

REQUEST BY CLARE TOWN COUNCIL, STOKE BY CLARE PARISH COUNCIL, CAVENDISH PARISH COUNCIL AND LONG MELFORD PARISH COUNCIL TO ALTER THE STATUS OF THE A1092 FROM BLUE (ZONE DISTRIBUTION LORRY ROUTE) TO GREEN (LOCAL ACCESS ROUTES) ON THE CURRENT SUFFOLK LORRY ROUTE NETWORK MAP

The A1092 passes through several residential communities including Clare, Stoke by Clare, Cavendish and Long Melford ('the Affected Communities'). The A1092 is currently shown as Blue (zone distribution lorry route) on the Suffolk Strategic lorry route map.

The effect of this is that some HGV traffic is directed to use the A1092 as a through route in addition to those HGVs requiring local access.

The impact of this level of HGV traffic on the residential communities located along the A1092 is significant and unacceptable for a number of reasons:-

- With no bypasses for the Affected Communities all HGV traffic comes right through the heart of Clare, Stoke by Clare and Cavendish, whilst passing through the heritage-sensitive northern section of Long Melford, causing direct damage to property (ie building strike) and indirect damage (vibration damage) to the many residential and often delicate/ historic properties which line the route;
- The layout of the A1092 with its bends and kinks around the older properties in the middle of these communities is not suitable for HGV traffic which can get stuck/ cause significant delay to other traffic. Such traffic jams jeopardise the ability of emergency services to respond to life threatening incidents in a timely fashion.
- HGV traffic travelling through the Affected Communities is incompatible with reasonable residential use; homes lining the route are subject to unacceptable noise, vibration and danger from these vehicles; it is unsafe for pedestrians (including school children getting to school) to walk in such close proximity to such heavy traffic;

Cavendish, Stoke by Clare and Clare Parish and Town Councils have lobbied SCC to put an Experimental Traffic Regulation Order (ETRO) in place to restrict the size of vehicles able to travel through these communities and indeed have put up funding for this; a copy of the case in support of this ETRO is attached at Appendix A. Whilst supportive of the ETRO, SCC has reported difficulties in seeking the necessary cooperation from Essex County Council which does not wish to see displaced HGV traffic from the A1092 moving onto Essex roads. The Affected Communities are hopeful that with the continued support of SCC, the ETRO will be confirmed as soon as possible.

The Parish and Town Councils of the Affected Communities have been consulted as part of the Strategic Lorry Route Plan review in Suffolk, to the extent they have been asked to highlight the top three lorry related issues affecting their communities as part of the community-led review; SCC is undertaking its own technical review with reference to traffic and collision data, public complaints, lorry watch data etc. SCC will hold a log of the highways incidents relating to HGV's affecting communities along the A1092 and it is requested that this data is considered alongside this response.- Parish and Town Councils only hold data relating to reports they have made themselves in relation to incidents they have been made aware of.

The Town and Parish Councils of the Affected Communities have the opportunity to comment directly to SCC in response to the community-led review. However, the scope of the community led review is limited, seeking details of the top three issues for each community only.

Whilst the A1092 is designated as Blue on the SCC Lorry Route Network Map, non-essential HGV traffic will continue to be routed through the Affected Communities; the confirmation of any ETRO relating to the A1092 appears to be at odds with the continued designation of the A1092 as a Blue route.

Clare Town Council, Cavendish Parish Council, Stoke by Clare Parish Council and Long Melford Parish Council formally request that consideration is given by SCC to altering the status of the A1092 from Blue (zone distribution routes; roads within a zone serving as a route to a local access route) to Green (Local routes; roads or parts of roads serving as access to a specific location) on the Suffolk Strategic Lorry Route map as part of its strategic review of lorry routes. It is submitted that HGV traffic, except where accessing businesses along the A1092 itself, should be directed onto the A14/A143/A12 which is designed to (and therefore better placed to) cope with this heavy traffic.

