APPENDIX 5

TRAFFIC AND PARKING GROUP REPORT 2020

INTRODUCTION

5.1
The draft Neighbourhood Plan includes a number of specific planning policies but also proposes a number of Community Objectives to address particular issues facing the village. The Neighbourhood Plan Steering Group (NPSG) requested a small Subgroup be formed to investigate and formulate proposals to address two of these Community Objectives, considering the period up to year 2037:

COMMUNITY OBJECTIVE LMCO 1: TRAFFIC & PARKING INITIATIVES

A reduction in the impact of traffic in terms of speed, volume, congestion and pollution, improved village centre parking, easier accessibility to public transport, better and safer movement by bicycle and on foot and better signage

COMMUNITY OBJECTIVE LMCO 2: CHARGING POINTS IN PUBLIC PLACES

Developing electric vehicle charging points for public car parks and dedicated on-street parking bays within the village.

WORK UNDERTAKEN

5.2

The Subgroup comprised Ian Bartlett, Phil Buck, John Dunlea and Graham Eade, who acted as Chair and the contact point for the NPSG. The subgroup met on several occasions including a walk through the village centre to assess first-hand the problems and issues identified above. A number of distinct issues were identified (documented herein as Recommendations), and potential solutions were assessed. In order to assess the flows of traffic through the village, a count of vehicle movements was undertaken at three separate locations on various days and times. A count of vehicles parked in Little St Mary's and Hall Street was undertaken during the first Covid-19 lockdown in April 2020, when few if any commercial or visitor vehicles were present, in order to determine the number of parking spaces typically used by residents.

5.3

The subgroup also obtained and reviewed numerous documents and other sources of information relevant to the long-term planning of village transport, traffic and parking, including:

- Road traffic survey data
- Long Melford Neighbourhood Plan questionnaire results
- Suffolk County Council Policy for 20mph speed limits
- Parking survey data prepared for the Neighbourhood Plan
- Department for Transport Manual for Streets
- Hamilton Baillie Associates' Traffic in Villages – A toolkit for communities
- House of Commons Transport Committee report on Pavement Parking
- Department for Transport Road Traffic Forecasts 2018
- Department for Transport Local Transport Note 1/07 - Traffic Calming
- The crashmap.co.uk website
- Active Travel in Sudbury, a report by a local cycling campaigner

5.4

The subgroup subsequently met with Suffolk County Council's Community Liaison Engineer Matthew Fox to discuss the issues and potential solutions.

RECOMMENDATIONS?

5.5

The Subgroup's recommendations are as follows:

Recommendation 1: Commission traffic surveys by Suffolk Highways to establish current volumes and speeds of traffic.

APPENDIX 5 CONTINUED...

Recommendation 2: Introduce a 20mph speed limit through the village centre.

Recommendation 3: Purchase additional vehicle-activated signs and deploy them on the approach roads to the village centre on a rotation basis.

Recommendation 4: Build out the pavement at key points in Little St. Mary's and Hall Street in order to provide narrower crossings for pedestrians and/or to provide space for social areas.

Recommendation 5: Install additional street furniture (planters and/or signage) at the entrances to the village centre in order to increase the sense of entering a residential and commercial community area.

Recommendation 6: Complete the resurfacing of the Old School Car Park

Recommendation 7: Install official sign for the Village Hall Car Park.

Recommendation 8: Adopt a policy to ensure no net loss of parking spaces for the village centre.

Recommendation 9: Provide additional marking of parking bays in order to improve parking behaviours and density.

Recommendation 10: Provide visual or physical barriers to prevent parked vehicles from encroaching onto the pavement.

Recommendation 11: For Little St. Mary's conduct targeted consultation with residents and businesses regarding solutions to avoid pavement parking, given the government-proposed ban.

Recommendation 12: Provide dedicated parking bays on the east side of Southgate Street, to avoid unsightly parking on the grass verge.

Recommendation 13: If this proves successful, consider a similar arrangement for the Roman Way green.

Recommendation 14: Complete the installation of a pedestrian refuge island near Budgens

Recommendation 15: Re-landscape the grass bank near the Co-op to provide an endpoint for pedestrians crossing using the Pedestrian Refuge Island.

Recommendation 16: Broaden the pavement on the east side of Hall Street (hence shortening the parking spaces which are currently very long), from the Bull Hotel to Chestnut Terrace, using movable street furniture (e.g. planters) to mark the revised edge of the pedestrian area.

Recommendation 17: Complete the installation of EV charging points at the two village car parks.

Recommendation 18: Investigate potential locations in Hall Street and Little St Mary's for on-street EV charging points and identify costs for different types of charging unit.

5.6

Although some of these recommendations are already being pursued by the Parish Council and others, they are included here for completeness. Full details of the issues and recommendations are provided below.

SETTING THE SCENE

5.7

The main route through Long Melford village centre is the B1064, which begins at the roundabout junction of the A131 and A134 to the south and ends at the forked junction with the A1092 on the Green. A 7.5-ton weight limit applies to limit heavy traffic through the village, and the A134 bypass takes a large proportion of the traffic (of all types) between Sudbury and Bury St Edmunds. Nevertheless, the B1064 still carries high volumes of traffic at peak times1[1], with motorists driving between Sudbury and the villages to the west (e.g. Glemsford, Cavendish, Clare and Haverhill) along the A1092.

