

Contents

TRO'S..... 3

 080316/12 Penfold Road – Waiting Restrictions..... 3

 080316/13 [St George's Road and Academy entrance – Junction Protection](#)..... 3

 200916/07 Manor Terrace Parking..... 4

 200916/10 New car park on Orford Road 5

 190917/01 Candlet Road Laybys 5

 190917/04 Parking near Felixstowe & Walton United FC 6

 190917/17 Maybush Lane 6

HGVs..... 7

 200916/14 HGV Movements on Langer Road 7

Drainage Work 8

 U3123 Grange Road, Roundabout, Felixstowe 8

 A1021 Crescent Road, Felixstowe (at Cobbold Road junction) 8

 U3123 Langley Avenue, Felixstowe 8

Surface Dressing..... 9

 Westmorland Road, Stour Avenue, Rosemary Avenue, Lynwood Avenue, Walton Avenue, Lansdowne Road, Tomline Road, Keswick Close, and Garrison Lane..... 9

Carriageway Resurfacing..... 9

 080915/22 High Road East/Cliff Road to be put on the list for future consideration 9

 Leopold Rd between Orwell Rd and Wolsey Gardens. 9

Pavements – Footway resurfacing..... 9

 080915/23 [York Road, Colneis Road, and the Promenade](#)..... 10

 080316/07 Taunton Road Footpath 10

 200916/11 Goyfield Avenue 10

CYCLE PATHS / CYCLING ON THE PROM 11

AGENDA ITEM 5: Highways Report – Appendix A

120911/01 Footpath 34 Cycle Track	11
160914/10 Blofield Track.....	14
HAMILTON ROAD/SHARED SPACE SCHEME	19
030907/03 'A' Boards in Hamilton Road	19
200916/06 Hamilton Road Slabs.....	21
190917/18 Traffic signals at Hamilton Rd/Cobbold Rd	22
Bus Stops.....	22
200916/09 Bus Stop clearway on Leopold Road	22
190917/02 Bus Stops – Grange Road and Mill Lane (Wadgate Rd stop).....	24
190917/03 Leisure Centre bus stop.....	24
200916/09 Bus Stop clearway on Leopold Road	26
190917/06 Footpath 8 (Elmcroft Lane to Westmorland Rd) and Footpath 32 (Rendlesham Rd <>PofF Road/A14 overbridge<>Clickett Hill)	28
190917/14.....	28
Misc.....	28
Weeds on Roads, kerbsides and pavements	28
190917/08 Bent Hill	29
190917/09 Pier – Deliveries on the Prom.....	29
190917/10 The future management of off street car parks and on street parking restrictions	29
190917/11 Re-painting of bollards on Hamilton Road and two benches outside the old Post Office.....	30
190917/13 Lighting needed on Footpath between Walton High Street and St Mary's Close	30
190917/16 Gulpher Road.....	30

AGENDA ITEM 5: Highways Report – Appendix A

Reference	Location	Description / Comment	Actions
TRO'S			
080316/12	Penfold Road – Waiting Restrictions	The traffic order and actual yellow lines on the ground do not appear to agree.	To be investigated.
Update 20 Sept 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 Sept 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 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.	Concern was raised regarding not doing any additional parking restrictions until after the CPE, especially if there is a delay in the implementation of CPE. PG will contact David Stiff to get an update to the situation. GN, SB & SW to take up with SCC regarding the possibility of doing a group of TROs and signs if needed before the implementation of CPE.
Update 6 March 2018			
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 Sept 2016		OFCA 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.

AGENDA ITEM 5: Highways Report – Appendix A

<p>Update 7 March 2017</p>		<p>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.</p> <p>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.</p> <p>DC has money to progress the extended waiting restrictions on Langer Road near the Orford Road Car Park.</p>	<p>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.</p>
<p>Update 19 Sept 2017</p>		<p>Update from transport strategy team:</p> <p>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.</p> <p>Update at meeting</p> <p>It has been noticed that a lot of residents are now putting out cones.</p> <p>There have also been complaints about Campervans being parked at various places in Felixstowe. This is not unlawful as long as they are taxed and insured. A parking restriction say between 1am-2am could change this but difficult to enforce.</p>	<p>Add to TRO list. The cones at St George's Road that OFCA put out seems to solve problem but they have no legal right to put out cones.</p> <p>PG will write a letter to FTC, FTC to publicise cones as a local issue in social media/ newsletter. Once this is done, FTC can feed PG with addresses to send letters to stating that it is not legal to put out cones and they will be removed.</p> <p>The Campervan issue is noted and will be kept under review.</p>
<p>Update 6 March 2018</p>			
<p>200916/07</p>	<p>Manor Terrace Parking</p>	<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 	<p>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?</p>