Additional, recent evidence from all four communities in support of this request to change the status of the A1092 on the Strategic Lorry Route Map is included at Appendix B

APPENDIX A - SUBMISSION BY FORMER COUNTY COUNCILLOR MARY EVANS IN SUPPORT OF THE PROPOSED A1092 EXPERIMENTAL TRAFFIC REGULATION ORDER

1. The A1092 is classified on the Suffolk Strategic Lorry Route as a zone distributor route.
2. Local residents from Long Melford, Cavendish, Clare, Stoke by Clare and Wixoe have long campaigned to have heavy goods vehicles restricted on the route to those dropping off or collecting goods.
3. The Stour Valley Lorry Action Group was formed in with membership drawn from the communities along the A1092
4. It has won the backing first of Tim Yeo MP and now James Cartlidge MP as well as the Town and Parish Councils, local district councillors, the county councillors, businesses and residents.
5. The Stour Valley Lorry Action Group first made a bid for a TRO in 2012 and were advised to compile a list of HGVs observed travelling through Clare. This was not a formal survey – see list attached.
6. In 2013, Clare Town Council worked through the action group lorry list telephoning hauliers, speaking to transport managers asking them to avoid the A1092. This was when Eddie Stobarts on checking the map of the A1092 advised they would never again route through Clare because of the difficulty of the right angle turn at The Bell Corner and the narrowness of the carriageway at Well Lane.
7. While there was a reduction in HGV traffic as a result of the above action the problems persisted
8. An origin and destination survey in April 2015 found that many HGVs are using the A1092 as an East-West/West/East shortcut and are not stopping to collect/deliver along the route.
9. Over the two-day survey, 285 HGVs travelled along the A1092 and only 25 stopped.
10. The proposed ETRO has been promoted for many years by the Stour Valley Lorry Action Group and supported by the Town and Parish Councils of Clare, Cavendish and Stoke by Clare and by local businesses and residents.
11. The route goes through the historic communities of Cavendish, Clare and Stoke by Clare, which are conservation areas, and over the years there have been frequent incidents of damage to buildings and property from heavy good vehicles failing to negotiate tight turns and or narrow pinch points.
12. There are more than 130 listed buildings in Clare of which a number on Cavendish Road; Market Hill and Well Lane have been damaged directly and indirectly by HGV traffic either through direct strikes; vibration damage to the front facades of buildings or damage to cellars running beneath the carriageway.
13. The A1092 narrows on the western edge of Cavendish, on Cavendish Road, Clare and at Well Lane Clare: buildings, oncoming traffic and parked vehicles have all been hit by HGVs

- a. Cavendish Road, is only 14 feet wide at its junction with Market Hill Clare. To negotiate the right angle turn, HGVs drive on the wrong side of Market Hill - in the heart of the town - for some distance.
- b. To turn into or out of the B1063/Church Street, Clare pushes HGVs either onto the footway or onto the wrong side of the road.
- c. The footway on Cavendish Road, Clare is very narrow on the Bell Hotel junction at barely 24 inches wide making it extremely difficult for pedestrians when HGVs are turning in and out of the junction.
- d. Three cars parked, lawfully, on Cavendish Road have struck and written off by HGVs in the past 5 years.
- e. HGVs meeting oncoming traffic on Well Lane, which is 16.5 feet wide, mount the footway to pass safely which has resulted in damage to buildings.
- f. Traffic becomes gridlocked at times when HGVs fail to negotiate the road layout correctly in Clare resulting emergency vehicles being delayed on call outs – including the Clare Fire crew.

An HGV stuck on Market Hill having struck the Bell Hotel



Damage to the Bell Hotel



Turning from B1063 into A1092



Damage to a shop front on Well Lane



A listed property on the western approach to Cavendish that was struck so many times on its jetty by HGVs that the owner was warned he would no longer be able to insure the said property



APPENDIX B ADDITIONAL EVIDENCE FROM THE AFFECTED COMMUNITIES DECEMBER 2021

STOKE BY CLARE

A consultation was carried out in November 2021, seeking the views of village residents on the effect of HGV Traffic travelling on the A1092. Responses were received from Stoke College, Stoke by Clare Community Speedwatch Team, Village Shop, The Lion Public House and from residents of various parts of the village.

The following main issues were identified:

Pedestrian safety - poor visibility (bends in the road), speeding (well above speed limit) -and poor visibility means there is no time to take evasive action, a particular risk for the elderly, speeding lorries often appear around bends, driving in the middle of the road, fear of being dislodged from pavement or hit, no safe place to cross the road (witness near accidents affecting students from Stoke College)



Example of a narrow pavement in the centre of Stoke by Clare

Unsuitability of route – the road through the village is narrow and was not designed to accommodate very large lorries. Property frontages are very close to the road and excessive vibration associated with the lorries causes internal damage - witnesses report internal cracking to walls & ceilings. Poor visibility, lorry volume has increased greatly over the last 10 years, adverse effect on infrastructure, including road surface, sub-surface pipes and Baythorne End bridge. (The subject of Baythorne End Bridge, a listed structure, remains a major issue, it is clear that structural damage has occurred but neither Essex nor Suffolk County Council have published any survey results, or any strategy for guaranteeing it's structural integrity). There remains a serious ongoing issue with structural damage to drainage pipes, road surface and kerbstones at Wixoe corner

(Baythorne End) caused by HGV traffic. This has been raised with Suffolk Highways and remains, at present, unresolved. This problem alone resulted in several accidents in the winter of 2020/21 and affected motorists have threatened legal action if this remains unresolved.



