

Committee:	Rights of Way Committee
Meeting Date:	24 June 2015
Lead Councillor:	Councillor James Finch, Cabinet Member for Highways and Transport
Local Councillor/s:	Councillor Bryony Rudkin
Director:	Mark Hardingham, Chief Fire Officer, Suffolk Fire and Rescue Service & Public Protection, Highways and Transport
Assistant Director or Head of Service:	Dave Watson, Transport Strategy Manager
Author:	Carl Ashton, Senior Engineer Highway Design Telephone: 01473 265923

Suffolk County Council (Princes Street/Queen Street/St Nicholas Street, Ipswich - Access Improvement Scheme

Brief summary of report

1. To consider objections to the advertised Traffic Regulation Orders (TRO's) for the access improvements on Princes Street, Queens Street and St Nicholas Street, Ipswich. See Appendix A for plan.
2. There have been five objections received for the advertised TRO relating to access improvements in the area of Princes Street, Queen Street and St Nicholas Street, Ipswich. The proposed TRO's for this set of streets involves a number of moving and parking restrictions all of which contribute to the overall scheme of improving the connectivity for pedestrians and cyclists between the town centre and the waterfront.

Action recommended

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| <ol style="list-style-type: none"> 3. That the Cabinet Member for Roads and Transport be recommended to approve the proposed access improvements to Princes Street, Queen Street and St Nicholas Street as advertised with exception of the proposals for Elm Street No Loading At Any Time which shall be omitted pending further investigation. |
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Reason for recommendation

4. This scheme has been developed in partnership with Ipswich Borough Council and Ipswich Central. Queen Street is widely seen as a key link between the town centre and the waterfront. Restricting traffic movements in Queen Street would allow Ipswich Borough Council to develop its plan for

extending the market into Queen Street and enhancing the link with St Peters Street retail offering.

Alternative options

5. Continue to work with partners to develop alternative proposals.
6. Abandon the scheme.

Who will be affected by this decision?

7. Residents who live in houses in the immediate area of the access improvements. People who use Princes Street, Queen Street and St Nicholas Street. Local businesses relying on access to buildings in the area.

Main body of report

Background

8. The proposed order is the outcome of the proposals to restrict general traffic movements in Princes Street and Queen Street in order to allow Queen Street to become partially pedestrianized. As a consequence of this some changes to parking restrictions in the adjoining roads namely Elm Street and King Street are proposed to permit revised traffic movements and to offset the loss of disabled parking in Princes Street.
9. The proposals for St Nicholas Street are to enhance the link from St Peters Street and the waterfront to the town centre for cyclists. The proposed contraflow cycling in St Nicholas Street is designed so that changes to the existing flow of traffic are not needed. This requires the current parking provision in the street to be moved from the west side to the east side to facilitate the installation of the cycle facility.

Consultation

10. A public exhibition took place for one week in March 2014 at the Town Hall on proposals to enhance Princes Street and Queen Street. Following comments made by businesses in the area revised plans were drawn up.
11. Draft orders showing the proposed changes were consulted upon between 26 March and 22 April 2015. The TRO was also advertised in the East Anglian Daily Times. Copies of the orders published can be found in appendices B to E.

Objections

12. The following persons are considered to have formally objected to the published notice:
 - a) Mr Graham Cleaver (on 31 March 2015 via email)
 - b) Mr M. Ripley, 6E Elm Street, Ipswich (on 16 April 2015 via email)
 - c) Mr F.W. Sanders, 46 Abbotsbury Close, Ipswich
 - d) Mr D. Murton
 - e) Mr A. Powell
13. The objections received contained the following main themes. These were:

- a) The impact on delivery access to local businesses in Elm Street. With the proposed increase in loading restrictions, the objector feels that there will be no ability to load or unload within Elm Street during the main part of the day leading to difficulties for residents and businesses to receive goods and services during working hours (particularly bulky items – including the ability to move in and out).
- b) The removal of pay and display and short-stay parking bays on non-market days and the impact that may have on businesses in Princes Street and Queen Street.
- c) The extension of the market into Queen Street (led by Ipswich Borough Council) and the required additional traffic restrictions on businesses in Queen Street on market days.

