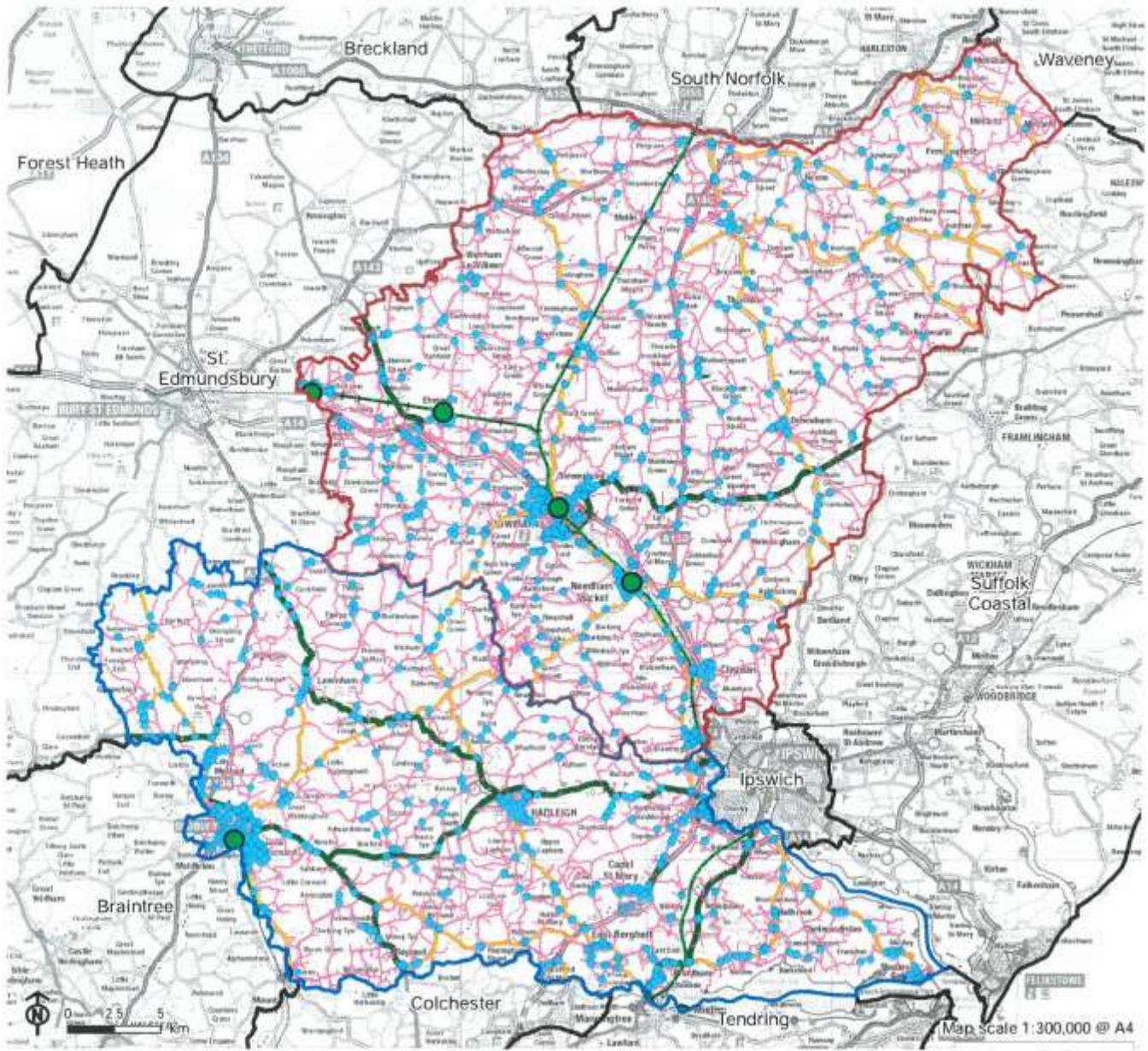
Drivers should ensure that the roads concerned are only used when permitted under the Order and seek an alternative route where necessary.

At some locations such as Clare, Lavenham, Coddenham, Stoke by Nayland, Nayland and Benton Street, Hadleigh routes pass through historic villages where drivers should take extra care and where possible avoid

Clopton/Debach area:
^ Northbound route to industrial estate
v Southbound route return to A12

Key
Strategic Lorry Routes (—) - all movements crossing Suffolk should use these, with those starting or ending in the county using them in preference to local lorry routes
Zone distributor routes (—) - roads within a zone serving as a route directly to a location or as a route to local access routes (—) which are roads or parts of roads serving as access to a specific location
Weight restrictions on designated lorry route (—)
Weight restrictions - all 7.5T except where shown (—)

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Babergh Mid Suffolk Joint Local Plan Sustainability Appraisal
Babergh and Mid Suffolk Councils



Figure 5.3: Transport Network

- Babergh District
- Mid Suffolk District
- Neighbouring local authority
- Bus stop
- Railway station
- Railway
- A road
- B road
- Other road

From: Guy McGregor <guy.mcgregor@suffolk.gov.uk>
Sent: 03 April 2020 14:24
To: Chris Edwards <chrisedwards@suffolkonline.net>
Subject: FW: Re: Lorry Route Review - Notes and actions from SALC area forum held on 3rd December 2019

Chris
To keep you and Stradbroke PC in the loop.

GUY MCGREGOR
HOXNE & EYE DIVISION
01379668434 (H)
01379870339 (O)

From: Louis Busuttil <Louis.Busuttil@suffolk.gov.uk>
Sent: 03 April 2020 12:46
To: James Reeder <James.Reeder@suffolk.gov.uk>
Cc: Matthew Hicks (SCC) <Matthew.Hicks@suffolk.gov.uk>; Mary Evans (Councillor) <Mary.Evans@suffolk.gov.uk>; Stuart Keeble <Stuart.Keeble@suffolk.gov.uk>; Andy Drummond <Andy.Drummond@suffolk.gov.uk>; David Ritchie <David.Ritchie@suffolk.gov.uk>; Tony Goldson <Tony.Goldson@suffolk.gov.uk>; Jessica Fleming <Jessica.Fleming@suffolk.gov.uk>; Suffolk Lorry Route review <lorry.routes@suffolk.gov.uk>; Andrew Reid <Andrew.Reid@suffolk.gov.uk>; Alexander Nicoll <Alexander.Nicoll@suffolk.gov.uk>; Guy McGregor <guy.mcgregor@suffolk.gov.uk>
Subject: FW: Re: Lorry Route Review - Notes and actions from SALC area forum held on 3rd December 2019

Dear James
Just a joining-the-dots email to link my interest in the risks posed to human health through intensive chicken farming in Suffolk, and the potential for distributing new strains of “bird flu” through our HGV network. See below from Jessica Fleming re the supply chain connecting intensive chicken rearing farms to the Cranswick Poultry Processing Plant.
Louis

From: Louis Busuttil
Sent: 03 April 2020 12:17
To: Jessica Fleming <Jessica.Fleming@suffolk.gov.uk>
Cc: Andrew Reid <Andrew.Reid@suffolk.gov.uk>; Suffolk Lorry Route review <lorry.routes@suffolk.gov.uk>; Alexander Nicoll <Alexander.Nicoll@suffolk.gov.uk>
Subject: RE: Re: Lorry Route Review - Notes and actions from SALC area forum held on 3rd December 2019

Thanks Jessica
Chicken processing factories and the emerging risks that they pose to human health are of particular interest to me – as is the HGV Route Review we are conducting for this county. Please keep me posted as to developments at Cranswick, and please copy me in on all matters pertaining to the HGV Route Review.
Though Covid-19 may not have come from a Suffolk chicken farm, I am concerned about the risk of us developing structures where new strains of human-influenza-type viruses may evolve within our

own county through intensive chicken rearing, and the risks associated with the spreading of these viruses within processing plants such as the one at Cranswick.

