

AGENDA ITEM 7: Highways Report – Appendix A

Reference	Location	Description / Comment	Actions
120911/01	Footpath 34 Cycle Track	Following the restructure at SCC, the new Scheme Delivery Team needs to identify a way forward. At present, Morrisons will allow the County Council to build a new cycle facility on their land under certain conditions. Possible ways forward could involve discussions with Grange Primary School or a Public Right Of Way.	It was agreed that a meeting with Grange School representatives would be beneficial, as would a further discussion with Morrisons.
Update 21 March 2012		Discussions with SCC Rights of Way had identified a preferred route forward – by diversion of FP34 by agreement with Morrisons along the desired line and upgraded to cycle track standard. It was hoped that this could be achieved by securing the support of the planning departments at both SCC and SCDC.	A meeting would be scheduled soon between officers in Scheme Delivery, Rights of Way and Planning to confirm support for this approach.
Update 6 September 2012		Morrisons have been approached again, but a response was still awaited. Councillor Newman will email Councillor Goodwin details so he can investigate further.	David Chenery to check with Susan Broom as to whether the 20 year has been explored.
Update 6 March 2013		No progress has been made due to land issues with Morrisons. The missing link is part of local cycle route 5 and national cycle route 51. It takes you east of Morrisons onto Grange Farm Avenue. Morrisons have not been able to give more than a temporary offer to us for 1 year to 18 months as they may be developing the land in the future. It would not be viable to make the track for such a short space of time. Grange School has also been pursued but they are short of playing field space so were not keen. One option could be to make a compulsory purchase of the land. This would involve costly legal work and a hearing which could cost in the region of £8,000 - £9,000. A CPO could be made for either Morrisons or Grange School.	A letter will be sent to Morrisons from the Chairman, David Chenery is happy to help with the wording to put on some pressure.
Update 23 September 2013		This is still to be progressed.	DC to check to see if it is possible to claim 'established route' but thinks that this has been investigated before. Morrisons will be written a letter to say if this is not allowed then we will have to go the Compulsory Purchase Order route.
Update 10 March 2014		It is believed that Councillor Sharman has been dealing with this. A compulsory Purchase Order may need to be considered.	DC will obtain an update and email members.

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Update 16 September 2014		An email has been received from Morrisons from a new contact which explained that the delay was due to staff changes. The email requested plans and suggested a 'lift and shift' option, which would basically mean that if requested, then we would have to remove the cycle track. Members felt that as the track is at the perimeter, it was probably unlikely that it would be required to be moved. Funding would come from LTP.	DC will contact and try and speed things along with a timescale, he will also investigate costs of materials which would be most suitable.
Update 10 March 2015		Members noted that Morrisons had agreed to accept the scheme which will take the path to the back of the surgery and along by the skate park. The surface requirement would be SCC's decision and was likely to be asphalt as it provided a good quality surface. SCC would divest liability for upkeep.	DC to monitor progress of works.
Update 8 September 2015		The scheme which will take the path to the back of the surgery and along by the skate park was now live with the Morrison's legal team. Members requested an update at the next meeting.	DC to monitor and update at next meeting.
Update 8 March 2016		DC reported that this matter was still with SCC legal team to prepare a dedication of land agreement with Morrisons. Rights of Way had given approval and it was confirmed that funding for the scheme was still available.	DC to contact SCC legal team and request that this be progressed.
Update 20 September 2016		DC has spoken with Suzanne Buck. It is strategic, rather than drawing on LCP Fund. The plan is to go in a straight line and not the back of it as initially planned. There are still a couple of outstanding queries, the brief is to completely look at ecology, land transfer and Rights of Way. Commission is imminent. There is an issue regarding lighting the cycle path on the corner near 3 properties. It was discussed whether a consultation was required, but thought using a black out panel would block out the light for these properties who already have lights from the Doctor's Surgery.	DC to update as soon as we have further information.
Update 7 March 2017		<p>The land ownership drawings are now with legal and Public rights of way sections of SCC to start the legal and planning process. A brief for the detailed design will be issued when the timing of the legal process is known. Draft plans will be presented at the meeting.</p> <p>A enquiry from a member of the public regarding the starlings being removed from the bushes, this is an environmental health problem so either SCDC or Morrisons would be responsible.</p>	A draft plan showed the route linking the rest of the cycle track. Funding is assured and committee would like to progress as soon as possible.

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<p>Update 19 September 2017</p>		<p>Update from transport strategy team:</p> <p>Rights of Way are progressing the footpath realignment and cycle track conversion for the new route around Morrisons (Grange Farm Ave etc). This has been with RoW since March and been chased regularly, although progress has been slow. The RoW legal process is expected to take 9 months. ROW have been asked for an expected completion date as it is hoped to avoid the legal process and mobilisation having to run sequentially.</p> <p>From dealings with the landowners, written agreement for the cycle track has been obtained from Morrisons and Haven Health. The Suffolk Coastal piece of land is more problematic as Highways have been informed that full planning permission is required.</p> <p>Cllr Newman is being kept informed of the “progress”, however, RoW are currently in the process of moving office.</p>	
<p>030907/03</p>	<p>‘A’ Boards in Hamilton Road</p>	<p>Derek Oldham reported that he had received a request from SCDC to look at ‘A’ boards in Felixstowe and asked whether the Committee believed that the County Council should take action against these in Felixstowe. Members discussed A boards. It was explained that the Town Centre Management Group had an understanding that they were an aid to trade. Boards needed to be looked at on a case by case basis in relation to their position and whether the footway was wide enough.</p>	<p>It was agreed that this should be discussed at the next meeting of the Town Centre Management Group and in the meantime if there were any particular problems of obstruction these should be passed to Derek Oldham.</p>
<p>Update 10 March 2014</p>		<p>Many ‘A’ Boards are placed on the Highway to advertise businesses. The policy County Council have adopted is to allow one such board per business. This is provided it is located directly outside the property, is taken in at night and does not obstruct the Highway unreasonably. A summary of SCC’s guidance note was circulated to members alongside photographs to illustrate the problems. Problems have been experienced in the area of the Orwell Road junction with a large number of boards being placed out by businesses in Orwell Road. There are also problems with goods being placed on the Highway in Hamilton Road. These would normally be dealt with by writing to the offender or a personal visit to the premises. SCC’s approach has been to place stickers on the boards if they are considered unreasonable, asking for their removal. This has provoked some vigorous objections. The proposal is to continue this approach but write to all businesses in Hamilton Road and Orwell Road to remind them of the approach and to say that boards will be removed if a nuisance is caused by boards that do not comply with the above. Members were asked for their</p>	<p>DC will write a letter to FTC regarding the issue including evidence, and also issues raised by the Suffolk Disability Forum.</p>

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		<p>comments on this approach. It was believed that when the shared space scheme was created, promises were made to the Blind Society that the area would be uncluttered. It is understood that Suffolk County Disability have also raised this issue of A boards and goods on Hamilton Road causing obstructions. It was felt that a set of rules that applies to Felixstowe was required. It was also suggested that a meeting could be held with relevant Traders having Disability Services and David Chenery in attendance to explain the problem.</p>	
Update 16 September 2014		<p>A meeting was held with traders at the beginning of August. David Chenery reported that a suitable sign cannot be found for Bank Corner. There is also an issue of only being able to put this type of sign on private land. Trinity Methodist Church at Bank Corner was an option. Woodbridge are planning to have hanging signs, but this is a cost to the shops and involves planning permission. Agreement to David Chenery's recommendation was made, to revert back to SCC guidelines and advice notice dated 2012. Orange stickers would only be used if dangerous.</p>	<p>Cllr Morris will make enquiries with Rev Diane Smith regarding putting a suitable sign on the corner and will also take details of the consultation to the Suffolk Coastal Disability forum at the beginning October.</p>
Update 10 March 2015		<p>SCC were trying to avoid the need to put out orange stickers. At a meeting with the Disability groups the consensus had been that one A Board was acceptable but lots of stands were proving a problem. Mr L Barber explained that the tactile strip was designed as part of the Shared Space scheme and was between the path and the road to help people with sight problems.</p>	<p>DC agreed to arrange for shops which exacerbated the problem to be visited again.</p>
Update 8 September 2015		<p>No further action was deemed to be required at this time but the situation would be monitored in case of a proliferation of obstructive 'A' boards.</p>	<p>No further action required. Continue monitoring.</p>
Update 8 March 2016		<p>No further concerns at the time of this meeting however the situation will continue to be monitored. Retailer ambitions for improved signage could be delivered through a Felixstowe BID if this aspiration is achieved.</p>	<p>No further action – matter closed at this time.</p>
Update 20 September 2016		<p>A complaint has been received from an Orwell Road shop which cannot put A Boards out even though they are allowed in Hamilton Road if not causing an obstruction. The Blind Society are not happy about the boards in Hamilton Road and there has recently been an appearance of 2 flags which are a hazard. Suffolk Coastal Disability Forum held an Action Day on 8 July and wrote a report about the difficulties encountered in the town.</p>	<p>AT to email DC the Action Day report and ask Suffolk Coastal Disability Forum for comments. DC will then be able to request an Inspector to seek removal of flags for mobility reasons.</p>