Officer Comments

- 14. The proposals for Queen Street and Princes Street are being designed with the aim of creating a street that is free of general motor vehicles that will improve the experience for pedestrians and cyclists by widening the footways and creating a level surface across the street. Careful consideration has been given to the needs of businesses particularly for deliveries of goods and in order to maintain access for them, the existing parking bays are being retained but converted to loading bays. This will remove the need for general traffic to access these roads.
- 15. The extension to restrictions in Elm Street that Mr Ripley has objected to shall be suspended pending further investigation. Therefore they will not be included in this Traffic Regulation Order.
- 16. In his email objection, Mr Sanders objected to the monetary value of the scheme and questioned its benefit to the local highway network. It is widely acknowledged by Ipswich Central and Ipswich Borough Council that this scheme represents a real improvement to the retail area of the town and significantly improves one of the key links from the town centre to the waterfront. In order to achieve a high quality public realm that enables the area to thrive considerable commitments need to be made to create a place that complements the high quality paving materials used at Giles Circus and fits neatly into the existing public realm of St Nicholas Street and St Peters Street.
- 17. Mr Powell has objected to the removal of the loading bay on St Nicholas Street. As described in paragraph 8, the proposal for St Nicholas Street is to move the loading/parking bays on the eastern side of the road and create loading bays on the western side of St Nicholas Street. This is to create the contraflow cycling facility. As a result, there will not be a net loss in in the overall number of bays in the street.
- 18. Mr Powell has also objected to the reduction of kerb space at St Nicholas Street/Friars Street/Falcon Street, stating that it is necessary for small businesses to use this space for advertising purposes. The proposed scheme involves re-modelling the footways in that area which will result in the loss of this space. The county council has previously issued policy over the placement of A-frames in the public highway and these are permitted (one per business) provided that they do not obstruct the public highway and that the Highway Authority (SCC) reserves the right to remove these without question if they are considered that they will obstruct the highway.

19. The overall concept of this scheme is to reduce the general motor vehicle traffic and improve the public realm. This is likely to have a positive impact on the streets in question and will allow a more vibrant area to develop. The level surface that will be created along with the wider footways lends the street to allow seating areas (subject to licences being granted) and a much improved retail shopping experience.

Summary

20. Suffolk County Council received a total five objections to these TRO's. All of the objections received relate to different parts of the proposed TRO's and therefore there is no consistent theme developing.
21. These objections have been carefully considered by officers. In all cases it is considered that reasonable steps have been taken to address these objections and the rationale for the proposed changes explained.

Human Rights Act 1998

The objections need to be considered in the light of the Human Rights Act 1998, Section 6 of which prohibits public authorities from acting in a way which is incompatible with the European Convention on Human Rights. Two specific convention rights may be relevant:

- a) Entitlement to a fair and public hearing in the determination of a person's civil and political rights (Convention Article 6) which includes property rights and can include opportunities to be heard in the consultation process.
- b) Peaceful enjoyment of possessions (including property), subject to the State's right to enforce such laws as it deems necessary to control the use of property in accordance with the general interest (First Protocol Article 1).

Other rights may also be affected including individuals' rights to respect for private and family life and home.

Regard must be had to the fair balance that has to be struck between the competing interests of the individual and of the community as a whole. Both public and private interests are to be taken into account in the exercise of the Council's powers and duties as a traffic authority. Any interference with a Convention right must be necessary and proportionate.

The Council is required to consider carefully the balance to be struck between individual rights and the wider public interest. In this case, officers consider that the interference with Convention rights, if there is any, will be justified in order to secure the significant benefits in improving access.


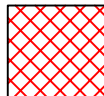

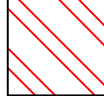




Sources of Further Information

No other documents have been relied on to a material extent in preparing this report.

APPENDIX A

THIS MAP IS BASED UPON ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE ©CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. SUFFOLK COUNTY COUNCIL, LICENCE NO. 100023395, 2015.

KEY

-  NEW KERB LINE
-  NO WAITING AT ANY TIME
NO LOADING AT ANY TIME
-  NO WAITING AT ANY TIME
NO LOADING MON-SAT
8am-6pm
-  NO WAITING AT ANY TIME
-  EX TRAFFIC FLOW
-  EX CYCLE CONTRA-FLOW
-  PROPOSED TRAFFIC FLOW
-  PROPOSED CYCLE CONTRA-FLOW

