

our ref D/P&D/MN
your ref
please ask for Mr M.Newsham
direct dial (01473) 432064
email michael.newsham@ipswich.gov.uk



IPSWICH
BOROUGH COUNCIL

Grafton House
15-17 Russell Road
Ipswich Suffolk
IP1 2DE

www.ipswich.gov.uk

The Occupier
13 Dickens Road
IPSWICH
Suffolk
IP2 0JR

APPENDIX A

Wednesday 30th January 2019

Dear Sir/Madam

Proposed installation of bus shelter and extension to clearway restriction at Triangle Community Centre, Dickens Road, Ipswich

I am writing to inform you that consideration is being given to installing a bus shelter at the bus stop located at the above mentioned site. In addition to this, in order that buses may have more room to pull up against the kerb, it is also proposed that the existing bus stop clearway restriction will be extended to 23 metres in length but still in force at the same times as now, which is between 7am and 11pm. Bus stop clearway restrictions make it an offence for vehicles (except buses) to stop or park at the bus stop and are shown by means of a thick yellow line painted onto the carriageway.

The enclosed plan provides more details of exactly where the proposed changes would take place.

The provision of bus shelters is an important part of the Council's aim to increase the use of public transport and provides an important facility for bus passengers, many of whom are elderly. The provision of a bus stop clearway is necessary where bus stops are blocked by parked vehicles, which are preventing a bus from pulling up flush with the kerb. Buses need to be able to pull up flush with the kerb in order that elderly and disabled bus passengers, as well as those with other mobility problems, and persons with prams etc can get on and off the bus safely. The existing bus stop clearway restriction is not long enough to meet modern standards.

The purpose of this letter is to formally consult with you, as a resident affected by these proposals. In this specific case, the provision of a shelter is dependant on confirming that there are no problems with statutory undertakers plant (utility companies cables and pipes), and this will also influence the exact positioning of the shelter, in the event that it is decided to proceed with the proposal.

If you should have any comments that you wish to make then please respond to me in writing at either the above postal or e-mail address within 21 days of the date of this letter, i.e. by **Wednesday 20th February 2019**. These two proposals will be considered separately so if you should wish to make any comments it would be appreciated if you could indicate your opinions on each individual proposal. If I have not heard from you by the date shown I will assume that you have no comments to make and no objections to raise against either of these proposals.

P.T.O

Please note that any objection or representation may be published as part of any committee report regarding the proposals and if so will be publicly available to view.

If you should have any enquiries on either of these proposals then please do not hesitate to contact me using the details at the top of the first page of this letter.

Yours faithfully

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IP1 2DE

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The Occupier
87 Fountains Road
IPSWICH
Suffolk
IP2 9ES

Wednesday 30th January 2019

Dear Sir/Madam

Proposed extension of bus stop clearway restriction – 87 Fountains Road, Ipswich

I am writing to inform you that consideration is being given to extending the length and times of operation of the bus stop clearway restriction at the bus stop located at the above mentioned site, at the same time as installing a set of raised bus stop kerbs. This would also involve moving the bus stop a short distance (approximately 5 metres)

The raising of kerbstones allows for bus passengers to have level access when getting on or off modern low-floor accessible buses. This is important for those passengers who are elderly or who have physical disabilities, as well as those with other mobility problems and passengers with prams or buggies, as without raised kerbs they can find it more difficult to safely get on or off buses.

As such, it is important that buses can pull up flush with the kerbs, and therefore consideration is being given to extending the length of the existing bus stop clearway restriction at the same time as the current length does not meet modern standards. A bus stop clearway restriction makes it an offence for vehicles (except buses and certain other vehicles allowed in law) to stop or park at the bus stop during the times when it is in force.

The current bus stop clearway restriction operates between 8am and 6pm Monday to Saturday, but the proposed bus stop clearway restriction would operate between 7am and 7pm, Monday to Saturday in order to cover all bus services that operate on this route so that they can all pull up flush with the kerb.

If implemented, the extended bus stop clearway restriction would be 23 metres in total length in order to allow space for a bus to manoeuvre into the bus stop, pull up flush with the raised kerbs and then manoeuvre back out.

The enclosed plan shows where the proposed bus stop clearway restriction would be located.

The purpose of this letter is to formally consult with you, as a resident affected by this proposal. If you should have any comments that you wish to make, then please respond to me in writing at either the postal or e-mail address shown at the top of the first page of this letter within 21 days of the date of this

letter, i.e. by **Wednesday 20th February 2019**. If I have not heard from you by the date shown I will assume that you have no comments to make and no objections to raise against this proposal.

Please note that any objection or representation may be published as part of any committee report regarding the proposals and if so will be publicly available to view.

If you should have any enquiries on this proposal then please do not hesitate to contact me using the details at the top of the first page of this letter.

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Grafton House
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Ipswich Suffolk
IP1 2DE

The Occupier
157 Belstead Road
IPSWICH
Suffolk
IP2 9AX

www.ipswich.gov.uk

Wednesday 30th January 2019

Dear Sir/Madam

Proposed relocation of bus stop to 157-167 Belstead Road, Ipswich with installation of bus stop clearway restriction

I am writing to inform you that consideration is being given to relocating the bus stop currently outside 13 Heatherhayes to a new position outside 157-167 Belstead Road at the same time as installing a set of raised bus stop kerbs.

The raising of kerbstones allows for bus passengers to have level access when getting on or off modern low-floor accessible buses. This is important for those passengers who are elderly or who have physical disabilities, as well as those with other mobility problems and passengers with prams or buggies, as without raised kerbs they can find it more difficult to safely get on or off buses.

As such, it is important that buses can pull up flush with the kerbs, and therefore consideration is being given to installing a bus stop clearway restriction at the same time. This would make it an offence for vehicles (except buses and certain other vehicles allowed in law) to stop or park at the bus stop between the hours of 7am and 7pm, Monday to Saturday. Bus stop clearways are shown by means of a thick yellow line painted onto the carriageway.

If implemented, the bus stop clearway restriction would be 23 metres in length in order to allow space for a bus to manoeuvre into the bus stop, pull up flush with the kerb and then manoeuvre back out. The enclosed plan shows where the proposed bus stop and bus stop clearway restriction would be located.

The reason for proposing to move the bus stop is because it is considered more likely that there would be a demand for on-street parking where the existing bus stop is on Heatherhayes rather than where the bus stop is proposed to be re-located to on Belstead Road, and the Council wishes to reduce the impact of the proposed new bus stop clearway restriction. The existing bus stop 'cage' markings at the bus stop on Heatherhayes are not legally enforceable.

The purpose of this letter is to formally consult with you, as a resident affected by this proposal. If you should have any comments that you wish to make, then please respond to me in writing at either the postal or e-mail address shown at the top of the first page of this letter within 21 days of the date of this letter, i.e. by **Wednesday 20th February 2019**. If I have not heard from you by the date shown I will assume that you have no comments to make and no objections to raise against this proposal.

Please note that any objection or representation may be published as part of any committee report regarding the proposals and if so will be publicly available to view.

If you should have any enquiries on this proposal then please do not hesitate to contact me using the details at the top of the first page of this letter.

Yours faithfully

Mr M.Newsham
Integrated Transport Officer