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Update 7 March 2017		<p>Emails received from Suffolk Coastal Disability Forum to be discussed at the meeting.</p> <p>DC showed photographs of the problem of A-Boards and flying banners. The initial promise to keep the area from the shop front to the slot drains should be honoured.</p>	<p>DC to check with the Disability Forum that if 1 board per shop (no flying banners) were put the other side of the slot drains would be an acceptable improvement. GN to write to Therese Coffey on behalf of the committee to ask for support. Then the Felixstowe Forward team will be asked to advise the traders' group to remove all obstructions in the designated pedestrian zone outlined above, together with the reason for the request. After a suitable period, the highways team will be asked to step up enforcement of the 'A' board policy.</p>
Update 19 September 2017		<p>Update GN: A complaint has been received not just regarding obstructions on the “walking” areas on Hamilton Road shared space, but also the inconsiderate placement of warning signs on pavements generally, where road works are in progress.</p> <p>Update from transport strategy team : DC has contacted the Suffolk Disability Forum, requesting comments specifically regarding the A boards in Felixstowe and are awaiting a reply. In June a disability action day was undertaken in Woodbridge resulted in the following comments about A boards – “The pavements are obstructed by A Boards causing difficulties in negotiation. Their use should be reviewed and shopkeepers should adhere to the guidelines in place. The example of one A Board in the Thoroughfare as people leave the Turban Centre which advertises a number of businesses should be encouraged.”</p>	
030907/05	20mph Wadgate Road area	<p>The Clerk reported that at the meeting of the Highways Advisory Committee on 13th March 2006 members had considered an accident reduction scheme at the junction of Mill Lane/Wadgate Road. Members had decided that the situation should be kept under review in respect of the accident situation. A member of the public had asked the Highways Advisory Committee to revisit this issue because of continuing speed/accident problems at this junction. SCC reported that this scheme had been based on previous injury accidents. However, the accident rate had not increased and was indeed reducing.</p>	<p>SCC would provide accident statistics for the Clerk to pass to the member of the public.</p>

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Update 12 September 2011		The Chairman referred to correspondence copied for the Committee between the Chairman and a resident of Mill Lane raising concerns in relation to excessive speeds and alleged bad driving along Mill Lane. The Chairman advised that this matter had been looked into previously, and it had been confirmed that fortunately no accidents had been reported in that vicinity.	Councillor Barber suggested that the correspondence be shared with the Safer Neighbourhood Team, with a request for a view from the Police, and this was agreed to be a sensible course of action.
Update 23 September 2013		A 3 page hand out was circulated, showing accidents but no speed data has been received as yet. On the Mill Lane/Stour Avenue roundabout 3 out of the 4 accidents involved a cyclist, so a key issue may be how to approach the roundabout in regards to cycle lanes near junctions. Malcolm has identified two possible speed hump locations on Wadgate Road.	After discussion the accident data does not lead to the conclusion that the accidents are caused by a speeding issue.
Update 16 September 2014		Cllr Newman has emailed to find out how wide an area. The area needs to be defined, and then consideration into whether the area needs to be wider. SCC have commissioned volume and speed checks, now they just need to compare to the new policy. One solution would be more speed humps which would have a cost of approximately £5k. A priority system with half width along the road so oncoming traffic have to give way is also a possible solution. It could be a concern that if the solution deters people from travelling down Wadgate Road, that Vicarage Road would then be used instead.	DC to circulate an example picture.
Update 10 March 2015		Mr Chenery had conducted a traffic count in four places, for 20 mph, the criteria being speeds above or below 24 mph. Average speeds for Grange Road and Vicarage Road complied and were below, however Mill Lane was between 25/26 mph and Wadgate Road 27/28 mph. As there had also been requests from local residents it was advised that traffic calming on Wadgate Road be investigated.	A 20mph zone could also be considered for the area. Mr D Chenery would investigate the accident record on Wadgate Road before exploring traffic calming options and costs with Kier, then send a report to Cllr G Newman.
Update 8 September 2015		It was agreed that evening and weekend traffic and parking assessments should be undertaken at Wadgate Road prior to drawing up a sketch showing potential traffic calming measures. Mr D Chenery advised that the cost to install three speed humps would be in the region of £5,000.	Further information will be provided to Members when the draft sketch is ready.
Update 8 March 2016		A draft layout for traffic calming was circulated showing 4 speed humps which fits in with the speed hump policy in this area. The area was visited on numerous occasions and assessed for where people park and movement. The estimated cost for provision is approximately £12-	GN to agree letter with DC to inform residents. GN is happy to deliver the letters to residents in Wadgate Road. NB to be approached regarding

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		£13,000 with a safety audit also required. Funding could be available from the local highways budget.	funding (as agreed with GN). If funding is agreed, DC to organise safety audit and construction drawings.
Update 20 September 2016		The design for the traffic calming works is complete and the order for this will be placed imminently. The cost of the scheme is £14,800 and NB and GN have put aside some of their local highways budget for this work.	DC to progress the order.
Update 7 March 2017		The speed humps and associated drainage have been constructed, white lining is complete and signs are to follow in the near future.	DC to chase the signs.
Update 19 September 2017		Update from transport strategy team: Signage is still outstanding. The Project Manager for the signs is on leave until 21st September, this will be chased again upon his return.	
060912/06	HGV movements in Beatrice Avenue, Wadgate Road and Beach Station Road, Langer Road, Tacon Road and Orford Road	An email from a member of the public has been received regarding HGVs travelling north up Langer Road from Beach Station Road and using the Lidl roundabout to do a u-turn. The email refers to a website which provides a live camera with a rewind facility at www.fxcam.jesspot.co.uk which shows traffic on Langer Road. This complaint has also been sent to Guy MacGregor. Councillor Goodwin has contact details of a member of the public who is the source for the camera, presently online you can rewind 1 week, investigation into obtaining this film will help to discover why this is happening.	The Committee also decided that signs pointing towards the 'Industrial Area' at Walton Avenue may stop lorries from going in the wrong direction. Councillor Newman could potentially fund these signs.
Update 10 March 2014		Following a number of complaints about lorry use of Beatrice Avenue, Mr Chenery suggested that a survey of traffic be carried out in late March to assess the flows of different classes of vehicle, to determine if enforcement of lorry restrictions is required. Speeding is unlikely to be a problem due to the length of the road. A discussion took place, and it was noted that lorries are, in the main, retail lorries from the town centre and not Port related. Signage does say local traffic only.	David Chenery will explore the options with regards to SatNav, as to whether there is a facility to say 'Not suitable for HGV'.
Update 10 March 2015		It was reported that there had been several complaints raised on this issues at the recent SNT meeting. It had not been possible to obtain a Lorry Satnav to investigate whether lorries were being directed down Beatrice Avenue. Traffic counts were taken last year 1.7% HGV and 3% LGV. It was suggested that a recount (1 year on) would be useful and a comparison count at Garrison Lane. Discussion took place regarding the signage and whether it was a prohibition. The residents had a list of which lorries used the road and had reported to SNT that	Mr D Chenery would research the traffic order and arrange for a letter. Cllr N Barber agreed to obtain the list of retailers whose lorries had been seen going down Beatrice Avenue and take to the offending shops.