Carriageway of the A1092 narrowed by parked cars in the centre of Stoke by Clare.

Health and Quality of life – constant noise, louder throughout the day but always a constant rumble of traffic, leading to lack of sleep, pollution, and poor air quality. Many residents have difficulty in accessing village amenities (shop, pub, post office) due to speeding lorries, this discourages walking activity, horse riding & cycling is also dangerous.



15th Century houses adjacent to the A1092, affected by noise and vibration

The historic 16th century brick wall alongside the A1092 is Grade 1 listed and there are serious concerns about the effect of vibration from HGV traffic upon its structural integrity.

Stoke College – an independent school serving children of ages 3-18 submitted the results of an online survey which they issued to parents and staff, which gained 60 responses, as outlined below:

- *Do you believe that slowing down traffic in Stoke by Clare would be beneficial? Yes - 100% of respondents*
- *Which traffic speed do you believe would be most desirable? 30mph 62.5%, 20mph 37.5%*
- *Would you support a petition to stop lorries from entering from Boyton End and going through Stoke By Clare/Clare, through to Halstead? Yes 92.5%*
- *Would you be in support of the A1092 being downgraded to a green route rather than a blue route, thereby only allowing lorries to deliver to local businesses rather than using it as a through route? Or would you support the A1092 being downgraded to a Yellow Route so no lorries over 7.5 tons can use the A1092 at all? Green Route: 50% Yellow Route:15.79% Happy with either colour Route:23.68% Not sure: 10.53%*
- *To have a 20mph limit or zone, it may be necessary to have some traffic calming to control traffic speed. Which of the following traffic calming measures do you think would be most appropriate?*
 - Speed tables for pedestrian crossings (large flat raised areas with ramps, not speed bumps): 39.47%*
 - Pedestrian crossings (dropped kerbs, tactile paving & coloured stripes no flashing lights): 42.11%*
 - Refuge-islands (safe areas for pedestrians to stop in the centre of the road to split crossing). 42.11%*
 - Road surface rumble strips (create change in sound & vibration to alert drivers to slow down). 47.37%*
 - Road surface colouring (variation in road colour to alert drivers to change in environment). 39.47%*
 - Road surface textural changes (e.g. block paving to narrow road or create curves to slow traffic).31.58%*
 - Line markings (road marking techniques to visually narrow the carriageway). 23.68%*
 - A build-out (extended pavement) to reduce carriageway to a single lane. 21.05%*
- *Would you be willing to sign a petition to support traffic calming measures on Ashen Lane and at the front entrance of Stoke College, for children safety? Yes 92.5%*
- *Can you please give any details of an incident or accident that you may have been in, or witnessed as evidence? 4 valid responses:*
 - When my daughter was learning to drive a car overtook her at dangerous speed and nearly caused her to crash*
 - Vehicles travelling too fast on corner near Stoke College causing near accident as you cross the road.*
 - I have nearly been run over while running, and also been forced to stop my car because of speedy drivers*
 - I have received abuse from a driver for running along the main road, outside the school. I've also seen many vehicles driving over the 30mph speed limit. I live in Boyton End, and frequently drive this road. I always follow the speed limit and often have irate drivers following too closely, because they don't like me doing the speed limit and slowing them down.*

