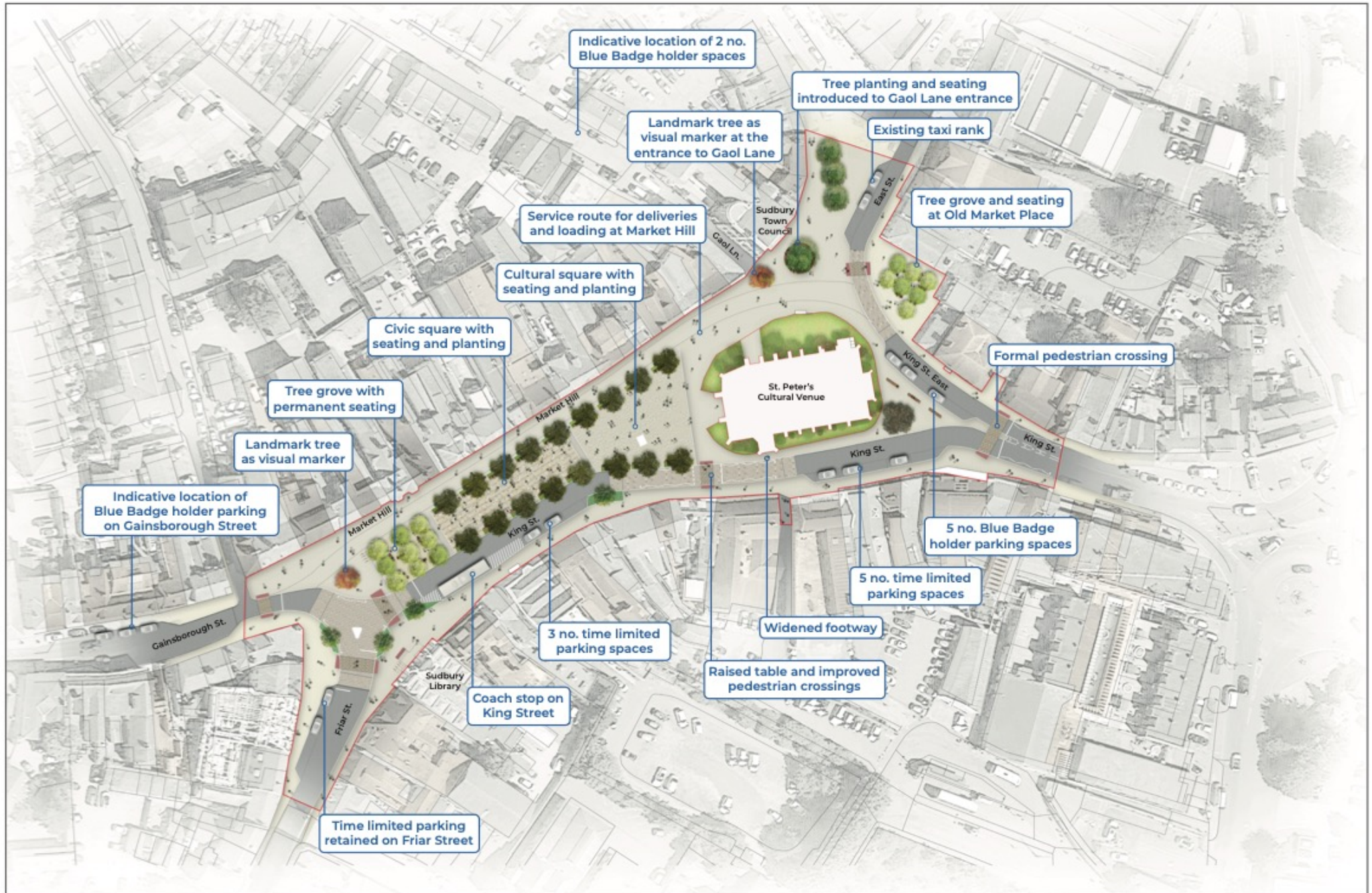


Commentary on the Town Centre Improvements proposed by Babergh DC and SCC Highways