If you are interested in how – according to Michael Greger - chicken breeding sheds provide a "perfect storm environment for the emergence and spread of super strains of influenza", please watch this prophetic video from 2008:

<https://nutritionfacts.org/video/pandemics-history-prevention/>

Speak soon on HGV review.
Louis

From: Suffolk Lorry Route review <lorry.routes@suffolk.gov.uk>
Sent: 03 April 2020 12:02
To: Jessica Fleming <Jessica.Fleming@suffolk.gov.uk>
Subject: FW: Re: Lorry Route Review - Notes and actions from SALC area forum held on 3rd December 2019

Dear Cllr Fleming

Thank you for your email regarding the Lorry Route Review. In addition to the community led review, officers are undertaking a technical review of the existing network issues. This will also pick up on the existing work related to the chicken processing factory.

Regards
Suzanne Buck

From: Jessica Fleming <Jessica.Fleming@suffolk.gov.uk>
Sent: 19 February 2020 17:37
To: Andrew Reid <Andrew.Reid@suffolk.gov.uk>; Graeme Mateer <Graeme.Mateer@suffolk.gov.uk>
Cc: Alexander Nicoll <Alexander.Nicoll@suffolk.gov.uk>
Subject: FW: Re: Lorry Route Review - Notes and actions from SALC area forum held on 3rd December 2019

Dear Andrew and Graeme,

It was very positive to learn that a review of Suffolk Strategic Lorry Routes is to take place soon. This is to draw your attention to the discussion of this topic at a recent SALC area meeting where the implications of damage to rural roads was made clear, and in particular the problems resulting from new commercial enterprises which need rural supply chains such as poultry farms which are starting to serve the large new Cranswick Chicken Processing Factory on Eye Airfield.

I welcome the commitment to involve communities and parishes that was made at our presentation, but would like to stress that the issue of harm caused by large vehicles in rural areas may be too big to be tackled piece meal/ on a parish by parish basis. Some form of wider strategy is needed, so that perhaps there is a means of redress for damage caused to verges and hard surfaces from these types of vehicle. Also vehicle routing may need to be coordinated with the destinations concerned. Involvement of the Suffolk Growth Board, District Council(s) such as Mid Suffolk, and SALC in the Strategic Lorry Route Review appears indicated.

Please keep me in the loop as this progresses, and I would like to get back directly to the SALC Chairman William Sargeant who has drawn this particular issue to my attention with an initial response from Suffolk Highways.

Thank you very much.

With kind regards,
Jessica

From: sargeantwill
Sent: 19 February 2020 17:02
To: Jessica Fleming <Jessica.Fleming@suffolk.gov.uk>
Subject: FW: Re: Notes and actions from SALC area forum held on 3rd December 2019

Dear Jessica,

The issue discussed in the email thread below will affect a significant number of parishes in Mid Suffolk, although clearly most keenly felt near the expanding poultry factory.

Redgrave unavoidably has the traffic for Gressingham Foods Duck enterprise using the narrow lanes as the only access, and poultry rearing activities on farms on Botesdale Common result in an increased number of HGV for movement of the birds and delivery of feed. The resulting damage to the road surface, particularly on the edges, is not always considered to be designated potholes and remains unrepaired for an extended period.

I expect that you have been briefed on the issues of the factory on Eye Airfield, but the supply chain for that and similar enterprises affects many of our parishes, and the full impacts may not be recognised at the planning stage.

Regards . . . William
William Sargeant

Sent from Samsung tablet.

----- Original message -----

From: Sue Ives
Date: 19/02/2020 16:13 (GMT+00:00)
To: Sally Longmate SALC <ceo@salc.org.uk>
Cc: Elizabeth Gibson-Harries , Jill Erben, Josaphine Lea , William Sargeant
Subject: Re: Notes and actions from SALC area forum held on 3rd December 2019

Hi Sally,

Thank you for your explanation.

You may remember that Elizabeth Gibson-Harries and myself mentioned that we and our Southolt colleagues (Jill Erben et al) are in continued discussions with BMSDC Economic Development Team concerning the implications of the expansion and further intensification of the poultry industry in Mid Suffolk (which will be similar for the rest of East Anglia).

In view of your intended discussions regarding highways, I think it might be useful to raise your awareness of discussions we have been having with regards to HGV traffic. Please see below an extract from the notes agreed at our last meeting held at Endeavour House on 27th January 2020,

during which we discussed the issue of increased HGV movements (resulting when poultry sites are expanded or new sites introduced):

"SI raised the issue of increased HGV movements and the disjointed approach to addressing these issues, specifically in relation to the recent planning application for another poultry unit at Bedingfield; the route map provided by the applicant's agent illustrated HGV movement through the centre of Eye and Eye Town Council have submitted an objection to the proposed route for a number of reasons. Separately, Thorndon are concerned about HGV traffic potentially being routed through the village and via narrow lanes to gain access to the A140. Councillor Andrew Stringer had instigated a meeting on behalf of Thorndon Parish Council, between parish councillors and SCC Highways, which was held in December 2019 and attended by Steve Merry on behalf of SCC Highways. Steve Merry was unaware of the wider picture concerning intensive poultry production. DC confirmed that she had made contact with Andrew Reid but had not had feedback on the outcome of the HGV review that took place on 13th November 2019. FD had debriefed Suzanne Buck (SCC Head of Infrastructure) regarding the HGV issues in relation to poultry site expansions and Sam Harvey, Senior Development Manager, Growth, SCC Highways has been delegated as the lead officer and main contact for HGV issues in relation to intensive poultry site developments."

Note: SI = Sue Ives, DC = Delia Cook, Economic & Development Officer, Economic Development & Regeneration BMSDC and FD = Fiona Duhamel, Assistant Director, Economic Development & Regeneration BMSDC (who has been designated as the BMSDC Lead Officer on all matters relating to intensive poultry development).

The HGV review that took place on 13th November 2019 concerned all HGV traffic (not just related to the poultry industry) but as far as we have been able to ascertain, the outcomes of this meeting have not been made public.

In our opinion, the SCC Highways approach to developing a strategy to manage the growth in HGV movements resulting from the predicted growth in the poultry industry is fragmented, although it seems that BMSDC Economic Development team are trying to involve them in joined up discussions with other departments as a starting point but we have been told that it is likely to be a 'lengthy process'.

Clearly, the growth in HGV movements in general has a considerable impact on the rural road network in Mid Suffolk and especially on villages on HGV routes; the poultry industry is just one contributor but there are many others to consider and we know that the other parishes that we have been working with are extremely concerned about this fact.

I hope this background information might help in any further discussions you have on this topic and would be grateful for any feedback you obtain in the coming weeks.

Kind regards,

Sue

On 18 Feb 2020, at 15:32, Sally Longmate SALC <ceo@salc.org.uk> wrote:

Hi Sue

Following the conference we then had a motion regarding planning which resulted in our survey circulated from mid Nov through to the end of January. I am reporting on this to the SALC Executive Committee this week. It includes an outline action plan – new training on planning for local councils for example and I will have a dialogue with the Suffolk Growth Programme Board who worked with us for the Shaping Suffolk conference last November. Within that dialogue I will be reminding them

of the suggestion we look at highways separately, I am sure that is on their radar. There were issues raised around enforcement too at the conference and this is clearly evident from the results of the survey.

Hope that gives you an idea of next steps and SALC's approach.

Kind regards,

Sally

Sally Longmate | CEO | Email: ceo@salc.org.uk

Suffolk Association of Local Councils - Unit 11a Hill View Business Park - Old Ipswich Road -Claydon Ipswich - IP6 0AJ. **DD: Tel 01473 833000 - Mobile 07436 263284 - Main office: Tel 01473 833713**
<image003.jpg>

Website www.salc.org.uk

Twitter [@SuffolkALC](https://twitter.com/SuffolkALC)

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From: Sue Ives

Sent: 18 February 2020 15:23

To: Sally Longmate SALC <ceo@salc.org.uk>

Cc: Elizabeth Gibson-Harries ; Jill Erben ; Josaphine Lea ; William Sargeant

Subject: Re: Notes and actions from SALC area forum held on 3rd December 2019

Dear Sally,

Thank you very much for your response.

Just out of interest, do you have any further information concerning the possible follow up event to the 'Shaping Suffolk - working together to make a better place to live' conference, which took place in November 2019 (you mentioned it at the area meeting in December)? You suggested that there might be another conference this Spring to address some of the topics such as highways and infrastructure that were not fully covered at the conference in November.