5.8

Although the Subgroup was invited to focus on the village centre, it is worthwhile to describe the primary routes by which it is approached:

1 A road traffic survey over seven days in March 2017 recorded average daily volumes of 6,495 vehicles northbound and 6,373 south bound.

SOUTHERN APPROACH

5.9
The southernmost section of the B1064 begins in open fields and is bordered by only a handful of properties. There is a 40mph speed limit which reduces to 30mph shortly before the crossroads with Borley Road and Mills Lane. Northbound, an illuminated warning sign alerts drivers to the dangers of that junction2[2]. Nevertheless, residents report a tendency for speeding in this area, both from northbound cars failing to slow to the new limit and southbound cars speeding up due to the downhill incline of the road and the prospect of the increased limit3[3].

5.10
The following section, comprising Rodbridge Hill and Station Road, is increasingly built-up, with some residential properties directly bordering the B1064 and a number of side-turnings leading to small residential estates. On-street parking in Station Road reduces the effective width of the carriageway4[4], causing drivers to proceed more cautiously when traffic is flowing in both directions, but the downward slope and good sight lines encourage greater speeds when there is no oncoming traffic5[5].

5.11
Southgate Street, the final section of the southern approach to the village centre, is bordered by a row of cottages and a working farm to the west, and the large Roman Way residential estate to the east. This is set back from the road by large green areas either side of the Roman Way junction. The green to the south has a low hedge dividing it from a strip of grass adjacent to the road which is used as additional parking by residents of the Southgate Street cottages.

EASTERN APPROACH

5.12
The primary route into the village centre from the east is Bull Lane. After the intersection with the A134 bypass, which is itself a notoriously dangerous junction6[6], a 30mph speed limit is introduced. The road is bordered by farmland to the north and a recently developed housing estate to the south. Residents report a tendency for speeding7[7], despite rumble strips and a mini-roundabout at the junction with Sampson Drive. The following section runs through extensive housing, with the Old Court cul-de-sacs to the north, and the Shaw Road and Cordell Road estates to the south, to which Bull Lane provides the sole means of vehicular access. From the junction with Cordell Road to the T-junction with the B1064 (Hall Street), the carriageway narrows as it passes between the Bull Hotel to the south and Church House to the north. Traffic often slows at this point as two-way traffic is possible only for the narrowest of vehicles, resulting in a build-up of traffic past the Cordell Road junction to one side and into Hall Street to the other. Where the carriageway narrows, is also marked for pedestrian use

5.13
The junction with Hall Street is further complicated by the service road for the houses on the Little Green, and the staggered junction with Chemist Lane opposite.

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2 Crashmap.co.uk indicates 18 incidents, including 3 serious incidents, from 1999-2019 of which 6 incidents (2 serious) were from 2015-2019.

3 The same road traffic survey recorded 50% of northbound vehicles, and 86% of southbound vehicles, exceeding the speed limit by more than 5mph.

4 Crashmap.co.uk indicates 15 incidents along this stretch, including 1 fatal incident, from 1999-2019.

5 A road traffic survey over 7 days in July 2016 recorded 18% of northbound vehicles and 15% of southbound vehicles exceeding the speed limit by more than 5mph.

6 Crashmap.co.uk indicates 24 incidents, including 6 serious incidents and 2 fatal incidents, from 1999-2019.

7 A road traffic survey over 7 days in March 2016, close to the junction with Cordell Road, recorded 5% of eastbound and 3% of west bound vehicles exceeding the speed limit by more than 5mph.

APPENDIX 5 CONTINUED...

NORTHERN APPROACH

5.14
Vehicles coming south on the A134 are directed to the village centre via the A1092. A 30mph speed limit is introduced shortly after joining the A1092. The road is bordered by a number of houses on both sides. Shortly after the Harefield side-turning, which leads to a small residential estate, there is a public house and garden centre to the east and the entrance to Kentwell Hall Tudor mansion to the west. At the Green, where the route of the A1092 continues west, the road layout in fact draws traffic south. The wide expanse of the Green, and the downward incline of the road, encourages speeding as the road continues past Melford Hall, over the Chad Brook at Hall Mill Bridge, to the junction with Bull Lane which marks the beginning of the village centre. Residents report vehicles speeding up as they exit the village centre and failing to slow as they approach it.

WESTERN APPROACH

5.15
The A1092 brings traffic from Glemsford, Cavendish, Clare and Haverhill. Initially bordered on both sides by residential properties, the road forks as it enters the Green; the A1092 follows the left-hand fork to turn north to the junction with the A134, though the road layout gives priority to traffic turning south towards the village centre. Additional turnings at this junction, Church Walk to the north and the access road for houses on the Green, create a complex junction, particularly for pedestrians walking between the village centre and the church[8]. As the road crosses the Green it ends at a T-junction with the B1064, where the acute angle of the junction and poor sight lines result in frequent collisions[9].

