Public comment for Full Council

**I’m contacting you as a business owner, and resident of the Triangle Market Place and as a representative of the Most Easterly Community Group. As I’m sure you are aware there is a problem with people parking and driving through the area  all day every day, contrary to the existing TRO, and now here and in London Road North there is no enforcement of the rules, originally it was the police and then we were told that the new Parking Enforcement Officers would be taking over. This hasn’t been implemented, so we are left with a ‘free for all’ scenario, it is getting very dangerous with numerous near misses daily with traffic driving through, the loading bays are used as free car parking, meaning delivery vehicles having to stop wherever they can, often resulting in cars getting impatient and swerving around the delivery vehicles into the path of pedestrians. I know LTC have limited powers, but as the Town Council they have more power and access to the right people at the right departments at ESC, SCC and the Police, than an individual like myself or as a community group like MECG.**

**I formally ask that this matter is added to any relevant Agendas...so that this matter can be addresses as a matter of urgency.**

**Update from Cllr Pearce:**

This matter has been discussed on several occasions in recent months, including on ESC-led Heritage Quarter (Scores and Triangle Market) Feasibility Study project group meetings and last week’s ESC/LTC Quarterly Liaison meeting, and  LTC is pushing within this multi-agency framework for focus to be kept on this issue and for ESC also to push from their end. We have also highlighted the health and safety risks of actively working to increase footfall to an area that is already beset by the twin problems of parking congestion and periodically high volume traffic throughflow (compounded by illegal parking, disregard for the existing signposted TRO, and no discernible enforcement of traffic and parking regulations).

\* CURRENT AND SHORTER TERM MEASURES. LTC has no legal jurisdiction regarding traffic management or parking enforcement. ESC tell us that parking enforcement on the Triangle Market site, as a pedestrianised area, falls within the jurisdiction of the police. The bollard is progressing (painfully slowly): it is currently with SCC, for Highways and Legal to talk to each other regarding the specifics. In terms of getting a weekly market up and running again, and managing the health and safety risks, in the short term we therefore have to work with the status quo. At last week's AID meeting, the Committee recommended to Full Council that officers proceed to purchase/hire barriers to be put up on market days to line the boundary between the pedestrianised area and the highway, both along the stretch of highway where it is proposed that the bollard will be situated, and also along the other stretch that bisects the main Triangle it Market site and the Sails site; funds to be taken from the Triangle Market earmarked reserve (current balance £56K); delegation to officers to decide on whether to purchase or hire (cost-effectiveness is not the only consideration here, if we purchase barriers we would need adequate storage space between market days, hence the proposed officer delegation). This proposal is scheduled to  be considered by Full Council this evening (agenda item 56.2c).

\* MEDIUM TO LONGER TERM MEASURES. A solution here ideally lies with the aforementioned Feasibility Study. One of the stated target outcomes of this project is to design and implement a new traffic management system between the High Street and Artillery Way. Any solution would require a multi-agency approach (including Suffolk Highways, ESC, and the police), all of whom are involved directly or indirectly in the Feasibility Study. Other stakeholders (including LTC and MECG) are being consulted, and LTC (as owner of the Triangle Market site) also has representation on the project group.

LTC can continue to push, but realistically it has to be within the multi-agency framework of the Feasibility Study and its stated aims - no longer-term solution (except hopefully the bollard) is likely to be implemented in the meantime.