Kind regards,

Sue

On 14 Feb 2020, at 12:31, Sally Longmate SALC <ceo@salc.org.uk> wrote:

Dear Sue

Thank you for your email, I have amended the summary notes as requested. I have asked our admin team to circulate to Mid Suffolk members.

I won't be at the next area meeting, Jim Friend our Advice Manager will be there in my place. I have updated him. I have also copied the two Area Chairmen into this email so they are aware.

Kind regards,

Sally

Sally Longmate | CEO | Email: ceo@salc.org.uk

Suffolk Association of Local Councils - Unit 11a Hill View Business Park - Old Ipswich Road - Claydon
Ipswich - IP6 0AJ. **DD: Tel 01473 833000 - Mobile 07436 263284 - Main office: Tel 01473 833713**
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From: Sue Ives

Sent: 12 February 2020 16:51

To: Sally Longmate SALC

Cc: Elizabeth Gibson-Harries ; Jill Erben

Subject: Notes and actions from SALC area forum held on 3rd December 2019

Dear Sally,

We met at the SALC meeting held on 3rd December at Eye Town Hall and we discussed the issue of the growth of intensive poultry units in Mid Suffolk.

The draft notes of the meeting record: "Information will be sent through to SALC about the work of the consortium to cascade to other members".

Is it possible to amend the word 'consortium' and replace it with 'group' please?

In terms of the information to be cascaded, my colleagues and I would be grateful if you could distribute the following:

In Mid Suffolk during the last two years, an increasing number of existing poultry sites have been expanded and new poultry sites have been developed, in order to produce millions more birds to meet the huge processing capability of the new Cranswick poultry meat processing factory, recently opened at Eye Airfield. Cranswick have ambitious growth plans, as do other poultry producers in the district and it is anticipated that Mid Suffolk will continue to experience further intensification within the poultry industry in the near future.

Of particular concern are some of the latest enquiries which propose new build, industrial scale mega farms, on arable land in rural locations. Intensive poultry installations have significant detrimental impacts on local communities in terms of human health, rural livelihoods, the environment, tourism, house prices and the harmful consequences of increased HGV traffic, which are considerable.

If you become aware of an enquiry or a planning application for the development of poultry sites within your parish and you are concerned or would like advice, then please contact:

*Elizabeth Gibson-Harries
(Chair Horham & Athelington Parish Council)*

*Jill Erben
(Clerk to Southolt Parish Meeting)*

I would be grateful if you could confirm when and by what means you will be able to communicate this information to the parishes please.

Many thanks,

Sue (Ives)
Horham & Athelington

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For a number of years Stradbroke Parish Council has been receiving complaints concerning the volume and speed of traffic on the major roads in the village. Some examples of these complaints are attached at the end of this document.

In February 2020, Stradbroke Parish Council commenced a public consultation on improvements which could be made to the highways in the village. This public consultation is currently on hold due to the COVID-19 crisis.

The following information was shared with members of the public and they were asked to comment on the proposals. The survey is not yet complete but additional comments received so far can be found on the pages following the information:

*This information event is **the first step in the process**, to highlight to residents what can be done and to **seek the views of the residents** to gauge whether the proposals have the **support (or not)** of the residents of Stradbroke.*

20mph Zone:

The Suffolk County Council guidelines for 20mph zones are:

*“Unless in exceptional circumstances, **locations will not be considered** for 20mph schemes **where any of the following apply:***

- 1. they are on A or B class roads;*
- 2. they have existing mean speeds above 30 mph;*
- 3. there is no significant community support as assessed by the local County Councillor.*

In assessing community support, Councillors should review the views of District, Town and Parish Councils and give weight to petitions and local residents’ views.”

- 1. All major roads in Stradbroke are classified as A or B roads*
- 2. Mean speeds on Laxfield Road and New Street may be above 30mph.*
- 3. Public support is vital if Stradbroke is to adopt a 20mph zone.*

HGVs:

Although, Stradbroke is on Suffolk’s lorry route it is designated as a local access route, these are roads or parts of roads serving as access to a specific location. Lorries that travel through Stradbroke along the Laxfield Road other than to deliver to a business in Stradbroke can be reported. A lorry watch team recording dates, locations and number plates of HGVs that drive through Stradbroke would enable a report to be made to Suffolk County Council who would then contact the companies who are breaching the guidelines.

Have Your Say:

*A questionnaire is available to complete today; the Council asks that you indicate whether you support (Y), do not support (N) or leave blank if you have no opinion on each of the proposals on display. **If you would like to take part in the lorry watch, please leave contact information; either email or phone number.***

Copies of all information, questionnaire and comments forms will remain in the Library till the end of April, and will also be available at the Annual Parish Meeting.

Estimated costs of the improvements are listed overleaf.

The costs listed below are for guidance only

These costs are based on previous schemes and costs may differ significantly from site to site.

- **20mph zone** – Minimum cost - **£25,000**
- **Double Yellow Lines** – This would require an informal consultation which involves a letter drop and an initial drawing to gauge local support for such a proposal and formal advertising of waiting restrictions we deem suitable and fair. Estimate = **£1,000**
This estimate includes costs for:
 - Consultation drawing
 - Informal consultation including statutory bodies
 - Collating and reporting any responses to the client

In addition there is the cost of a TRO (Traffic Regulation Order) will be approximately **£8,000**. This is required to make the double yellows legally binding and enforceable.

- **Village Gateways** Design and installation for a **pair** of gateways with lines and a textured surface = approximately **£9,000 (x 4 for each entrance to Stradbroke)**



- **Build Outs** = Starting at **£10,000 (may be significantly more expensive depending on location)**



- **30mph Roundels** = Approximately **£300** each



Note cost below:

£1800 for the design and construction of this scheme - 30mph roundel and 2 x white lines either side, this particular site is narrow and would require a road closure which costs **£1100**



Public comments submitted at the Open Event in February 2020:

<p>I've collected children from the school since 2004 and watched the road becoming busier and busier. The lorries and farm vehicles thunder through the village and its amazing there hasn't been a serious accident. Something needs to be done soon.</p>
<p>Yellow line sonly on the corners of the T junction opposite spar, to stop people parking, and invisible. Lorry watch must take account of the farm traffic!</p>
<p>SPEEDING: Speed checks need to be more often. 30 reminders are needed on the road. How about "request" 20 limits in the centre of the village. Speed checks on lorries via tachograph.</p>
<p>20mph zone. The 30mph is not adhered to now so who is going to enforce? Yellow lines – enforcement by ??. Gateways – attractive but costly. Build outs – costly!!</p>
<p>Parking of chip van causes congestions. Parking opposite pub outside church.</p>
<p>The HGV are now active during the early hours of the morning and are very loud. The lorries and tractors drive at excessive speeds; I am very surprised there has not been a fatality. The corner of Wilby Road/Church Street is a blind corner and cars drive too quickly around the corner – may people cross the road here.</p>
<p>The hedge being cut back at "Stradbroke Hall" opposite the primary school would make a huge difference. Yellow lines around the junction of "Spar" (top of the street) would be essential to drivers and pedestrians Getting farm vehicles to slow down through the village, I often cycle to the primary school to work and have had several near misses.</p>
<p>The hedges outside Stradbroke Hall really needs cutting back opposite primary school. Yellow lines desperately needed at junction opposite Spar shop. I work in the Spar and have seen so many near misses and actual accidents. Getting farm vehicles to slow down through village.</p>
<p>QUEEN STREET A new temporary/permanent car park should be built behind the houses in Queen Street accessing the Primary School at the back with the extra to be taken off Skinners Lane. Double yellow lines to the painted a minimum of 15m from the junction opposite Spar, on each of the three roads.</p>
<p>LAXFIELD ROAD The 20mph zone should be extended to just before the Street Farm entrance to take into account the entrances off Street Farm, Eastlands, Shelton Hill/Willow Close – flashing 20mph sign should be installed permanently. A "build-out" could be installed halfway down the hill prior to the 20mph sign.</p>
<p>WILBY ROAD The 20mph zone should be extended to Whit's Close on Wilby Road to take into account cars parking on the long bend when dropping off but more importantly when collection children in the after, some parking for as long as 30 minutes to secure a parking place, this need would not be required if a proper parking area was provided at the High School – flashing 20mph signs/school signs could be implemented for school times.</p>
<p>Reducing speed to 20mph would hopefully help the speeding tractors coming through the village. If the junction at the top of Queen Street could be kept clear it would help the larger vehicles trying to use that junction. I don't think buildouts would work after seeing the issues it has caused in Hoxne.</p>
<p>Hedges all need cutting back. More police in the village. Yellow lines are a must – top Queens Street Tractors need to slow down to 20mph.</p>
<p>Parking at Queen Street and Church Street needs a serious review. Several times I have nearly been knocked down by lorries trying to turn. Also people parking on our driveway that abuse me when I point out it is private. Hoxne has proved that calming measures need better review. Also speeding</p>

