

Request for information - Feedback from County Councillors

23.9.15 Philip E Jones Stone Urban (Stafford) – email

The issue is best addressed in two ways. The environmental impact and the economic impact. In Stone we have two major roads both heavily used by HGV's. Some vehicles are in transit others visiting establishments in Stone. The establishments would not exist in Stone if they could not be served by economically effective road transport and their loss would be a major blow to the local economy. I think that all of us in Stone recognise this and accept the side effects on the environment. As for through traffic, of course it would be better if it could be re-routed, or better still in the case of bulk minerals e.g. quarry products, be rail carried. But we have to be realistic and accept that often there are no feasible alternative routes and we are left with exploring mitigating measures such as lower speed limits, good signposting, acoustic barriers.

24.9.15 Susan Woodward, Burntwood North (Lichfield) – email.

Thanks for the opportunity to comment.

Since the opening of the by-pass, this has been far less of a problem around Burntwood than it was before – but we do suffer, as probably elsewhere, by some HGVs ignoring weight limits and the lack of enforcement on these.

28.9.15 Philip Atkins, Uttoxeter Rural (East Staffordshire) - email

The history of the A515 in my and Tim Corbett's division goes back a long time, and we have tried to work together.

However of all the parishes on the A515, ALL the traffic passes through Draycott in the Clay. The A515 is also a high sided vehicle route.

After Draycott the traffic then goes in 4 directions; off on the B5017 at Six Lane Ends, turns at Yoxall towards the A38 through Barton under Needwood or turns at Kings Bromley towards the A38 at Alrewas or continues on the A515 to Lichfield. All the traffic passes through Draycott. All of this also passes through Tim's division. A weight restriction in one place puts extra pressure on the others.

While I understand the principle of sharing the load, for Draycott's sake a number of measures have been put in place over the years to deter HCVs from using the A515 and stay on the A50 travelling towards the A38. From the A50 there are traffic lights on Dove Bridge at Sudbury, a railway level crossing, a 40 MPH speed limit from before Dovegate Prison with speed cameras through Draycott in the Clay. Then there is the steep hill out of the village in a 40 MPH zone followed by a 50MPH limit at the top with ANPR Average Speed cameras on the A515. These measures should reduce any time or fuel benefit of taking a short cut to the A38.

If weight restrictions were put in place it would be hard to police as there are many places to deliver to on or just off the road. St Georges Park, Lancaster Business Park, Dovegate Prison, numerous farms, Hoar Cross Hall, Eland Riding School, etc.

The B5017 is used as a short cut to the A515 and Burton from Uttoxeter and has Marchington Industrial Estate and another business park accessed off it so I also fear displacement. Measures have been put in place in Marchington village to deter prison traffic. When Marchington Camp was used as an intervention grain store in the 1980s, much damage was done to the rural roads by HGVs which cost over £1M to correct some 20 years ago.

While I understand the emotion behind a petition there has to be a solution that helps both all the villagers and the hauliers. Better routing of lorries and deterrence from using the A515 to make it a route of last resort could be a part solution.

John Francis, Stafford South East (Stafford) by email 30.9.15

HGV's especially 44 tonnes are too large for A513 Main Road, this gives us as residents great concern as the lorries encroach on the opposite carriageway outside Milford Hall where the road narrows. It's now a serious issue and serious accident waiting to happen. We already have the refuges on Milford Road & Main Road being damaged at least twice p.a.

Brian Jenkins – Watling North (Tamworth) by email 1.10.15

We have a problem on the B5404 in Tamworth, we have a 7.5.tonne limit, but it is not enforced. So everyone ignores it and HGVs roll through the village. The problem is the enforcement authority, does not enforce it. We do not have enough staff in trading standards to carry out these functions, the police only have enough staff to carry out their duties. I did make a suggestion to County Council officers has to a possible solution to the problem, but obviously it was not possible because nothing was said to me afterwards and the idea was probably dropped. Good luck in your enquiry.

Simon Tagg – Westlands and Thistleberry (Newcastle) by email 2.10.15

We are currently experiencing issues with HGV's across the Newcastle area:

1. HGV's (gravel, marl removal) ignoring designated routes and using roads in residential areas even though signs have been put up (by SCC via local Councillors DHP's). This is creating highway dangers and destroying the surface of roads not built for such weights.

2. HGV's (supermarket delivery and Parcel Delivery) using local roads, such as Clayton Road (A519) instead of the A34 to resupply super markets and get to delivery depots.

3. SCC seems limited in its response to this and is often ignored by companies - enforcement is an issue. Is it no something MP's could take up and lobby in parliament on behalf of the resident they represent – Legislation is require.

Bob Fraser, Dove (East Staffordshire) by email 5 October 2015

Following your request, my feelings on this matter are:

In Staffordshire we are lucky enough to live, and work, in a beautiful part of the country so we have the benefit of many types of road. On the one hand we have country lanes and we must respect those lanes and the restrictions which are applied to them for our benefit, sometimes necessary for our safety. On the other, we have a need for A and B class roads, which are there to allow goods to be transferred to and from factories, warehouses and shops.

I have been driving now for some 50 years in villages, towns and cities. Sometimes professionally, and sometimes for pleasure. A class roads and trunk roads are a requirement. They allow us to go to local shops and buy goods. Goods which have often been delivered by large lorries.

If we restrict those roads, in any way, we increase the cost of those goods.