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		they were mainly High Street major retailers. It was suggested that the complaint be addressed directly to the retailers.	
Update 8 September 2015		Members carefully considered a Road Traffic Order limiting vehicles to 3.5 tonnes was justifiable and likely to be effective. Mr D Chenery advised that the estimated cost for such a scheme was likely to be around £10,000. Members considered that a TRO on a road such as Beatrice Ave would have little effect as legitimate access would still be permitted and it would be hard to prove that a particular vehicle did not have legitimate right to such access.	Given that a TRO would not affect other heavy vehicles such as buses and would require Suffolk-wide consultation, Members agreed that no further action should be taken in this matter. Mr D Chenery and the Town Clerk would draft a letter advising local residents of the outcome of this matter.
Update 8 March 2016		DC circulated a picture of the new proposed sign and location to address illegal HGV movements. It is not a new TRO. Estimated cost is £1,500. GN agreed to fund this from the remainder of his locality budget.	DC to progress with ordering and erection of the sign.
Update 20 September 2016		<p>The work has been ordered and it is anticipated that the sign will be installed in the late autumn/early winter period.</p> <p>Chairman's Comments: The HGV situation has become decidedly worse over the past few months. There is a realisation that more detailed study is required – probably involving Highways England as well as SCC – to better signpost the various destinations for lorries, to raise the profile of the 7.5 ton limit along Langer Road, and to engage other agencies (e.g. Police and Trading Standards) to apply a little more discipline to what is currently happening. There is a concern that a single additional sign will not be adequate. More action needed at, and on the approach to, Dock Gate 1 (there is nowhere to turn after that, and we believe that's what's causing the problem, although unsure why it is flared up over the summer)</p> <p>This matter is to also be considered as a separate agenda item. It was agreed that Constabulary enforcement would be beneficial to all three areas.</p>	SG to request constabulary enforcement in these three areas.
Update 7 March 2017		<p>A meeting with the police, MK & GN has been arranged on 8th March to discuss the lorry movements and the options for enforcement.</p> <p>The additional 7.5t lorry restriction sign has now been placed in Beach Station Road at the junction with Langer Road.</p>	<p>A request for lorry drivers to ring ahead and hold back would solve the queueing and turning at the Lidl roundabout, driving along Langer Road could be an option.</p> <p>AT – to bring the issue up at the next Port LALC meeting.</p>

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Update 19 September 2017		Update GN 11/9: Recurring problem of lorries using this route to turn/burn time, seems to be building again at the moment. Need to alert the new team to possible solutions/mitigations. Update from transport strategy team: With the new 7.5t sign on Beach Station Rd is there any outstanding highways action?	
160914/10	Blofield Track	On the Blofield Track over the Dockspur link some of the track is surfaced and then it is unsurfaced on the gradual incline, and it is not possible to cycle on the gravel. People use this track to get to the Port to work.	DC will look at the stretch, which is marked cycle but as far as Suffolk County is concerned it is a footpath.
Update 10 March 2015		It was noted that the Blofield Track, situated over the Dockspur link footbridge towards Cordy's Lane, was partly surfaced and incomplete. A surface was required that was suitable for both bikes and horse riders and it was suggested that Sustran be contacted for advice on this. It was also felt that Trimley St Mary Parish Council should be involved.	DC agreed to email Sustran and arrange a meeting with the Rights of Way Team and investigate further with Cllr J Goodwin.
Update 8 September 2015		Mr D Chenery advised that this matter was still ongoing as appropriate surfacing materials were being considered.	DC to progress and report at next meeting.
Update 8 March 2016		A site meeting is to be arranged with the various parties that have an interest in the track, where the track will be walked from end to end to assess the condition.	AT to keep Town Councillors Barham, Green and Bird up to date with progress. DC to arrange a meeting with JGo, GN, Trimley St Mary Parish Council and a user of the track.
Update 20 September 2016		We have met with SCC rights of way staff on site and investigated the status of the footway with our Highway records section. The section from Nicholas Road to Cordys Lane is of variable width and the length is such that the cost is likely to be prohibitive. Extensive discussions would be required with all of the parties involved to agree a scheme particularly for equestrian traffic. The section between Nicholas Road and Clicket Hill Road is recorded as a cycle track already and therefore no traffic order would be required to surface this, the existing width is sufficient for a shared use route. The cost is estimated as £35,000 for this part of the track up to the Industrial Estate (not to Trimley). Inquiries are to be made to see if funding is available from strategic	AT to contact Tim from Bidwells regarding the plans for access to the Rifle club and how this may affect the track.

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		<p>funding sources. Part of the track is in Felixstowe and part in Trimley St Mary. DC also has spoken with Sustrans regarding suitable surface for Equestrians and Cyclists. Members discussed the re-location of the Rifle club, and how the infrastructure would affect the track.</p>	
Update 7 March 2017		<p>AT: Bidwells have confirmed that the Rifle Club proposals envisage using the current track without any to upgrade / alterations other than to achieve access into the Nicholas Road turning circle. Comment was that the track appears to be functional for general purpose use. Bidwells don't yet have a timetable for implementation.</p>	<p>DC to arrange design and obtain costings and look for funding.</p>
Update 19 September 2017		<p>Update from transport strategy team:</p> <p>DC raised request with the SCC Transport Strategy team to consider including this in the strategic cycle network but as of 7th September no funding has been found. It has been recorded for potential future strategic improvement.</p> <p>As strategic funding is not currently available then we would be reliant on local highways budget, district councillor budget or town council precept. It is likely the cost of the work would be prohibitively expensive.</p> <p>Our Rights of Way team have raised concern that the track is used by horse riders so any surface change would need to be suitable, likely a dual surface (half bound, half unbound material).</p>	
100315/12	Accident on Hamilton Road	<p>Mr D Chenery gave an update and circulated a map regarding the number of accidents, including statistics and information on the accidents. It was noted that, due to the nature of the 5 accidents recorded, they were as likely to occur at any other location. Committee had no detail of the latest accident and a Police report was yet to be provided.</p>	<p>A Stage 4 Road Safety Audit was suggested as an objective method of assessment for the area and Committee recommended that this be undertaken as soon as possible. The Lead Safety Auditor for Kier, Mr L Barber, agreed to consult with colleagues to organise.</p>
Update 8 September 2015		<p>Mr D Chenery reported that he had received no further update on this matter at this time.</p>	<p>Committee requested that the Stage 4 Road Safety Audit be carried out and be completed as soon as possible.</p>
Update 8 March 2016		<p>Background information has been collected for the safety audit, cost of which is approx. £1,200. DC is awaiting a fixed price quote but expected to be able to fund. DC advised that no fault had been attributed to shared space for any accidents in that area, which were</p>	<p>DC to recirculate the accident statistics to Members and progress the safety audit.</p>

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		considerably fewer than before the scheme was put in. Notwithstanding this, it was noted that some members of the public had signed a petition seeking pedestrianisation of shared space.	
Update 20 September 2016		A brief has been prepared and a quotation of £2 709 has been obtained to carry out a stage 4 safety audit. Members discussed the funding and the cost of the safety audit. As part of the investigations into safety issues, members deemed further research should be made before a safety audit is ordered.	DC to write a report with comments and statistics from the Police including statistics for the last 8 years, ie 4 years previous to the Shared Space scheme and 4 years post Shared Space scheme.
Update 7 March 2017		A report was presented at the meeting. It showed that in the 3 years before the introduction of the shared space scheme there were 13 accidents (10 slight and 3 serious). After 3 years there were no recorded accidents. However in 2014/5 DC showed on a map where there had been accidents. In 2014 there were 3 reported accidents, 2 parking manoeuvring accidents which could have happened on any road, and the third where the elderly driver disobeyed the crossing and failed to look properly. In 2015, there were 2 accidents one also on the courtesy crossing an accident occurred with a child and it was deemed that the child did not look properly and one other incident with an elderly pedestrian. DC has spoken to a SNT Officer from the Police and they accept everyone has to be courteous to each other, speeds are low and in conclusion they are happy with the scheme.	DC will look at writing on the crossing 'Look both ways' on each side on the courtesy crossing from Tesco's to Boots. And the crossing at Carphone warehouse. GN has the highway budget which can be used for this. After assessing the writing then committee will consider a safety audit on the top half of the Shared Space scheme where the incidents are happening. DC will also look at traffic light timing which may be hindering the problem with cars trying to get through the lights.
Update 19 September 2017		Update from transport strategy team: "Look both ways" is not a permitted road marking as this is normally the case, additionally road markings laid on block paving have low durability however if feelings were strong enough discretion could be applied in this instance. Our traffic signals team have identified detection faults due to some of the Traffic Signals' loops in the carriageway being broken. This means the controller is not aware of the cars. The Traffic Signals has been changed back to a fixed time programme rather than vehicle activated. It is programmed to have the defective replaced allowing the signal controller to go back to vehicle activated. We will try and get a date for repairs before the meeting.	