AGENDA ITEM 5: Highways Report – Appendix A

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 Sept 2017		Update from transport strategy team: Possible to undertake TRO in conjunction with item 080316/13.	To be added to list of potential TRO's for junction protection.
Update 6 March 2018			
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 signs, as there does not appear to be any existence of the car park in the town on signs.	DC to look into the signs and planning conditions with regards to the exits.
Update 7 March 2017		The car park is maintained by SCDC and the layout is for them to decide. The current layout entrance is nearer the sea front presumably to serve this demand first. 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. £5000 has been provided 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.	DC to progress a TRO
Update 19 Sept 2017		See 080316/13	To be added to TRO List
Update 6 March 2018			
190917/01	Candlet Road Laybys	A separate TRO issue that needs consideration is that of Candlet Rd laybys (near Labelcraft). These are being used ever more often by HGV drivers who refuse to pay at Orwell Crossing or BP Anzani Ave when they find the A14 laybys on Poff Rd full. However, they are entering the 7.5 tonne limit and the "access" get out simply won't apply in this situation.	There is an issue with all lay-bys from Ipswich to Felixstowe being full of lorries especially at night. This is causing a real litter issue. A14 is beyond the remit of SCC Highways. If lorries are in Candlet Rd then they are breaching the 7.5

AGENDA ITEM 5: Highways Report – Appendix A

		<p>The police won't move these people on whilst there is no restriction. In the meantime we are getting the usual problems associated with this activity, eg food & drink wrappers, wee bottles and human waste dumped in the bushes.</p> <p>What is needed is a "No Overnight Parking" restriction, which Suffolk Coastal will be able to fine for when CPE comes in.</p> <p>The Town Hall has also received complaints of lorry drivers using the layby on the dock spur road by Grange Farm as a toilet. They were directed to Highways England.</p> <p>Update from transport strategy team:</p> <p>HGVs entering the prohibited area are committing an offence and Highways would expect support from the Police in prosecuting these drivers.</p> <p>CPE is due April 2019 and no traffic orders likely until all existing parking restrictions are ratified and recorded electronically.</p> <p>Suffolk Coastal may be able to support regarding litter.</p>	<p>tonne limit and Police need to know of the problem.</p> <p>A 'No Overnight Parking' sign would need to be added to the TRO List.</p> <p>SG & DS to raise at the Anti-Social Behaviour Meeting as an environmental health issue.</p>
Update 6 March 2018			
190917/04	Parking near Felixstowe & Walton United FC	<p>It is clear that Felixstowe & Walton United FC are becoming ever more popular, and that will inevitably attract more spectators to their matches. Ticket sales can reach over 400. It is understood that some additional parking on the site will be possible once the future of the old clubhouse is decided. However, it has been asked to bring the issue of parking on junctions to HAC, with a view to having parking restrictions (double yellow lines for junction protection) at Dellwood Avenue/Fleetwood Avenue and possibly Lynwood Avenue/Fleetwood Avenue; together with "H" markings to protect individual householders' driveways.</p>	<p>To be added to TRO list.</p> <p>Also the Club has been asked to make the problem known to supporters.</p>
Update 6 March 2018			
190917/17	Maybush Lane	<p>Support for additional road markings around the driveway of Cranmer House in Maybush Lane, Felixstowe has been requested. On busy days the exit view is completely blocked by parked cars. On one side there are single yellow lines which are "active" 8am - 6pm every day. However these are never enforced and routinely ignored. The</p>	<p>PG has visited today the area and will investigate the possibility of yellow lines.</p>

AGENDA ITEM 5: Highways Report – Appendix A

		other side of the drive has no lines. Near misses are frequent as residents exit the property. Therefore double yellow lines or "keep clear" signs seem to be necessary for about 10 metres both sides before a serious accident occurs.	
Update 6 March 2018			
HGVs			
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 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.</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>
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>
Update 19		Update GN 11/9: Recurring problem of lorries using this route to	The signage by Beach Station Road is too late as

