



St Edmundsbury  
BOROUGH COUNCIL

*With the agreement of the Chairman, this Report can be considered as a matter of urgency under Agenda Item 6, in accordance with S100B(4) of the Local Government Act 1972, in order that this matter can be resolved within the necessary timescale.*

# C137

## Haverhill Area Working Party 8 September 2011

### REPORT



<b>Report Title:</b>	HAVERHILL HIGH STREET IMPROVEMENTS PROGRESS REPORT
<b>Report to:</b>	HAWP
<b>Meeting Date:</b>	2011-09-08
<b>Creator:</b>	S BUCK

#### BRIEF SUMMARY OF REPORT

1. There have been some important developments with respect to the Haverhill High St improvement scheme. The initial design was dependent upon using Quakers lane as an exit route for all vehicles legitimately accessing Market Hill during the restricted access period. Following some detailed design work the use of Quakers Lane is no longer acceptable. A new scheme is therefore proposed with changes to the proposed access restrictions. Details are provided in the main body of the report.

#### ACTION RECOMMENDED

2. Agreement to consultation on new scheme.
3. Advertise new access restriction order to cover access in Swan Lane, at its junction with Murton Slade, Camps Rd and for the full length of the High St, to Eden Road. Access to be prohibited for all vehicles Monday to Thursday 10am to 4pm and Friday and Saturday 6am to 6pm.

#### REASON FOR RECOMMENDATION

4. To enable the new scheme to be implemented and provide a central pedestrianised area within the High St and Queen St.
5. The new traffic regulation order will ensure a robust legal order to suit the new scheme and enforce.

#### ALTERNATIVE OPTIONS

6. The level of changes within the High St, from Quakers Lane to Eden Rd will be dependent upon obtaining additional funding.

7. It is likely that the proposed access restriction will result in a public inquiry as the restrictions within the High St to Quakers Lane are more severe than the 2010 order. It is proposed that an acceptable alternative would be the introduction of permits and/or a controlled access for properties/businesses affected by the change.

### **RISK MANAGEMENT ISSUES**

8. Traffic Regulation Orders will need to be progressed as a matter of urgency in order to include time for a public inquiry.
9. It will be necessary to contact objectors to the 2010 order and speak with businesses/properties likely to be affected before progressing to public consultation.
10. The programme for the scheme will be dependent upon the level of work needed within the High St and the advertising date of the TRO's. It is not anticipated that the final design will be dependent upon the approval of the access restriction order.

### **MAIN BODY OF REPORT**

11. The original design had envisaged that the section of the High St from Quakers Lane to Eden Rd would be pedestrianised Monday to Thursday from 10am to 4pm and Friday and Saturday 6am to 6pm, with the section from Swan Lane to Quakers Lane being restricted access, Monday to Friday 10am to 4pm and Saturday 6am to 6pm. This design was dependent upon using Quakers lane for all vehicles legitimately accessing Market Hill.
12. As often happens, once the detailed design of a scheme is undertaken, issues are raised which make us re-evaluate the original proposals. This has been the case with the proposal to use Quakers Lane as the alternative access from the Market Hill section. The concerns are detailed below;
  - The existing layout within Quakers Lane would require a weight limit for vehicles using this lane to exit the Market Hill. This would result in the need for larger vehicles to be provided with the ability to exit Market Hill via the main High Street, (although it is anticipated that the number of these vehicles would be low), or for a timed weight limit to be advertised for the entrance to the Market Hill.
  - Turning movements are such that the original proposed access route from Quakers Lane into Cleales car park would result in the removal of the gabions, rather than this original proposal to access through the gate. The original route would not be possible due to insufficient cover to a drainage system installed as part of the car park construction. This alternative route could be costly.
  - The condition of the carriageway within Quakers Lane is such that inclusion of traffic calming measures would require substantial reconstruction.
  - Concerns have been raised about the safety of mixing through traffic with car park traffic and delivery vehicles to the rear of the High St businesses.