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080915/20	Drainage Work	It was noted that works at Grange Road to remove flooding of the pavement had been ordered from the contractor but a construction date was still awaited. Drainage works at Crescent Road, St Andrews Road and Langley Road were listed for works when funding becomes available. Mr D Chenery advised that following reports of flooding in Langer Road between the school and Beach Station Road, the floods team were carrying out an investigation of the problems and the existing drainage system.	DC to update at next meeting.
Update 8 March 2016		The date for Pavement Works in Grange Road is awaited. Drainage works in Grange Road, St Andrews Road, Crescent Road and Langley Avenue are on our works programme list for the coming financial year but this is subject to budget allocations. When the budget allocation is confirmed (expected £80,000) site visits will be made to prioritise. Crescent Road which has particularly bad drainage may require slot drains to the next gully.	DC to progress in new financial year and provide an update at the next meeting.
Update 20 September 2016		Construction of the pavement work in Grange farm avenue is still being chased. An investigation is to be carried out of the existing drainage system in Langer road following the flooding that has occurred to properties in the road. The four drainage schemes listed above are unlikely to be carried out this year but have been moved to next years list because of the need to carry out the work in Langer road.	DC to monitor.
Update 7 March 2017		The investigation of the existing drainage system in Langer Road discovered a number of defects in the pipes and gullies. An order to repair these defects has been placed and it is anticipated that this will be carried out in the three months. Drainage schemes in Crescent road, Grange Road, Langley Avenue, St Andrews road, Undercliff Road and Ferry road have been added to a new countywide drainage program which will be prioritised by a new countywide drainage team.	If residents are to be informed regarding the work in Langer Road then a discussion with the Public at a hall rather than a letter drop was thought more appropriate.
Update 19 September 2017		Update from transport strategy team: <u>Repairs undertaken in August:</u> Langer Road - Near signalised junction of Langer Road with Beach Station Road	

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		<p>Langer Road - Outside Primary School</p> <p>Beach Station Road - Junction with Manning Road</p> <p>Further planned repairs to CCTV main line on Langer Road, Micklegate Rd, Platters Rd and St Edmunds Rd to ensure gullies are working correctly.</p> <p><u>Future schemes and works:</u></p> <p>U3123 Grange Road, Roundabout, Felixstowe – Not funded in 2017/18 financial year, design not started</p> <p>A1021 Crescent Road, Felixstowe (at Cobbold Road junction) – Not funded in 2017/18 financial year, design not started</p> <p>St Andrews Road, Felixstowe – No record of drainage issue at this location</p> <p>U3123 Langley Avenue, Felixstowe - Not funded in 2017/18 financial year, design not started</p> <p>Langer Road, Felixstowe – Repairs to existing highways drainage system completed on 25th August. AWA to complete high level outfall modification to their 225mm dia outfall into the “ditch” by November. Suffolk Coastal DC are being pursued by Floods Team & GN to clear the “ditch” to increase capacity. Floods Team investigating possibility of providing pumping station and 200m of thrust bored pipe to outfall into sea, which is likely to be the only permanent solution.</p>	
080915/21	Surface Dressing	<p>Proposals for remedial works to the dressing carried out in 2014 in Ferry Lane and Grange Farm Avenue were still awaited from the contractor.</p> <p>A preliminary programme was being prepared for the contractor for the 2016/17 financial year to include the following roads for surface dressing: Maidstone Road (between Grange Road and Seaton Road roundabout), Ferry Road (between Church Road and Gulpher Road), Exmoor Road, Plymouth road, Taunton Road, Manor Road, Manor Terrace, Grange Farm Avenue Service Road and the ‘Fields’ side roads.</p>	DC to update at next meeting.
Update 8 March 2016		<p>Proposals for remedial works to the dressing carried out in 2014 in Ferry Lane and Grange Farm Avenue are still awaited from the Contractor. This backlog is now clearing before the start of the new year. Assuming budget is as expected then Ferry Road between Church Road and Gulpher Road, Exmoor Road, Plymouth Road,</p>	DC to progress in new financial year and provide an update at the next meeting.

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		Taunton Road, Manor Road and Manor Terrace will be dressed this year. If the budget is less than expected, then they may need to re-assess and adjust the list accordingly.	
Update 20 September 2016		<p>This years programme has been completed. Exmoor Road, Taunton road and Manor road received an improved treatment because of the poor condition of the existing carriageways. This meant that Manor terrace was dropped from the programme until next year to pay for the improved surface.</p> <p>Additional funding is to be provided for surface dressing next year across the county which should result in an additional number of roads to be treated in Felixstowe.</p> <p>The programme for surface dressing is to be compiled using an asset management process which is being undertaken at the moment. The proposed sites will be given at the March 2017 meeting. Tomline Road will be on the list and preparatory works for this are to be undertaken shortly.</p>	The programme for surface dressing is to be compiled using an asset management process which is being undertaken at the moment. The proposed sites will be given at the March 2017 meeting.
Update 7 March 2017		<p>The surface dressing sites currently on this year's programme are as follows:</p> <p>Westmorland Road, Stour Avenue, Rosemary Avenue, Lynwood Avenue, Walton Avenue, Lansdowne Road, Tomline Road, Keswick Close, and Garrison Lane.</p>	DC to monitor
Update 19 September 2017		<p>Update from transport strategy team:</p> <p>Will continue to monitor with aspiration that surface dressing programme will be made available on the SCC website. No changes so far.</p>	
080915/22	Carriageway Resurfacing	<p>Construction dates for repairs to the concrete carriageway in Coronation Drive, Philip Avenue and Elizabeth Way were awaited from the contractor.</p> <p>Roads on the proposed 2016/17 programme were noted as being: Walton Avenue East on/off slip roads to dock gate 1 roundabout, Trimley Avenue BP garage crossover, Trinity Avenue A14 off slip under A14 bridge, Wadgate Road/ Grange Road roundabout, High Road West (Garrison Lane to Recreation Lane) and Maidstone Road/Seaton Road roundabout.</p>	DC to update at next meeting.
Update 8 March 2016		Trinity Avenue A14 off slip under A14 bridge has been resurfaced. The following will go ahead if the budget is as anticipated: Walton Avenue East on/off slip roads to dock gate 1 roundabout, Trinity Avenue BP garage crossover, Wadgate Road/Grange Road roundabout, High	DC progress all schemes during 2016/17 and to liaise with Network Assurance and the Town Council in order to programme road closures

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		Road West (Garrison Lane to Recreation Lane), Maidstone Road/Seaton Road roundabout, Grange Farm Avenue service road, the 'Fields' side roads and Maidstone Road between Grange Road and the Seaton Road roundabout.	around important local events to minimise disruption.
Update 20 September 2016		Grange Farm avenue service road, Wadgate Road/Grange Road roundabout, Maidstone Road and Seaton Road roundabout, Hamilton Gardens and Vicarage Road have been resurfaced. Walton Avenue East on/off slips and High road west are to be resurfaced in the Autumn/winter.	Next years programme is to be compiled using an asset management process, details of the proposed sites will be advised at the March 2017 meeting.
Update 7 March 2017		Crescent Road is on the programme to be resurfaced this year. The condition of High Road East /Cliff Road was discussed. One option would be to hatch out the sides, or make a cycle lane	DC to monitor DC to investigate a cycle lane along High Road East/Cliff Road
Update 19 September 2017		Update from transport strategy team: Will continue to monitor with aspiration that carriageway surfacing programme will be made available on the SCC website. No changes so far.	
080915/23	Pavements – Footway resurfacing	It was noted that pavement reconstruction work was currently being designed for sections of St Georges Road, Chaucer Road, Exmoor Road and Snow Hill steps. Members enquired whether the housing development nearby may have contributed towards the pavements crumbling at Philip Avenue. It was also recommended that the two disabled bays at the end of Elizabeth Way be moved away from the junction.	A proposed programme for 2016/17 to be prepared for the March 2016 meeting. DC to update at next meeting.
Update 8 March 2016		Pavement reconstruction works have been completed in St Georges Road, Chaucer Road, Exmoor/Plymouth Road and Snow Hill Steps. Sites to be considered for pavement works in 2016-17 are, Looe Road, St Georges Road, York Road, Taunton Road, Chester Road, Chaucer Road, Charles Road and Philip Avenue. Sites and lengths of pavement to be reconstructed will be determined when the budget allocation is known.	DC to progress and provide an update at the next meeting.
Update 20 September 2016		Works are currently being designed for pavement resurfacing in St Georges Road, Chaucer Road, York Road, Charles Road and the promenade between Maybush Lane and Bath Tap.	DC to monitor.