AGENDA ITEM 5: Highways Report – Appendix A

Sept 2017		<p>turn/burn time, seems to be building again at the moment. Need to alert the new team to possible solutions/mitigations.</p> <p>Update from transport strategy team:</p> <p>DC has contacted Highways England end of August, a response is awaited.</p>	<p>HGVs have already passed over the roundabout.</p> <p>Work with the Companies so that if the SATNAV sends them to the wrong location notes can be circulated with exact directions to the premises.</p> <p>There is a real problem with signs being obscured by vegetation.</p> <p>GN & AS can show PG the area to investigate solutions. PG will speak with Peter Grimm, Highways and see what can be done to help situation.</p>
Update 6 March 2018			
Drainage Work			
<p>080915/20</p> <p>Update 19 Sept 2017</p>		<p>Update from transport strategy team:</p> <p><u>Repairs undertaken in August:</u></p> <p>Langer Road - Near signalised junction of Langer Road with Beach Station Road</p> <p>Langer Road - Outside Primary School</p> <p>Beach Road West - 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>Future schemes and works;</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</p>	<p>Re: Langer Road. Concerns were raised regarding putting an outfall direct onto the beach - not being good environmentally. SCDC need to be a part of this as do the Environment Agency and other agencies. If it is piped into the sewer it would be better but Anglia Water may not be happy with this, but a response from Anglia Water should be sought. Cllr Savage reported that historically there was a soak away in the playing field of Langer Primary which should be investigated. Another option would be to install a tank to drain into the creek at a higher level. If it is pumped to Sewage Works lane it could then be ducted across the Port.</p>

AGENDA ITEM 5: Highways Report – Appendix A

		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.	
Update 6 March 2018			
Surface Dressing			
080915/21 Update 7 March 2017		The surface dressing sites currently on this year’s programme are as follows: Westmorland Road, Stour Avenue, Rosemary Avenue, Lynwood Avenue, Walton Avenue, Lansdowne Road, Tomline Road, Keswick Close, and Garrison Lane.	DC to monitor
Update 19 Sept 2017		Update from transport strategy team: Will continue to monitor with aspiration that surface dressing programme will be made available on the SCC website. No changes so far.	PG to monitor. There is a forward programme on the website but no dates as yet. DF to circulate link to website as soon as received from PG
Update 6 March 2018			
Carriageway Resurfacing			
080915/22 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 Sept 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.	High Road East/Cliff Road to be put on the list for future consideration. It is after the shops near Church Road which is the problem. There are 2 really deep undulating issues on Leopold Rd between Orwell Rd and Wolsey Gardens. This is a recurring problem. PG to monitor. DF to circulate link to website as soon as received from PG
Update 6 March 2018			
Pavements – Footway resurfacing			

AGENDA ITEM 5: Highways Report – Appendix A

<p>080915/23 Update 19 Sept 2017</p>		<p>Update from transport strategy team: 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>	<p>PG will speak to Felixstowe Community Warden to confirm location of problem outside Fairfield School.</p> <p>There is also an issue on Station Road on the left hand side near Goshawk Terrace. A repair is required since builders left the site.</p>
<p>Update 6 March 2018</p>			
<p>080316/07</p>	<p>Taunton Road Footpath</p>	<p>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.</p>	<p>DC to ask Malcolm King to resend the email to GN.</p>
<p>Update 20 Sept 2016</p>		<p>This location has been added to the list of possible sites for repair for the next financial year 2017/18</p>	<p>DC to monitor.</p>
<p>Update 7 March 2017</p>		<p>The location will be checked as part of the regular safety inspections. If it condition gets worse reactive repairs will be carried out.</p>	<p>DC to monitor</p>
<p>Update 19 Sept 2017</p>		<p>Update from transport strategy team: To be monitored during routine inspections.</p>	<p>PG will check it is on forward plan.</p>
<p>Update 6 March 2018</p>			
<p>200916/11</p>	<p>Goyfield Avenue</p>	<p>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.</p>	<p>DC to investigate.</p>

AGENDA ITEM 5: Highways Report – Appendix A

Update 7 March 2017		Further vegetation clearance has been carried out at trees in Goyfield avenue to clear the pavements. Some of the pavements are uneven because of tree roots and this is to be added to future works programmes.	Ongoing
Update 19 Sept 2017		Update from transport strategy team: Pavement reconstruction has been recorded on our asset management software for future works programme. Unfortunately no indication of time scales can be given.	The issue is on the railway side. To be added onto a future works programme.
Update 6 March 2018			
190917/07	Elmcroft Lane	There is also an issue with the state of the roadway, in front of the school, between Ferry Road, and the residential part of Elmcroft Lane. This has been an on-going battle between the Education Authority and the County Council. However, over the past 18 months, the condition of the roadway has deteriorated a great deal more, and is now an even more serious safety issue, especially for pedestrians, cyclists and 'buggy' users.	This is part of footpath 8. It has seriously deteriorated. GN is chasing with Joyce Stoddart in charge of School Infrastructure. It is being financed by the Children and Young People's (CYP) Service.
Update 6 March 2018			
CYCLE PATHS / CYCLING ON THE PROM			
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 Sept 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.