- A previous discussion that indicated that a new exit would be provided in the Gurteen Complex wall within Quakers Lane, providing an alternative access for vehicles from this property into Cleales car park. This would also provide additional potential conflict between pedestrians and vehicles coming up Quakers Lane.
  - The main objections to last years pedestrianisation order was the potential conflict between pedestrians and traffic using Quakers Lane. This was also raised in a recent safety audit of the proposal. A recent survey showed a total of 263 pedestrians using Quakers Lane between 10am and 4pm.
12. There are two options for addressing the removal of Quakers Lane as an access, both options would prohibit parking in the Market Hill section, with loading only permitted from marked bays. The first option would be to remove access to the whole of the High St during the restricted hours. This would remove all vehicles from the area and enforcement would be straight forward. However, access through the High St would be retained for funerals and weddings. This option is likely to result in objections to the order and therefore a public inquiry would be needed. However, pedestrianisation of the area is the ideal outcome for many.
13. The second option would be to retain access for some businesses/properties within the Market Hill section during the restricted access period, but not blue badge holder access for parking. Access to the Market Hill area would need to be controlled using permits and/or a control barrier. This would reduce the level of traffic accessing the High Street area. All vehicles would then access through the main High Street area to Dudery Road. Possible concerns about this option are;
- Traffic driving through the High Street between 10am and 4pm
  - Potentially difficult to enforcement effectively
  - Conflict with the Friday Market
  - The potential for vehicles to park within the High St
14. The proposed changes to the section of the High Street between Quakers Lane and Eden Rd will include a reduction in the number of parking bays within the High St, to encourage parking in the rear car parks. There would also be no parking permitted during 10am to 4pm, Monday to Thursday, and 6am to 6pm on the Friday and Saturday and outside of these hours parking only by blue badge holders and for loading. Works would be carried out to extend the feel of the Market Hill shared space scheme to include;
- Removal of the yellow lines, with the implementation of a restricted zone.
  - Placement of street furniture to reduce possible parking on the footway.
  - Removal of two sections of parking and paving them as footway. The remaining three parking bays would be for use by blue badge holders and loading only, for the periods outside of the restricted access. This

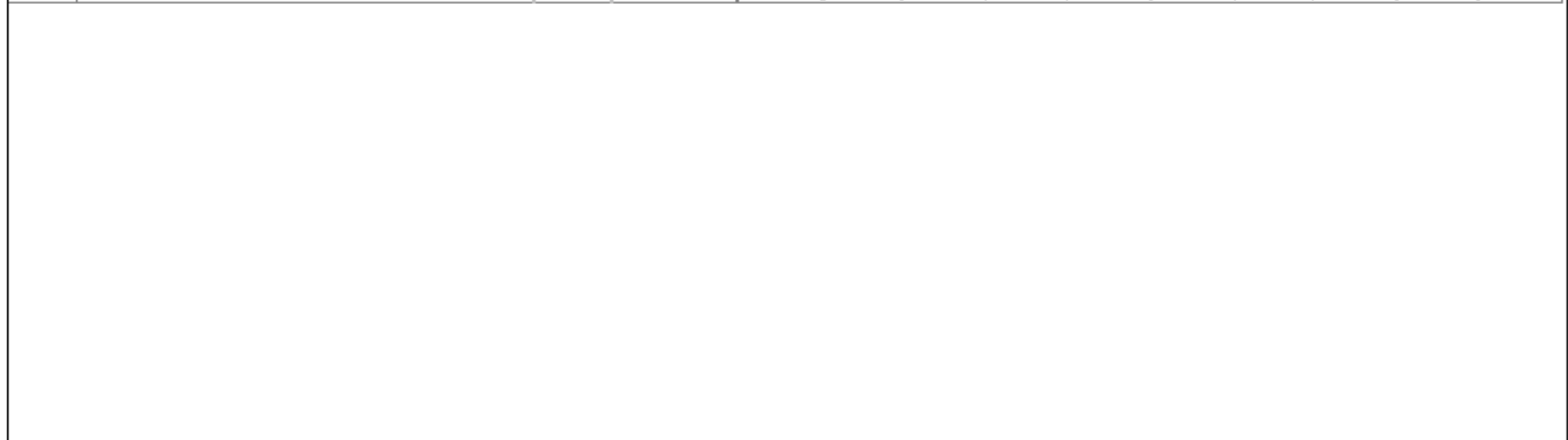
will significantly reduce the need of vehicles to use the road. To make this acceptable it may be necessary to introduce a short period of free parking, 30mins say, to the rear car parks.