Judith Casey – Speedwatch Team Volunteer

1. Figures from Speed Watch show an increase in volume of traffic during the past 4 years, although do not determine the size of vehicles. A personal view would suggest that the large traffic has increased since the appearance of Culina on the Haverhill bypass and are obviously directed by their navigation systems to take the A1092 as a short cut to the A134.
2. The sharp bend at Baythorne End can often prove dangerous if such vehicles attempt the corner as a car is pulling out, and often the lorries cross the centre line on the bend after the bridge.
3. The A1092 is narrow and bending and cannot compare to the A1307 where major changes have taken place in terms of road safety.
4. In Stoke by Clare village the road is narrow and curves through the centre putting at risk pedestrians, cyclists and horse riders, as the cab height of these vehicles creates blind spots, particularly dangerous zones being the crossing to the village stores and the Little Paddocks area where again it is not unusual to find an oncoming HGV crossing the centre line.
5. These vehicles need a greater braking distance than small vehicles so pose a danger for residents pulling out of their driveways, and also the access to the Green. Even if their speed is below 30MPH their size magnifies any damage done.
6. The obvious road damage can be seen in terms of the frequent pot holes and steep edges that have developed on the road edges.
7. When road diversions occur off the A1092 there is absolutely nowhere suitable for these vehicles to go.
8. Air pollution has increased – visibly proven by the residue on windows and exterior paintwork of houses adjacent the road.

Derek Taylor – Speedwatch Team volunteer

Although VAS does not differentiate between the various vehicles travelling through the village, we have all witnessed HGV's far exceeding the 30 mph speed limit. The RAC state that the additional weight of an HGV means that stopping distances can be up to 50% more than a car in similar conditions. At the average 85th percentile speed of 38 mph, which is the current speed recorded on the Stoke by Clare VAS monitor, then those HGV's exceeding the speed limit could require an extra 25 to 35 feet to stop in an emergency situation - this could mean death or serious injury to an elderly person, or parent crossing with children at the wrong time.

CAVENDISH

Cavendish Parish Council have participated in the Town/Parish Lorry Route Review and have identified three areas within the village that are of concern with respect to HGV traffic.

1. To the west of the village at a pinch point at the Red House - Grid reference TL 80045 45871
See Resident Response (i) below.
2. At the junction of Greys Close and Poole Street – Grid reference TL 80472 46277. See photographs below. The A1092 is barely 5 Metres wide at this point and HGV's and other large vehicles must straddle the central markings when they pass. Pavements are very narrow in this region which makes pedestrian access difficult.



3. High Street, Cavendish. Grid Reference TL 80823 46515. Another pinch point caused by parked cars and a narrow highway. Pavements are narrow and crossing is hazardous. Parking on pavements is not addressed as parking enforcement officers have no power to prosecute offenders.

Cavendish Parish Council have produced a traffic needs survey which, although not covering HGV's specifically, outlines the various traffic related issues within the village.

Version v1.4 of the survey can be found here: <https://www.cavendishvillage.uk/parish-council/>

Cavendish residents were asked in November 2021 to comment on the HGV traffic passing through the village; the following recent comments and observations have been received in response:

Response (i) - Resident

I am a resident of Cavendish since 2006 and live at the Red House on the outskirts of the village at the west end in postcode CO10 8BH. The property is about half a mile from the village boundary to the west and is separated from the centre of the village to the east by fields on either side. The flashing speed awareness sign is situated to the east of these fields – well after cars and lorries have entered the village and passed our house.

The house was built in 1500 and is a listed building. It is situated very close to the A1092 and has an overhanging jette (jetty). When we moved here in 2006 there were warning signs advising lorries to drive in the centre of the road as they went past our house. Needless to say, many ignored this advice and in August 2007 the overhanging jette was hit by a high sided loaded lorry. The driver stopped and acknowledged his responsibility and his company paid for the extensive damage to be repaired at a cost of £13k. See photographs:



Following this incident, we attempted to persuade Suffolk CC to do something about the road but despite support from the county councillor at the time nothing happened. Lorries continued to drive far too close to the house in order to pass by traffic going the other way without stopping.

In November 2009 the house was hit again by one of two lorries driving west towards Haverhill. One of us was in the house at the time and as the lorries did not stop, we got into our car and followed them. We called the police who tracked our car and eventually caught up and stopped the lorries. The drivers were arrested and questioned but denied being aware that one of them had hit the house. Despite this denial their company paid for the damage which again was in the region of £13k.

After this incident we sought the advice of district councillor Peter Stevens and warned Suffolk CC that not only would we find it difficult to insure the house in future but that as owners of a listed building we took our responsibility to the house seriously and rather hoped that Suffolk CC might do so too. Whatever the trigger, Suffolk CC then proceeded to widen the pavement on our side of the road and narrow the road



with bollards on both sides to force lorries into the centre of the road and prevent vehicles mounting the pavements on both sides of the road. See photograph. This is, in the main, effective, as fortunately the house has not been hit since then but there are occasions when careless lorry drivers try and pass other vehicles without stopping.