AGENDA ITEM 5: Highways Report – Appendix A

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 12-18 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 Sept 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.
Update 16 Sept 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 Sept 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	DC to contact SCC legal team and request that this be progressed.

AGENDA ITEM 5: Highways Report – Appendix A

		still available.	
Update 20 Sept 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		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. 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.	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.
Update 19 Sept 2017		Update from transport strategy team: 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. 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. Cllr Newman is being kept informed of the "progress", however, RoW are currently in the process of moving office.	Ongoing – Paul Gant to chase and monitor.
Update 6 March 2018		Update 13/2/18 from Paul Horne, SCC Infrastructure team: There is already a request in for an ecological survey and the preliminary design has been completed. The legal process still needs to be completed as an objection at this point could jeopardise the plans. The following is a full explanation of the rights of way process and the steps required for the Footpath diversion and subsequent Cycle Track	

AGENDA ITEM 5: Highways Report – Appendix A

		<p>Conversion Order. There are a number of mandatory consultation phases each requiring a minimum 4 week period. Any objections received during this period will of course delay or even halt the process. The summary of the rights of way process is as follows (in blue), it is time consuming and resource hungry and there are a number of stages which must be undertaken sequentially. Suffolk Highways will not be able to be formally instructed to schedule the construction activity until the CTCO is complete as it is important to avoid prejudicing the legal process. Suffolk Highways will be advised of the situation as the end of the legal process approaches, they will then have their timeframe to mobilise and schedule their resources once the work is confirmed. From the information provided, the scheme will not be constructed until the Autumn at the earliest, assuming everything runs smoothly and Suffolk Highways can allocate resource in advance of a confirmed start date.</p> <p><i>SCC hope to be able to consult with the landowners during March on their preferred layout and subject to wider statutory consultation with no objections make a diversion order for the footpath diversion during May.</i></p> <p><i>Provided no objections to the order are received, the footpath diversion could be confirmed during June/July.</i></p> <p><i>Detailed plans and specifications necessary for submission of a planning application for the construction works could then be prepared with detailed costings.</i></p> <p><i>Assuming planning consent can be obtained during the summer SCC could then make the order to convert the routes status to dual cycle track with pedestrian use.</i></p> <p><i>Construction works would only take place once the CTCO had been confirmed.</i></p> <p><i>Provided no objections are received at any of the above stages construction could hopefully take place during the Autumn.</i></p>	
<p>160914/10</p>	<p>Blofield Track</p>	<p>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.</p>	<p>DC will look at the stretch, which is marked cycle but as far as Suffolk County is concerned it is a footpath.</p>
<p>Update 10</p>		<p>It was noted that the Blofield Track, situated over the Dockspur link footbridge towards Cordy's Lane, was partly surfaced and incomplete.</p>	<p>DC agreed to email Sustran and arrange a meeting with the Rights of Way Team and investigate further</p>

AGENDA ITEM 5: Highways Report – Appendix A

March 2015		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.	with Cllr J Goodwin.
Update 8 Sept 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 Sept 2016		<p>DC met with SCC ROW staff on site and investigated the status of the footway with 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.</p> <p>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).</p> <p>Inquiries are to be made to see if funding is available from strategic 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>	AT to contact Tim from Bidwells regarding the plans for access to the Rifle club and how this may affect the track.
Update 7 March 2017		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.	DC to arrange design and obtain costings and look for funding.
Update 19 Sept 2017		<p>DC raised request with the SCC Transport Strategy team to consider including this in the strategic cycle network but as of 7 Sept 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</p>	<p>The Felixstowe Town end near Rendlesham Rd is severely overgrown (1 person width) making footpath impassable. PG to make note of that and arrange action.</p> <p>The Blofield Track is still under investigation by ROW group.</p>

AGENDA ITEM 5: Highways Report – Appendix A

		<p>council precept. It is likely the cost of the work would be prohibitively expensive.</p> <p>ROW 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>	
Update 6 March 2018			
100915/28	Cycling on Promenade	<p>It was noted that two requests had been received by SCC to consider a marked cycle lane along the promenade.</p> <p>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.</p> <p>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.</p>	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		<p>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 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 bylaw. From a highways perspective the main issue centred on the need for adequate signage in order to mitigate liability in the event of</p>	DF to circulate Felixstowe Walton Improvement Act to Members for interest. HG to update members at next meeting on the outcome of the consultation.

