

Suffolk County Council Lorry Route Review - Submission 2 (of 2)

West Stow - All Roads Within and Leading into the Village

The centre of village can be found at 52.304411 - .66856205 and this submission refers to Ingham Road, Flempton Road and Icklingham Road.

Context

1. West Stow is a small village served only by small local roads. These roads are narrow and there are points within the village where two cars can pass each other but not a car and lorry.

Parts of the village are in a conservation area and there are numerous listed and un-listed heritage assets.

The village is home to the Anglo-Saxon village, holiday businesses and to access points to numerous forest walks, all of which attract families with young children.

HGV traffic has been a problem in the village for some time, with lorries regularly using the road as short cuts from the south and the east, to the A1101.

Residents and the Parish Council alike have been eagerly awaiting this review in the hope that something can be put in place to alleviate the problem.

2. The Parish Council and residents believe that all of the roads in West Stow are unsuitable for HGVs and that measures are needed to ensure that the roads are not used as such.
3. There is a significant number of reasons for this and, while inter-linked, these have been grouped together for the purposes of this submission under seven main headings (which, where possible, match the categories used in the summary survey which we have also completed).

A. Road Safety for Pedestrians, Cyclists and Car Users

4. Large lorries are too big for the road in terms of the safety of other road users. As a result, HGVs pass too close alongside the roadside causing a danger of pedestrians being physically hit. There have been several near-misses.
5. Cars are often forced to pull suddenly to the left of the road when faced with lorries coming in the other direction.
6. The road junctions are small, meaning that HGVs cannot take the corners without churning up verge corners and /or causing a danger by crossing white lines to achieve their turns.
7. Cyclists are placed in extreme danger.

B. Damage to property

8. Amongst the listed and un-listed historic assets in the conservation area, the brick and flint boundary walls of Culford Park, West Stow Hall and other former Estate properties, together with brick and flint former estate houses feature prominently.
9. Boundary walls and some houses are on or very close to the verge of the road and are particularly susceptible to vibration damage from large lorries rumbling passed at very close distances. There is also a danger of physical impact when two lorries pass at the same point.

C. Damage to Verges

10. As will be clear from the above, damage to verges is a frequent occurrence. In addition there are some green areas adjacent to the road that are privately owned and which become churned up by lorries passing each other

D. Road Surface Damage

11. Parts of the road surface are poor and made worse by lorries, for which this type of road was not designed. There are many potholes, dropped manhole covers and ruts which increase noise and create a danger to road users.

E. Noise

12. Large lorries make a considerable amount of noise and the impact on residents is significant, whether they live in houses set close to the road or set back from it.
13. The road is too narrow for these types of vehicle and the prevalence of older houses, prohibited by conservation rules from installing double glazing adds to the impact.

F. Other Amenity Issues

14. With the gradual increase in HGV use over the past 10 plus years, the amenity of the area has been reduced. Many cyclists (including a cycling club) and horse-riders feel unable to use the road safely and the many visitors to the paths and forest walks in and around the parish are put off by the need to fight HGVs for road space and the dangers that HGVs create when seeking egress from forest car parks.

G. Speeding

15. Speeding does not cause any of the problems mentioned above but it does amplify all of them and represents a significant problem in its own right.

Alternative Routes for HGVs

16. There are no reasons why large lorries should regularly enter the village and so existing Lorry Routes should be adhered to.
17. Lorries belonging to Eastern Concrete are a particular problem. However, the exit from the company's site is within a few metres of 52.287474 - 0.69957778, on the widest part of the B1106, south of Culford so could be required to head south from that point and join the lorry route network via the B1106/B1106 (sic) roundabout at the eastern end of Fornham St Genvieve.

Summary and Conclusion

18. For all these reasons, which encompass safety, practical, heritage and amenity considerations, HGVs should not be allowed to use any of the roads in the village and measures should be taken to prohibit them from doing so.

For further information or in the event of query please contact

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