15 August 2022

Market Hill

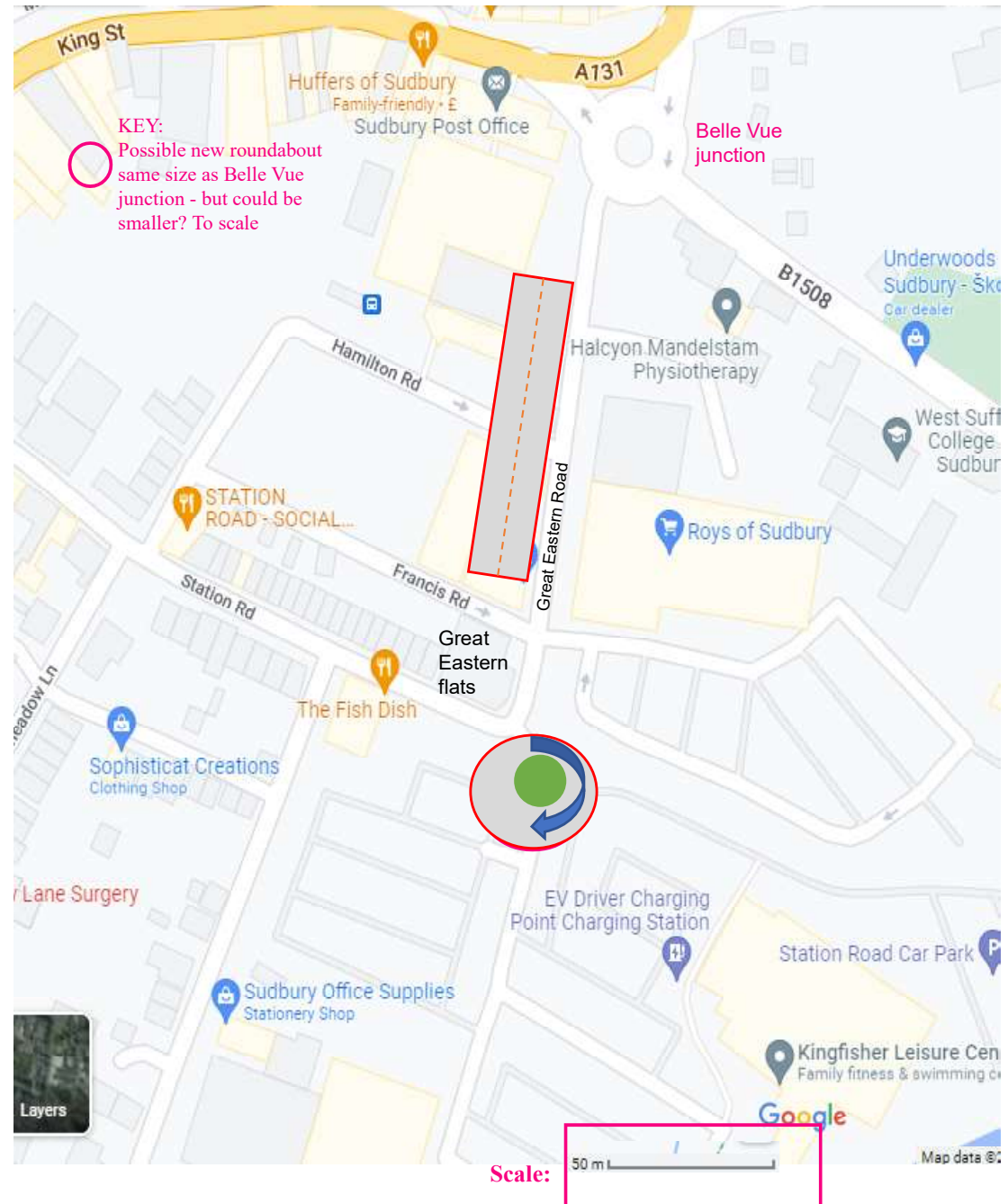


Bus Station

The bus station takes up far more space than is needed. We would be surprised if any more than 4 buses are there at any one time. But we believe that both visitors and towns-people need *a single point* from which buses depart. The dispersal of buses elsewhere simply will not work. If a 'bus hub' was established in Great Eastern Rd there would be no need for the bus or coach stops proposed for Market Hill.

In-bound buses can turn 180° at a new Waitrose/ Kingfisher roundabout, then drop/pick up passengers at a set of bays on the west side of Great Eastern Rd, widened by the removal of the Carpet Warehouse and other low-grade buildings.

Bus users would just get on/off their bus at this 'hub' and go on their way. Parking on Market Hill can be retained to the benefit of visitors and shops. Coaches, which are infrequent and run to no timetable, could be accommodated elsewhere, such as in Girling Street.