AGENDA ITEM 5: Highways Report – Appendix A

		<p>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>	
<p>Update 20 Sept 2016</p>		<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 Sept; 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>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>	<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 Cabinet Member for Highways and Transport.</p>
<p>Update 7 March 2017</p>		<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> <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</p>	<p>AT is sending an update to Council 8/3/16. SCDC are asking us for input at this stage.</p>

AGENDA ITEM 5: Highways Report – Appendix A

		<p>are 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 Sept 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> <p>Suffolk Highways appear to have received no complaints from members of the public regarding the trial (checked 06/09/2017).</p>	<p>If the Rickshaw does wish to go ahead it will need a licence from SCDC – but there has been no application as yet.</p> <p>Laura Hack, SCDC is putting together all the responses as we are now towards the end of the 12 month trial. SCDC response is awaited which will then go to SCC as the Prom is classed as highway. As the trial seems successful it will be suggested to keep it as it is with no cycle lane markings.</p>
Update 6 March 2018		<p>The year-long trial has now ended. The byelaw which prohibited cycling on the Prom was lifted last year to allow for safe and considerate cycling for a period on 12 months and will continue. Signs have been installed to inform both pedestrians and cyclists that the Prom is now a shared space, with cycling permitted. The signs stress the need for cyclists to be mindful of pedestrians and to dismount in crowded or narrow areas.</p>	<p>Complete – To be archived</p>
070317/01	Cycle racks on prom	<p>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.</p>	<p>Cycle racks on the prom 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.</p>
Update 19 Sept 2017		<p>Update from transport strategy team:</p> <p>Currently no action from Highways, still felt that racks on the highway area of the prom would cause an obstruction for pedestrians and cyclists.</p>	<p>The cycle racks need to be off the Prom. Car parks are suitably placed to have cycle racks in and there are some near the new Pier. If they were to be on the lawn outside the Alex this is SCDC land and they would require SCDC permission not Highways. To be archived and refer to Civic & Community.</p>
Update 6 March 2018		<p>SCDC issue as not thought suitable for the Prom.</p>	<p>To be archived</p>

AGENDA ITEM 5: Highways Report – Appendix A

HAMILTON ROAD/SHARED SPACE SCHEME			
030907/03	'A' Boards in Hamilton Road	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.	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.
Update 10 March 2014		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 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.	DC will write a letter to FTC regarding the issue including evidence, and also issues raised by the Suffolk Disability Forum.
Update 16 Sept 2014		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	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.

AGENDA ITEM 5: Highways Report – Appendix 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.	
Update 10 March 2015		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.	DC agreed to arrange for shops which exacerbated the problem to be visited again.
Update 8 Sept 2015		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.	No further action required. Continue monitoring.
Update 8 March 2016		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.	No further action – matter closed at this time.
Update 20 Sept 2016		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.	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.
Update 7 March 2017		Emails received from Suffolk Coastal Disability Forum to be discussed at the meeting. 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.	DC to check with 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 HAC 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.
Update 19 Sept 2017		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	PG will raise issue of work in progress warning signs with Suffolk Highways Work Assurance.

AGENDA ITEM 5: Highways Report – Appendix A

		<p>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>	<p>PG to forward details of scheme that they use in Woodbridge and maybe Lavenham to AT to circulate. It would be prudent to bring to attention of Town Centre Partnership. SCC will continue to have a friendly word when necessary. FTC or FF to ask TC Partnership to draw up a Trader’s partnership which may need input also from the Disability Forum.</p>
Update 6 March 2018			
200916/06	Hamilton Road Slabs	<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 reapiers outside the Tesco cash machine • A block cover in concrete outside/near Coes shop • 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” reapiir. 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>All – Highways welcome comments on any other locations. DC to update at next meeting.</p>

AGENDA ITEM 5: Highways Report – Appendix A

		There are also a number of damaged signs at the Bent Hill junction which we will group together into a repair task.	
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 Sept 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 Sept 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 recorded on our asset management system and will be prioritised by the asset team.</p>	<p>Network Assurance are supposed to put in like for like. It is important that they take up the slabs carefully, but sometimes this is not possible.</p> <p>PG will check with Morrisons and the Utility Companies. As they should be the one's funding the replacements.</p> <p>It was noted that there are some loose blocks outside Peacocks.</p>
Update 6 March 2018			
190917/18	Traffic signals at Hamilton Rd/Cobbold Rd	<p>SCC 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.</p> <p>It is programmed to have the defective replaced allowing the signal controller to go back to vehicle activated.</p>	PG to chase.
Bus Stops			
200916/09	Bus Stop clearway on Leopold Road	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	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.