We spend a lot of money each year cleaning the front of the house to prevent erosion of the old wood and brickwork caused by passing traffic.

Response (ii) – Cavendish Speedwatch

The observation of traffic flow on the A1092 we monitor on behalf of Suffolk Constabulary and CPC is, we accept, a token presence in the scheme of things entirely driven by the number of roadside volunteers we can muster each week.

From Jan 1st to Dec 31st, 2018, the last full operational year before Covid, we recorded 2,975 vehicles exceeding our speed limit and of this total 949 or 32% exceeded 40 mph during 220 shifts. Clearly this is a drop in the speeding ocean, so to speak, but some of these were most certainly in the HGV category.

Our Community Speed Watch HQ DOME operation hold our records of date/time/speed and vehicular models including HGV's passing through Cavendish, these might help reveal some statistics upon the HGV numbers we have reported to HQ since we started.

For our part we personally observe large articulated and fixed axle lorries meeting together at the restricted road width in Stour St between Red House & Layfield opposite and comment that this essential pinch point protecting important listed properties is absolutely important to slow down such enormous vehicles.

Furthermore, It has always been my understanding, others may/or not confirm, that the A1092 is an EU designated lorry route. A decision that baffles me bearing in mind the Bell Hotel turn in Clare which regularly creates unwelcome vehicular & pedestrian chaos.

However, if this route is indeed an EU directive this matter could well end up in Brussels and get lost for ever. Does EU transport legislation/jurisdiction continue to have any validation on any of our UK road systems post Brexit? Perhaps we should find out first?

Finally on a personal note after monitoring vehicular speeds at close quarters since 2012 through our village I would welcome the possible introduction of a 20 mph limit between say Greys Close and Pentlow Drive where most pedestrian movements take place.

Response (iii) – Parish Councillor Observation

The main road through the village with a 30mph limit is nearly 1 mile long indicating built up areas and people. Approximately half this distance has vehicles parked on one side resulting in narrow avenues for large vehicles and one pinch point at the end of the green which has seen electric cables downed from a vehicle.

Approximately a quarter this distance has houses within 5 metres of the road, some listed and nearly all in a conservation area.

There is no pedestrian crossing in a village with a primary/junior school and buses dropping off senior school children.

Sat Navs take lorries across Pentlow Bridge resulting in regular damage and weakening the bridge.

CLARE

Clare residents were asked in November 2021 to comment on the HGV traffic passing through Clare; the following recent comments and observations have been received in response.

Bell Hotel Corner, Clare. Photographs 1 and 2 were taken at approximately 9:30am on 2nd December 2021 and show a common occurrence at this traffic pinch point on the A1092 in the heart of Clare.

The first image shows an articulated B & Q lorry attempting to negotiate the corner from Cavendish Road into Market Hill. What can't be seen, as it was too dangerous to get any closer, was how near the trailer came to striking the building in the foreground (Honey Hill, 1& 2 Church Road Clare).

Prior to the B & Q lorry appearing, a rigid axle lorry coming from the opposite direction to turn into Cavendish Road (A1092), was forced to reverse to allow the B & Q lorry sufficient space to negotiate the cars parked legally in Cavendish Road. It then had to proceed in the wrong carriageway as the B & Q lorry was positioned with its offside wheels on the footpath on the wrong side of the road to its direction of travel. The second photograph shows the vehicles in Market Hill on approach to Cavendish Road that had to reverse to allow the B & Q lorry to complete its manoeuvre. The car on the wrong side of the road had to reverse then turn left off the main road to allow the lorry to complete its manoeuvre.



Clare 1 B&Q lorry
Dec 21

Clare 2 car traffic
reversing for B&Q lorry
Dec 21

The half-timbered Bell Hotel is seen on the opposite side of the road.

- The Bell Hotel has a building overhang on the turn into Cavendish Road which has been struck by HGVs in the past.
- There is a very narrow pavement immediately as one turns into Cavendish Road which puts pedestrians in danger of being struck by vehicles.
- The former landlady of the Bell Hotel from the 1990s, reported that even at that time, with smaller HGVs, there were many incidents of HGVs struggling to turn safely at Bell corner, several which caused considerable damage to the Bell.