Buxton Bus Hub

Buxton, a town of a similar size to Sudbury has in place of a bus station a 'bus hub', a central place from where all buses arrive and depart, while some can simply lay over.

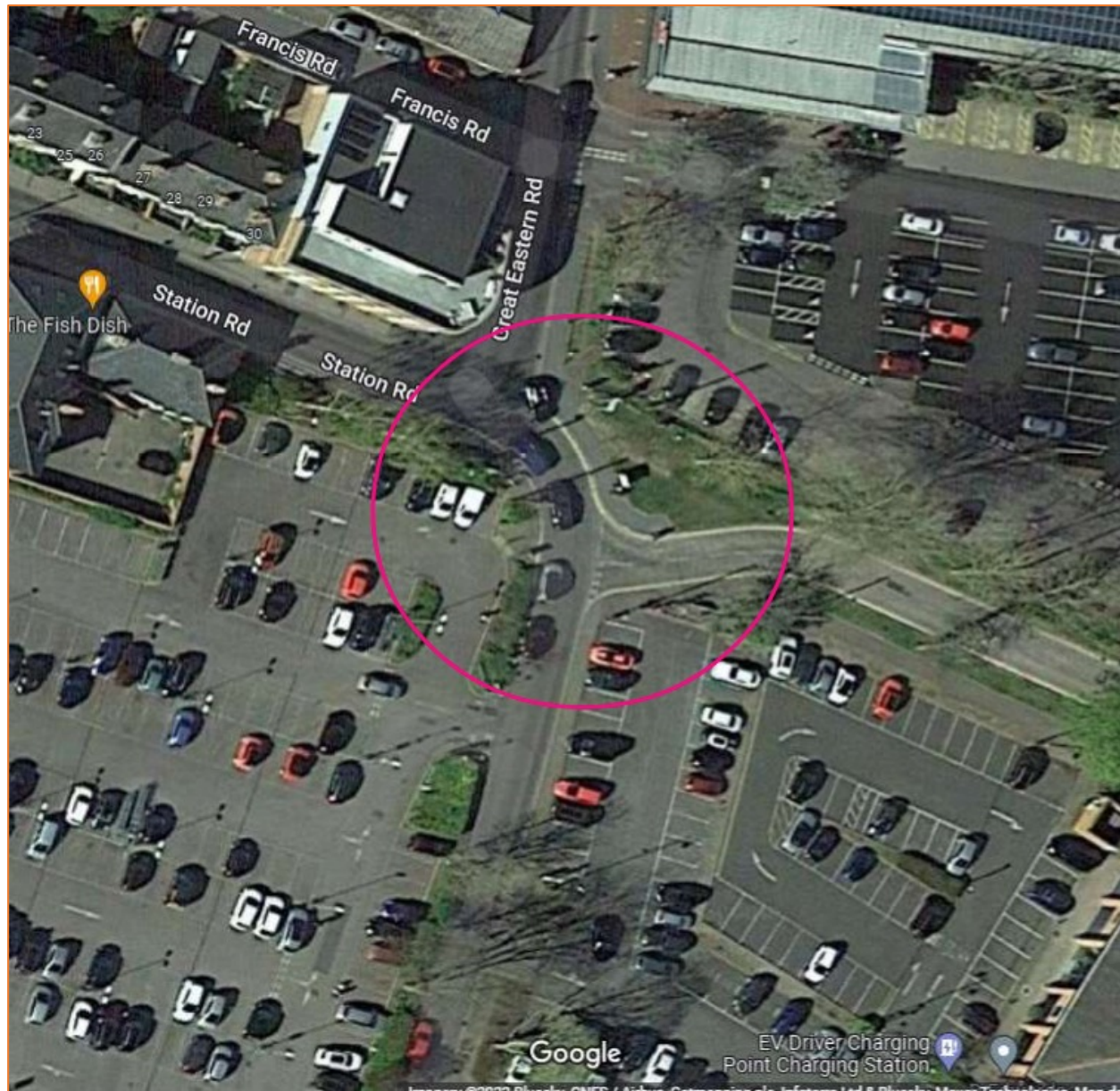


Great Eastern Street



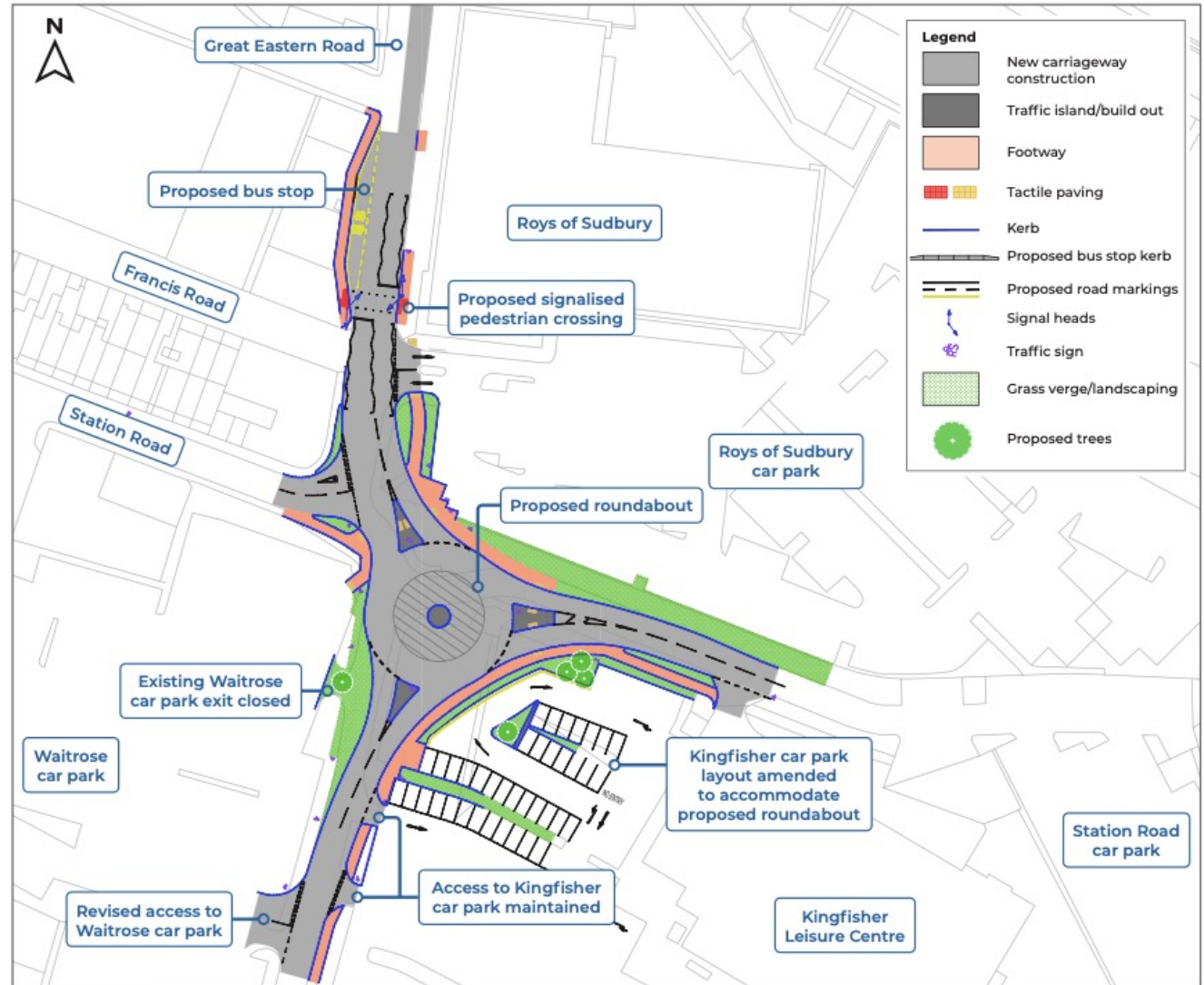


We estimate this roundabout would cause the loss of c. 20 parking spaces, a small fraction of the total nearby, and would mitigate traffic problems on this difficult corner.



It's essential for Station Road traffic to be able to reach Waitrose, the railway station, the Kingfisher and the new surgery complex *directly*.

This proposal sends all such traffic up to the Belle Vue roundabout and back down again. We hope SCC Highways are not serious.