in the village.
Resident of Queen Street - We moved to the village in July 2017 and park our vehicles outside our house. Since this date we have had two vehicles written off on separate occasions, and been aware of another incident where a vehicle collided with the school fence (this during the early hours of the morning – 2am). We live next door to the Primary School and although we were not at home when both of our vehicles were involved in an accident, it is clear from the damage caused that the third party must have been exceeding the speed limit. Both collisions were within school hours and the outcome could have been tragic (one vehicle being moved 20 foot and mounting the pavement).
During the night we hear many vehicles travelling at excessive speed and can only hope they do not face an obstruction on their way.
We badly need a footpath from the bottom end of Grove End through to the village. The pavements are very unlevel for the elderly and those that have to use mobility aids to talk to the Drs. We have to cross the main highway 3 times. Perhaps a crossing along the way will help.
Two things: <ol style="list-style-type: none"> 1. Yellow lines need to be carefully considered so “problem parking” just doesn’t move to an alternative local. 2. Why don’t we have a lollipop person for primary and high schools? Queen Street and Wilby Road.
The village population need to take ownership of that part of the Highway that truly forms the heart of the village not allowing traffic to travel through the village not allowing traffic to travel through at more than 20mph. The cost surely outweighs the life of a child/adult that accident is just waiting to happen.
All the 30mph signs need servicing – poles replaced, signs cleaned etc. Barley Brigg traffic needs monitoring for speed and delivery times. Currently often finish very late and start very early. Almost 24/7 on occasions. Individual persistent “speeders” need identifying. Agree with trying to implement 20mph in village as long as it doesn’t encourage vehicles to drive even faster in 30mph zones.
Lorries, Tractors & Cars go through Queen St far too quickly. An accident waiting to happen for the school. What happens when more houses are built?
20mph zone only works if those who exceed the limit are taken to task. There are no Police in evidence, does the £25k include speed cameras to record vehicles, or is it just cosmetic? Double yellow lines for £1k is a no brainer. The biggest danger in this area is visibility at the junction in Queen Street caused by vehicles parking too close to the corner. One question – How will this be policed: Traffic wardens are an expensive commodity, will a “neighbourhood watch” or similar put a note on a windscreen warning drivers who contravene? Village gateways are very ornate, but are useless. Build outs are a complete waste of money and are dangerous. 30mph roundels are at least a reminder to drivers in their line of sight of speed limit, so should be implemented. Education is the key, particularly to parents of Primary School, who should be encouraged to walk their children to school where possible, easing the pinchpoint. Blaming lorry drivers is not the answer. Once they start passing a line of parked cars, they need to keep going!
30 signs too small, covered in greenery and green mould.
I agree with yellow lines on the corners outside Spar – children are difficult to see when there is parking there. The buildouts are horrible and dangerous. The Lorries and Tractors have nearly run me over on my bike – it’s scary.
Do more research on Dutch and German solutions especially the removal and decluttering of road markings and signage which isolate drivers from the actual conditions and needs of other users of

the village highways. Prohibitions encourage a negative attitude in drivers.
We need more camera speed traps other than on Laxfield Road. Speed signs that show your actual speed not just SLOW DOWN. More positive policing not just sitting in their cars at the top of Street. Local farmers asked to control speed of their farm vehicles which can reach speed of 54mps with 20ton pulp in trailer.
It would be very helpful to have a crossing at Grove End and Westhall. The paths up our way are very uneven. If we want to go up to the Drs we have to cross the main road three times. Also the tractors go too fast on the road. The parking is very bad up at the top of the street can't see no way, very dangerous.
Double yellows at junction of Church Street and Queen Street is a vital amendment to our village and needs to be policed if accepted as people do not read the highway code but need to or will be fined – end of. Crossing on the New Street by Town House and another by Westhall enabling elderly residents from there and Grove End to cross safely to go into village shops & amenities.
My main concern is the cost to the Parish. I would support traffic management that doesn't increase the precept.
Buildouts – although they may slow vehicles down they push vehicles into the middle of or wrong side of the road causing more danger particularly if there is on street parking in the vicinity. Village gateways are a waste of money and they are also a nuisance for highway verge maintenance. I would support double yellow lines but it is already an offence to park/stop within 10 metres of a junction. Drivers stop and park on double yellow lines anywhere and everywhere. More enforcement is required without wasting money when existing laws first merely requiring enforcement. 20mph zone – drivers pay no attention to a 30mph limit, so a 20 does not help. More radar enforcement is required. Vehicles come down Laxfield Road at 40/50mph now – you are hooted at, tailgated or overtaken if you travel at 25-30mph. I do not support 20mph limit. This is too much on street parking in Stradbroke generally.
Double yellow lines outside and opposite the Spar shop. Traffic quieting provision much needed in Wilby Road. More traffic = more problems with parking and potential accidents.
<ul style="list-style-type: none"> - Agree 20mph through village centre - Agree yellow lines - Gateways are far too expensive - Agree roundels - Agree lorry watch (early morning/late)
Build-outs are ineffective – the Hoxne one, for example, has done nothing to reduce speeding. 20mph limit is the single most important measure that would be taken to reduce speeding in the village, and ought to cover the whole village (conservation area acceptable). An additional measure not mentioned should be the closure, by gates, of most of Neaves Lane, to all traffic except agricultural – gate would be just past the awful new development and by the two residences at the Wilby end. Only the local farmers to have a key for these gates.
Each year it gets worse and one day there will be a big accident. There are far too many “BIG” vehicles coming through – this makes the road surface wear away quickly.
As a resident living on Wilby Road, my concern is the number of lorries and farm vehicles that speed past at all times of the day and night. I would be happy to participate in any scheme that required this to be monitored with a view to curtailing the problem.
Traffic on Wilby Road, lorries farm vehicles and cars – too fast and too many.
Mirror inside Church wall opp. Junction of Doctors Lane & Church Street. Church – no objection! PC – no objection! Majority of Doctors Lane residents sign petition.
Sadly yellow lines will not be respected and policed. Buildout on the 2 corners at Queen/Church St junction would “force” people not to park right on the junction. Not sure why this option is not being

considered.

I think it is very important that organisations work together to solve issues in the village with regards to highways. It's good to see the PC effectively co-ordinating and facilitating this.

I would personally wish to avoid an over urbanisation of the street scene in the village – too many (often unenforceable) “solutions” such as yellow lines, over-use of signage look messy, suburban and have little impact.

SCC should have attended this event, it's a shame they didn't.

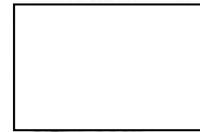
Speaking to people I hear that “too many” lorries are coming through the village between 4.30 and 5.30am. This may be a time a lorry watch team should consider monitoring.

I feel strongly about the yellow lines being painted. I also strongly support a 20miles per hour restriction. This in itself will discourage people using the village as a rat-run. We can work together later to sort out the finances.

Yellow lines at the top of Church Street on junction would be good idea because parking on the corners is very dangerous and restricts viability at junction from Diss Road. Accident waiting to happen.

20mph speed limits near schools also should be implemented.

Examples of complaints received from members of the public from 2014 – 2019:



Oct. 11th 2016

Dear Sirs,

We are writing to you with our concerns regarding the increasing volume and speed of both heavy and light traffic through the village.