AGENDA ITEM 5: Highways Report – Appendix A

		<p>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.</p> <p>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 may need to go to one of the other nearby stops in Crescent Road or Orwell Road.</p> <p>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.</p> <p>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.</p>	
Update 7 March 2017		<p>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.</p>	
		<p>SCC to consider requests for new bus stop markings. Recent additions have been in Undercliff Road East and Church Road.</p>	To monitor and carry forward to next meeting
Update 19 Sept 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>Route 77 taken away. PG will speak with Simon Barnett regarding this. At the Wolsey Gardens/Leopold Road stop the flags that Ipswich Buses used for the Open top Bus have been taken away. GM & PG will try to get resolved.</p>

AGENDA ITEM 5: Highways Report – Appendix A

		<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>	
Update 6 March 2018		<p>Update from Simon Barnett: Re bus stop outside 50-52 Leopold Road, waiting a price for new pole from Suffolk Highways. It is close to being ready and just needs approval by estimators then can be ordered.</p>	
190917/02	Bus Stops – Grange Road and Mill Lane (Wadgate Rd stop)	<p>The bus shelters at the "Tree Houses" in Grange Road, and the Wadgate Rd stop on Mill Lane hardly provide shelter in adverse weather.</p> <p>Simon Barnett from SCC reports that:</p> <p>Grange Rd: mapping system gives a footway width of around 2.8m here (it is a bit vague as the wall behind the shelter is not shown) which would give plenty of clearance for a new, deeper type. SCC believes this one to be FTC rather than SCDC. The kerb is raised already so the only costs apart from the new shelter would be removal of the old and filling the leg holes. Based on the ones done last year would expect that to come in at under £1,000.</p> <p>Mill Lane: here the inset into the gardens where the current shelter sits appears to be 1.6 x 4.7m so ample room for an enclosed design there as well. The base area is slabbed rather than tarmac to match the rest of the footway. There would be no problem leaving those in place but the chances of the new legs fitting in the right place are pretty small so it wouldn't look as neat as if slabs were replaced with tarmac. Either way, it would be worth getting the pole removed along with the shelter works as the new one can have a flag bracket. Leaving the slabs in would again bring us in around £1,000 with maybe an extra £500 to replace them. SCC suspect SCDC will have no complaints if we were to replace this one. Simon will ask Norse who do the glass repairs to see who might make that decision.</p> <p>Shelters themselves are still clocking in at around £4,800 for an enclosed design so with a fair wind the total would be about £12,000. Simon has managed to secure a small budget for this year but it is already largely committed so won't know for a few months yet if a contribution can be made towards these two. Simon will obtain demolition prices from Suffolk Highways.</p>	<p>GN now has prices. SW & GN to discuss funding.</p>
Update 6		<p>Update from Simon Barnett: The footway is wide enough, and</p>	

AGENDA ITEM 5: Highways Report – Appendix A

<p>March 2018</p>		<p>although ownership of the shelter is still not proven it is unlikely that anyone would object to it being replaced. For a shelter replacement in Trimley last week, the shelter supplier was requested to remove the old one as part of the installation job rather than getting Suffolk Highways to do it. That worked out a lot cheaper and didn't have to wait for the works to be designed and programmed – it was all done within two weeks of raising the order. The site will be inspected to make sure there wouldn't be any trip hazards or suchlike as the new legs will no doubt not match the old. That would need Highways to come in after all, but hopefully there will be no such issues and we should be able to do the same here.</p> <p>The only real issue is funding. Final costs on a bunch of works that have been done recently or are scheduled to be finished by end of March are still awaited. Quite a few recent jobs have ended up varying significantly from the estimates so Simon is unable to commit what is left this year for anything else as yet. It is hoped that there will be a minor works budget for 18/19 but that's not confirmed yet. The Trimley works came in just under £5,000 for a three-bay enclosed shelter. That would fit here no problem, but if the stop is particularly busy it might be worth going up to a four-bay design. That would probably fit and still leave room to get past the shelter and lamp column, but if necessary we could shift the bin a metre or so up the road. I don't have a cost for one that size but can ask if committee would like.</p>	
<p>190917/03</p>	<p>Leisure Centre bus stop</p>	<p>Simon Barnett, SCC has asked whether HAC has had any further thoughts about an overall TRO refresh as yet? The stop outside the leisure centre needs changes ASAP – cars are parking tight up against either end of the cage markings in the middle of the lay-by. Both able to do so as displaying disabled badges (and then going in to the gym?) it them leaves no way for a bus to squeeze in between them. The cage needs to be extended to one end or other of the lay-by to enable proper use of the stop in future.</p> <p>Simon has looked on site and concluded it is not safe to go ahead with the proposed relocation of the eastbound/opposite pier bus stop from the car park down to the shops. Certainly until all the pier works are finished and probably ongoing with the crossing where it is and deliveries occurring to the shops and restaurants, all of which</p>	<p>This stop is almost continuously blighted by parked private cars. GN to request Simon Barnett that the on-street markings be improved as soon as possible, and the twisted stop flag repaired or replaced at the same time</p>

