

**Denise Mortimer**

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**From:** Andrew Pursey [Andrew@AnglianBus.co.uk]  
**Sent:** 13 June 2012 13:53  
**To:** Denise Mortimer  
**Subject:** Southwold Bus One Way System

Denise,

Thanks for your e-mail.

From an bus operational point of view, I feel the experiment has been a huge success.

Positives

- 1) Buses do not get caught in congestion in Southwold High Street, thus ensuring far better time keeping.
- 2) Buses do not have to squeeze through impossibly tight gaps in the High Street, when deliveries are being made by vans/lorries parked opposite cars.
- 3) Buses do not have to mount the pavement on the High Street when avoiding oncoming cars, thus avoiding potential collisions with pedestrians and shop canopies.
- 4) The use of York Road provides an ideal turning point, unlike trying to turn at the water pump.

Negatives

- 1) A number of complaints have been received from passengers who don't like the longer walk to the town centre, which is actually no further than Lowestoft, Norwich, Beccles or Yarmouth.
- 2) Unable to serve Harbour.
- 3) Poor bus shelter arrangements at Kings Head. Passengers complain that shelters do not protect from wind and rain, in particular blowing from side.
- 4) Coaches blocking bus bays.
- 5) Cars blocking Coach bays.

I hope this helps.

Regards

Andrew Pursey  
Anglian Bus  
T : 01502 711109

**Denise Mortimer**

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**From:** Nigel Tompsett [Nigel.Tompsett@suffolk.pnn.police.uk]  
**Sent:** 07 June 2012 10:36  
**To:** Denise Mortimer  
**Subject:** RE: North Parade - Prohibition of Buses and Coaches - High Street - Bus One Way  
**Importance:** Low

Hello Denise,

**Bus One Way System**

Now that the scheme has been running for just over nine months, my impression of it is that in general it is a workable scheme. Whilst I appreciate the views of some who find the extra walking distance intolerable, as far as relieving the narrow High Street and Market Place of large coaches and buses is concerned, I believe the scheme is working.

I would heartily agree that the scheme would benefit from further signage to direct coaches along York Road, Godyll Road, Gardiner (not Garden) Road, Lorne Road, Queens Street, Market Place and High Street.

Presently visiting coaches still on occasion transgress the scheme as they are unsure where else to go having always driven up the High Street. This would help alleviate the problem.

The other problem connected with the scheme is the high number of cars that still contravene the No Entry signs in York Road/Blackmill Road. Drivers simply don't notice them, having turned off the High Street by Fat Face. In all honesty, I am not sure what the solution to this problem is, but I needed to highlight it to you to include in your report.

**North Parade Prohibition**

I am not aware of any coaches contravening this prohibition. Most coaches only go to the Pier, and the obvious route is Pier Avenue, so no other problems as far as I am concerned.

Regards,

Nigel

*Nigel Tompsett*

Police Sergeant 424

*"Community Policing at Work!"*

Southwold & Halesworth SNT B& Suffolk Police

Tel ~ 01986 835494 B& Fax ~ 01502 724732

Southwold Police Station B& Station Road B& Southwold B& Suffolk B& IP18 6BB

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>>> On 30/05/2012 at 10:06, in message <D41F5CF4.382@mail.fhq.suffolk.police.uk>, Denise Mortimer <Denise.Mortimer@suffolk.gov.uk> wrote:

Good Morning ,

I am writing to seek your views on the Bus One way System and the North Parade Prohibition, from a police point of view and as you are directly based in the town have a good overall view of the goings on. I have to write a brief report on how the scheme is going this is to enable any changes that may need addressing can be done before the time experimental period expires, I have a lot of correspondence in support and against both the schemes.

My main reason for emailing however is it has been suggested that we highlight the route for coaches

08/06/2012

**SOUTHWOLD TOWN COUNCIL**

**Minutes of the Meeting of the Town Council of Southwold,  
held in the Council Chamber at the Town Hall, Southwold, at 8.00pm  
on Tuesday 11<sup>th</sup> September 2012.**

PRESENT: Councillor M Ladd (Town Mayor) (Chairman)  
 “ Mrs S Allen  
 “ I R Bradbury  
 “ Mrs S M Doy  
 “ Mrs K P Flodin  
 “ R D Temple  
 “ S J Tobin  
 Mrs M Tucker  
 “ J A Windell  
 “ J R Winter

Also attending 2 members of the press, 14 members of the public, the High Steward, and the Town Clerk.