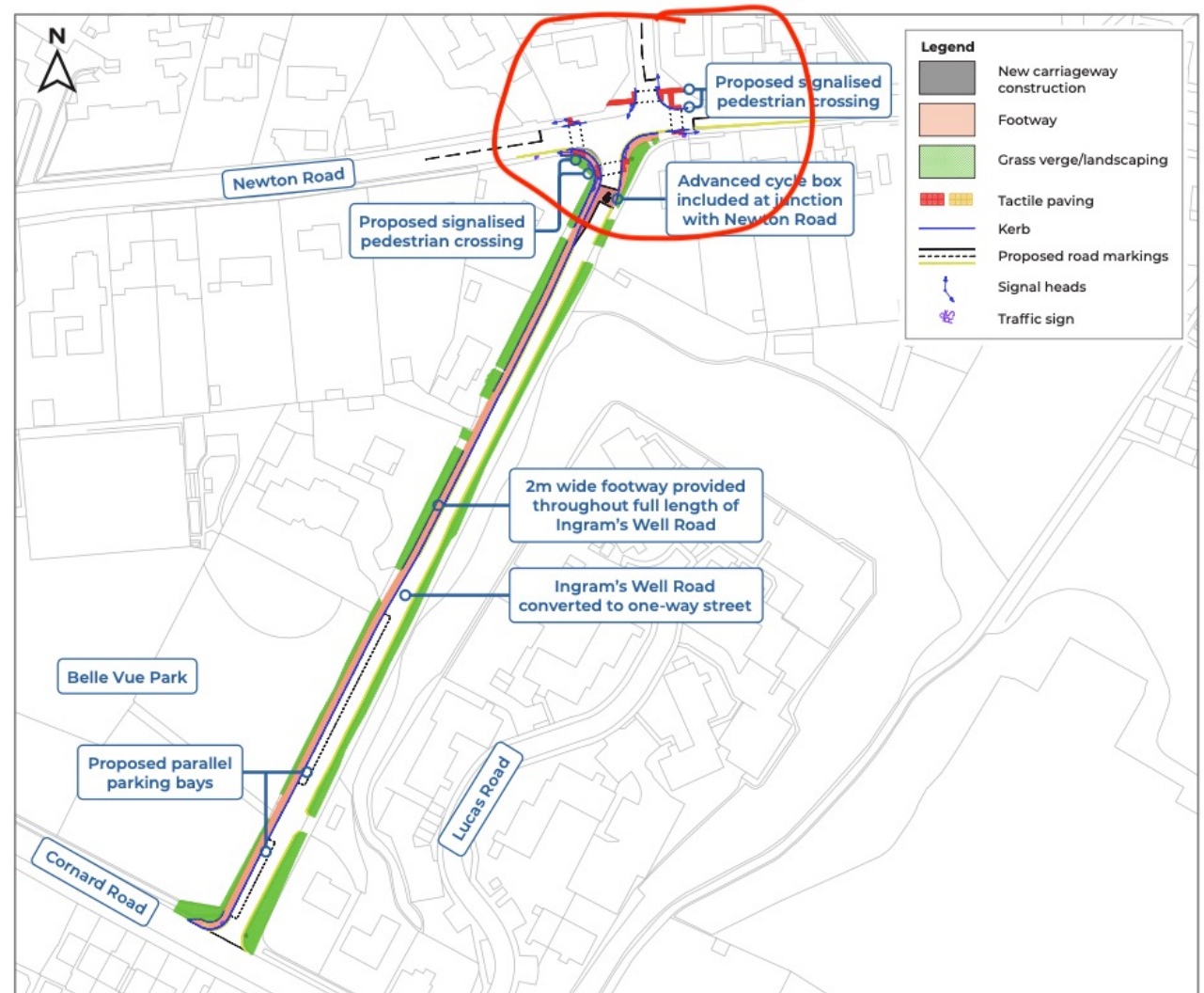
Ingrams Well Road

We see very little merit in this plan in proportion to the probable cost, which would be better spent elsewhere.

Why the conversion to a one-way street uphill. This will mean loss of parking in the road for park users or for those who work in Sudbury and avoid long-stay charges.

Pedestrian volume, which is very low, does not warrant any lights at the Newton Road Junction, let alone *two* pairs, which will add delays to the main route in and out of town to and from the south.

Granted, the exit from the road to Newton Road is tricky. One solution would be to cut back the grass bank to improve visibility.