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Update 7 March 2017		<p>Pavement resurfacing is to be carried out in St Georges Road, Chaucer Road, York Road, Charles Road and the promenade between Maybush Lane and Bath Tap.</p> <p>Several complaints have been received in St Georges Road regarding only one side being done. It is on the program to do more but there was only enough budget to do the worse bits first.</p> <p>A tree outside Fairfield school has brought up the pavement.</p>	DC to monitor and investigate the pavement outside Fairfield School.
Update 19 September 2017		<p>Update from transport strategy team:</p> <p>York Road, Colneis Road, and the Promenade (options still being investigated) are on the 17/18 programme list. There are some issues to be resolved with regard to The Promenade, which are understood to be due to the exposed location washing under and lifting the surface. There is a limited window for the works over the winter whilst the beach huts are not in place.</p> <p>A request has been put to the Felixstowe Community Warden to assess the condition of the footway near the Fairfield School. Ideally these issues should be reported via our online reporting tool, https://highwaysreporting.suffolk.gov.uk/</p>	
100915/27	York Road	Committee noted that an investigation was to be carried out into the problems being experienced with delivery Lorries accessing Poundland in York Road.	DC to consider investigating whether parking enforcement on the double yellow lines or close to the junction could be a solution.
Update 8 March 2016		<p>Reports have been received about problems experienced with delivery lorries to the rear of Poundland and other premises in Hamilton Road. The existing TRO's have been checked and the existing lining is correct. Some of the double yellow lining at the York Road/Hamilton Road junction is faded and needs to be refreshed.</p> <p>The problem has been investigated and seems to be on the southern side at York Road where the existing 8-6 Monday-Saturday restriction is widely ignored leading to congestion and difficulty with access to the businesses. . A photograph was circulated which showed the problem. Members queried whether double yellow lines would effectively solve this issue as local arrangements for blue badge holders may not prevent parking here. Depending on these local arrangements, a TRO could be the way forward. DC advised that the approximate cost of a TRO would be £5,000 but other TRO work could be grouped together to save money. Another option would be to extend the shared space</p>	DC to check blue badge arrangements with SCC consider a TRO if a 'No Waiting' zone would make a difference. If not, DC to explore other options.

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		scheme but this would be more expensive. A half box junction could also be an option.	
Update 20 September 2016		We have been unable to progress this item, no further complaints have been received.	If no further issues, item to be closed at next meeting.
Update 7 March 2017		No further complaints have been received therefore it is proposed to take no further action on this item. Renewal of the double yellow lines at the junction with Hamilton road has been ordered.	DC to monitor
Update 19 September 2017		Update from transport strategy team: Continuing to monitor.	
100915/28	Cycling on Promenade	It was noted that two requests had been received by SCC to consider a marked cycle lane along the promenade. The Town Clerk advised that staff and Members were often asked to clarify the rules over cycling on the prom and enquiries had been made with SCDC to confirm the status of the bylaw. Members acknowledged that the present situation was not satisfactory and it was suggested that the Town Council could consider it further with a view to recommending some options to SCDC. Members advised that there were several options worth considering, such as the use of the newly introduced Public Space Protection Order. However, it was strongly recommended that a trial period be considered whereby an assessment could be made of the impact of cycling on the prom over a full 12 months before any long-term decision be implemented.	Town Council to consider Cycling on the Prom further with a view to recommending some options to Suffolk Coastal District Council.
Update 8 March 2016		Following Committee's referral, this was considered at the Town Council's Finance & General Purposes Committee and then Full Council. FTC resolved to request that SCDC consider trialling a removal of the signs prohibiting cycling for at least 12 months. SCDC have advised that there will be a consultation exercise carried out before a decision is made. Felixstowe Forward Change Director, Helen Greengrass has drafted the consultation which will commence pending approval by SCDC. SCDC would be contacting local authority partners such as SCC & Suffolk Police directly for a response. SCDC would consider the matter at a full council meeting, possibly May. DC confirmed that the Prom is a highway and has full highway status but was classified as a footway for inspection purposes. It was not known	DF to circulate Felixstowe Walton Improvement Act to Members for interest. HG to update members at next meeting on the outcome of the consultation.

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		<p>whether a final decision would need to be considered by SCC and whether this would need to go to the Rights of Way Team or Full Council. The original order from Felixstowe Walton Improvement Act, 1902, had been found and stated that the nature of traffic on the prom could be regulated via a byelaw. From a highways perspective the main issue centred on the need for adequate signage in order to mitigate liability in the event of an accident. DC advised that a sensible precaution would be to carry out a safety audit. Also some design and research would need to be carried out in regards to what sort of signs need to be displayed. If cycling on the prom was to be trialled, consideration would need to be given on how to evaluate the trial. It was noted that it was unlikely that a byelaw could be revoked on a trial basis.</p>	
Update 20 September 2016		<p>Suffolk Coastal District Council considered the matter of Cycling on the Prom approving the following recommendations:</p> <ol style="list-style-type: none"> 1. That SCDC agrees to the removal of the notices on the Promenade at Felixstowe which prohibit cycling on it. 2. That SCDC publicises the outcome of the consultation, and the fact that the signs will be removed, prior to their actual removal. 3. That after this publicity, the signs be removed for a period of 12 months thereafter, and that the implications of this action be reviewed and reported back to SCDC, at the end of the 12 months period. <p>AT reported details of an email sent from SCDC in response to an email received from SCC. DC reported that as the Prom has highway status there is a legal implication. Work will need to be done prior to the trial with full signage to alert people. Some indemnification from SCDC will be required. The main issue of concern is for pedestrians approaching the prom from the gardens so signage at these points will be important.</p>	<p>AT to respond to Laura Hack, SCDC regarding signs on the most popular entrances and copy DC in. DC to note the above to James Finch, SCC Cabinet Member for Highways and Transport.</p>
Update 7 March 2017		<p>AT Update: SC Norse looking into substituting a couple of outstanding no cycling notices on larger beach information signs with careful cycling stickers.</p> <p>SCDC Project Officer providing a briefing for FTC in response to Town Council request for a 6-month update on the trial. Copy to be shared at this meeting. To date very few (three) complaints have been received but next 6 months the prom will see far more intensive use.</p> <p>Norse did a safety check on behalf of Highways. Issues picked up are</p>	<p>AT is sending an update to Council 8/3/16. SCDC are asking us for input at this stage.</p>