blue badge parking bay reduced by 5m in length

loading bay moved 5m away from Elm St to give more turning space




CORN EXCHANGE

BARCLAYS BANK

BUTTER MARKET

BUTTERMARKE SHOPPING CENTRE

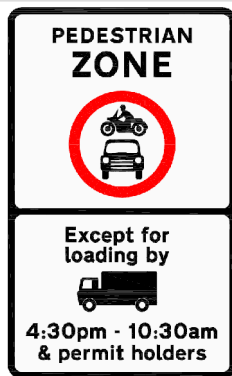
KEY TO RESTRICTED STREETS

-  PROPOSED RESTRICTED ACCESS SEE VMS SIGNS FOR ACCESS DETAILS BELOW
-  EXISTING RESTRICTED ACCESS DELIVERIES 4:30PM -10:30AM
-  75mm HIGH RAMPED TABLE TOP JUNCTION

VARIABLE MESSAGE SIGN

ZEBRA CROSSING ON A RAMPED TABLE TOP JUNCTION

QUEEN STREET VARIABLE MESSAGE SIGN (VMS) DETAILS

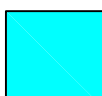

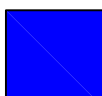
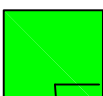
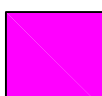


VMS sign face for non-market days ie Mon, Wed, Sun



VMS sign face for market days ie Tues, Thurs, Fri and Sat. Access controlled using retractable bollards managed by IBC market manager.

KEY TO SIGNED BAYS

-  SINGLE MOTORCYCLE PARKING AT ANY TIME
-  LOADING BAY ANY DAY 8AM-6PM
-  BLUE BADGE PARKING BAY 3 HOUR LIMITED WAITING AT ANY TIME
-  LOADING BAY AT ANY TIME
-  BLUE BADGE PARKING BAY 3 HOUR LIMITED WAITING 11am-4pm & LOADING BAY 4:30pm-10:30am ANY DAY

Suffolk Highways

KIER MG

Defining Tomorrow's Environments

Matthew Riches, Contract Manager of Suffolk Highways
Phoenix House Highways Depot, 3 Goddard Road, Ipswich, Suffolk. IP1 5NP.

REVISION(S)	PROJECT TITLE	ORIGINATOR	CHECKER	DESIGNER	REVIEWER
	PRINCES ST/QUEEN ST/ST NICHOLAS ST ACCESS IMPROVEMENTS	GER	PRELIM	GER	PRELIM
DESCRIPTION	DRAWING TITLE	SCALE(S)	ORIGINAL SIZE AS	DATE	
	STATUTORY CONSULTATION TRO PLAN MAIN PROPOSED RESTRICTIONS	NTS	NTS	UPDATED 19.03.15	
REV.	DATE	INTL.	DRAWING NUMBER	REVISION	
			ETO4591/QSL/PRT0/113	----	

**SUFFOLK COUNTY COUNCIL
(IPSWICH BOROUGH COUNCIL) (PERMITTED PARKING AREA AND SPECIAL
PARKING AREA) (WAITING RESTRICTIONS, LOADING RESTRICTIONS, LOADING
AREAS AND ON-STREET PARKING PLACES) (CONSOLIDATION) ORDER 2005
(VARIOUS ROADS – QUEEN STREET LOOP) (RESTRICTED PARKING ZONE
AND ON-STREET PARKING PLACES) (VARIATION) ORDER NO. * 201-**

a) Suffolk County Council in exercise of its powers under Sections 1 (1) and (2), 2 (1) to (3), 4 (2), 32 and 35 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, as amended, (hereinafter referred to as 'the Act of 1984') and of all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act of 1984, hereby makes the following order:

1. The provisions of the Ipswich Borough Council (Permitted Parking Area and Special Parking Area) (Waiting Restrictions, Loading Restrictions, Loading Areas and On-Street Parking Places) (Consolidation) Order 2005, as amended, shall have effect as if set out in full in this Order, save that Map Schedules R7 and S7 shall be replaced by the amended Map Schedules attached to this Order.
2. This Order may be cited as the Suffolk County Council (Ipswich Borough Council) (Permitted Parking Area and Special Parking Area) (Waiting Restrictions, Loading Restrictions, Loading Areas and On-Street Parking Places) (Consolidation) Order 2005 (Various Roads – Queen Street Loop) (Restricted Parking Zone and On-Street Parking Places) (Variation) Order No. * 201- and shall come into operation on *.