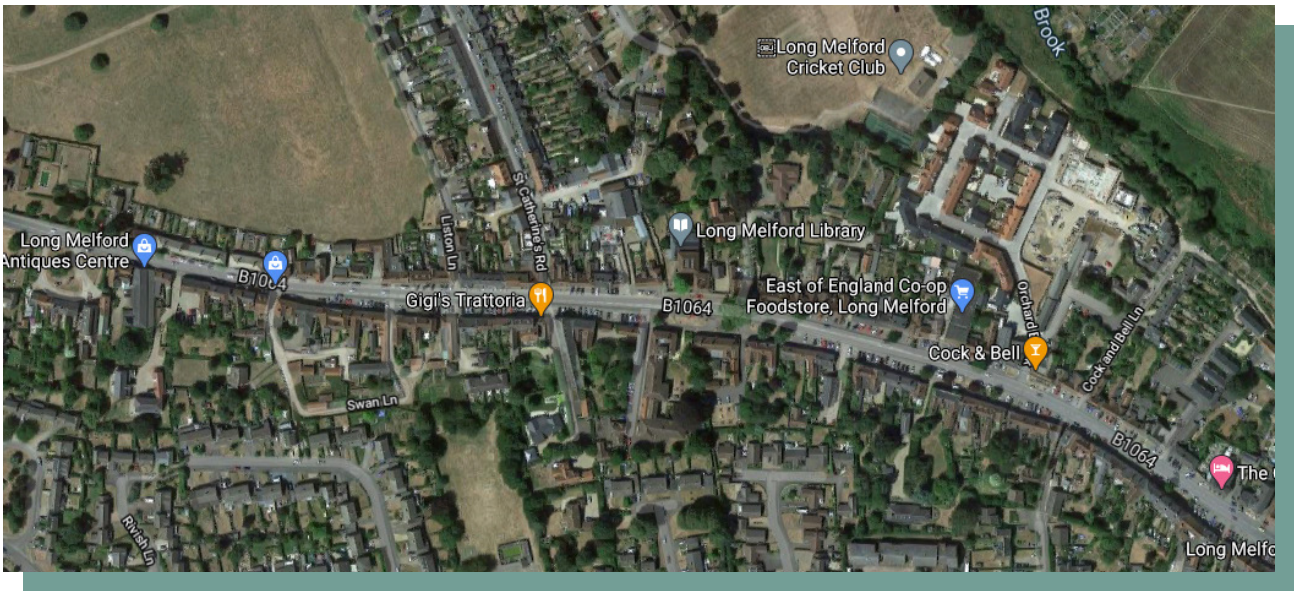
VILLAGE CENTRE

2.16
The stretch of the B1064 comprising Little St Mary's and Hall Street is a mix of residential homes and independently owned shops and services that support local residents and surrounding hinterland villages. Tourism has an influence on traffic numbers with large numbers of people visiting the two historical homes and imposing church at the top of the Green. The wide range of shops, restaurants and hotels in Tudor wood-framed buildings add to the attraction of the village and to parking pressures for visitors and residents alike.

5.17
Although there is extensive provision for parking along both sides of Little St Mary's and Hall Street, demand for spaces is high. Cars, vans and in some cases, lorries park on or across pavements, sometimes in a disorderly fashion, forcing pedestrians, disability scooters and people with pushchairs and young children to pass in the road particularly at the southern end. Issues with traffic, parking and pedestrian safety[10] detract from the visitor experience in the village centre and are likely to have a negative impact on visitor numbers and the local economy.

5.18
Little St Mary's is a 2-way road bordered by a mix of small to mid-sized terraced cottages. Most are residential in use but there are several businesses including shops, a beauty salon, a funeral director, a veterinary surgery and two café/restaurants (both currently empty). Car parking is of concern, particularly in the narrow southernmost stretch, where most vehicles (on both sides) are habitually parked on the pavement to avoid damage from passing traffic. This in turn causes severe problems for pedestrians (particularly those on mobility vehicles or with pushchairs or wheeled shopping baskets) who cannot pass safely along the pavement and have to walk into the road on occasions. The reduced effective width of the carriageway does,

8 Crashmap.co.uk indicates 6 incidents, including 1 serious incident, from 1999-2019 of which 2 incidents were from 2015-2019.
9 Crashmap.co.uk indicates 12 incidents, including 1 serious incident, from 1999-2019 of which 5 incidents were from 2015-2019.
10 Crashmap.co.uk indicates 48 incidents, including 4 serious incidents and 1 fatal incident, from 1999-2019.



however, act to reduce speeding[11].

5.19

The road soon widens with areas for parallel and angled parking. There is a pedestrian refuge island for crossing the road near the Saddlery shop, with tactile paved areas on the pavement either side to indicate where to cross. However, vehicles often park on them (on both sides of the road) causing severe problems for those crossing.

5.20

There is also the problem of vehicles being parked with the bonnet encroaching over the pavement causing pedestrian problems. Longer vehicles also extend out into the road causing cyclists and traffic to pass nearer the middle of the road. There are several small lanes, including St Catherine's Road, joining the main road where drivers exiting have to edge out into the main road to see around parked vehicles.