We have lived at 1 Ash Plough, which is adjacent to Queens St., for six and a half years and have seen a marked increase in the volume of traffic, especially lorries, during that time. The speed at which some of these vehicles travel in and out of the village is quite astonishing, especially during the early morning period. Some cars pass by here at [estimated] 50 plus m.p.h. and are often seen overtaking other vehicles as they do so. Heavy lorries are often just as guilty, some travelling at well over 30 m.p.h. Clearly, an emergency stop would be out of the question at such speeds, and especially so for heavy lorries.

Also, the noise created by this traffic has become a serious nuisance. The faster they go the noisier they are, especially when large, empty lorries drive into the village at speed and go over the depression in the road at the entrance to Westhall.

The overall noise level has increased dramatically since the road was re-surfaced using the cheapest method available, i.e. tar and stones. This has been noticed not just by us but also by people living on the estate further away from the road. The increase in road noise is easily demonstrated by standing on the pavement near Skinners where new and old road surfaces meet. As an aside, we also now have the task, on a regular basis, of sweeping up loose stones that are flung onto the pavement by the passing traffic. The local authority appears to ignore this aspect of road maintenance.

We feel that some form of traffic calming is long overdue and urgently needed. Maybe an occasional speed trap and appropriate signage might deter persistent offenders. We hope this matter can be placed on your agenda for discussion and action in the very near future.

It should be remembered that a fair number of school children walk to school from this end of the village and it would be to everyone's shame if it takes a tragedy involving a child to focus the relevant minds on the problem of speeding.

Yours sincerely,



TRAFFIC QUEEN STREET

A 1. Between 14-20th March 2015 a Traffic Survey was conducted in Queen Street. The sensors were placed across the road near the Hall entrance and again near the old garage site near pump cottage. (The suggested 20mph area for the school!!)

- a. 24,682 vehicles were recorded travelling in both directions over the 7 days.
b. Of those 9,061 were over 30mph;

2,338 were over 35mph; (1,312 between 9am-6pm)

413 were over 40mph; (152 between 9am-6pm)

68 were over 45mph: (15 between 9am-6pm)

11,880 Total

NB. 1 over 60mph between 9am-10am

- c. The remainder 12,802 vehicles were travelling at speeds up to 30mph. ie.

24682 Total vehicles

11,880 minus vehicles travelling over 30mph

12,802

These figures are taken from the official figures recorded and placed in time sequences to show the volume and speed in day time.

- d. Of the 24,682 vehicles- 2,597 were over 3.5tonnes ie. —

1,200 over 7.5tonnes and 1,397 over 3.5 to 7.5 tonnes.

2. From the above figures five years ago it can be seen that the School 20mph is ignored by around half the road users. And 11,880 think it okay to drive at over 30mph past the school and up the village street.
3. The culture of speeding has not improved and one believes the volume has increased since the check. It appears from requests made at previous meetings that speed checks cannot be made in Queen Street? Most of the houses in the street from the school to Church Street are timber framed and absorb the vibration and noise to their detriment. The amount of dirt thrown up is also disheartening.

- B. 1. The narrower part of Queen Street is a residential area with shopping facilities for the villager and surrounding area. Both need the street sides to park their vehicles near their premises. Pedestrians walk from vehicles and homes and cross the street. Shops are: Butchers, Antique emporium, Pet shop; Café and Post Office/Library, Bakers.

Further the Primary School is subject to parking and drop off from 0830hrs- 0915 and 0245-3.15 each day with congestion occurring for about a quarter mile. Also other events such as funerals in the church create extra parking.

This is a fact of life in a busy village and traffic has to cut it's speed to accommodate the life of this hub. Not the villagers be incommoded by the traffic.

2. Particular nuisances.

a. Agricultural traffic. On a normal day there are approximately 4 tractors per hour towing large trailers revving through the village. Although three of the drivers I have identified behave in a conscientious and careful manner, slowing up and passing parked traffic with care, most barn storm their way through, without bothering about oncoming traffic or reducing speed. In fact a number stay on the wrong side from the top of the street near the church and do not go on the left until they have passed the school. This leads to some hard breaking when they spot a vehicle of equal or heavier disposition! Others have to give way. Such arrogance and speed. The ^{other} element of

Agricultural traffic is the Farm/privately owned Heavy lorries carrying agro foods and live animals, who drive through the village in similar style and speed. The normal local based haulage lorries behave in a much more considerate fashion.

It is also interesting to note the distances that laden tractors and trailers are travelling to come through the village. Being behind a tractor and trailer travelling towards Diss from the village street, I have now on at least three occasions decided, as there was no way past up to the Billingford turn off, to follow the vehicle and see where it landed. It seems that Yaxley via the A140 is the possible starting point. I gave up after this journey of around 9 miles.

Questions: Do they pay road tax equivalent to the lorry moving the same tonnage?

Is the driver an HGV1?

Are their speed and width restrictions?

Is it legal to drive with the bucket down in front of the tractor? (This often happens at over 30mph into the village and on surrounding roads.)

Some Consequences of farm traffic on roads within village boundaries.

Potential danger to other road users, pedestrian and vehicle from poor/speedy driving;

Wear and tear on the verges and road edge by over-sized farm vehicles slicing off the verges and filling the drainage gullies and undermining the tar surface. (Often the ditches have already been filled in by the farmer and the verge lessened. Water/mud flows from the field to fill the gullies made by the wheels.) This is an extra cost/burden to the ratepayers and local Council.

It is almost impossible to identify the faster element as:-

- 1) The tractor has no number plate on the front, but tucked on the back of the cab, which disappears quickly from view due to the high and full trailers being pulled, on the back are often no numbers. And as I have found when standing in my bedroom trying a random check for interest, un matching numbers with the tractor. Thus a walking member of the public is hard pressed to identify an individual vehicle.
- 2) A driver meeting the tractor also has no chance of identifying the vehicle meeting them at high speed as there is no identifying mark on the front and by the time you are able to turn or stop no chance of seeing any from the rear. The only thing is to take evasive action.

C. It is suggested that:

1. A 20 MPH is put in place in Stradbroke central. I.e. From the Secondary School on the Wilby Road; from the entrance to Woodfields on the Horham/ New Street Road; from Shelton Hill first entrance on the Laxfield Road and from Skinners turn off on the Diss road/Queens Street. At least we might have 25mph plus instead of 35mph plus through the street. (I am not normally a supporter of too many speed restrictions, rather hoping drivers will behave sensibly according to the conditions, BUT...
2. A speed warning sign on each approach road (Maybe in a rotation as at present) An occasional police check set up without fanfare to see the normal behaviour of

all drivers when they do not know that a check is taking place. (I have been told we cannot have one in Queen Street. Why not!). Drivers warned of their conduct by letter so as not to blow the cover of the check. It is frustrating to see abusers travelling so carefully when overt checks are made. Queen Street is indeed abused on a regular basis. I have lived beside it regularly since 2014 and have owned my home since 1971 where my parents lived, and I lived when home from Service etc.

3, I would not wish to see parking interfered with as it is required by villager, business and visitor. There is no off road parking facilities within the centre of the village. Further parked vehicles are the one curb on speeding vehicles that is reasonable. Humps effect properties and vehicles in a detrimental way and add to the noise factor too. (Those who live off the roads through the village in cul-de-sacs may favour other measures which are inconvenient to those who live on the busy roads.) There are two exceptions to parking:-

I do think that parking should be restricted at least two car widths each side of the turning from Church Street into Queen Street and no parking allowed Opposite to the turn in to Doctor's Lane, which is a blind corner coming out onto the main road.

A central car park is essential to a growing village. Location?

Perhaps land can be identified before permission is given to build all over the farm land on offer. Eg. South of Westhall; or Behind the Primary School with walking access to Queen Street; Where the old garage stood which has yet to be built upon. (It has permission for yet more homes⁴) to come onto Queen Street.) It would have been an ideal car park. The County has to accept that in the countryside we need cars to get shopping and deal with the essentials of life and we have to park them.



Village traffic

[Redacted]

Tue 2019-05-14 14:30

To: stradbrokepc@outlook.com <stradbrokepc@outlook.com>

Dear Stradbroke Parish Council

We are writing to you with growing concern about the amount of vehicles coming through the village at very high speed.