Date:

The COMMON SEAL of SUFFOLK)
COUNTY COUNCIL was affixed)
in the presence of:)

Council) (An authorised Officer of the

APPENDIX C

SUFFOLK COUNTY COUNCIL (COYTES GARDENS, PRINCES STREET, QUEEN STREET AND ST NICHOLAS STREET) (PROHIBITION OF MOTOR VEHICLES, ONE-WAY TRAFFIC, MANDATORY LEFT TURN AND REVOCATION) ORDER 201-

PART 1: INTERPRETATION

22. Suffolk County Council ('the Council') in exercise of its powers under Sections 1(1) and (2), 2(1) to (3), 3(2) and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, as amended, (which said Act of 1984 is hereinafter referred to as 'the Act of 1984') and of all other enabling powers, after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act of 1984, hereby makes the following Order:
1. (1) In this Order:
 - 'pedal cycle' means a cycle with any number of wheels, either electrically assisted or not propelled by mechanical power, as prescribed in Regulation 3 of the Pedal Cycles (Construction and Use) Regulations 1983;
 - 'goods vehicle' has the same meaning as in Section 138(3) of the Act of 1984; and
 - 'permit' means a permit issued by the Council or Ipswich Borough Council in accordance with the provisions of Article 6 (a).
 - (2) For the purpose of this Order a vehicle shall be regarded as displaying a permit in the relevant position when:
 - (a) the permit is exhibited on the dashboard or fascia of the vehicle; or
 - (b) where the vehicle is not fitted with a dashboard or fascia, the permit is exhibited in a conspicuous position on the vehicle;so that the front of the permit is clearly legible from the outside of the vehicle;
 2. For the purpose of this Order a vehicle shall be regarded as displaying a permit in the relevant position when:
 - (a) in the case of a vehicle fitted with a dashboard or fascia panel, the permit is exhibited thereon so that it is legible from outside the vehicle; and
 - (b) in the case of a vehicle not so fitted, the permit is exhibited in a conspicuous position on the vehicle so that it is legible from outside the vehicle.
 3. Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.
 4. The restrictions, prohibitions and requirements imposed by this Order are in addition to and not in derogation of any restriction, prohibition or requirement

imposed by any other enactment and any exception or exemption to the provisions of this Order is without prejudice to the provisions of any other enactment.

PART 2: PROHIBITION OF MOTOR VEHICLES WITH EXEMPTIONS

5. Except as provided in Articles 6 and 8, no person shall, except upon the direction or with the permission of a police constable in uniform or of a traffic warden, cause or permit any motor vehicle to proceed in the length of road specified in Schedule 1.
6. Nothing in Article 5 shall make it unlawful for a person to cause or permit a motor vehicle to proceed in the length of road specified therein:
 - (a) if the vehicle displays in the relevant position a valid permit issued by an officer of the Council or Ipswich Borough Council authorised to do so, to an owner or occupier of residential or business premises in the said length of road, under arrangements to be determined by the Council; or
 - (b) if the vehicle is a goods vehicle being used for the purpose of loading or unloading goods between the hours of 4.30 p.m. and 10.30 a.m. on a Monday, Wednesday or Sunday.

Form and Validity of Permits

7. (1) A permit shall be in a form prescribed by the Council and shall include the following particulars:
 - (a) the road in respect of which the permit has been issued;
 - (b) the date of issue and the period during which the permit shall remain valid;
 - (c) a serial number or reference letters by which the permit may be identified;
 - (d) an indication that it has been issued by the relevant Council;and any additional particulars that the Council may from time to time determine.
 - (2) A permit shall cease to be valid at the expiration of the date shown on the permit or on the date of surrender or revocation of the permit, whichever date is the earlier.
8. Nothing in Article 5 shall make it unlawful for any person to cause or permit any motor vehicle to proceed in the length of road specified therein if the vehicle:
 - (a) is to be used for police operational, fire brigade or ambulance purposes;
 - (b) cannot conveniently be used for such purpose in any other road and is to be used in connection with any of the following operations, namely:
 - (i) building, industrial or demolition purposes;
 - (ii) the removal of any obstruction to traffic;
 - (iii) the maintenance, improvement or reconstruction of the said length of road;
 - (iv) the laying, erection, alteration or repair in or on land adjacent to the said length of road of any sewer or of any main, pipe or apparatus for

the supply of gas, water or electricity or of any telegraphic lines as defined in the Telecommunications Act 1984;

(c) cannot conveniently be used for such purposes in any other road and is to be used in the service of a local authority or of a water authority in pursuance of statutory powers or duties.

