

**ST EDMUNDSBURY BOROUGH COUNCIL**

**BURY ST EDMUNDS AREA WORKING PARTY**

**Minutes of a meeting held on Tuesday 22 February 2011 at 5.00 pm  
in Conference Chamber West (F1R09), West Suffolk House, Western Way,  
Bury St Edmunds**

PRESENT: Councillor R D Everitt (Chairman)  
Councillors Buckle (substituting for Rout), Ereira-Guyer, Farmer,  
Jones, Mrs Mildmay-White, Oliver, F J Warby and Mrs P A Warby  
(substituting for Mrs Alexander)

BY INVITATION: Councillors Aitkens, Clements and Nettleton and Mr Dale, Pick  
Everard (for minute 59 only), Mr David Howes, West Suffolk  
College (for minute 59 only) and Mr Lale (for minute 57 only)

**53. Substitutes**

The following substitutions were declared:-

Councillor Buckle for Councillor Rout; and  
Councillor Mrs P A Warby for Councillor Mrs Alexander.

**54. Apologies for Absence**

Apologies for absence were received from Councillors Mrs Alexander, Hale and  
Rout.

**55. Minutes**

The minutes of the meeting held on 4 January 2011 were confirmed as a correct  
record and signed by the Chairman.

**56. Declarations of Interests**

Members' declarations of interest are recorded under the item to which the  
declaration relates.

**57. Petition: 'Make the King's Road Area Safe'**

*(Councillor Ereira-Guyer declared a personal interest as a resident of Albert Crescent but  
remained in the meeting for the consideration of the item.)*

The Working Party received a petition from Mr Lale of Queen's Road, Bury St  
Edmunds. The petition titled 'Make the King's Road Area Safe' contained over 130  
signatures and raised concerns regarding safety, traffic flow and footway widths in light  
of a serious collision which occurred at the junction of King's Road and Albert Crescent  
on 8 January 2011.

The Working Party were advised by The Engineer that King's Road between  
Parkway and Albert Crescent was currently subjected to a waiting restriction between  
9.00 am and 5.00 pm Monday to Saturday. Officers of the Borough and County  
Council's had discussed the possibility of allowing some parking in sections of King's  
Road at all times and introducing a 'no waiting at anytime' restriction to the rest of the

road. The parking would have the benefit of slowing traffic and deterring some unnecessary use of the road as a through route. The installation of bollards in front of number One Albert Crescent was also proposed.

The Chairman thanked Mr Lale for presenting the petition and passed the Council's sympathies to the couple who had been involved in the recent accident.

The Working Party were advised that Councillors Ereira-Guyer and Farmer had met with residents to discuss some possible short term remedial works to address the issues raised in the petition. However, it was felt that the remedial works should be undertaken prior to the agency agreement being handed back to Suffolk County Council on 1 April 2011.

Members sought clarification on the timescale for implementing the proposed remedial works. The Engineer stated that the bollards could be installed prior to the end of March 2011, however the additional works would need to be considered by the Suffolk County Council as part of the wider traffic management issue.

Councillor Everitt suggested that the Suffolk County Councillors on the Working Party, together with the Engineer, should meet to progress matters and report back to the meeting on 29 March 2011.

*(Councillor Nettleton left the meeting at the conclusion of this item)*

#### **58. Masterplan: Vinefields, Bury St Edmunds**

The following item was withdrawn from the agenda.

#### **59. Amendment to the Masterplan: West Suffolk College, Bury St Edmunds**

The Working Party welcomed Mr Howes from West Suffolk College and Mr Dale from Pick Everard who undertook a presentation regarding the proposed phased development at West Suffolk College, Bury St Edmunds and outlined the amendments required to the Masterplan, since its approval in 2006.

In April 2006 West Suffolk College submitted a Masterplan to the Council based on the complete redevelopment of the campus. An application for funding approval was lodged with the Learning Skills Council based on the principles outlined in the Masterplan. The vision on the original Masterplan was to re-orientate the main front of the college to face the copse but it was always the view that the historical main front of the college from Out Risbygate should continue to have importance. The original Masterplan was adopted but subsequent funding difficulties associated with the issues with the Learning Skills Council resulted in the scaling back of the development and the need to consider a reduced scheme.

Since the adoption of the Masterplan, Leonardo House has been constructed and a new road into the site from the north-west completed. Having opted to change the focus of the main vehicular access to the campus, a great opportunity to completely re-plan the layout of the whole site and integrate all areas into one single harmonious operation was realised. The main public and staff access to the campus remains off Out Risbygate, with student vehicular access off Beetons Way.

The copse would be retained as a managed parkland area but would now be fully incorporated into the new campus layout with new designated pedestrian and vehicular routes giving direct access to the new college buildings from both Out Risbygate in the south-west corner and Beetons Way in the north-west corner. The new West Suffolk College would be arranged around a new and much enlarged

landscaped courtyard adjoining the eastern 'barrack' wall. The vision for the landscaped courtyard began with the construction of Leonardo House, which was completed in August 2007, and would continue with the new three storey FE building to the south. The FE building would act as a new pedestrian gateway to the campus.