AGENDA ITEM 5: Highways Report – Appendix A

		<p>obstructed the alternative site.</p> <p>Update from transport strategy team:</p> <p>See previous notes regarding Civil Parking Enforcement, bus stop clearways and Traffic Regulation Orders.</p> <p>A bus stop clearway can be installed over existing restrictions without those restrictions being revoked. The only proviso is that if you install a bus stop clearway marking it is correctly signed and the signage of the other restriction is adjusted to make it enforceable (i.e. if a single yellow line then additional signs within 15 metres of the Bus Stop Clearway marking will be required to make the single yellow line enforceable)</p>	
Update 6 March 2018		<p>Update from Simon Barnett 13/2/18: Waiting for Suffolk Highways. There are some concerns over whether it is possible to make changes without needing to alter the current TRO. If new lines are just painted they would probably not be enforceable. They are still digging into the ramifications of this and are expecting to be consulting with the legal team, it is hoped that an update can be brought to the meeting</p>	
190917/05	Route of the 77 bus / Convalescent Hill bus stop	<p>There needs to be notices on the 4 posts in Orwell Road to advise the bus is no longer calling at these stops and the nearest services available are in Mill Lane. Question as to whether reinstatement of any service is possible to Orwell Road. There is now no stop between Convalescent Hill car park on the sea front and Crescent Road (opposite the American Diner), and several complaints have been received regarding the stopping of this service in Orwell Road.</p>	<p>GN has put up temporary notices to say where nearest stops are.</p> <p>GN has asked Simon if these 4 stops be fitted with a more permanent notice.</p>
Update 6 March 2018		<p>Update: GN has asked Simon whether a bus shelter could be considered in the Convalescent Hill Car park. Simon is happy to go along those lines if the land is forthcoming at no cost to SCC. This will now be investigated further.</p> <p>The publicity team have been asked to look into cases here for a more permanent notice. This has been chased.</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 	<p>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.</p>

AGENDA ITEM 5: Highways Report – Appendix A

		<p>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.</p> <ul style="list-style-type: none"> • 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. • 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. 	
<p>Update 7 March 2017</p>		<p>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.</p> <p>SCC to consider requests for new bus stop markings. Recent additions have been in Undercliff Road East and Church Road.</p>	<p>To monitor and carry forward to next meeting</p>
<p>Update 19 Sept 2017</p>		<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. 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>	

AGENDA ITEM 5: Highways Report – Appendix A

		Update from transport strategy team: 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.	
Update 6 March 2018			
Weeds			
190917/06	Footpath 8 (Elmcroft Lane to Westmorland Rd) and Footpath 32 (Rendlesham Rd <->PofF Road/A14 overbridge->Clickett Hill)	Serious overgrowth ingress to both paths, including overhanging branches on FP8, stout brambles on FP32.	This is a ROW issue, and they will look into these.
Update 6 March 2018			
190917/14	Weeds on Roads, kerbsides and pavements	Norse are failing to keep the road drains and kerbsides free from weeds and debris is collecting alongside the roads in various places in Walton, including Treetops, Ascot drive, Gulpher Road and along both the High Road and main Road. One recurring query, passageway between High Street Walton and Rogers Close. No weed spraying for the past 3 years, despite promises to sort this out. Very luxurious growth at the present. Among other places there is also an issue of weeds on High Beach	Currently 2 weed sprayings are carried out a year. PG will investigate as SCC subcontract to Norse.
Update 6 March 2018			
Misc			
030907/05 Update 12/09/11 to 7/3/17	20mph Wadgate Road area	At HAC on 13/03/06 members had considered an accident reduction scheme at the junction of Mill Lane/Wadgate Road and decided that the situation should be kept under review. In 2011 a member of the public had asked HAC to revisit this issue because of continuing speed/accident problems at this junction. In early 2017 traffic calming was put in place	
Update 19		Update from transport strategy team:	PG will chase DC regarding the awaited signs.