9. The Council considers that for the purposes of this order Section 3 (1) of the Act should not apply in order to avoid danger to persons or other traffic using the road specified in Article 5.

PART 3: ONE-WAY TRAFFIC (WITH AND WITHOUT EXEMPTION FOR CYCLES)

10. No person shall, except upon the direction or with the permission of a police constable in uniform or of a traffic warden, cause or permit any vehicle to proceed in the length of road specified in Column 1 of Schedule 2 in a direction other than that specified in Column 2 of that Schedule.
11. No person shall, except upon the direction or with the permission of a police constable in uniform or of a traffic warden, cause or permit any vehicle other than a pedal cycle to proceed in the lengths of road specified in Column 1 of Schedule 3 in a direction other than that specified in Column 2 of that Schedule.

PART 4: MANDATORY LEFT TURN

12. No person shall, except upon the direction or with the permission of a police constable in uniform or of a traffic warden, cause or permit any vehicle other than a pedal cycle proceeding in the length of road specified in Column 1 of Schedule 4 to make any manoeuvre other than a left hand turn at the junction specified in Column 2 of that Schedule.

PART 5: REVOCATIONS AND CITATION

13. The provisions of the Ipswich Borough Council (Moving Vehicle Traffic Restrictions) Consolidation Order 2002A, insofar as they relate to one-way working on the lengths of road specified in Schedule 5, are hereby revoked.
14. The provisions of the Ipswich Borough Council (Moving Vehicle Traffic Restrictions) Consolidation Order 2009-MT01, insofar as they relate to one-way working on the length of road specified in Schedule 6, are hereby revoked.
15. This Order may be cited as the Suffolk County Council (Coytes Gardens, Princes Street, Queen Street and St Nicholas Street, Ipswich) (Prohibition of Motor Vehicles, One-Way Traffic, Mandatory Left Turn and Revocation) Order 201-

Date:

The COMMON SEAL of SUFFOLK)
COUNTY COUNCIL was affixed)
in the presence of

SCHEDULE 1

Prohibition of Motor Vehicles with Exemptions

ROAD	DESCRIPTION
Queen Street	Its entire length

SCHEDULE 2

One-Way Traffic

COLUMN 1 DESCRIPTION OF ROAD	COLUMN 2 PERMITTED DIRECTION OF TRAVEL
Coytes Gardens	In a northerly and westerly direction from its junction with Friars Street

SCHEDULE 3

One-Way Traffic with Cycle Contraflow

COLUMN 1 DESCRIPTION OF ROAD	COLUMN 2 PERMITTED DIRECTION OF TRAVEL
Princes Street (U1062): (a) From its junction with Queen Street to its junction with Museum Street. (b) From its junction with King Street (U1017) to its junction with Tavern Street.	In a south-westerly direction In a northerly direction
St Nicholas Street (U1064): From its junction with Friars Street/ Falcon Street to its junction with Cromwell Square.	In a southerly direction.
Queen Street (U1063): It's entire length.	In a southerly direction

SCHEDULE 4

Mandatory Left Turn Except for Cycles

COLUMN 1 DESCRIPTION OF ROAD	COLUMN 2 PERMITTED DIRECTION OF TRAVEL
Princes Street	Left turn only at its junction with Museum Street

SCHEDULE 5

Revocation of One-Way Traffic (from Order cited in Article 13)

COLUMN 1 DESCRIPTION OF ROAD	COLUMN 2 PERMITTED DIRECTION OF TRAVEL
Queen Street: its entire length	In a northerly direction
Princes Street: from its junction with Museum Street to its junction with King Street	In a north-easterly direction
St Nicholas Street: its entire length	In a southerly direction
Coytes Gardens: from its junction with Princes street to its junction with Friars Street (its entire length)	In a north-easterly then southerly direction

SCHEDULE 6

Revocation of One-Way Traffic with Cycle Contraflow (from Order cited in Article 14)

COLUMN 1 DESCRIPTION OF ROAD	COLUMN 2 PERMITTED DIRECTION OF TRAVEL
Princes Street: from a point 60 metres north of its junction with King Street to its junction with Cornhill	In a northerly direction

