

FORNHAM ALL SAINTS ACTIVE TRAVEL PLAN

1 Introduction

Fornham All Saints Parish Council (FASPC) strongly supports active travel and the purpose of this note is to propose a series of measures that will enhance active travel for pedestrians, cyclists, pushchairs and mobility scooters.

2 Fornham All Saints parish

The plan attached comprises a map of the parish with annotations. FAS is located immediately to the North of Bury St Edmunds and on the junction of the B1106 and A1101 which are busy roads leading to and from the A14 and Mildenhall / Lakenheath.

A significant proportion of the village have mobility issues.

FAS benefits from the Three Kings pub and the community centre / playing field. Although a significant proportion by area of the village is agricultural, the village does have a public footpath along the River Lark.

The village has two bus stops marked with an X on the plan and the main bus stop is near the church and shown with a large X. It is also served by a school bus service.

Mere Lane (shown coloured pink on the plan) has been designated as part of the Quiet Lanes Suffolk scheme and is well used for walking and cycling.

West Stow Anglo-Saxon centre, King's Forest and Lackford nature reserve are all within 5 miles of FAS and FAS is a potential access route for those points of interest.

3 Current issues facing FAS

A) As with many surrounding villages FAS has increasingly suffered from the volume density and speed of traffic passing through it to other destinations. The development of Marham Park and the hotel / golf course has further increased traffic volume.

B) FAS is divided in two by the B1106 which runs through the village from NE to SW. Residents find it difficult to cross the roads at all times and particularly during peak traffic times. It is particularly difficult for young, aged and infirm residents to cross the road. This simply reduces people's pedestrian access and inadvertently increases vehicle use by residents.

C) The section of the A1101 which is coloured purple on the plan is the main access from FAS into Bury but it is inhospitable for pedestrians, cyclists and the disabled. Its current state and condition poses a significant barrier to active travel between FAS and Bury. Traffic density and speed make the A1101 section difficult to use safely. The pavement is narrow and overgrown and there is uncertainty concerning whether or not it is appropriate to use that pavement for bicycles.

D) The recent development of Marham Park has increased footfall through the village (which is welcomed) and walkers often use Pigeon Lane (shown coloured blue), the A1101 (coloured purple) and Tut Hill (coloured orange) to access the community centre playing fields and beyond.

E) It is anticipated that Tut Hill (coloured orange on the plan) will be closed to traffic in 2023. That is likely to deter some traffic from passing through FAS and it is likely to increase the traffic along the section of the A1101 shown coloured purple on the plan and along Marham Park Road back towards the A14.

F) The access to and from Hengrave and up to Flempton and Lackford (with its nature reserve) is via the A1101 which is the main artery road between Bury, Mildenhall and Lakenheath. There is pavement running down the road to Hengrave but that stops at Mill Road so that walking and disabled access up to Hengrave from FAS is effectively impossible and cyclists have to use the busy road which is offputting for all but the hardiest.

G) FAS has no shop and very few facilities which means that residents are required to travel into Bury for all their shopping and other needs. There are limited surrounding facilities which means that the vast majority of resident journeys are made into Bury via the A1101 or the A14 and Newmarket Road.

4 Future requirements

We propose the following:-

A) pedestrian crossing over B1106 in the centre of the village

A crossing at or about the intersection of the B1106 and Pigeon Lane will radically facilitate pedestrian access through the village. It will assist people using the main bus stop and school services. It would also improve access to, and promote use of, the church, post boxes, hairdressers, coffee shop and restaurant, and it will reduce traffic speed. It will increase the safety of people crossing the road and it will facilitate access to the River Lark footpath.

B) upgrade pavement on A1101 between Marham Park and crossing of B1106

The pavement should be widened and designated a shared cycling / pedestrian route. The verge on each side of the road can be used to widen the road and/or a metre strip of land could be acquired from the two adjoining landowners and the hedgerows could be pushed back and re-planted. That is subject to feasibility / cost but we need a shared pavement that is clear and 1.5m wide to permit genuine shared access to and from Bury and the use of the community centre playing fields.

C) create a shared cycling pedestrian / cycling pathway along A1101 between the junction of the B1106 and the A1101 and Mill Road in Hengrave – shown coloured green

The verge should be converted to a 1.5m wide shared pavement access. This would complete the pavement running from Flempton to Hengrave, and encourage active travel access up the A1101 to Lackford, West Stow and Kings Forest. Most importantly it will serve to complete a pedestrian loop to allow people to walk up the River Lark from FAS, then turn West on Mill Road and walk back to FAS. That pedestrian route is shown with a broken red line on the plan.

D) a promotion of, and a general upgrade in the signage advertising, active travel options.

We should emphasise disabled, pedestrian and cycling access of Marham Park, Tut Hill (when closed), Mere Lane, the route into Bury, the Hengrave / Lark loop and the use of Pigeon Lane.

5 Action plan

A) Pedestrian access proposal

Work is underway to secure this at present. West Suffolk Council are arranging a feasibility study. FAS PC have agreed to contribute £20,000 towards the project. Further funding is required.

B) A1101 pavement upgrade

Estimated cost will depend on feasibility and the chosen option. Acquiring third party land would obviously increase cost. A feasibility study is requested to evaluate the best and most cost-effective option.

C) FAS – Hengrave pavement upgrade

A feasibility study is requested to evaluate options and costs. We have had discussions with Hengrave and Flempton PC and they are supportive of the scheme. We hope to be able to offer some form of funding contribution between us. The farmer that owns the fields has been approached for a path on the field side but has rejected our requests at this stage.

D) Signage

We request a series of signs:-

- to clarify and encourage existing pedestrian routes,
- to develop active travel on Tut Hill following its closure,
- to develop active travel in the Marham Park field,
- to advertise the Hengrave / Lark loop once active,
- to advertise the 5km loop around FAS, Fornham St Genevieve and Fornham St Martin down to Tollgate and back.

E) We aim to publicise the above within the local press and on appropriate websites.

F) We can offer volunteer assistance and FASPC may be able to offer some funding from its own funds but that is likely to relate to signage only.

G) FASPC will consider the installation (at its own cost) a bicycle maintenance hub free for all to use.