**BUSINESS**

1. **Apologies:** Apologies for absence were received from Cllr Mrs T E Baggott and Cllr Miss E A Betts.
2. **Declarations of Interest:** Nil.
3. **Minutes:** With the addition of Cllr J A Windell in the list of attendees, the Minutes of the Meeting of the Town Council held on 28<sup>th</sup> August 2012 were confirmed and signed.
4. **Standing Orders:** It was proposed, seconded and,

**RESOLVED: That Standing Orders be suspended for the consideration of the following item.**

- (a) **To receive comments from Southwold electors on matters on the agenda – Suffolk County Councillor John Goldsmith** - advised that in his role as a Suffolk County Councillor, he will be closely involved with taking forward the decision on the High Street Trial Bus Scheme and would therefore like as much information as possible relating to the decision made.

A resident of York Road - advised that the Trial Scheme, in his view, had been very successful. Re buses/coaches – the resident advised that he would not wish to distinguish between these and he would not wish to see such vehicles adding to the congestion in the High Street. It was felt that allowing coaches back into the town could only be for commercial interests, and the resident advised councillors that they were making decisions on behalf of the residents who elected them. The resident confirmed that he had responded to the written consultation.

*Meeting reopened*

5. **To receive reports from Committees:** There were no reports from committees.
6. **To receive reports from Working groups -**
- a) **to receive the report of the Traffic working group meeting of 6<sup>th</sup> September 2012 regarding the Temporary Traffic Order relating to the High Street trial bus scheme and associated matters.** Provided to councillors prior to the meeting.
- Cllr Tobin provided the report on behalf of the Traffic Working Group.
- Cllr Temple advised that on page 2 of the report the number of responses received from non-Southwold residents was 109 (not 149) – amendment made to working notes.

**RESOLVED: It was agreed by all to note receipt of the report from the Traffic Working Group.**

7. **High Street Trial Bus Scheme**

- a) *To discuss the Temporary Traffic Order relating to the High Street trial bus scheme and associated matters.*

Cllr Temple commended the Working Group on the time spent on the analysis of the consultation responses received. Cllr Bradbury advised that at the beginning of the Trial Scheme, there had been many complaints from Reydon residents, but in response to the consultation only 33 responses were received from Reydon. Some of these were in favour and some were against.

Cllr Winter advised that at the Traffic Working Group meeting with Anglian Bus, Anglian Bus had been asked for their views on the High Street Trial Bus Scheme. Anglian Bus had advised that if the traffic order was removed, they would have to consider whether there would be any advantages to them in bringing services back into the town.

Full and lengthy discussion took place regarding the trial Scheme. Councillors advised that residents who had spoken them to express views had generally seemed pleased with the scheme. Councillors advised that various mitigating factors would need to be considered should the scheme be made permanent. It was felt that buses had made a difference with regards to congestion in the town, but that delivery lorries were causing issues. It was acknowledged that inconsiderate parking by delivery lorries and cars was still causing congestion in the High Street/Market Place and that this would be a separate matter for consideration. It was however acknowledged that for shops to operate, delivery lorries need to be allowed to access the High Street. The meeting was advised that delivery lorries have been an issue for some time and that there are now ridges on the pavements where delivery lorries have been parking.

Councillors advised that as they had made a financial contribution to a PCSO to try and assist with parking enforcement, instances of parking infringements should be reviewed.

Cllr Temple advised that the reaction of businesses and from those away from the local area had been more negative than positive in their responses to the consultation and this needed to be borne in mind.

Cllr Ladd advised that the car park on Might's Road has been open on Bank Holiday Monday, and on Sunday 9<sup>th</sup> September and took 70–80 cars on each occasion. This

additional parking could be an asset to the town to help ease congestion on days when the town appears to be reaching saturation point.