I strongly dislike the use of so called speed humps. They shake things around and cause drivers to alternatively slow down and speed up, using more fuel in the process, and causing extra noise pollution.

Roads such as the A515, are prime examples of this, and as such I am vehemently opposed to the application of false restrictions on such roads.

On built-up roads in towns and villages, such restrictions can be a requirement. In rural areas they are less valid. I was taught to keep things moving, and I support that. We should share the roads.

Mike Davies, Wombourne (South Staffordshire) by email 6 October 2015

People living in Orton Lane (well used) complained that HGVs where using it as a short cut to the quarry in Seisdon delivering demolition type material from a variety of locations in the West Midlands. We discussed the matter with local policing unit for advice. All routes into Wombourne have 7.5t restrictions except for deliveries. We checked that signage was both clear and correctly located. The lorry ownership where identified and received letters from the police cautioning them to cease using Wombourne as a short cut. Things have settled down but I've agreed with the police that any further breach will result in ticketing which carries both a fine and 3 points on their licence. The residents are now monitoring the situation.

**Cheslyn Hay Parish Council – on behalf of Councillor Mike Lawrence by email
9 October 2015**

The issue of HGV's was discussed at our Parish Council meeting yesterday evening and the problems encountered in Cheslyn Hay are as follows:-

- Not enough enforcement action is taken against height/weight restriction contraventions;
- HGV's delivering to small estates (Glenthorne shops) do not have enough room to manoeuvre and often drive on pavements as they are too large resulting in objects or cars being damaged (bollards near the shop were taken out regularly until removed permanently);
- Satellite navigation systems send HGV's through the Village (ignoring height and weight restrictions) – can any liaison be made with the system providers to update the systems with this information?
- Lorries divert down Wolverhampton Road from the quarry in Essington and lorries take a short cut through Cheslyn Hay if the M6 is blocked.
- Lack of clarity in enforcement approach – foreign drivers are not arrested as they are unable to leave their vehicles unattended.

Michael Greatorex, Tamworth by email 9 October 2015

- Watling South (my Division) and Watling North (Cllr Jenkins) and Stonydelph (Cllr Cook and where I live), all border Junction 10 of the M42 and A5.
- There are business parks around Junction 10 including a big park east of the Junction in North Warwickshire – this Park (Dordon) will no doubt service places west of Junction 10 and initially travel on the A5.
- HGVs from Junction 10 will also service smaller parks in Tamworth such as Amington which mainly use main roads and short cuts through residential streets which are either indicated on Satnav or get known by HGV drivers.
- A resident tells me that signs about HGVs on the M42 either side of Junction 10 are poor – I've not checked these myself. No doubt signs may be poor off the A5 bypass.
- Junction 10 is the Tamworth Junction and will service traffic to Tamworth, Lichfield and places east of the Junction.
- Ventura Park is the major retail park alongside the A5 and sits on the main approach road to Tamworth town centre. Ventura Park is popular as a

regional retail park. I have spoken to shoppers there from Burton, Solihull, Nuneaton, Sutton Coldfield etc. etc. It is obviously serviced by HGVs.

- Watling Street (the former A5 before the by-pass was built) is still used by HGVs getting to and returning from Wilnecote, Two Gates, Belgrave, Fazeley etc and this traffic finds shortcuts through residential streets. There are business parks around Ninian Way and Hedging Lane, Wilnecote. There are some local HGV signs but many complaints about HGVs – it might be a shortcut for HGVs coming from Coleshill (a big business park at Hams Hall) and Kingsbury and possibly the eastern part of Birmingham. HGVs use Hockley Road (a main old district service road from Watling Street) which is narrow and littered with parked cars and there was a residential house wall demolished by an HGV at the southern end near Gorsey Bank Road.
- Local business vehicles (light lorries, vans) etc are often parked by drivers overnight in the residential streets where the drivers live. We need to encourage employers to provide off street parking for their vehicles and encourage them to get their drivers to use others forms of travel to pick up / return their business vehicles at the start/end of the working day.
- A local Tamworth Cllr has asked if the Working Group would be able to review issues that are cross boundary falling within Warwickshire viz the junction with Overwoods Road and Trinity Road where the most recent road traffic accident involved an HGV. About 2 years ago three people were killed in another collision at this junction.
- Below is a note provided for me this week from a resident viz
- 1. as mentioned : lorries driving on Watling Street and surrounding areas where the roads are clearly marked for them not too
2. the section of motorway between J10 and J11 is marked no overtaking for lorries but they still do, thus holding up traffic considerably

As for Trinity Road :

1. getting the speed for that road reduced would help and also slow the lorries down that race along there
2. double white lines in the middle of the road to stop overtaking particularly by the road junctions where the accidents have occurred. This would give better visibility to drivers in those areas
3. Adequate lighting.

- And from another resident viz
- Fri 2nd Oct 17.40 hrs
- Huge articulated truck (details taken) manoeuvring out of Hockley road onto Watling Street B5404.

- A haulage company responsible but didn't get name on cab.
- Mon 20th July 10.37pm
- TWO trucks (details taken) came from Marlborough Way B5400 onto Watling Street B5404 and then turned right into Hockley Road - residential.
- They were NOT making deliveries at 10.30pm - using it as a normal driving route
- Registration No. recorded

- Wed 2nd Sept
- Transport co (details taken) - 0161 telephone number proceeding along Hockley Road then turning onto B5404