Our house is situated near the centre of the village on the main road (Church Street) and we have a clear view of the traffic as it passes. We raised this with the Parish council over two years ago and since then the situation has become even worse, with, it would seem, no further measures having been taken.

We appreciate that there may be initiatives in place that we are not aware of that will address this very worrying situation. If this is indeed the case we would very much like to know what has been decided and if and when it/they will be implemented.

We look forward to hearing from you.

Regards

[Redacted]

Complaint

[Redacted]

Wed 2019-09-25 11:44

To: stradbrokepc@outlook.com <stradbrokepc@outlook.com>

[Redacted] >

Dear Parish Councillors,

[Redacted] and as a family we have been residents for over 25 years at Mill Lodge, Mill Lane which is located alongside the Laxfield Road.

I have noticed that over the past few years a significant increase in traffic passing past our property, with many vehicles travelling in excess of the 30 mph speed limit. With the ongoing house build in Stradbroke and the surrounding areas, the traffic increase is no surprise and something that all residents have to live with.

This specific complaint I have is regarding the number of tractors/trailers that transit both ways along the Laxfield Road. There can be in excess of 20 movements in any given hour and that they can operate between 06:00 and 23:00 hours. The speed of travel, the noise and smell are unbearable. Quite often the drivers can be seen driving whilst on their mobile phones.

I understand that the start and finish point for the majority these tractors/trailers is Barley Brigg, where there is a plant facility.

Could you please advise me what the planning permission process was and what approved operating conditions were agreed for this facility. Also, if there are any further expansion plans that the owners may have indicated to you.

I am sure that I am not the only village resident who has highlighted the issues (e.g. health and safety) that these tractor/trailers create as they transit through the village.

Yours sincerely,

[Redacted]

25th September, 2019

FW: Tractors and Trailers on Laxfield Road

Tue 2019-09-17 20:20

To: stradbrokepc@outlook.com <stradbrokepc@outlook.com>

From: Stradbroke Monthly <editors@stradbrokemonthly.co.uk>

Sent: 17 September 2019 11:28

Cc: daniel.poulter.mp@parliament.uk; editors@stradbrokemonthly.co.uk

Subject: Re: Tractors and Trailers on Laxfield Road

On Tue, 17 Sep 2019 at 11:25, Susan Peacock <peacocks@suffolkonline.net> wrote:

To Whom it may concern,

Today, 17th September at 0900hrs, I am sitting reading the paper in my lounge on Laxfield Road. So far since getting up at approx. 0700, I have counted the movements of 4 Tractors and Trailers going backwards and forwards loaded with (maize) for the Anabolic Digester at Barley Brigg Farm, Laxfield Road. (Lawsons Farm). We are getting approximately 1 - 2 every 5 minutes, all (I would estimate) going a lot faster than the 30mph speed limit!

We shall soon have the tankers removing the liquid surplus and once again tractors and trailers removing the solids.

I have lived here for 39 years, but have never had so much agricultural traffic going past at speed as we have now. I am a Farmers son and have grown up in the countryside, but we now have to have our front windows shut all the time to try to cut down on the traffic noise.

The traffic congestion and the speed of which these vehicles travel through the village is horrendous - never mind extremely dangerous. I don't have an answer to these issues, but I do suggest strongly that plain clothes Police covertly monitor the speed etc. of these tractors/artic units and trailers. Many a time I have stood in the village centre and watch one of these vehicles careering through at break neck speed.

Please do something about this before someone is hurt or worse killed.

I am sure if a notice requesting views on this subject, were to be put in the Parish Magazine, you would get an instant response not only from residents along Laxfield Road, but the whole Village.

Traffic Data Analysis

LAXFIELD ROAD

All surveys undertaken on B1117 - Laxfield Road. Data samples taken from 2015 to 2020

No. of Vehicles

Eastbound		Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	5 day avg	7 day avg
Jan-15	24H(0-24)	977	1101	660	551	971	945	972	993	882
Mar-17	24H(0-24)	1017	1027	792	619	1104	1008	944	1020	930
Jul-19	24H(0-24)	1131	1301	846	715	1157	1245	1309	1229	1101
Oct-20	24H(0-24)	1000	1078	1068	1142	1158	739	680	1089	981
Jan-20	24H(0-24)	1080	1127	761	546	1078	1078	1168	1106	977

Westbound		Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	5 day avg	7 day avg
Jan-15	24H(0-24)	944	984	648	513	942	907	945	944	840
Mar-17	24H(0-24)	860	881	621	544	753	846	860	823	755
Jul-19	24H(0-24)	1115	1230	892	697	1116	1226	1276	1193	1079
Oct-20	24H(0-24)	1004	1067	1067	1087	1103	709	660	1066	957
Jan-20	24H(0-24)	1073	1063	736	558	1056	1064	1163	1072	950

Following data was collected as part of Neighbourhood Plan preparation process in 2015.

	New Street				Queen's Street			
	14-20 March 2015		21-27 March 2015		14-20 March 2015		21-27 March 2015	
	East	West	East	West	South	North	South	North
Saturday	563	546	490	469	1409	1413	1363	1340
Sunday	434	426	398	416	1041	1109	1030	1010
Monday	710	731	712	729	1677	1688	1691	1664
Tuesday	750	740	741	760	1744	1775	1744	1702
Wednesday	695	692	859	837	1772	1759	1833	1808
Thursday	740	733	726	680	1778	1795	1636	1665
Friday	707	696	774	753	1791	1781	1849	1890
7 day avg	657	652	671	663	1602	1617	1592	1583

Eye – HGV Technical Note

1 Introduction

MLM Consulting Engineers Ltd have been instructed to review the potential extension of HGV restrictions on local roads around Eye to reduce the impact of HGVs using the route through the village as a shortcut. The restrictions are not to prevent local access for HGVs to local businesses that operate to the east of the village. The purpose of this report is to consider the existing situation in terms of HGV traffic volumes, and information available from the local community as well as observations made during a site visit on Wednesday 20th November 2019.

2 Suffolk's Guidance on Weight Restrictions

Suffolk's guidance on imposing weight limits states that they are used to "stop large vehicles using unsuitable roads" to:

- Prevent damage to buildings, roads and bridges
- Preserve the character, appearance and environment of an area
- Reduce and manage congestion on the roads
- Reduce danger to pedestrians and other road users

The guidance highlights there are two types of weight restrictions - environmental and weak bridge restrictions. The guidance states that "environmental weight restrictions can be used on

- Routes or roads not part of the Suffolk Lorry Route Network" (see extract below)



Eye Suffolk

Eye Suffolk

Document Reference:
M117-01-0000-01
Date:

6100743-NLM-ZZ-XX-RP-TP-0001
5C/6100743-FM
17 January 2020

Figure 1: Extract from Suffolk Lorry Route Network (green routes = local access routes which are roads or parts of roads serving an access to a specific location; orange = weight restrictions; blue = roads within a zone serving as a route directly to a location; red = strategic routes that should be used in preference to local roads)



- "On a route where it's suitable to allow necessary access (for example, a lorry making a delivery along a route where a weight restriction is already in place)"

In addition, the guidance suggests restrictions are only considered "on roads with a high volume of heavy goods vehicles and where there is an appropriate alternative road", and needs to meet the procedures of a Traffic Regulation Order (TRO)

In relation to the guidance, it is considered that the environmental weight restriction is the most appropriate in considering the routes into the village. As shown above, three of the routes up to Eye from the A140 are specified as part of the Suffolk Lorry Route Network which are anticipated to be included to take account of existing businesses in the area (more detail on this is provided in section 7 below)

5. Local Context

Eye is a village in Suffolk located around 2km east of the A140 corridor which links to Ipswich and the A14 to the south, and Norwich to the north. The village is amongst several in the area which lie in the rural



Plan Title	Eye, Suffolk
Department Reference	6100745-MLM-225-XX-RP-TR-0001
Project Reference	SG/6100745-PM
Date	17 January 2020

expanses bounded between the A140 (west), A12 (east), and A143 (north). From the location of Eye it appears HGVs may be using the routes through the village to access east/west between the A140 and A12 to avoid congestion on these corridors or as a preference to using the A143. See extract of figure from Appendix A of the Regional Plan for location of Eye within the regional area.