To the west of the new courtyard would be located the new Australia House, a building which would visually embrace the copse and provide direct access to the woodland. The construction of the building would facilitate the demolition of the existing Australia House block which would finally reveal the full façade of Leonardo House. The existing Gibraltar House and Minden House buildings in the north-east corner of the courtyard would be retained in a smaller intimate group.

Phase one would be the demolition of the existing Burma House and construction of the new three storey FE building on the site. The works would include the improvement of the vehicular access through the garrison wall and realignment of the pedestrian access to the site to focus on the new building. The southern car park would be remodelled.

Phase two of the refurbishment would be to the existing Suffolk House. The refurbishment would include the replacement of windows and the re-cladding of the existing façade.

Phase three would require the relocation of the existing industrial training centre, mechatronics, engineering and vehicle maintenance offsite and the demolition of their current buildings in the north east corner of the site.

Phase four would be the construction of the new main three storey Australia House building on the middle section of the existing car park and relocating the existing facilities in the existing Australia House.

Phase five would see the existing Australia House demolished and an enlarged landscaped courtyard created at the heart of the new campus complex.

Phase six would see the demolition of the existing Edmund House and construction of the new Edmund House and associated road, car parking and landscaping. The timing of phases three to six are uncertain as the means of funding the works have yet to be determined.

Following questions from members of the Working Party the Chairman thanked Mr Howes and Mr Dale for their informative presentation.

## **60. Town Centre Lettings/Vacancies: Update**

The Economic Development Manager reported on the latest position regarding the letting of the commercial elements of the town centre.

The vacancy rate for Bury St Edmunds town centre had not changed since January 2010 and remained at 6.5%. The Working Party noted that Vintage Romantics, Anglian Wines and Mistral had all opened recently, with Moza Indian Takeaway and Wilkinson's opening soon. The Economic Development Manager also advised that the blue and white signs from the main arrival points into the main shopping areas had been erected.

Members raised concern regarding the green boarding around the car park in Risbygate Street and queried when these would be removed. The Economic Development Manager advised that negotiations were ongoing.

## **61. St Andrews Street South Update**

The Working Party considered Report B465 (previously circulated) which sought approval to change the access arrangements and road layout for St Andrews Street South, Bury St Edmunds.

On 30 November 2010, Report B331 was considered regarding the access arrangements for St Andrews Street South. The Working Party requested that workshops be set up to consider the issues in detail. Two workshops were held on 18 January 2011. The first included representatives of user groups and the second was for town centre stakeholders. Individual traders with access from St Andrews Street were canvassed separately regarding their access needs. The outcome of the workshops were summarised in Appendix A. Discussions regarding the outcomes of the workshops were held with the Police and Suffolk County Council.

Pedestrians are the main users of St Andrews Street South, but are generally in the street for a relatively short space of time as they cross direct between Auction Street and Market Thoroughfare and between Gosnold Street and Central Walk. The lack of longitudinal flow means that pedestrians do not dominate the space in the way expected in a pedestrianised street. A number of concerns were highlighted regarding the location of the bus stops, in particular the one at the rear of Boots and the difficulties pedestrians had in seeing approaching traffic from the north when a bus was at the stop. There was a similar, but lesser concern regarding the position of the north bound bus stop.

Report B465 outlined physical measures to improve the street namely, the southern end (Woolhall Street) of the street to have build-outs installed on each side of the carriageway to create a chicane as shown in Appendix B. The build-outs would inhibit access to and from the street thereby slowing traffic in the area. As well as the horizontal deflection, vertical features could be incorporated into the build-outs to inhibit forward visibility for drivers which would also promote slower speeds. Moving the bus stop on the east side of the road (outside Boots) would enable a build-out to be constructed in front of the shop and introduce a priority system. This would effectively reduce the pedestrian crossing area to half the carriageway area. A similar build-out would be installed at the Auction Street/Market Thoroughfare crossing point, again with the outcome of reducing the distance pedestrians are vulnerable within the carriageway.

The Engineer advised that it was noticeable that illegal use of the street had not been mentioned as a high priority during either workshop. The main concerns centred around the perceived difficulties pedestrians had crossing the road and speed of traffic. A solution to traffic flow problems would not be achieved purely by means of enforcement. It became apparent that the current access arrangements were too complex and contravention of them had become a focus of attention. Report B465 proposed that to address the enforcement and access issues, the restrictions on access be removed for an experimental period of 18 months to be reviewed after 6 months. The removal of the restriction however, would only be undertaken in tandem with the proposed street alterations.

The Working Party noted that in view of the impending termination of Suffolk County Council's highways agency agreement with the Borough Council, Suffolk County Council would need to implement the changes suggested to the access arrangements.

Members expressed their support for the proposed alterations to St Andrews Street South, however raised concerns at the prospect of the restriction being removed. Members stated that the shared space and courtesy crossings on Angel Hill worked well and felt there was no reason why the same proposals could not work in St Andrews Street South.