- The situation is further exacerbated by the congestion caused by residents legally parking outside their homes in Cavendish Road (A1092), immediately beyond the Bell rear car park and stretching for some 200m towards the junction with Highfield in the direction of Cavendish. HGVs entering this obstruction from the direction of Cavendish are forced onto the other side of the road and are often met by with a line of traffic coming towards them. The situation is even worse when an HGV, already struggling to negotiate Bell Corner into Cavendish Road, is met by a long line of traffic coming towards it. Under these circumstances articulated HGVs in particular would have a restricted view via their mirrors to assist in reversing due to their cab being at a 90 degree angle to their trailer.
- Who should reverse and how they do it safely is fraught with difficulty, with the accompanying risk of damage to property, cars and/or injury to pedestrians.

Bell Corner - damage caused to the bollard outside 20 Church Street on 30 November 2021.

Two bollards were located at this location approximately 8 years ago after the property had been struck in the region of ten times. The owner was informed at the time that her property was on the verge of being uninsurable due to the frequency and amount of damage caused. As can clearly be seen the house is still at continued risk of suffering a recurrence.



The damage to the bollards on 30 November 2021 is only the latest in a series of such damage; SCC should have on its own files details of the many reported incidents of damage to the same bollards as these are damaged and repaired frequently by SCC.

Bell Corner

Photo 5 shows an HGV attempting to turn left at Bell Corner from the B1063 (Church Road) onto the A1092 where the carriageway is about 14 foot in width. The HGV is on the wrong side of the road to allow a sufficient turning circle.

Photo 6 shows an HGV approaching Bell Corner from Cavendish on the wrong side of the road due to parked cars forcing oncoming traffic up onto the pavement.



Clare 5 HGV using wrong carriageway to turn onto A1092



Clare 6 car forced onto Cavendish Road pavement to avoid HGV collision

Well Lane A1092 pinchpoint

The A1092 narrows at Well Lane where the A1092 turns into Market Hill, in the heart of the Clare conservation area close to residents homes, many of which are listed buildings. The danger/unsuitability for HGV traffic at this narrow bend where the carriageway is just 14 ft wide is shown by the proximity of this HGV to pedestrians.



Clare 7 HGV at Well Lane

LONG MELFORD

Submissions of (i) Suffolk County Councillor Richard Kemp and (ii) Long Melford Parish Councillor Jonathan Ewbank, as resolved and instructed by Long Melford Parish Council, to request alteration of the status of the A1092 from Blue (zone distribution lorry route) to Green (local access routes) on the current Suffolk Lorry Route Network Map

(i)

“ I Richard Kemp, County Councillor for the Melford Division, would ask that the A1092 section of the Lorry Route be extinguished from where it joins at Baythorne End. There is a poor bridge at Baythorne End also my reasons are; Since the Culina depot has been set up in Haverhill there has been a vast increase in traffic on this route which links to the A 134. It is totally unsuitable as the road is not designed for heavy vehicles. In Clare an historic town there are two RIGHT ANGLE bends, the vibration thus causes damage to the many listed buildings. The listed building problem is replicated in Cavendish and Long Melford. There is no reason why traffic should use this A1092 route (as) there are more accommodating roads that link with Haverhill/Cambridge and the M11, all linking to North/South and East/West corridors. So please listen to your residents, and rescind the HGV Route on the A1092.” Richard Kemp

(ii)

The A1092 in Long Melford runs from the A134 northern junction with High Street, across the Top and Middle Greens and then on to Westgate Street, passing across the western boundary to the village, near the summit of Windmill Hill before it continues to Cavendish, Clare and Stoke-by-Clare. Along the Long Melford part of this route there are 53 Grade II listed structures in close proximity to it. By far the greater majority of these structures immediately border the A1092, whilst a handful are within 50m of it.

Near the summit of the Top Green, 94m from the A1092, is the historically important Trinity Hospital (Grade I Listed), built in 1573 and restored in 1847. Slightly to the north and almost exactly 200m from the A1092, is the spectacular Grade I listed Holy Trinity Church, home to a collection of medieval stained glass windows of international importance. At its southern entry point (157m from the A1092) the church grounds include a Grade II listed War Memorial where the Parish Council has been advised of its fragile nature by an expert local stonemason.

In recording 53 Grade II listed structures along the Long Melford section of the A1092, it should be noted that some are split into semi-detached or terraced component parts which have not been counted in the total. For example, Westgate Terrace, recorded as one structure out of 53 is made up of 7 separate Grade II residences, whilst No.s 11-20 Westgate Street is also recorded as just one out of 53 listed structures. Accordingly the number of individual Grade II listed residences along this section of the A1092 in Long Melford significantly exceeds the reported number of listed structures.