- Treatment to the area next to Jubilee Walk to be similar to the squares provided in the Market Hill section and outside the Arts Centre.
  - Provision of blue badge holder parking for access off Eden Road to provide improved access to the High St, this could be accessed from Eden Rd not via the High St during the restricted times.
15. It is also recommended that an access restriction is added to the Swan Lane entrance, opposite the police station. This would significantly reduce the volume of traffic using the route and join up the Queen St section to the main High Street and also reduce the number of vehicles that are in the area to be able to abuse the access restriction down the High St. This would require access to the facilities in Camps Rd from Crowland Rd, requiring a section of one way in the opposite direction to that currently being considered. The remaining section of Swan St would also need to be made two way. This proposal is controversial but it would be a real benefit to the scheme. Currently this proposal is supported by the Town Council, the police and the County Councillors, but not the Chamber of Commerce.
  16. It is proposed that to improve blue badge holder parking to the Market Hill area, a good quality access from the rear car park via the entrance next to the post office, will be provided with appropriate reallocation of blue badge holder parking bays.
  17. Consideration should also be given whether to include Sundays within the access restriction periods, especially if as recommended, parking is removed from the street and only loading and blue badge holder parking permitted outside of the access restriction times.
  17. The new scheme proposal would extend the shared space feel into the whole of the High Street providing improvements to the whole shopping area which is more in line with the original aspirations. The option to allow access may make it more difficult to enforce, it would be useful to get feedback from the police on this.

A plan showing the new proposals is attached.

18. **Programme:-** The original scheme programme has been significantly affected by the developments described above. In order to minimise the impact of the TRO process on the programme, it is proposed to advertised the proposed changes in two to three orders; this will separate the waiting and loading restrictions and any speed limit and one-way restrictions, from the access restriction order. In this way any objections to the access restrictions will not hold up the implementation of the other restriction changes.
19. Two programme sheets are attached, the first provides details of the TRO process with key fixed dates, milestones, the second the current overall programme.

ID	Task Name	Duration	Start	August	September	October	November	December	January	February	March	April	May
1	Decision from HAWP	1 day	Fri 02/09/11		02/09								
2	Prepare Proposals	1 wk	Mon 05/09/11										
3	Initial Consultation	4 wks	Mon 12/09/11										
4	Draft Order Prepared	4 wks	Mon 10/10/11										
5	Legal Advertisement Period and Statutory Consultation	3 wks	Mon 07/11/11										
6	Prepare Objections Report	2 wks	Mon 28/11/11										
7	ROW Committee	1 day	Wed 11/01/12										
8	Request Public Inquiry Date	2 wks	Thu 19/01/12										
9	Public Inquiry and Report on Findings	8 wks	Thu 05/04/12										



Project: 2011-09-01 Haverhill Shared Space TRO Timeline  
Date: Fri 02/09/11

Task  Progress  Milestone 

ID	Task Name	Duration	Start	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1	<b>TRO Process</b>	<b>194 days</b>	<b>Fri 02/09/11</b>																	
11	Prepare Consultation Material	4 wks	Mon 12/09/11																	
12	Public and Stakeholder Consultation	6 wks	Mon 10/10/11																	
13	Prepare Consultation Report and Final Design Proposals	3 wks	Mon 21/11/11																	
14	Consultation Report to HAWP	1 day	Thu 15/12/11																	
15	<b>Detailed Design</b>	<b>65 days</b>	<b>Thu 22/12/11</b>																	
21	HAWP Sign Off	1 day	Thu 22/03/12																	
22	Site Works	36 wks	Thu 19/04/12																	

Project: 2011-09-01 Haverhill Shared Space Programme.mpp Date: Fri 02/09/11	Task		Milestone		External Tasks	
	Split		Summary		External Milestone	
	Progress		Project Summary		Deadline	



- Key**
- New Bench/Seat
  - Upgrade lamp column
  - New cycle stands
  - New planter/tree

THE USER OF THIS PLAN SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED AND FOR THE CONSEQUENCES OF ANY ACTION TAKEN AS A RESULT OF USING THIS PLAN. THE COUNCIL DOES NOT ACCEPT LIABILITY FOR ANY LOSS OR DAMAGE OF ANY KIND ARISING FROM THE USE OF THIS PLAN.

DATE	BY	REV



**PROJECT TITLE**  
High Street Improvements  
Haverhill

**DESIGN STAGE**  
Preliminary Design  
Southern Exit

DESIGNER	CHECKER	APPROVER	DATE
SWC	JGD	SWC	SB

SCALE: 1:500 @ ALL  
1:1000 @ A3  
August 2011

PROJECT NO: ETO4602/06