5.21

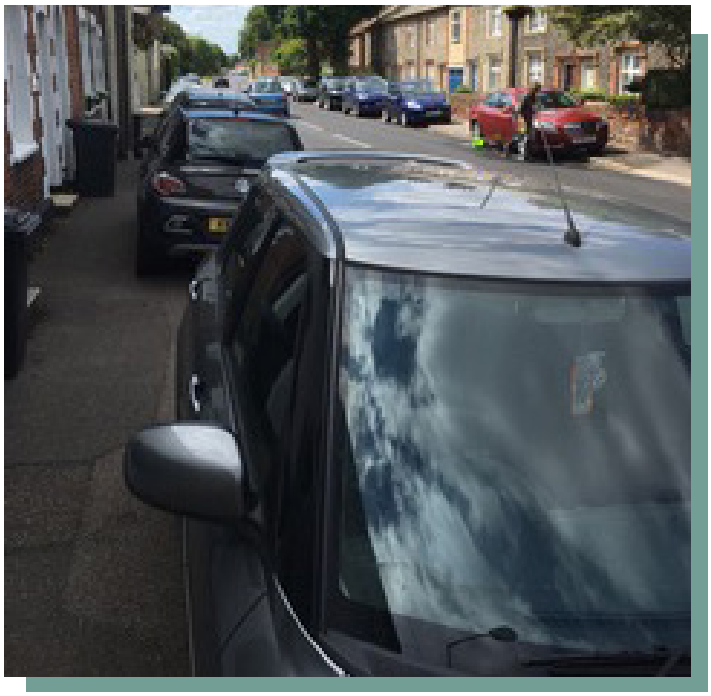
Hall Street soon widens out with grass bank areas each side of the road at various points. Cars are parked behind some of these grass areas and some residents have installed 'resident only' parking posts which are not enforceable. There is another pedestrian refuge island by the Library (though this does not appear to suffer from the same parking problem). Another pedestrian island near the Fish & Chip shop does not have marked pavement access. Again, there is a mix of angled and parallel parking through the shopping centre of Hall Street. At peak shopping times, there appears to be pressure on parking spaces with drivers searching for a space. This causes the traffic to slow down but can also lead impatient drivers to carry out abrupt, wide overtaking manoeuvres. There are two marked disabled parking bays opposite the Co-op supermarket. A new housing estate, Orchard Brook, has been built behind the Cock & Bell Public House adding to traffic movements as the only road in/out is also the service road for the pub and their car park. Cars often parallel park on Hall Street either side of this entrance creating visibility issues with passing traffic. A further two marked disabled parking bays are situated outside the Post Office and the Pharmacy.

5.22

A number of small residential lanes lead off Hall Street which again suffer from visibility issues when exiting. A pelican pedestrian crossing is situated in front of List House and is the last safe crossing point along Hall Street.

11 A road traffic survey over 7 days in March 2017 showed on average 11% of vehicles exceeding the speed limit by more than 5mph (compared to 50% northbound and 86% southbound at Rodbridge Hill).

APPENDIX 5 CONTINUED...



5.23
Parking again causes problems with pedestrians by parking over pavements. A further two marked disabled parking bays are outside of Budgens food store. The Bull Hotel is situated next to the Bull Lane junction and often holds weddings leading to an increase in parking demand. There are no safe crossing points at this end of Hall Street.

5.24
Opposite the hotel is Chemist Lane leading to several houses, Scout hut and the Village Memorial Hal, where they have recently re-surfaced and white-lined the car park of 32 spaces and two disabled spaces. These are available for public use but closed off when there is an event at the hall. Chemist Lane is opposite but slightly offset from Bull Lane. Again, parking in Hall Street can obscure vision of approaching traffic when leaving Chemist Lane. Bull Lane narrows as it passes between the Bull Hotel and Church House, with single file traffic necessary for all but small passenger vehicles. Traffic entering Bull Lane from Hall Street is consequently often required to queue briefly to allow oncoming traffic to clear. A further complication at this junction is the Little Green access road.

PUBLIC CONSULTATIONS AND SURVEYS

5.25
From the May 2017 Public Consultation at the Village Hall, which was part of the preparation of the Neighbourhood Plan, concern was expressed by local residents at the impact of new development in the village and the resultant rise in population. There was also concern about increased vehicle numbers and higher vehicle speeds, especially along the full length of the B1064 through the centre of the village. Comments were also raised about the safety of the Bull Lane junction with the B1064.

5.26
The Residents Survey also showed a strong response favouring measures to improve road, pedestrian and cycle safety, especially within the village centre:

- 1,838 people, or 92% of respondents, felt that pedestrian safety in the village was either important or very important.

- 1,556 people, or 78% of respondents, agreed or strongly agreed that traffic calming was appropriate in the village.
- 1,277 people, or 64% of respondents, were in favour of a 20mph zone along Hall Street in the village centre.
- 1,277 people, or 64% of respondents, agreed or strongly agreed with the need for safe cycle routes or cycle lanes.

5.27

In relation to parking concerns, the Residents Survey is also relevant:

- 1,509 respondents (76%) favoured more parking posts in the village centre (to prevent vehicles from encroaching on pavements).
- 1,471 respondents (74%) wanted a new off-street car park which would be nearer the heart of the village.
- 1,356 respondents (68%) supported some kind of residents' parking scheme.
- 1,305 respondents (65%) requested properly marked out parking bays.
- 1,060 respondents (53%) favoured timed parking limits (with resident schemes for houses/ businesses).