Long Melford Parish Council believes that the high concentration of HGVs on this section of the A1092, with resultant emissions and vibrations is detrimental to the longer term condition and resilience of these buildings and structures and that their impact is relentless and ongoing. This is also a predominantly residential area where the peaceful existence of residents is disturbed by the steady stream of HGVs.

Together with villages such as Clare, Cavendish and Lavenham, Long Melford is a village which attracts high numbers of visitors and tourists to Suffolk and given the economic importance of tourism to the whole of East Anglia, Long Melford Parish Council believes that Suffolk County Council should preserve and enhance these places of heritage sensitivity and, in so doing, show support for tourism in the region. Allowing high numbers of HGVs through these places where tourists, visitors and residents are seeking to relax and enjoy the amenities on offer, when other more suitable routes for such vehicles are available, seems short sighted.

Long Melford Parish Council, with assistance from Babergh DC grants, is undertaking significant investment to support and encourage tourism/visitors to the village and the area and it would welcome support from Suffolk County Council in recognising the long term damage to the village and its attractiveness, as a result of the high concentration of HGVs. In 2018 c £27,000 was spent on a new public car park by the village hall. Then in 2020, c£60,000 was spent on the public car park opposite Melford Hall (with an additional £12,000 Suffolk County Council grant spent on four electric charging points). In 2021/22 the Parish Council, working with Holy Trinity Church and Melford Hall Estates, has approved a project where c£35,000 will be spent on repairs to the Top Green and the public Trinity Hospital car park. This latter part of the village is directly impacted by the A1092 and by the vibrations and disturbance caused by HGVs which traverse this route.

The village is seeking 'Walkers are Welcome' status in 2022 and of the five official/sponsored circular walks now published and available to be downloaded by visitors and residents, two direct walkers across the A1092. Both of those walks take walkers to Holy Trinity Church and by the Trinity Hospital (essential, really, on a visit to Long Melford) and in so doing, they have to include a crossing point by the dangerous five way junction where the Top and Middle Green join Westgate Street. For details of the walks please see the following link: <https://www.longmelfordvillagehall.co.uk/long-melford-walks/>

Having regard to treasured views, if you stand with your back to the Grade II listed southern boundary wall of the Grade I listed Trinity Hospital, the view to the south over Grade I listed Melford Hall, the centre of Long Melford and beyond, is one of the finest in East Anglia, proving a year round magnet for multiple visitors to the area and residents alike. The A1092 crosses this view which is thus regularly punctuated by HGVs.

In a 2 day Origin and Destination survey carried out for Clare Town Council in April 2015, 285 HGVs were recorded as using the A1092 with only 25 stopping along the way. This route, whilst clearly not suited to HGV traffic whether in relation to Long Melford, Cavendish, Clare or Stoke-by-Clare, is primarily being used as a short-cut for HGV traffic, especially the multiple lorries which daily cut through to the Culina Logistics depot in Haverhill, but also regular lorries under the liveries of SRC Aggregates, Omex Petroleum, Cammack and Plant Gro. Long Melford Parish Council believes there are alternative routes more suited to HGVs reaching Haverhill and beyond, such as the A134 and A143.

The attached photographs show the following:

- A drone photo care of the Long Melford Heritage Trust which shows the heritage sensitive area in Long Melford through which the A1092 lorry route passes, with an HGV about to leave the road which crosses the Top Green and move on to High Street.
- Photo No.s 1 - 6 show the impact of HGVs on the significant views to the north and the south across the historic Middle and Top Greens in Long Melford (i.e. to/from the Grade I listed Holy Trinity Church and Trinity Hospital).
- Photo No.s 7 & 8 show the dangerous five-way junction where the A1092, cutting diagonally across the Top and Middle Greens, meets Westgate Street.
- Photos 9 & 10 show the dangerously narrow pavement along Windmill Hill, recently the subject of a rash of complaints to SCC Highways by residents and by Cllr Richard Kemp (see CR 333731 complaint to SCC Highways for example). The pavement adjacent to Grade II listed Westgate House (shown in the photos), is approx 18 inches wide. Pedestrians entering and leaving the village on Windmill Hill face an obvious threat of injury or worse, exacerbated by the close proximity of HGVs.
- Photos 11 & 12 show HGVs in close proximity to the Grade II listed Thatched House along High Street in Long Melford. This property is typical of most of the listed properties in this section of the A1092, given its proximity to the roadside. The owners have, on several occasions over the last 16 years, complained to Suffolk CC about the impact of HGV noise and vibrations, and the resultant loss of amenity. They report the greatest impact to be between the hours of 5am and 9am, particularly from Culina HGVs (please see photo No.s 4, 11 & 12) on the way to and from their depot in Haverhill. Long Melford Parish Council believes other routes can provide more appropriate access for HGVs to this depot - e.g. A134 and A143.