It was acknowledged by all that to balance the needs of residents/businesses/bus users, would be an exceptionally difficult decision and that the Town Council needed to take all matters into consideration. The Mayor advised that whatever decision was taken would not satisfy everyone but that a balanced view needed to be taken.

*b) To decide whether the Temporary Traffic Order relating to the High Street trial bus scheme should be made permanent.*

The Working Group advised that their recommendation is that the High Street Trial Bus Scheme is made permanent and at the same time the mitigating factors of the shuttle bus and the bus shelter are seriously considered to alleviate some of the concerns of the consultation responses that have been received about the scheme.

**RESOLVED: It was resolved by all to approve for the High Street Trial Bus Scheme to be made permanent. Vote unanimous.**

*c) To decide action to be taken on issues raised as part of the consultation process including those relating to;*

*i) -Bus shelter - many responses refer to the inadequacy of the bus shelter outside the Kings Head.*

It is the recommendation of the Working Group that the bus shelter be larger and affords more protection and incorporates better seating. The Highways & Footpaths Committee to assess the costs and the budget for a more appropriate bus shelter.

**RESOLVED: It was resolved by all to consider an improved bus shelter as detailed in the recommendation above. Highways & Footpaths Committee and Finance Working Group to consider the details further. All agreed. Unanimous.**

*ii) Location of bus stop at the Kings Head and the accessibility to all shops/services - those responses not in support of the scheme refer to the extra distance that needs to be walked to get to the Market Place and to the top end of the High Street.*

It is the recommendation of the Traffic Working Group that Southwold Town Council retains the bus stop at the Kings Head and considers positively the offer of a shuttle bus to assist movement around the town.

**RESOLVED: To retain the bus stop at the Kings Head. All agreed Unanimous.**

*iii) Ease of crossing roads*

The Working group felt that this was not a significant issue and that crossing the road to the new bus stop presented no extra difficulty than anywhere else. The Working Group recommended that no action be taken on this matter at the present time.

**RESOLVED: It was agreed that no action would be taken on this matter at the present time but that the matter would be reviewed at the end of a 12 month period. 9 councillors in favour, 1 abstention.**

iv) *Coach routes* –some responses received from residents, coach companies and businesses (as well as some of the other replies received) expressed that there was difficulty for coach passengers in reaching areas of the town and its surround and the problems encountered with the dropping off of passengers within a walkable distance of the High Street/Market Place/shops/amenities. Lengthy Discussion took place regarding this matter. Cllr Doy advised that it was the wish of the Traffic Working Group to allow coaches better access to the High Street and amenities, and for coaches to have a dropping off point which would provide easier access to the town centre than the present areas at the Kings Head and the Pier provide. It was the recommendation of the working group that the separate traffic order at North Parade be removed to allow coached access to North Parade.

Concerns were expressed by councillors that turning into St James Green could not be guaranteed to be safe and that there were misgivings about coaches accessing this area. Cllr Tobin advised that he had driven coaches around this area and that the turning would be suitable. Councillors advised that the St James Green area is a pinch point and there were concerns about ensuring safety of pedestrians and other traffic users.

Much discussion took place about the turning area into St James Green and the logistics of traffic movements along Victoria Street and into the High Street. Cllr Allen and Cllr Winter confirmed that the hashing at the entrance to St James Green had been placed there as the road does slope slightly in this area. Councillors reiterated that the town was not closed to coaches even with the traffic orders in place, and that coaches were able to travel down the High Street (from the Harbour), at the present time. There was some feeling that by removing the restriction on North Parade – separate issues could be caused. Cllr Doy advised that coaches had parked outside the brewery for many years and there was no reason why this should not be reinstated.

SCC confirmed that placing advisory notices past St James Green stating ‘unsuitable for coaches’ would involve negligible costs, but that moving the actual traffic order restriction would be a more expensive option.