5.28

A separate Parking Survey was carried out in May 2018. This showed a number of issues relevant to the public realm study:

- Some 50% of village centre parking spaces are taken by residents and businesses for long periods of time and are thus unavailable for short term visits.
- In particular, spaces tend to be fully taken up in areas of the village adjacent to the more popular shops.
- Conversely more spaces are available in the southern part of the village centre, but that is further away from the majority of shops.
- Despite more availability of spaces in the southern part of the village centre, the road narrows there with the highest incidence of parking problems (e.g. parking partly on pavements, double parking or obstructing access to premises).
- The main car park designated for village centre use, next to the Old School Community Centre, is approx. 200 metres from Hall Street and in desperate need of repair and as such is very under-utilised.
- The Village Hall car park in Chemist Lane has been re-surfaced and bays marked to provide an additional 32 plus 2 disabled public parking spaces when there are no activities at the hall. Funding came from the CIL payments and the PiiP (Parish Infrastructure Investment Plan).

5.29

A recent visual traffic count was taken at the Black Lion junction, which showed that 80% of the traffic driving along Westgate turned down towards the village rather than up to the bypass. Further counts were recorded at the Bull Lane junction and at Rodbridge Hill at various times of the day. Although not official counts, they gave a good indication that much of the traffic was simply passing through. The traffic count data is at the end of this Appendix.

ASSESSMENT OF POTENTIAL TRAFFIC CALMING OPTIONS

5.30

It is clear from the above that speeding is a significant issue affecting all of the approach routes. Likewise, in the village centre, a Suffolk Highways Speed Data report from March 2017 showed that over 50% of the 11,000 daily traffic movements along the 30mph limit Little St Mary's section of the B1064 were travelling at between 30mph and 40mph. Whilst this historical evidence is compelling, it does not reflect the more recent developments in and around the village which are likely to have exacerbated these issues. An up-to-date survey of traffic volumes and speeds will assist in building a case for introducing traffic calming measures. Recommendation 1 proposes that LMPC commission traffic surveys by Suffolk Highways to establish current volumes and speeds of traffic.

APPENDIX 5 CONTINUED...

5.31

A wide variety of traffic calming features is currently being used around the UK. The following measures have been considered and assessed:

1. **Vertical traffic calming features** such as road humps, speed tables and speed cushions were rejected as they have the potential to increase pollution with traffic slowing and then accelerating, also increased noise of vehicles driving over features.
2. **Surface treatments** such as rumble strips and false cattlegrids could be deployed on the approach roads. However, these create noise and have only marginal effects, with vehicles quickly speeding up once they have passed. We did not consider this option further.
3. **Average Speed Cameras** could be deployed at the main entrance and exit routes from the village, to discourage cars from speeding through the village. However, these devices do not detect vehicles exceeding the limit over short stretches. Given the costs of installation and monitoring such devices, we judged them to be unsuitable for Long Melford.
4. **Speed limit reduction.** The village currently has a 30mph limit. **Recommendation 2** is to introduce a 20mph zone. The zone should include Hall Street and Little St Mary's, though the precise boundaries will need to be determined. In addition to the well-documented safety advantages for vehicles, cyclists and pedestrians alike, a 20mph zone in the centre would encourage through-traffic to use the bypass and other alternative routes. It would also reinforce the sense of entering a small village community and would be more conducive to street-culture. At the time of writing, an initiative to adopt 20mph limits across the county has been turned down by Suffolk County Council. Nevertheless, there is strong justification for such a limit in Long Melford, which the Neighbourhood Plan Survey shows to be well supported by a majority of residents. We are also aware of specific requests to LMPC from residents in light of their own experiences walking, cycling and driving in the village centre.
5. **Vehicle-activated signs (VASs).** Vehicle-activated signs are electronic safety signs that warn drivers that they are exceeding the speed limit on a particular stretch of road.

   There are two main types of VASs that display slightly different warning messages:

   - Speed Limit Reminder (SLR) signs which usually display a message such as 'Slow Down' in combination with the current speed limit.
   - Speed Indicator Devices (SIDs) that display the current vehicle speed in green (within the speed limit) or red (exceeding the speed limit) colours. Alternatively, a smiley or sad face can be displayed to indicate compliance with the speed limit.

   Long Melford PC currently has two SID units which are deployed on a rotating basis at various points on the approach roads. Suffolk Highways support their use and believe they are effective[12]. **Recommendation 3** proposes that a further unit is purchased and deployed in unison with the existing signs to ensure that speeds are further reduced along the full length of the village's main roads, including enforcement of a 20mph speed limit zone if that is achieved.
6. **Horizontal traffic calming features** such as build-outs, chicanes, traffic islands or pinch points. The reduction of road width to one lane, combined with priority working/give-way arrangements would have a significant impact on traffic speeds but can result in traffic queues, additional noise created by braking and accelerating, and even an increase in speed caused by vehicles racing to get through the road-narrowing ahead of oncoming vehicles. Such schemes can also cause difficulties for agricultural vehicles and motorhomes/caravans. We consequently assessed most types of horizontal traffic calming features to be unsuitable for installation in Long Melford. However, **Recommendation 4** is that consideration be given to building out some of the existing grass

12 On average, vehicle-activated signs have proven to have a beneficial effect on traffic speeds and can reduce traffic speeds on 30 mph roads by around 4% to 7%.

banks in Hall Street (with appropriate care taken to accommodate wider vehicles). In addition to encouraging slower speeds, this could provide for more social areas with chairs or benches and flower beds, as an extension to Melford in Bloom (though bollards and planters would need to be within semi-permanent areas surrounded by proper kerbs).