(a) SUFFOLK COUNTY COUNCIL

(IPSWICH BOROUGH COUNCIL) (PERMITTED PARKING AREA AND SPECIAL PARKING AREA) (WAITING RESTRICTIONS, LOADING RESTRICTIONS, LOADING AREAS AND ON-STREET PARKING PLACES) (CONSOLIDATION) ORDER 2005 (VARIOUS ROADS – QUEEN STREET LOOP) (RESTRICTED PARKING ZONE AND ON-STREET PARKING PLACES) (VARIATION) ORDER NO. * 201-

(b) SUFFOLK COUNTY COUNCIL (COYTES GARDENS, PRINCES STREET, QUEEN STREET AND ST NICHOLAS STREET, IPSWICH) (PROHIBITION OF MOTOR VEHICLES, ONE-WAY TRAFFIC, MANDATORY RIGHT TURN AND REVOCATION) ORDER 201-

(c) PROPOSED CONSTRUCTION OF SPEED TABLES

Suffolk County Council proposes to make the above orders for Ipswich under Sections 1, 2, 4, 32 and 35 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, as amended. Order (a) will substitute in the above-named 2005 Order, as amended, Map Schedules R7 and S7, making changes to waiting, loading and parking provisions, and Order (b) will introduce changes to permitted traffic movements. The effects would be:

Butter Market: No waiting at any time on its entire length.

Coytes Gardens:

- Reversal of one-way, to run from Friars Street to Princes Street.

Falcon Street: No waiting at any time and no loading/unloading 8.00 a.m. - 6.00 p.m. Monday - Saturday, on both sides for 41 metres.

King Street: No waiting or loading/ unloading at any time on all parts not covered by the existing disabled persons' parking bay.

Princes Street (between Museum Street and King Street)

- Reversal of one-way, to run from King Street to Museum Street, with contraflow provision for cycles.
- Removal of 'pay and display' parking, disabled persons' parking bay and bus stop.
- Relocation of motorcycle bays.
- A 34.8 - metre loading/ unloading bay (8.00 a.m. - 6.00 p.m. daily).
- No waiting or loading/ unloading at any time on the remaining lengths.

Princes Street (between King Street and Cornhill): No waiting at any time on both sides.

Queen Street

- Reversal of one-way, to run from Friars Street to Princes Street, with contraflow provision for cycles.
- No motor vehicles on market days except permit-holders and no motor vehicles on non-market days except for permit-holders and for loading/ unloading 4.30 p.m. - 10.30 p.m. by goods vehicles only.
- Removal of 'pay and display' parking.
- A 34-metre 24-hour loading/ unloading bay.
- No waiting and no loading/ unloading at any time on the remaining lengths.

- No entry for all vehicles from Queen Street to Princes Street.

St Nicholas Street

- Two 18-metre loading/ unloading bays (8.00 a.m. - 6.00 p.m. daily) on the west side, replacing existing bays on the east side.
- No waiting at any time on the remaining lengths.
- Contraflow provision for cycles to travel in a northerly direction (Cromwell Square to Friars Street/Falcon Street), against the one-way flow.

Table-top Road Humps

In association with this scheme, extended table-top speed tables (road humps) are proposed, of full carriage width and 75 mm high:

- on the whole length of Princes Street, connecting the existing speed tables at the Museum Street junction and the King Street/Princes Street/Butter Market junction, and extending into Coytes Gardens for 8 metres from its junction with Princes Street;
- on the whole length of Queen Street; and
- on the junction area of Friars Street/Falcon Street/St Nicholas Street. This speed table will incorporate a zebra crossing in Friars Street, 11 metres west of this junction.

Exemptions to the waiting restrictions allow a vehicle to wait for so long as may be necessary to board or alight; for loading and unloading (except where otherwise prohibited) for building, industrial or demolition works; for the maintenance of the roads or their services, and for fulfilling statutory duties. There are the usual exemptions for blue badge-holders, except in loading bays and where loading is prohibited.

Copies of the draft orders, plans showing the proposed changes, and the Council's reasons for them, may be seen on request at the address below, 9:00 a.m. - 5:00 p.m. Monday - Friday; also at Ipswich County Library, Northgate Street, 9.00 a.m. - 6.00 p.m. Monday, Wednesday and Thursday; 9.00 a.m. - 7.00 p.m. Tuesday and Friday; 8.30 a.m. - 5.00 p.m. Saturday; and 10.00 a.m. - 4.00 p.m. Sunday.