Please note that virtually every building shown in the 13 attached photos is either Grade II or Grade I listed, thus showing the concentration of listed buildings in this part of Long Melford.

I would also draw attention to the 'Heritage and Settlement Sensitivity Assessment for Babergh and Mid Suffolk District Councils', produced in March 2018 by Place Services. Within its main appendix is the following summary of heritage value attributable to Long Melford: I have highlighted the section which underlines the exceptional heritage value attributed to the north of the settlement, i.e. the part of Long Melford through which the A1092 passes (see also the above mentioned drone photo, attached herewith). This assessment provides further grounds for the lorry status of the A1092 to be reclassified:

Value

Long Melford is a well preserved medieval and early modern settlement largely unaltered by modern alterations, save most obviously by a modern housing development to the south-east. The settlement is dominated by a considerable number of listed buildings, including two surviving sixteenth century country houses, which exhibit a high quality of architectural design and craftsmanship. The north of the settlement is dominated by the Church of the Holy Trinity, Trinity Hospital, Kentwell Hall and Melford Hall, all four of which are Grade I listed and three of which sit within Registered Parks and Gardens. This is an exceptional survival from a heritage perspective, which in turn means that it is considered to be of exceptional value. Both Kentwell Hall and Melford Hall are open to the public and the proliferation of tearooms, antique shops and other commercial properties, as well as the high volume of cars parked along the main road, are also indicative of a strong communal and social interest in the village on both a local and national level. This communal value is considered to be intrinsically linked to the heritage value of Long Melford.

That same appendix lists 4 grade I listed buildings in Long Melford, 12 Grade II* and and 171 Grade II. The A1092 in Melford, as noted above, is lined by 53 Grade II listed buildings/structures and this represents 31% of the Grade II stock within the village, plus of course the close proximity of that road to three out of four Grade I buildings (Holy Trinity Church, the Trinity Hospital and a little south of the A1092, Melford Hall). The appendix is linked here and the section on Long Melford is between pp36 and 40:

<https://www.babergh.gov.uk/assets/Strategic-Planning/Current-Evidence-Base/Appendix-1-Babergh-settlement-assessments.pdf>

The high concentration and the heritage significance of listed structures in Long Melford, especially along this section of the A1092, is also evidenced between pp 54 and 74 of the 'Survey of the Historic Listed Buildings and Features of Long Melford in the County of Suffolk' by D Gevaux MA (2021):

<https://we.tl/t-kCoAZ4dJ9e>

This Place Services and Gevaux documents, alongwith the attached photos, serve to illustrate the incongruity between historic Long Melford and the A1092 Lorry Route and they add to the strong case put forward by the Councils of Clare, Stoke by Clare and Cavendish for this route to now be reclassified from 'blue' status to 'green' status.

Cllr Jonathan Ewbank (as resolved and instructed by Long Melford Parish Council)

Long Melford Photographs

LM Photo 1		Looking south over the green from Trinity Hospital
LM Photo 2		South View from Trinity Hospital

<p>Photo LM3</p>		<p>Looking south over the Green from Trinity Hospital</p>
<p>Photo LM4</p>		<p>North View to Trinity Hospital</p>
<p>Photo LM5</p>		<p>North View to Trinity Hospital</p>
<p>Photo LM6</p>		<p>North View to Trinity Hospital</p>

<p>Photo LM 7</p>		<p>Five way junction to LM</p>
<p>Photo LM 8</p>		<p>Five way junction – Top Green</p>
<p>Photo LM 9</p>		<p>Narrow pavement on Windmill Hill</p>
<p>Photo LM 10</p>		<p>Narrow pavement on Windmill Hill</p>

<p>Photo LM 11</p>			<p>Thatched House on High Street Long Melford</p>
<p>Photo LM 12</p>			<p>Thatched House on High Street Long Melford</p>
<p>Photo LM 13</p>			<p>drone photo care of the Long Melford Heritage Trust 2020</p>