Figure 2: Extract from Regional Plan at Appendix A



Eye is located approximately 26km from the A12 to the east and around 5.5km south of the A143. There are three routes from Eye to the A140 – one to the northwest via Victoria Hill (B1077), one to the west via Castleton Way, and another to the southwest via Magdalen Street. Note that the Suffolk Lorry Route Network plan shows these three routes as being used by HGVs.

An extract of a figure from Appendix B shows the routes to A140 from Eye.



Eye, South

Eye, South

Project No. 6102743-M

6102743-M/M/22-XX-RP-TP-0001

Client Name

SC/61/02743-FM

Date

17 January 2020

Figure 3: Extract from plan at Appendix B showing routes to A140 from Eye



4 Local Highway Network

The **village** of Eye is characterized by narrow footways and building frontages that open directly onto the footway. This leads to pedestrians being in close proximity to vehicles travelling along the carriageway which leads to increased fear and intimidation.

The three routes to the A140 – namely, Magdalen Street - Lowgate Street (southern route), Victoria Hill (northern route) and Castleton Road (western route) - are considered as follows:

Magdalen Street - Lowgate Street

Magdalen Street/Lowgate Street junction is tight for HGVs to turn through and is constrained by the buildings around it. During the site visit, one was observed mounting the kerb onto the narrow footway outside of The Barks Art Centre building (rather than remaining within the extent of the carriageway and overrun area). As the building opens straight out onto the footway it is disconcerting for pedestrians – particularly the elderly who may have walking aids or parents with pushchairs/prams protruding into the footway in front of them as they exit the building. An account from one resident involved in a near miss at this junction described how the back of a HGV swung across the footway in front of them and almost hit them in the face.



Site Title

File Name

Document Number
M&P Highway
Date

6100745-16_M&P-XX-08-19-001
SC/6100745-FM
17 January 2020

It is noted in Manual for Streets guidance that a carriageway width of 5.5m allows two HGVs to pass each other at low speed and 4.8m for a HGV and car. However, Lowgate Street has sections of carriageway which are approximately 4.8m – 5.4m and Castle Street has widths of 4.5 – 5.4m. This results in HGVs reversing or bumping up the kerbs close to the buildings and squeezing past each other – putting pedestrians and buildings at risk. This type of situation is exacerbated by the lack of forward visibility on the bend in the road of Lowgate Street and the junction of Magdalen Street/Lowgate Street as HGV drivers are unable to see each other before they have committed to that section of road.

Manual for Streets guidance suggests minimum widths for pedestrians should generally be 2m, and provides examples of 0.9m for wheelchair users, 1.5m for two pedestrians walking side by side or 1.2m for pedestrian walking with a child by their side. It is highlighted that pedestrians are at risk as they exit buildings on Lowgate Street and Castle Street that are closely fronted onto the carriageway (buildings are set back at a minimum of 1.1m from the kerb) when HGVs are travelling past at speed and/or pulling up the kerb to pass another large vehicle. In particular elderly people with walking frames, wheelchair users and infants in pushchairs/prams. Accounts from local residents have shown that buildings have been hit by large vehicles and there have been near misses with pedestrians who are walking on the footway – for example, the building of Next Generation hardhatters located close to the junction has been hit 5 times since it opened in November 2017 and people leaving the shop have to be vigilant as HGVs overrun the footway when two HGVs are trying to pass each other. This is not an isolated concern with many of the other local businesses and residents mentioning feeling unsafe and intimidated as they walk along the narrow footways when HGVs are passing. It is noted that some of the buildings have steps or other obstructions in the footway which further narrows the available footway width.

In addition, when two HGVs pass in the narrow sections of carriageway they block the doorways of the adjacent buildings preventing occupants from leaving their property or business. Other concerns are around dust, noise, and vibration which is covered elsewhere in the submission.

Further detailed testimonies from local residents and businesses is included at Appendix C – see photographic examples of HGV and pedestrian interaction at the junction of Magdalen Street/Lowgate Street and further south on Lowgate Street taken from the appendix below.



Castleton Way

Castleton Way has a varying carriageway width of between 4.8m and 5.8m with some sections of relatively narrow footways of approximately 1m. There is a secondary school and NHS Healthcare building located on the southern side of the corridor which means there is potential for conflict with vulnerable users and



vehicles using Castleton Way – particularly with the sub-standard footway width. This can dissuade residents and school children walking to local facilities in the village due to feeling unsafe.

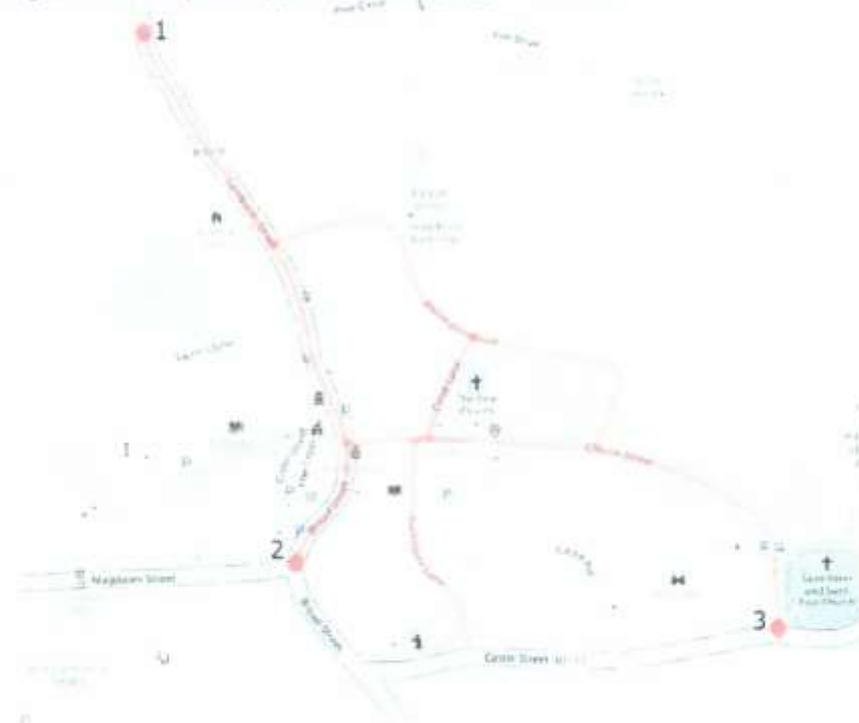
Victoria Hill

Victoria Hill has typical carriageway widths of 5.2m with varying footway widths ranging from 1–2m. This route has the potential to impact on pedestrian users who feel intimidated by the scale of the vehicles due to the close proximity to the carriageway. This also potentially reduces the propensity for residents to walk to local facilities in the village due to feeling unsafe.

5 Weight Restrictions

Currently, Eye has HGV weight restrictions through the centre of the village except for access – see extract from figure at Appendix D (red line = weight restriction; numbers showing signs to weight restriction zone).

Figure 4: Extract of plan at Appendix D showing weight restrictions



These restrictions are located at the southern end of Broad Street (at the junction with Magdalen Street), Church Street (at the junction of Home Road and Castle Street) and Victoria Hill (after Castleton Way junction). This is largely due to the roads being inappropriate for HGV through routes with the narrow footways, local pinch points, and sharp bends in the carriageway and location of shop frontages and residential dwellings close to the carriageway.



Site Title Eye, Suffolk
Drawing Reference 6100743-M, M-ZZ-XX-PP-TP-0001
Client Reference SC-6100743-FM
Date 17 January 2020

In addition to local HGV weight restriction signage within Eye there are other advisory signs on the north-western and western approach routes prior to the junction of Castleton Way/Victoria Hill that warn drivers of the impending restrictions.

There is only a strategic sign at the junction of A140/Victoria Hill warning of HGV restrictions at Eye. The other routes from the west and south-west do not have signs at the junctions of the A140. Therefore, HGVs using these routes will only be aware of the restrictions as they get to the village itself by which time it is too difficult to turn around and head back towards the A140.