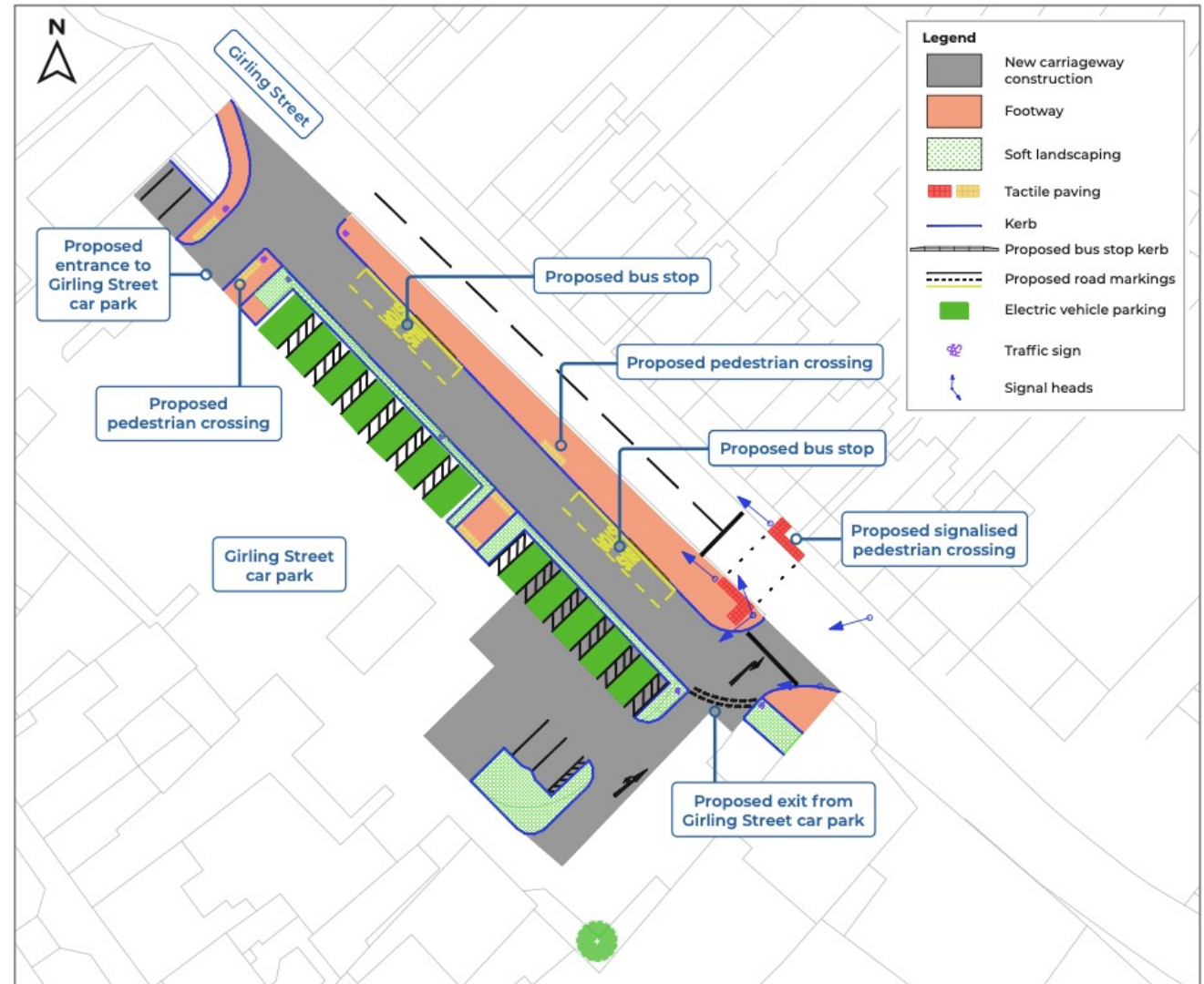


Girlinging Street

The proposals do not mention the loss of available parking spaces and this must be quantified. If the concept of a bus hub is feasible, no bus stops here will be necessary.

The pedestrian crossing specified here is completely unnecessary as it leads to nowhere significant and there are already two light-controlled crossings along the street nearby. Very few pedestrians can be seen using this footway. A third crossing will just add to congestion on what is supposed to be a through route for traffic.

The loading arrangements for Iceland and adjoining shops are ignored and, with cooperation between shop owners, a matter which causes regular congestion could be improved.