7. **The village gateway** helps to create 'a sense of place' when drivers enter the village, and the physical measures are designed such that drivers are encouraged to slow down before entry. Village gateways are sited at Rodbridge and Westgate with 30mph signs but are far from the village centre and could result in higher speeds in the village core. Drivers see the limit as unreasonable, and continue to ignore it. Recommendation 5 is that further gateway signs are located closer to the village centre. These could take the form of flower beds strategically and safely placed by the side of the road with speed limit roundels (indicating the 20mph zone, if introduced).

ASSESSMENT OF POTENTIAL PARKING OPTIONS:

5.32

During the first Covid-19 lockdown in April 2020, two separate parking counts were held as an indicator of the number of residents' cars and vans. Each count showed a maximum of 160 vehicles parked at different times of day, out of approximately 400 roadside spaces. The assumption is that the remaining spaces are usually taken up by business workers, shoppers and tourists. Some of these park all day and others for shorter periods.

5.33

Instances of problem parking include:

- Wheels on Pavement – thereby reducing the width of the pavement and potentially inhibiting pedestrian movement)
- Overhanging the Pavement – likewise reducing the width of the pavement
- Double-parked – potentially blocking parked cars and/or obstructing the road
- Straddling two spaces – so reducing the number of parking spaces available
- Obstructing Road – causing vehicles to either stop or slow down to pass oncoming vehicles and/or to pass between the parked car and traffic islands
- Obstructing Access – potentially blocking a resident's (or business's) access to or from their property.

5.34

In aggregate, over 11% of parked vehicles have exhibited at least one of the parking problems above which suggests that additional measures are required to improve parking behaviours.

5.35

In addition to the on-street parking in Hall Street and Little St Mary's, there is a public car park close to the Old School. This is partly paved but the unpaved area has poor drainage and after rainfall large parts of it are covered with muddy puddles. We understand that plans to resurface the car park are well progressed, but for completeness we include **Recommendation 6** for the resurfacing to be completed.

5.36

The Long Melford Village Memorial Hall Committee have also consented to public use of the village hall car park (except when required for hirers of the hall). Given its proximity to the village centre, this is an attractive option for those unable to find parking spaces in Hall Street, but it is not immediately apparent from there. **Recommendation 7** proposes that additional signage for the village hall car park is obtained and installed at the end of Chemist Lane.

APPENDIX 5 CONTINUED...

5.37

Any reduction in the overall number of parking spaces or green verges would not be acceptable, although some relocation/reassignment could be acceptable. **Recommendation 8** is that a formal policy be adopted to ensure that any changes to the layout of the parking on Hall Street and Little St Mary's do not result in a net loss of spaces.

1. **Alignment of Parking Bays -** Vehicles currently park parallel to, at right angles to, or angled to the highway depending on width of parking bays. Our visual survey of parking in 2019 noted that this freedom led to vehicles being parked at awkward angles, or at greater distances from one another, which reduced the effective available spaces. **Recommendation 9** is that LMPC should investigate marking out spaces in order to show the orientation and size of spaces. This would potentially create more spaces in a formal layout. White-painted bays are not suitable for a conservation area, but markings in an alternative colour could be considered.
2. **Pavement Protection -** Vehicles park to protect themselves from passing traffic and in doing so, they can obstruct the pavement. Several wooden posts have been installed between pavement and parking areas although they are ineffective in keeping vehicles from blocking the pavements when parking at an angle. However, many posts are rotten or missing and it is understood that Suffolk Highways will not be replacing them as they fail. Posts are not fully effective to protect the pavement and can be an obstruction to partially sighted pedestrians. They can also be expensive to replace if damaged by vehicles. **Recommendation 10** proposes options to stop cars overhanging the pavement are investigated. Possibilities include concrete blocks, raised kerbs, visual changes in the colour of pavement/parking, wooden posts, metal railings, tubs and planters, and benches or other seating. A combination of these solutions could be used depending on the location, taking into account costs, aesthetics and the needs of infirm or partially sighted pedestrians. Discussions with Suffolk Highways and Conservation will be necessary for their advice.
3. **Pavement Parking Solutions -** This is a serious problem at Little St Mary's where the road narrows and cars park both sides. To avoid damage, cars park on the pavement forcing pedestrians to walk into the road to pass. The government are currently looking into the problem of pavement parking and could ban the practice. Nevertheless, a solution needs to be found to ensure the pavement remains clear for pedestrians whilst continuing to provide sufficient parking for the residents and businesses. **Recommendation 11** is that LMPC begin a targeted consultation with the residents and businesses in this area to seek views on possible solutions, which could include prohibiting parking on one side of the street, whilst providing designated on-street parking on the other side and/or providing additional parking spaces further along, by the green in front of the Roman Way houses.
4. **Additional Parking Areas -** There is an established hedge in front of Southgate Gardens with cars parking on the grass verge. **Recommendation 12** proposes an investigation into turning that area into an official parking area with marked out spaces. This could alleviate pavement parking in Southgate Street. If successful, **Recommendation 13** is that the scheme is repeated to the north of Roman Way to alleviate the parking in Little St Mary's.