On the basis of the above it would seem appropriate to include strategic signs at the other two routes towards Eye from the A140 (i.e. A140/ Castleton Way and A140/Yaxley Road (leading to Magdalen Street)) to warn HGV drivers in advance of the forthcoming weight restriction in the village so they have time to reconsider their route (unless they are for access only).

6) Traffic Counts

Automatic Traffic Counts (ATCs) were undertaken at five locations on routes leading into Eye – see map of locations in blue in the extract of figure at Appendix D below.

Figure 5: Extract of plan at Appendix D showing ATC locations



The ATCs were installed on Friday 6th December 2019 for a week, however some were re-installed due to vandalised equipment. Unfortunately, the re-installed equipment was subsequently vandalised again although some data was obtained.

In general, sites A and D have a full week's worth of data and the remaining sites have a mixture of weekend and weekday data. The full output is included in Appendix E and a summary of the key information is summarised in the tables below.



Site Title

Eye, Suffolk

Site Location
 Local Authority
 Date

6100745-M; M-22-XX-RP-TP0001
 SC-R100745-F14
 17 January 2020

Table 1: Average HGV Flows and % HGVs

	Average Weekday HGV Flows (12 hour flows)	Average Weekend HGV Flows (12 hour flows)	Average Weekday HGV %s of Total Flow	Average Weekend HGV %s of Total Flow
Magdalen Street (Site A) - Eastbound	35	17	3.7%	2.7%
Magdalen Street (Site A) - Westbound	62	27	5.9%	4.1%
Cranley Green Road (Site B) - Northbound	21	14	1.2%	1.3%
Cranley Green Road (Site B) - Southbound	15	12	0.9%	1.1%
Hoxne Road (Site C) - Eastbound	20	5	2.1%	0.7%
Hoxne Road (Site C) - Westbound	21	7	2.2%	1.1%
Castleton Way (Site D) - Eastbound	3	1	0.3%	0.2%
Castleton Way (Site D) - Westbound	3	1	0.2%	0.1%
Victoria Hill (Site E) - Northbound	9	2	0.4%	0.1%
Victoria Hill (Site E) - Southbound	11	3	0.4%	0.2%

Table 2: 85th Percentile Speeds (mph)

	85 th Percentile speed (mph)	Speed Limit
Magdalen Street (Site A) - Eastbound	37	30
Magdalen Street (Site A) - Westbound	37	30
Cranley Green Road (Site B) - Northbound	32	30
Cranley Green Road (Site B) - Southbound	36	30
Hoxne Road (Site C) - Eastbound	44	NSL



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Hoane Road (Site C) - Westbound	45	NSL
Castleton Way (Site D) - Eastbound	28	30
Castleton Way (Site D) - Westbound	50	50
Victoria Hill (Site E) - Northbound	34	50
Victoria Hill (Site E) - Southbound	31	30

The tables illustrate that the highest numbers and proportions of HGVs are in both directions on Magdalen Street for the average weekday and weekend. This route feeds both Hoane Road (via Castle Street) and Cranley Green Road (as well as providing access only to Eye) which have similar HGV flows during the weekday. However, there are higher flows (approximately double) on Cranley Green Road at the weekend compared to Hoane Road. Castleton Way and Victoria Hill have much lower HGV flows which is expected as the local businesses have good access to A140 without heading to travel through the Castleton Way/Victoria Hill junction.

The number of HGVs are generally spread across the day with occasional spikes at different times and days over the week. Consideration has been given to the number of HGVs travelling along Lowgate Street (from Hoane Road or Cranley Green Road) as this is the section where residents and pedestrians are most affected. The highest average HGV flows from the Hoane Road and Cranley Green ATCs for the weekdays is between 0800 - 1000hrs, and 1200hrs with 9-10 HGVs each hour which equates to around 1 HGV every 6 minutes which suggests there is a reasonable chance of conflicts occurring.

It is clear from the number of HGVs using the routes and the impact they have on the residents of Eye in terms of safety and local amenity that the Magdalen Street/Hoane Road and Magdalen Street/Cranley Green Road should be considered as an extension to the existing weight restrictions in Eye. The number of HGVs using Castleton Way and Victoria Hill are relatively minor and so providing additional weight restrictions for these routes would not seem necessary. However, it would be beneficial to increase the width of footway outside of the school to improve pedestrian safety for pupils.

The highest speeds are noted on Magdalen Street with 85th percentile speeds of 37mph which is above the 30mph speed limit. The Cranley Green Road and Victoria Hill routes also have speeds above the 30mph limit, whilst Hoane Road and Castleton Way have speeds within the limit.

In addition, to including weight restrictions to reduce the use of the Magdalen Street/Cranley Green Road and Magdalen Street/Hoane Road routes it would be worth considering speed reduction measures to improve safety.

7 Local Businesses

In the area surrounding Eye there is an industrial estate to the north-west in Langhin Green (approximately 2km) accessed from Victoria Hill (B1077), a chicken factory immediately west of Eye on Magdalen Street (B1117) and local farms to the south and east of Eye. The location of the farms are approximate and taken from a search in Google Maps, so may not be working farms. However, for the purposes of this report it is to understand the approximate locations in relation to the key routes into Eye. The farms are accessed via Hoane Road (B1117), Cranley Green Road and B1077 (Castle Hill), although some may use other routes through nearby villages to access this strategic network rather than via Eye.



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See extract of figure taken from Appendix F below illustrating the location of businesses (blue = chicken factory and red = business park) and farms (purple).

Figure 6: Extract of plan at Appendix F showing businesses in the area



It is anticipated that some of the farms to the south and east of Eye would generate a proportion of HGV vehicles that would require access through Eye to reach the strategic network, however the majority of the large vehicles are anticipated to be agricultural. The likely main road routes are shown in the following extract of the figure at Appendix G.

Figure 7: Extract of plan at Appendix G showing likely routes to strategic network from farms



Routes to/from the industrial estate using the A140 are most likely to use B1077 Victoria Hill (N), however there is potential for some HGVs to use B1077 Victoria Hill (S)/Castleton Way to access the A140 (S) as the time between the two routes is negligible. The likely routes are shown in the extract of the figure at Appendix H below.



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Figure 8: Extract of plan at Appendix H showing likely route to strategic network from farms.



Routes to/from the chicken factory are most likely to use B1117/Magdalen Street (W) to access the strategic network. However, they may potentially require access to the local farms to the east and south (although this is not known). The likely routes are shown in the extract of the figure included in Appendix I below.



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Figure 9: Extract of plan at Appendix I showing likely route to/from chicken factory



The above illustrates that the local businesses are to the west of Eye which have easy access to the strategic network via A140, therefore are unlikely to need to travel eastwards. Any HGVs associated with a proportion of the local farms to the east of Eye are likely to use the Cranley Green Road/Magdalen Street route or the Hoxne Road/Magdalen Street routes to connect onto the strategic network at A140. However, it is anticipated that the numbers of HGVs would be minimal. Therefore, it is assumed that a high proportion of the HGV movements that have been captured on the Hoxne Road/Magdalen Street and Cranley Green Road/Magdalen Street is through traffic.

8 Recommendations

It is recommended that the Hoxne Road/Magdalen Street and Cranley Green Road/Magdalen Street routes are included within the existing weight restriction for through traffic. Consideration will need to be given to where HGVs can turn should they arrive at the weight restricted area in error. It is anticipated that existing junctions on the route leading towards Eye could be used as potential turning points should these be required on the rare occasion - for example at Eye Community Centre/Magdalen Street, Orchard Close/Lowgate Street, and Fiddler's Lane/Hoxne Road junctions.

Signs should also be installed at the A140/Yaxley Road (leading to Magdalen Street) and A140/Castleton Way on this strategic route to warn HGV drivers of impending weight restrictions.

Appendices

- A Regional Plan
- B Local Highway Network
- C Resident's Testimonials
- D Location of ATCs and HGV Restrictions



WV: 5461

Eye: S: 0104

Department Reference:

R100743-M, M, ZJ, XX, PP, TP, 0101

SL: 57 Publications

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- E ATC data
- F Local Businesses
- G Routes to Local Farms to/from A140
- H Routes to Industrial Estate to/from A140
- I Routes to Chicken Factory to/from A140