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		<p>going to be addressed ie more signs from the Seafront Gardens. SCDC have just put out a press release saying it has been running for 6 months and asking people to be careful and aware that the Prom is a shared space.</p> <p>SCDC have received a request to temporarily allow a rickshaw to operate for 6 months to take tourists along on the prom. Committee were happy for the rickshaw to have a trial of 6 months subject to licence and any necessary conditions imposed.</p>	<p>DC to check whether a licence needs to be given for the rickshaw and conditions imposed.</p> <p>AT to ask SCDC to give sight of the licence.</p>
Update 19 September 2017		<p>Update from transport strategy team:</p> <p>If the rickshaw is "road legal" then highways would have no concerns. As far as we are aware there would not be the need for a license or specific conditions.</p>	
100915/29	Beatrice Avenue and Garrison Lane crossings	<p>Members considered the request for an additional road crossing at the roundabout at the junction of the A1021 and Colneis Road. It was noted that the crossing to Cowpasture allotments was pending but had been ordered. As this would also include a bollard it was considered that this would provide enhanced safety for any persons crossing at this location. The request to consider a barrier adjacent to new crossing on the junction of the A154 and A1021 on the Taunton Road side was noted and Mr D Chenery agreed to look in to this further.</p>	<p>DC to update at next meeting.</p>
Update 8 March 2016		<p>It is felt that this issue has now been resolved with the new crossings.</p>	<p>No further action proposed, subject to DF confirming with DC that the matter had been resolved.</p>
Update 20 September 2016		<p>The crossings resolve the issue on the A1021 and Colneis Road, but the barrier requested for the risk of cyclists or children running down the slope on the Taunton Road side of the A154 and into the busy road hasn't been addressed. DC has been requested to investigate this.</p> <p>Highways have looked at this and consider that the provision of a black and white marker post at the bottom of the slope would be a good low cost solution to this complaint and propose to arrange this in the Autumn/Winter.</p>	<p>DC to monitor.</p>
Update 7 March 2017		<p>An order for the above work is to be placed in the near future.</p>	<p>DC to monitor</p>

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Update 19 September 2017		Update from transport strategy team: An order is yet to be placed for the black and white marker post beside the A154 near Taunton Road. Is there a funding source available so that this may be progressed?	
100915/33	Town Signs	Members commented that the road signs on arrival to the town were looking tired.	DC to provide some potential design options and it was suggested that this could be referred to Felixstowe Forward for consideration by the Tourism Sub-Group.
Update 8 March 2016		HG reported that there are various issues with the town signs. The gateway arrival signs are fading and losing their redness in the Twinning badges. There is a broad scope of signs that can be used. The words on the signs do need to meet specific size requirements and the signs need to be attractive and quickly absorbed.	DC will find some approved signs as examples and will issue a brief for new signs and send to HG. HG to refer to Tourism subgroup to work up a brief for ideas of what they should look like.
Update 20 September 2016		The proposed sign design has been circulated, as attached. The estimated cost for replacing the three signs is £5,000, this will have to be confirmed by our contractor prior to final confirmation of the cost. GN will fund it from his highways budget. A discussion took place regarding the content of the sign, and it was proposed that the font size proportions be changed in order for Welcome to Felixstowe to be the main focal point of the sign.	DC to change the font size on the sign and email proof to AT and GN.
Update 7 March 2017		AT update - Proof has been approved. The signs should be erected on 12 th May 2017.	DC to monitor
Update 19 September 2017		Signs now erected.	Complete
080316/02	Taunton Road	Applicants for new advisory disabled bays have to fill in an application form which is available on the SCC web site or office. The parking area near numbers 25-33 and 42-50 Taunton Road has space to park approximately 12 cars. Applications have been received from three properties and one bay has been agreed and this has been ordered. Another application has been received and another bay is being considered to serve these properties. The proposal is then to restrict the number provided at this location to two bays subject to committee's approval. A plan was shown of other existing bays in Taunton Road and other possible locations if applications are received. There would be a total of 8 for that area. Allocations are dependent on a road safety	DC to arrange to write to those who have previously requested disabled bays to assess whether all were needed and in current use.

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		assessment. Concern was expressed as to whether people still used the existing disabled bays. AT referred members to an email on the table which a member of the public described the difficulty they had if they could not park outside their home and asserting that a neighbour had claimed that his disabled bay was for his own dedicated use. DC confirmed that although a bay is created, following an assessment, on the basis of an application from a resident it was advisory only and cannot be guaranteed to a single user.	
Update 20 September 2016		SCC are currently looking at this issue following receipt of two further applications for advisory parking bays.	DC to update at next meeting.
Update 7 March 2017		A plan showing the bays that are currently in use or about to be placed will be presented at the meeting. In addition an application was made for No 40 Taunton road but this had no supporting information therefore was not considered. We have been advise of an application for No17 but no information has yet been received for this. One bay needs to be remarked and no more are to be allowed.	DC to monitor bay remarking.
Update 19 September 2017		Update from transport strategy team: Disabled parking bays, to monitor further requests only.	
080316/07	Taunton Road Footpath	A member of the public reported last year to Councillor Mike Deacon that the footpath in Taunton Road from no. 30 back towards the Exeter Road junction was in a state. This was reported to SCC in the normal way and was told that the footpath was not bad enough to repair. Last Summer an elderly resident tripped, fell, broke her wrist and badly lacerated her face. Mike was also approached by another resident who had asked the team resurfacing the footway on the other side if they were also to repair the pathway in question and was told “No” and was surprised that the team who were already on site could not have filled the offending defects on the opposite side. It is requested that Highways support the repair of this footpath.	DC to ask Malcolm King to resend the email to GN.
Update 20 September 2016		This location has been added to the list of possible sites for repair for the next financial year 2017/18	DC to monitor.
Update 7 March 2017		The location will be checked as part of the regular safety inspections. If it condition gets worse reactive repairs will be carried out.	DC to monitor

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Update 19 September 2017		Update from transport strategy team: To be monitored during routine inspections.	
080316/09	Charles Road	As a result of the recent house building in Charles Road (Orwell Housing) nearby road surfaces have been damaged by HGVs. The creation of a disabled parking space right in the crown of this junction is causing problems with sight lines and manoeuvrability, leading to near misses and pavement works which were recently undertaken now have weeds growing through the surface. DC has visited the site. Double yellow lines could be added to the TRO which would make it easier for home delivery lorries to manoeuvre, but it was felt these would not be welcomed.	No further action.
Update 20 September 2016		The road condition here is satisfactory but the Pavement is in poor condition, we have therefore included this location in this year's pavement renewal programme to improve it. The previous pavement works in Elizabeth Way are considered satisfactory and as we have received no further complaints about the disabled parking bays we propose no further action to these.	DC to monitor.
Update 7 March 2017		Charles Road pavements are on this year's pavement reconstruction programme.	DC to monitor
Update 19 September 2017		Update from transport strategy team: Works undertaken end November 2016. No further action.	
080316/12	Penfold Road – Waiting Restrictions	The traffic order and actual yellow lines on the ground do not appear to agree.	No further action.
Update 20 September 2016		It has been confirmed that there are problems with the traffic order at this location, a detailed investigation is to be carried out with a view to submitting proposals to the next meeting in March 2017.	DC to report to next meeting.
Update 7 March 2017		We have been unable to complete this investigation, therefore carry this item forward to next meeting.	DC to report to next meeting.
Update 19 September 2017		Update from transport strategy team: With the upcoming implementation of Civil Parking Enforcement (CPE) all restrictions in Suffolk will need to be checked and amended. Once markings and Traffic Orders are confirmed to match this will need to be	

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		recorded electronically for traffic wardens. CPE implementation due to be completed by April 2019, suggestion that no additional parking restriction reviews will take place until after this.	
080316/13	St George's Road and Academy entrance – Junction Protection	Complaints have been received of parking and visibility problems at the junction of St Georges Road and Ferry Road and also the new Academy entrance at High Street. These have yet to be investigated but junction protection markings are possible solutions. Any TRO's could be included in the York Road and Penfold Road items above.	GN to provide further evidence of the problem when it occurs so it can be assessed more accurately.
Update 20 September 2016		OFCAs put out cones when events are on which seem quite effective, but there is still a regular issue with cars parking on the junction of St George's Road and Ferry Road. The problem at the Academy entrance is limited to the dropping off/picking up school times. TROs are expensive. It may be worthwhile keeping a separate list of TRO requests and keep adding to it and when HAC feel there is a certain number submit them together.	All to watch the situation and brief at next meeting. DF to compile a list of requests which require TRO.
Update 7 March 2017		SCC have received no further complaints about either junction since the last meeting. When the roundabout goes in at the Academy this will help the situation. Further sites where complaints have been received about the waiting restrictions are located in Maybush Lane, Langer Road, Garfield Road, Barton Road and Manor Terrace. DC has money to progress the extended waiting restrictions on Langer Road near the Orford Road Car Park.	DC to ascertain whether there is a budget for a TRO, and if there is to request a TRO to cover Langer Road (nr Orford Road Car Park), St Georges Road and by the Academy entrance.
Update 19 September 2017		Update from transport strategy team: Aug 2017 DC confirms there is up to £5k for parking restrictions on Langer Road near Orford Road car park. Parking reviews may be on hold due to CPE (see above) however £5k likely insufficient to cover cost of a traffic order, design fees are typically £6.5k, this does not include construction costs.	
080316/19	Street Lighting Ferry Road	GN advised Committee of a resident's concerns about the lighting on Ferry Road	No further action.
Update 20 September 2016		GN advised Committee of a resident's concerns about the lighting on Ferry Road.	GN had referred this to SCC's Senior Street Lighting Manager for action. Update at the next meeting.