ASSESSMENT OF PEDESTRIAN SAFETY OPTIONS

5.38

Pavements are narrow compared to the road width. Vehicles occasionally park across pavements where there are no posts obstructing the way for pedestrians.

1. **Traffic islands -** We understand that a new pedestrian refuge island is to be installed near to Budgens, though the precise location has not yet been decided. Although this initiative is already well under way, we have for completeness included it as Recommendation 14. The traffic island near the Co-op does not have safe pedestrian access on the western side where there is a grass bank with

vehicles parking either side. Recommendation 15 is that the grass bank is lowered to allow for pedestrian access. We understand that Suffolk Highways would not object, but the permission of the landowner would be required.

2. **Pavement Safety -** Vehicles park to protect The parking bays between the Bull Hotel and Chestnut Terrace are quite deep with vehicles parking against the pavement. Recommendation 16 is for a trial where planters, or similar, are sited along this stretch of road adding at least one metre to the pavement width. Adding tall plants or trees to the planters would assist drivers when parking. Wider pavements would significantly improve pedestrian safety and improve the street scene allowing for more social interaction and possibly seating.

   It could also have a positive impact on traffic speed with vehicles parking closer to the highway giving an impression of a narrower road. Care would have to be taken that longer vehicles do not extend onto the highway.

3. **Horizontal traffic calming features -** As mentioned in the traffic calming options, build-outs to existing grass banks in Hall Street should be considered if care is taken to accommodate wider vehicles. This could provide for more social areas creating a cafe culture with chairs or benches and flower beds as an extension to Melford in Bloom. Build-outs would also narrow the road and be beneficial to pedestrians crossing the road.

ASSESSMENT OF CYCLE SAFETY OPTIONS

5.39

A report by Tim Regester, a local cycling campaigner, highlights the current lack of a continuous, safe cycling route from Sudbury through Long Melford to Lavenham and beyond. Although the Valley Walk provides a route from Sudbury to Borley Road, it is difficult to identify a safe route from there to the village centre. The National Cycle Network Route 13, which follows the Valley Walk, terminates at Borley Road. The proposed route continues on the road to Liston and then continues into the village centre via St Catherine's Road and Hall Street, thereby avoiding the busy junction of Borley Road with Rodbridge Hill. An alternative route was previously identified, following the footpath to Roper's Lane, through Blunden Close, Theobald's Close and Stephen Close to Withindale Lane. However, the rights of way on this route are incomplete and the land ownership is uncertain.

5.40

There are a number of particular safety issues for cyclists in the village centre:

- There is significant variation in the available width of the carriageway in Little St Mary's and Hall Street. For much of this road, there is ample room for vehicles to pass cyclists without difficulty or risk. However, at the pedestrian refuge islands and in those areas with parked cars projecting out into the carriageway, vehicles either pass very close to cyclists, or proceed close behind them before accelerating to overtake once the road widens.
- Vehicles parked perpendicular to the carriageway must reverse out into the road. This requires careful assessment of the traffic in both directions. Cyclists are less visible both because of their lower profile and because they are closer to the kerb.
- There are no dedicated cycle lanes. Although Suffolk County Council has received funding for 148 cycle lanes across the county, we understand from Suffolk Highways that the narrowest sections of Little St Mary's and Hall Street cannot accommodate a dedicated on-road cycle lane. The pavements are likewise too narrow to support a shared use cycle/pedestrian path. This adds weight to the need for a 20mph speed limit within this area of the village, as Recommendation 2 above.

APPENDIX 5 CONTINUED...

ASSESSMENT OF ELECTRIC VEHICLE CHARGE POINTS

5.41
The growth in electric vehicle ownership will provide both challenges and opportunities for Long Melford. We must embrace this new technology and use it to the benefit of residents and visitors alike and it must be an important part of our Neighbourhood Plan.

5.42
For Long Melford residents there are a number of practical issues which need to be addressed with a variation of terraced and detached housing to consider. There is a need to increase the availability of on-street charging points in residential streets where off-street parking is not available, thereby ensuring that off-street parking is not a pre-requisite for realising the benefits of owning a plug-in electric vehicle. This is a village wide problem and not just for the village centre.

5.43
We understand that the Parish Council are pursuing the installation of 2 EV charging points in the Old School Car Park (with provision for 2 further points in the future), as part of the resurfacing of that facility. We also understand that the Village Hall Committee are considering the installation of 2 charging points in the hall car park. Recommendation 17 is that these two initiatives are completed. Whilst they are a welcome first step in the provision of EV charging for the village centre, they will not provide sufficient capacity in the long term. Recommendation 18 proposes that potential locations in Hall Street and Little St. Mary's for on-street charging points, should be investigated, taking care to minimise the impact on pedestrians and mobility scooters from charge points mounted on the pavement rather than the road. There are a range of different charge point options (e.g. integrated into existing lamp posts. pop-up versions which rise and fall as needed, as well as the more familiar pedestal type).