Cllr Tucker requested that any decision on the separate traffic order on North Parade be deferred until further information could be collected, and more detailed analysis had taken place about the possible routes in and out of this area by coaches. It was acknowledged that the issue of coaches should be addressed, but that all options should be considered. Mention was also made of the impact of coaches travelling past people’s houses. It was acknowledged that the majority of coaches came to Southwold during the summer and that this was not such a significant issue in the winter. After full and lengthy discussion it was,

**RESOLVED: To defer a decision on (c)(iv) coach routes.**

**This matter to be considered further by the Highways & Footpaths Committee and for all options and potential solutions to be fully analysed. This matter to be referred back to the Town Council for further consideration within a 6 month period. Unanimous.**

v) *Visibility at York Road junction* - After full discussion it was noted that this junction proves no worse than many others in and around Waveney. Suffolk County Council advised that they could look at moving the give-way white lines

further forward, to ease vision. The Working Group did however note that it is possible for cars to go around the back of Fat Face so that they exit at the same point as the buses.

It is the recommendation of the Working Group that no further action be taken on this matter at the present time.

**RESOLVED: It was agreed that no further action be taken on this at the present time. Unanimous.**

vi) *Congestion in Market Place and High Street* - Discussion took place on this matter and all the comments in the consultation responses considered. It was felt that traffic congestion had been eased, although it was noted in many responses that inconsiderate parking, and the presence of delivery lorries during the day, did not help the congestion that is still taking place at certain times of the day.

The Working Group recommended that the Highways & Footpaths Committee consider both the issues of parking and of the timing of deliveries in more depth, to try to ease the present situation.

Councillors asked that the Highways & Footpaths Committee meet with the police to explain the pinch points and to liaise with the Chamber of Trade over the issue of deliveries. It was suggested that the police and the Chamber of Trade could be invited to the next Highways & Footpaths Committee meeting to discuss these issues further. The Police to be asked to provide a report about parking issues and enforcement of these.

**RESOLVED: That the Highways & Footpaths Committee consider both the issues of parking and of the timing of deliveries in more depth and to engage with the police and the Chamber of Trade and to report back to Southwold Town Council with their recommendations within a 3 month period. Agreed by all.**

Thanks were extended to the Working Group and all councillors for their work in relation to the High Street Trial Bus Scheme.

#### 8. **Community Mini Bus**

a) *To consider the offer of a community mini bus from SCC.*

A report had been provided by the Traffic Working Group and circulated to all councillors. The recommendation of the Working Group is that Southwold Town Council accepts the mini bus as seen. It is recommended that following acceptance of the bus, the Highways & Footpaths Committee meet to consider the practicalities of getting the bus into service as soon as possible for the autumn/winter 2012/13. The Highways & Footpaths Committee to consider the route, the schedule, the timings. The Finance Working Group to meet to consider the costs, business plan and partnership funding.

**RESOLVED: Southwold Town Council to accept the mini bus as seen. The Highways & Footpaths Committee to meet to consider the practicalities of getting the bus into service as soon as possible for the autumn/winter 2012/13. The Highways & Footpaths Committee to consider the route, the schedule, the timings. The Finance Working Group to meet to consider the costs, business plan and partnership funding. Agreed by a majority of 9 councillors with 1 abstention.**

9. **Urgent Business:** to act upon any matter of a non-financial urgency, within the meaning of the Standing Orders, which may be brought to the attention of the Town Council with the consent of the Town Mayor previously obtained.

a) **Dog Signs for beach** - Cllr Ladd and Cllr Allen had met with Waveney District Council and Waveney Norse to discuss this matter. Waveney District Council and Norse had agreed that the signage could be improved.

With regards to an extension of the existing dog order, discussions had taken place about the possibility of extending this to the bottom of the promenade at Gun Hill. Norse expressed concerns that the beach hut owners may not be agreeable to this suggestion.

After full discussion it was,

**RESOLVED: To request Waveney District Council to extend the existing dog regulation order so that the ban on dogs on the beaches between 1<sup>st</sup> May and 30<sup>th</sup> September to be extended as far as the end of the promenade at Gun Hill. All agreed.**

b) **Toilet Steps**- Council was asked to consider painting white lines on the edge of the steps leading down to the Kilcock Cliff toilets so that the steps are visible to those that are partially sighted, and/or at dusk.

**RESOLVED: It was agreed by all to request white lines be painted on the Steps by Kilcock Cliff toilets.**

10. **Date of next Town Council Meeting:** Tuesday 25th September 2012 at 8.00pm at the Town Hall.

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TOWN MAYOR 25<sup>th</sup> September 2012