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<p>200916/01</p>	<p>Junction of Orwell Road & Leopold Road</p>	<p>White lining is now almost totally erased by the passage of HGVs which have served Hamilton Rd. Priorities were changed at this junction a few years ago, although it is believed that many older drivers and mobility trike users don't always realise this.</p> <p>Some of the lighting above the signage is no longer functioning. There is a clash in the signage, in that the "A14" is signed straight ahead south westwards along Orwell Rd, whereas "Ipswich" is signed right, along Leopold Rd. It is believed most HGVs turn right, which is probably preferable, seeing as we already have issues with HGVs in Langer Rd, and Orwell Rd itself is narrow (Exacerbated by car parking around the Brook Hotel, St Johns Church & the Bacton Rd/Riby Rd area; and the restricted egress onto Garrison Lane).</p> <p>Highway update: We have looked at this area and agree that the carriageway lining needs renewal we will therefore order this work in the Autumn. Disabled bays in the section of Orwell Road near Ranelagh Road will be included in this order.</p> <p>The complaint is incorrect in that both signs point along Orwell Rd, however, there are inconsistencies in the signing beyond the junction. The present location of Ipswich/A14 signing is shown on the attached plan. Two plans and a photograph are attached.</p>	<p>DC to let Councillor Green know that the signs have been looked at and are ok.</p>
<p>Update 7 March 2017</p>		<p>It is proposed that the existing signage be reviewed when the signs are next replaced.</p> <p>An order has been placed to renew the road markings at the junction of Orwell road and Leopold road.</p>	<p>DC to monitor</p>
<p>Update 19 September 2017</p>		<p>Update from transport strategy team:</p> <p>Road marking works undertaken March 2017. Signs still monitored and consideration given to altering them as signs replaced through routine maintenance.</p>	
<p>200916/06</p>	<p>Hamilton Road Slabs</p>	<p>A member of the public has, over several months brought to Highways attention faults in the paving in Hamilton Road. He is now thinking that next month (Sept) he will make a freedom of information request for the current list of faults recorded within Hamilton Road, who is responsible for them and the schedule for rectification. There are many problems and he is happy to join on an inspection visit. The examples he has given are as follows:</p> <ul style="list-style-type: none"> • The reapers outside the Tesco cash machine • A block cover in concrete outside/near Coes shop 	<p>All – Highways welcome comments on any other locations. DC to update at next meeting.</p>

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		<ul style="list-style-type: none"> • The cross roads of Orwell Road and Hamilton Road dug up to replace gas pipes in March. Many wrong colour blocks used during reinstatement. • Pavement replaced with a patch of tarmac outside of Bonmarche. <p>This is, unfortunately, a recurring problem, as statutory Undertakers are allowed to make temporary repairs, and then have up to six months to effect an “as found” repair. Councillor Newman has taken this up with r D Chenery and the people who do the legal work connected to Statutory Undertaker’s activities.</p> <p>Highways update: The repairs to the pavement outside Tesco have been completed.</p> <p>The blocks at the Orwell Road junction are to be replaced by the contractor in due course.</p> <p>There are seven locations where there are minor defects in the blockwork surfacing in Hamilton Road. We plan to hgroup these together at some point in the future in one repair project.</p> <p>There are also a number of damaged signs at the Bent Hill junction which we will group together into a repair task.</p>	
Update 7 March 2017		An order for repairs to the carriageway blocks is to be prepared in the near future. There are 7 locations with defects, which will form 1 order to resolve.	DC to monitor
Update 19 September 2017		<p>Town Clerk update: In response to a letter sent to SCC Chief Executive from Felixstowe Town Council with regards to the reinstatement of local highways following completion of works, a reply has been received from David Chenery on 6th September which will be tabled.</p> <p>Update from transport strategy team:</p> <p>Network Assurance have received complaints regarding utility reinstatements. An order has not yet been placed however areas that could benefit from blockwork renewal have been identified as; Junct. Orwell Rd, o/s New Look, opp Bonmarche, o/s Tesco Metro, corner at TSB bank, o/s cinema (Crescent Rd), middle of c/w o/s Peacocks. Complaints received regarding slabs Outside Subway, opp HSBC, opp Newlook, Oxfam, Simone Barbers Shop.</p> <p>DC agreed the commitment to undertake these works in principle however there is currently no available funding. The details have been</p>	

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		recorded on our asset management system and will be prioritised by the asset team.	
200916/07	Manor Terrace Parking	<p>A number of complaints have been received in regard to parking in the length of Manor Terrace adjacent to the new houses. Some additional white H marks have been placed at two garage accesses that were being regularly obstructed. Members were asked whether they wish Highways to carry out further investigation work here such as additional parking restrictions. When previously asked residents did not want double yellow lines as this would make parking difficult for them. A consultation with residents giving 2 or 3 options should be considered:</p> <ul style="list-style-type: none"> • Double yellow lines • Residents parking scheme (if SCDC allow) • Time restriction on parking 	SG to enquire whether SCDC would introduce a residents parking scheme and what the cost would be, and let DC know. DC to then send out a consultation?
Update 7 March 2017		After feedback from SCDC possible new TRO to be included with item 080316/13 above. Residents parking schemes will be considered in conjunction with the implementation of civil parking enforcement.	All to monitor
Update 19 September 2017		<p>Update from transport strategy team:</p> <p>Possible to undertake TRO in conjunction with item 080316/13.</p>	
200916/09	Bus Stop clearway on Leopold Road	<ul style="list-style-type: none"> • SCC have had a request in from First to put a bus stop clearway on Leopold Road as they cannot always get to the kerb properly due to parked cars (see attached photo). With the single yellow line here there is obviously some protection, but limited waiting and loading is still allowed so we can't guarantee that buses will always be accommodated. The kerb here has not yet been raised for easy access but there is not really space to do so between the driveways, and as the paving here is concrete it would not be a cheap option. As a guide price it would cost at £2000 to raise the kerb and put the lines down plus at least £1,500 to vary the current single yellow line order. The clearway itself would not need an order, but because there is existing paint on site the order for that would have to be changed. Before they go any further down the design route, they have requested the Town Council's view on this. • SCC's view here is that this stop is a bit of a "luxury" location and that people who really need the bus to get to the kerb for them should perhaps go to one of the other nearby stops in Crescent Road or Orwell Road. 	DF to reply to SCC Passenger Transport with cost of changing TRO. DC to investigate future possibilities of having a TRO arrangement for bus stops in general.

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		<ul style="list-style-type: none"> A specific chunk of the general stops budget hasn't been allocated at present, but there is a good amount not yet committed for this year so SCC could potentially find the money if there is a genuine need and demand for the works. But naturally, any contributions from other bodies will be more than welcome. Highways update: The cost of changing a traffic order in isolation is likely to be £4-5000, not £1500, although it could be included with other orders mentioned elsewhere in the report. 	
Update 7 March 2017		DF Update from Simon Barnett - Bus stop Clearways do not need a TRO unless there are already other orders in place on that stretch of road that have to be revoked or altered to fit the bus stop markings in. He'd be more than happy to have a few more around Felixstowe as quite a few stops do suffer with parked cars (outside the Police Station for starters) but know they are always contentious as they restrict on-street parking.	
		SCC to consider requests for new bus stop markings. Recent additions have been in Undercliff Road East and Church Road.	To monitor and carry forward to next meeting
Update 19 September 2017		<p>Simon Barnett update: On the TRO front, there is a need to resolve the Leopold Road stop. A lot of complaints have been received since the suspension of the stop and Simon thinks it will have to come back one way or another. The alternative to changing the current single yellow line TRO at the old stop would be to bring it closer to Orwell Road and have buses stop within the double-yellow line area. To do this SCC would need to put a pole in for the flag which may generate objections. The best site would be on the boundary between no's 50 and 52 at the end of the double yellows. It would go right at the rear of the footway as the lamp columns are at present.</p> <p>Update from transport strategy team:</p> <p>Simon Barnett has provided update however a bus stop clearway can be laid over existing restrictions and those restrictions do not need to be revoked. No TRO is needed.</p>	
200916/10	New car park on Orford Road	Councillor Gallant reported that the entrance to the new car park is on Orford Road and the exit is on Langer Road, and enquired whether it would be better positioned if you came in from the main road and out of the car park on Orford Road. People can park right up to the exit on Langer Road which can block the view when exiting the car park. This could be part of the planning conditions. There is also an issue with	DC to look into the signs and planning conditions with regards to the exits.