Councillor Aitkens raised concern that if St Andrews Street South were open to all vehicles, even with the proposed road safety measures, visitors to the Halfords/Waitrose area who lived in Fornham and beyond would use the road to cut through to prevent having to drive round. Members felt that the route could become a rat run for drivers racing around the town centre.

In light of the comments raised, members proposed an amendment to recommendation three to remove the reference to suspending the restriction and request that improved signing be installed.



***RECOMMENDED:- That***

- (1) physical changes to the layout of St Andrews Street South, Bury St Edmunds, as detailed in Section 4 and shown on the Plan at Appendix B to Report B465, be implemented at a cost of £35,000 funded from the unallocated capital allocation for public realm works;***
- (2) the additional loading and waiting restrictions, including incorporating the night-time taxi ranks, as detailed in Section 5 of Report B465, be implemented;***
- (3) the signing for the existing access restrictions in St Andrews Street South between Woolhall Street and Risbygate Street be improved; and***
- (4) Suffolk County Council be requested to undertake these changes.***

*(Councillor Aitkens left the meeting at the conclusion of the item)*

## **62. Engineering Services Work Programme**

The Working Party considered Report B466 (previously circulated) which sought approval of:-

- (1) changes to the Zone H (Victoria Street Area) Neighbourhood Parking Scheme;
- (2) implementation of traffic calming scheme in Horsecroft Road, Bury St Edmunds;
- (3) installation of no parking signs at the War Memorial on Angel Hill, Bury St Edmunds; and
- (4) management of the Vinery Road Car Park adjacent to Holywater Meadows, Bury St Edmunds.

The Report also covered highway and maintenance works regarding Glastonbury Road, Cannon Street/Orchard Street, Nowton Road and Gloucester Road.

The Engineer advised that additional funding had been received and therefore the patching/resurfacing of Gloucester Road would be deferred until after April 2011 and Trent Road would be patched/resurfaced during March 2011.

Councillor Farmer queried when the changes to the Zone H Parking Scheme would be introduced. The Engineer advised that taking into account the petition received and the decision to combine consultation, once this had been undertaken the changes would be progressed.

Members were supportive of the traffic calming measures proposed for Horsecroft Road, especially given the change in agricultural machinery which travelled down the road. Councillor Mrs Warby, in Councillor Alexander's absence stated that residents were concerned with parking in the area and hoped that the proposed improvements would stop parking outside the butchers and on the pavement at the bottom of Horsecroft Road near the shopping arcade. The Engineer advised that the concerns of residents would be included and addressed as part of the improvements.

Members welcomed the installation of permanent bollards at the War Memorial and noted that they could be removed for special occasions. Councillor Mrs Mildmay-White queried how tall the bollard would be and whether they could be funded by the Suffolk County Council from the car parking levy. The Engineer advised that the bollard would be 850 millimetres high and each bollard, at a cost of £200 each, would be paid for by both the Borough and County Council.

Following concern raised by members, officers had undertaken a survey which revealed that long stay (over two hours) parking was prevalent in Vinery Road car park but there was little evidence that these long stay users were then proceeding onto the hospital. Officers had proposed that given the evidence, no further action be taken regarding the Vinery Road car park. However Members felt that a charge for long stay users should be introduced. Councillor Mrs Mildmay-White advised that West Suffolk Hospital were introducing no car days which could possibly have an impact on car parking in the surrounding area.

Following detailed discussion members wished to amend the recommendation to introduce two hours free parking at the Vinery Road car park but charges also be introduced for longer than two hours. Members stated that nearby residents and shop employees should be offered the season tickets.



**RECOMMENDED:- That**

- (1) the contents of Report B466 be noted;**
- (2) the canvassing of existing Zone H permit holders for their opinions on the extension of the eligibility to include other nearby properties in Kings Road (East), be approved, as outlined in paragraph 3.2.2 of Report B466. This consultation to be taken forward with proposals for additional permit bays in Kings Road (West);**
- (3) the implementation of the traffic calming scheme in Horsecroft Road, Bury St Edmunds, funded by Suffolk County Council, be approved, as outlined in paragraph 4.1 and shown at Appendix B to Report B466;**

- (4) *the installation, on each corner of the War Memorial, of additional signage, be approved, as outlined in paragraph 4.2 and shown in Option A of Appendix B to Report B466; and*
- (5) *2 hours free parking, designated short stay spaces and annual season tickets for stays in excess of 2 hours between 9.00 am and 5.00 pm Mondays to Saturdays, in line with neighbourhood permit charge of £76 within the town, be implemented for the Vinery Road, Bury St Edmunds car park.*

### **63. Dates of Future Meetings**

The Working Party noted that the next meeting had been scheduled for Tuesday 29 March 2011 at 5.00 pm.

The Working Party also confirmed the following dates for future meetings in 2011/2012:-

31 May 2011;  
19 July 2011;  
13 September 2011;  
1 November 2011;  
20 December 2011;  
7 February 2012;  
20 March 2012; and  
8 May 2012.

All dates were Tuesdays and meetings to commence at 5.00 pm.

The meeting concluded at 6.57 pm.

**R D EVERITT  
CHAIRMAN**