CONCLUSION

5.44
Traffic, technologies and our shopping habits will certainly change over the next 17 years. Our brief was to investigate and formulate proposals to address two of the Neighbourhood Plan Community Objectives for the period up to year 2037. It is vital that local residents and traders engage creatively with the council and other partners to ensure the village centre is designed for the residents of the future. One of the first things that should be carried out when looking at traffic problems is proper surveys to establish both the volume and speed of traffic. Often what people believe to be the case turns out to be incorrect. If traffic is heavy during rush hour, but light for the rest of the day, the measures to be taken would be different than if traffic was steady throughout the day. Likewise, if most traffic substantially exceeds the speed limit, it indicates a different problem than if only a small minority does so.

BULL LANE JUNCTION

COUNTS

Date	05/08/2020				06/08/2020				07/08/2020				Grand Total
Time	8:45 - 9:15	Midday	17:15 - 17:45	Total	8:45 - 9:15	12:15 - 12:45	17:15 - 17:45	Total	9:00 - 9:30	13:30 - 14:00	17:45 - 18:15	Total	
Northbound continuing north	100		139	239	80	111	148	339	118	137	118	373	951
Northbound turning into Bull Lane	29		55	84	23	35	55	113	35	43	54	132	329
Total Northbound	**129**		**194**	**323**	**103**	**146**	**203**	**452**	**153**	**180**	**172**	**505**	**1280**
Southbound continuing south	120		131	251	135	126	142	403	145	138	129	412	1066
Southbound turning into Bull Lane	21		32	52	24	35	35	94	31	28	22	81	227
Total Southbound	**141**		**162**	**303**	**159**	**161**	**177**	**497**	**176**	**166**	**151**	**493**	**1293**
Westbound continuing north	24		35	59	31	26	42	99	31	20	25	76	234
Westbound turning south	35		40	75	37	34	42	113	36	41	45	122	310
Total Westbound	**59**		**75**	**134**	**68**	**60**	**84**	**212**	**67**	**61**	**70**	**198**	**544**
Total Vehicle Movements	329		431	760	330	367	464	1161	369	407	393	1196	3117

PERCENTAGES

Date	05/08/2020				06/08/2020				07/08/2020				Grand Total
Time	8:45 - 9:15	Midday	17:15 - 17:45	Total	8:45 - 9:15	12:15 - 12:45	17:15 - 17:45	Total	9:00 - 9:30	13:30 - 14:00	17:45 - 18:15	Total	
Northbound continuing north	78%		72%	74%	78%	76%	73%	75%	77%	76%	69%	74%	74%
Northbound turning into Bull Lane	22%		28%	26%	22%	24%	27%	25%	23%	24%	31%	26%	26%
Total Northbound	**100%**		**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**
Southbound continuing south	85%		81%	83%	85%	78%	80%	81%	82%	85%	85%	84%	82%
Southbound turning into Bull Lane	15%		19%	17%	15%	22%	20%	19%	18%	15%	15%	16%	18%
Total Southbound	**100%**		**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**493**	**100%**
Westbound continuing north	41%		47%	44%	46%	43%	50%	47%	46%	36%	36%	76	43%
Westbound turning south	59%		53%	56%	54%	57%	50%	53%	54%	64%	62%	122	57%
Total Westbound	**100%**		**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**198**	**100%**

APPENDIX 5 CONTINUED...

A10921 BLACK LION

COUNTS

Date	05/08/2020				06/08/2020				Grand Total
Time	8:00 - 9:00	11:30 - 12:00	17:15 - 17:45	Total	8:15 - 8:45	12:15 - 12:45	17:15 - 17:45	Total	
Southbound through village	131	128	143	402	137	109	142	388	790
Northbound to bypass	35	41	26	102	26	44	35	105	207
Total Vehicle Movements	166	169	169	504	163	153	177	493	997

PERCENTAGES

Date	05/08/2020				06/08/2020				Grand Total
Time	8:00 - 9:00	11:30 - 12:00	17:15 - 17:45	Total	8:15 - 8:45	12:15 - 12:45	17:15 - 17:45	Total	
Southbound through village	79%	76%	85%	80%	84%	71%	80%	78%	79%
Northbound to bypass	21%	24%	15%	20%	16%	29%	20%	22%	21%
Total Vehicle Movements	100%	100%	100%	100%	100%	100%	100%	100%	100%

RODBRIDGE

COUNTS

Date	05/08/2020				06/08/2020				Grand Total
Time	8:30 - 9:00	12:00 - 12:30	17:15 - 17:45	Total	8:30 - 9:00	12:00 - 12:30	16:30 - 17:00	Total	
Inbound to village	131	198	243	572	129	188	207	524	1096
Outbound from village	186	167	175	528	176	168		344	872
Total Vehicle Movements	317	365	418	1100	305	356	207	868	1968

PERCENTAGES

Date	05/08/2020				06/08/2020				Grand Total
Time	8:30 - 9:00	12:00 - 12:30	17:15 - 17:45	Total	8:30 - 9:00	12:00 - 12:30	16:30 - 17:00	Total	
Inbound to village	41%	54%	58%	51%	42%	53%	100%	65%	56%
Outbound from village	59%	46%	42%	49%	58%	47%		35%	44%
Total Vehicle Movements	100%	100%	100%	100%	100%	100%	100%	100%	100%