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		signs, as there does not appear to be any existence of the car park in the town on signs.	
Update 7 March 2017		<p>The car park is maintained by Suffolk coastal district council and the layout is for them to decide. The current layout entrance is nearer the sea front presumably to serve this demand first. The SCDC web site shows the entrance in Orwell Road.</p> <p>We are happy to consider additional signing to the car park for which we can provide estimates but there are no signs to the other car parks in Sea road so this may have to be looked at all together.</p> <p>£5000 has been provide by dev control towards a TRO to extend the double yellow lines at the car parks exit to improve visibility this could be combined with the possible TROs noted above..</p>	DC to progress a TRO
Update 19 September 2017		See 080316/13	
200916/11	Goyfield Avenue	Complaints have been received from mobility scooters trying to use the footpath from Goyfield Avenue, and not being passible because of overgrowth, works ref 0014770. This was looked at and some of it seen to, but is still an issue.	DC to investigate.
Update 7 March 2017		<p>Further vegetation clearance has been carried out at trees in Goyfield avenue to clear the pavements.</p> <p>Some of the pavements are uneven because of tree roots and this is to be added to future works programmes.</p>	Ongoing
Update 19 September 2017		<p>Update from transport strategy team:</p> <p>Pavement reconstruction has been recorded on our asset management software for future works programme. Unfortunately no indication of time scales can be given.</p>	
200916/13	Cycling on the Prom	<p>Committee noted that Suffolk Coastal District Council had approved to permit cycling on the prom on a trial basis starting from mid October. The Town Clerk reported as having received an email from SCDC prior to the meeting outlining the process by which the recommendations were proposed to be implemented. This included:</p> <ol style="list-style-type: none"> 1. A safety audit, to be carried out by Norse and reviewed by SCDC Health and Safety at the end of September; and, 2. A mixture of metal signs being installed and A5 stickers on the bins along along the prom advising public that cycling was permitted and removal of the no cycling signs. 	<p>Members noted formal communication about the launch would be sent to the Town Council in the next couple of weeks once the date had been confirmed.</p> <p>AT to respond to Laura Hack, SCDC regarding signs on the most popular entrances and copy DC in. DC to note the above to James Finch, SCC</p>

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		<p>SCDC had confirmed that they would not be seeking to put a white line along the prom at this stage because it is a trial and the prom should be treated on a 'shared space' basis. Felixstowe Forward would be collecting responses and also capture any complaints and incidents raised with Norse.</p> <p>SCDC had also agreed that a report would be provided to the Town Council on conclusion of the trial for feedback prior to being considered by their council.</p>	Cabinet Member for Highways and Transport.
		<p>After 6 months, SCDC had undertaken to bring together a range of interested partners to review the trial at this half-way stage. There would be further opportunity for communicating the ongoing trial at that time.</p> <p>SCDC had also been asked to indemnify SCC from any liability.</p>	Ongoing
Update 19 September 2017		<p>Update from transport strategy team:</p> <p>Suffolk Highways appear to have received no complaints from members of the public regarding the trial (checked 06/09/2017).</p>	
200916/14	HGV Movements on Langer Road	<p>Members considered issues around HGV movements along Langer Road and surrounding streets which were not intended for such traffic. DC advised that two signs advising of the restrictions would be installed opposite the junction at Beach Station Road in the late autumn/early winter. It was accepted that a more detailed study would be required – probably involving Highways England as well as SCC – to better signpost the various destinations for lorries, to raise the profile of the 7.5 ton limit along Langer Road, and to engage other agencies (e.g. Police and Trading Standards) to apply a little more discipline to what is currently happening.</p> <p>It was suggested that a yard off Walton Ave, just before the crossing may be adding to the problem. It was believed that the yard had planning permission conditions requiring the operators to man the gate to wave lorries in from Walton Ave. It appears that this is taking place, but, when the yard is getting full they may be instructing HGV drivers to do a loop via Lidl's until space becomes available. If this was part of the planning requirements, and were it to remain a major issue then enforcement should be considered.</p> <p>There is nothing on the signage coming down the A14 trunk road on the approach to Dock Gate 1, but this road comes under Highways</p>	<p>AT to check planning requirements for the lorry yard in Walton Avenue.</p> <p>DC to contact Highways England, regarding improved signage on the trunk road.</p>

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		England. It may be possible to have stronger weight limit signs. It was also suggested that a sign be placed in the layby on the Dock Spur for drivers to pull in, which could list all the companies on the Industrial sites.	
Update 19 September 2017		Update from transport strategy team: DC has contacted Highways England end of August, a response is awaited.	
070317/01	Cycle racks on prom	Felixstowe Forward have asked if this matter can be raised – It has been raised in the past but no racks have been provided on the seafront. If we allow cycling on the prom it is suggested that the provision of cycle racks should be investigated.	Cycle racks on the promenade would restrict the width of the walking surface as they require space for the bicycles, but possible locations could be investigated. Suggest that the best place for these is within the existing SCDC carparks. There are some cycle racks at the Martello Park south car park at present.
Update 19 September 2017		Update from transport strategy team: Currently no action from Highways, still felt that racks on the highway area of the prom would cause an obstruction for pedestrians and cyclists.	
070317/02	Speed awareness on High Road East	We have received a complaint from a local resident regarding motorists speed and lack of care and caution when approaching bollards in the middle of the road, at the cross roads junction which connects Rosemary, over High Road East into Pickets Road. He understands that 30 mph signs are not permitted under road traffic regulations but is enquiring whether the neon signs that light up to remind drivers they are in a 30mph zone are possible.	Temporary battery powered SID signs are allowed but these have to be erected and moved by volunteers. The process for getting posts for these is on the SCC web site under 'Speeding in Suffolk'
Update 19 September 2017		Update from transport strategy team: Suffolk Roadsafe has information on SID signs and other measures such as community speed watch, Safecam and Police policy. http://www.suffolkroadsafe.net/suffolk-info/speeding-in-suffolk/ See Appendix C for recent Community Speed Watch figures	
070317/03	Bus Shelters opposite the Half Moon and Gosford Way	Confirmation has been received that the bus shelters have been demolished and the shelter contractors are expected to go out in February, so the two new shelters should be completed soon.	

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<p>Update 19 September 2017</p>		<p>Update from transport strategy team: Bus shelter opp. Half Moon replaced March 2017 by Maypole Manufacturing. Bus shelter Gosford Way (Opposite Margery Girling House) replaced March 2017 by Maypole Manufacturing.</p>	
<p>070317/04</p>	<p>Seat Licence outside the Felsto Arms in Sea Road</p>	<p>A request for a licence to place seats on the footway outside the Felsto Arms has been received. The existing layout of the property includes outside seating to the front and side of the property. The seating at the front is covered for smokers. Seats were placed out on the pavement at the end of last Summer, we asked that these be removed while we considered the granting of a seat licence. The pavement is approximately 3.1m wide We feel that the arrangement requested and as placed out last summer is an unreasonable restriction of the footway and are not minded to grant the licence but the Committee's opinion is requested. Photographs of the location at present and last summer when the seats were placed out for a short time.</p>	
<p>Update 19 September 2017</p>		<p>Update from transport strategy team: Suffolk Highways have no strong opinion on this, there would appear to be enough room if the seating were kept tidy however it may cause an obstruction of the footway during typical use. Would agree with the committee's opinion on this.</p>	