AGENDA ITEM 5: Highways Report – Appendix A

Sept 2017		Signage is still outstanding. The Project Manager for the signs is on leave until 21st Sept , this will be chased again upon his return.	
Update 6 March 2018			
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 Sept 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	This can be fed into the Anti-Social Behaviour Meeting. If it is the same vehicle caught again, then they can be visited by a Police Officer. Action SG and DS to ask Zoe Botton to put on ASB Agenda and ask Speed Watch to continue in this area.
Update 6 March 2018			
190917/08	Bent Hill	There is an oil spillage defacing the paviour bricks at the top of Bent Hill	It appears it is cooking oil, this has been reported to SCDC as it is being poured down the drain.
		Update 13/2/18: There are loose/sunken paver bricks on Bent Hill, about half way up	
Update 6 March 2018			
190917/09	Pier – Deliveries on the Prom	A complaint has been received regarding a large lorry reversing 150 yds on the prom without due care and attention to make deliveries to the new Pier. These concerns have been passed to Andrew Green, Pier Operations Director, for information	To be monitored. Delivery lorries should be encouraged to use the car park.
Update 6 March 2018			
190917/10	The future management of off street car parks and on street parking	Proposed consultation on the future management of off street car parks and on street parking restrictions. First stage consultation. Capture views of parking and car parks locally. Scoping exercise how as a town will we conduct this. This meeting group seems an ideal	The first stage consultation is noted. It was felt that the Town Council would be a good platform to discuss this as it captures the views of Town, District and County Councillors.

AGENDA ITEM 5: Highways Report – Appendix A

	restrictions	platform to establish what our procedure will be.	
Update 6 March 2018			
190917/11	Re-painting of bollards on Hamilton Road and two benches outside the old Post Office	<p>Please can we request that the iron bollards that are on the pavements on the Hamilton Road junction with York Road are re painted. They look like they need repainting before the winter. A request has not yet been made. Possibly ask Community Payback team to paint?</p> <p>There are also two benches outside the old Post Office in Hamilton Road – both look rather worse for wear.</p>	<p>This could be a Community Payback team project, finance to be found by a Councillor or FTC.</p> <p>It is uncertain who owns the two benches, possibly the Post Office. DS will enquire with SCDC.</p> <p>The finger post near Pound land still points to the old Post office and will need to be changed.</p>
Update 6 March 2018		Update 11/10/17 Norse will endeavour to do the benches as soon as possible. This was chased on 12/2/18.	
190917/12	Road markings outside churches	A request has been made to ask if we can please communicate with all churches within the town regarding road markings for funeral cortege. What is the policy regarding keeping the outside of the church entrance clear for funeral vehicles or getting the road marked? It would be useful to communicate to all churches.	There is no specific policy for this. It is suggested that cones continue to be put out.
Update 6 March 2018			
190917/13	Lighting needed on Footpath between Walton High Street and St Mary's Close.	A request has been made to consider possible installation of lighting on the footpath between Walton High Street and St Mary's Close.	This was referred to HAC after a serious incident. It is quite a length to walk in the dark. Two lights would be enough to light up the footpath. PG to make a first approach re lighting, and it would possibly need to be funded.
Update 6 March 2018			
190917/16	Gulpher Road	<p>There is a large, deep pothole on the bend of Gulpher Road after the Hill House cottages and before the start of Gulpher cottages, which is a hazard.</p> <p>There is also concern about the recent flooding in Gulpher Road under the road bridge after inclement weather as this suggests the road drainage system is not clearing water away properly.</p> <p>The caravans at Candlet farm are situated too close to the edge of the field and due to their size and position are blocking the view for</p>	<p>This has been reported online.</p> <p>Flooding and parked cars on Gulpher Road will be investigated.</p> <p>Planning application has been revised to ensure that the caravans are set back from the road, although</p>

AGENDA ITEM 5: Highways Report – Appendix A

		drivers to see around the bend for oncoming traffic. Parked cars on the urban part of Gulpher Road belonging to a resident who operates a car business from home are causing an obstruction for nearby residents who cannot reverse their cars in and out of their driveways safely.	this is not being carried out. This is a SCDC issue.
Update 6 March 2018			