Objections or any other representations to these proposals, specifying the grounds on which they are made, must reach Heather Miller (Suffolk Legal) at the address below or at heather.miller@suffolk.gov.uk, not later than * 2015. Please bear in mind that any such correspondence cannot be regarded as confidential and may be inspected by any interested party.

Date:

Suffolk County Council
Constantine House
5 Constantine Road
Ipswich
IP1 2DH

TIMOTHY EARL
Head of Legal Services

**(c) SUFFOLK COUNTY COUNCIL
(IPSWICH BOROUGH COUNCIL) (PERMITTED PARKING AREA AND SPECIAL
PARKING AREA) (WAITING RESTRICTIONS, LOADING RESTRICTIONS, LOADING
AREAS AND ON-STREET PARKING PLACES) (CONSOLIDATION) ORDER 2005
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**(d) SUFFOLK COUNTY COUNCIL (COYTES GARDENS, PRINCES STREET,
QUEEN STREET AND ST NICHOLAS STREET, IPSWICH) (PROHIBITION OF
MOTOR VEHICLES, ONE-WAY TRAFFIC, MANDATORY RIGHT TURN AND
REVOCATION) ORDER 201-**

(c) PROPOSED CONSTRUCTION OF SPEED TABLES

Statement of Reasons

Queen Street

Proposals:

- Removal of on-street parking bay
- Introduction of restricted access. On market days there will be no access, except for permit-holders. On non-market days, there will be no access except for loading by goods vehicles between 4:30pm - 10:30am and permit holders.
- Reversal of existing one-way flow and introduction of two-way cycling.
- Introduction of uniform waiting and loading restrictions (in restricted parking zone)
- Introduction of a loading bay
- Introduction of a common footway and carriageway

Reasons:

- To remove through traffic and make the road suitable as a pedestrian zone, for use as a market or special events such as Christmas Street Fairs, while maintaining loading access as much as possible.
- To enable the road to be signed as a restricted parking zone (ie, signed restrictions but no road markings) while giving goods vehicles a specific facility in which to load and unload to and from business premises.
- To improve cycle access into the town centre and generally improve the amenity of the area through which the road runs.

Princes Street (Museum Street to King Street)

Proposals:

- Removal of on-street 'pay and display' and blue badge-holder parking bays.
- Introduction of a loading bay.
- Relocation of existing motorcycle parking.
- Reversal of existing one-way flow and introduction of two-way cycling.
- Introduction of uniform waiting and loading restrictions (in restricted parking zone).
- Introduction of a common footway and carriageway.

Reasons:

- To remove through traffic and improve cycle access into the Town centre, and generally improve the amenity of the area through which the road runs.
- To enable the Street to be signed as a restricted parking zone i.e. signed restrictions but no road markings, whilst giving businesses a specific facility in which to load and unload and maintain existing motorcycle parking provision.

Princes Street (King Street to Tavern Street)

Proposals:

- Formalise existing one-way with contra-flow cycling.
- No waiting at any time (King Street to Cornhill) – to be signed as a restricted zone.

Reasons:

- To provide consistency with other town centre pedestrianised roads, which allow contraflow cycling, and to prevent inappropriate parking by unauthorised vehicles, reducing the hazard to pedestrians in the pedestrianised road.

Falcon Street

Proposal: No waiting or loading or unloading Monday - Saturday 8.00 a.m. – 6.00 p.m.

Reason: To prevent loading and unloading at busy times and reduce the hazard to pedestrians and other traffic in the road.

Butter Market & Princes Street (King Street to Cornhill)

Proposal: No waiting at any time.

Reason: To prevent inappropriate parking by unauthorised vehicles and reduce the hazard to pedestrians in the pedestrianised road.

Friars Street / Queen Street / St Nicholas Street Junction

Proposal: Removal of traffic signals and introduction of a zebra crossing on a table-top junction.

Reason: To reduce vehicle speeds through the junction and give pedestrians a means to cross Friars Street, and to link Queen Street with St Nicholas Street.

St Nicholas Street

Proposals:

- Introduction of contraflow cycling.
- Relocation of the existing loading bays from the west side to the east side.

Reason: To improve cycle access into the town centre to give cyclists priority over oncoming traffic, while maintaining the existing loading provision.

Coytes Gardens

Proposal: Reversal of the existing one-way.

Reason: To address the long route residents would otherwise experience as a result of the proposed reversal of the one-way in Princes Street (Museum Street to King Street).