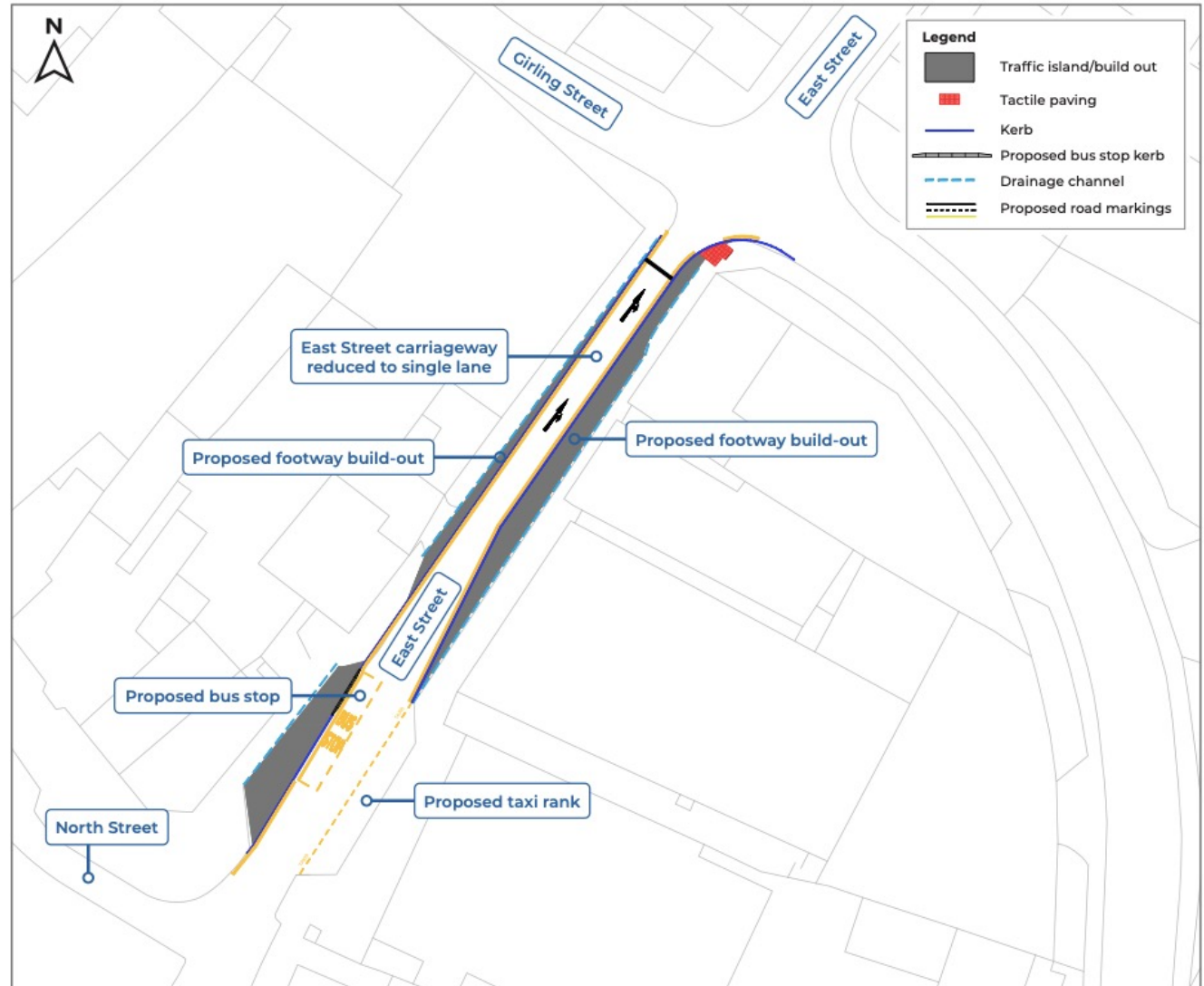


East Street

This proposal should be abandoned. The road is already very congested when deliveries take place with two lanes. And if it is reduced to a single track anyone wanting to turn right will cause traffic to back up. At present outgoing traffic can run at the same time as traffic coming in from out-of-town. This junction is one that will bear the brunt of increased flows from Chilton Woods.

We are told that it has to become single lane to allow buses to turn right into Girling Street. This is an infrequent event and a bus can do this already simply by straddling both lanes as they approach the lights.

Broadening the south side pavement is also pointless. Few people walk along this side of the street – they mostly use the north side to make use of the light-controlled crossing.



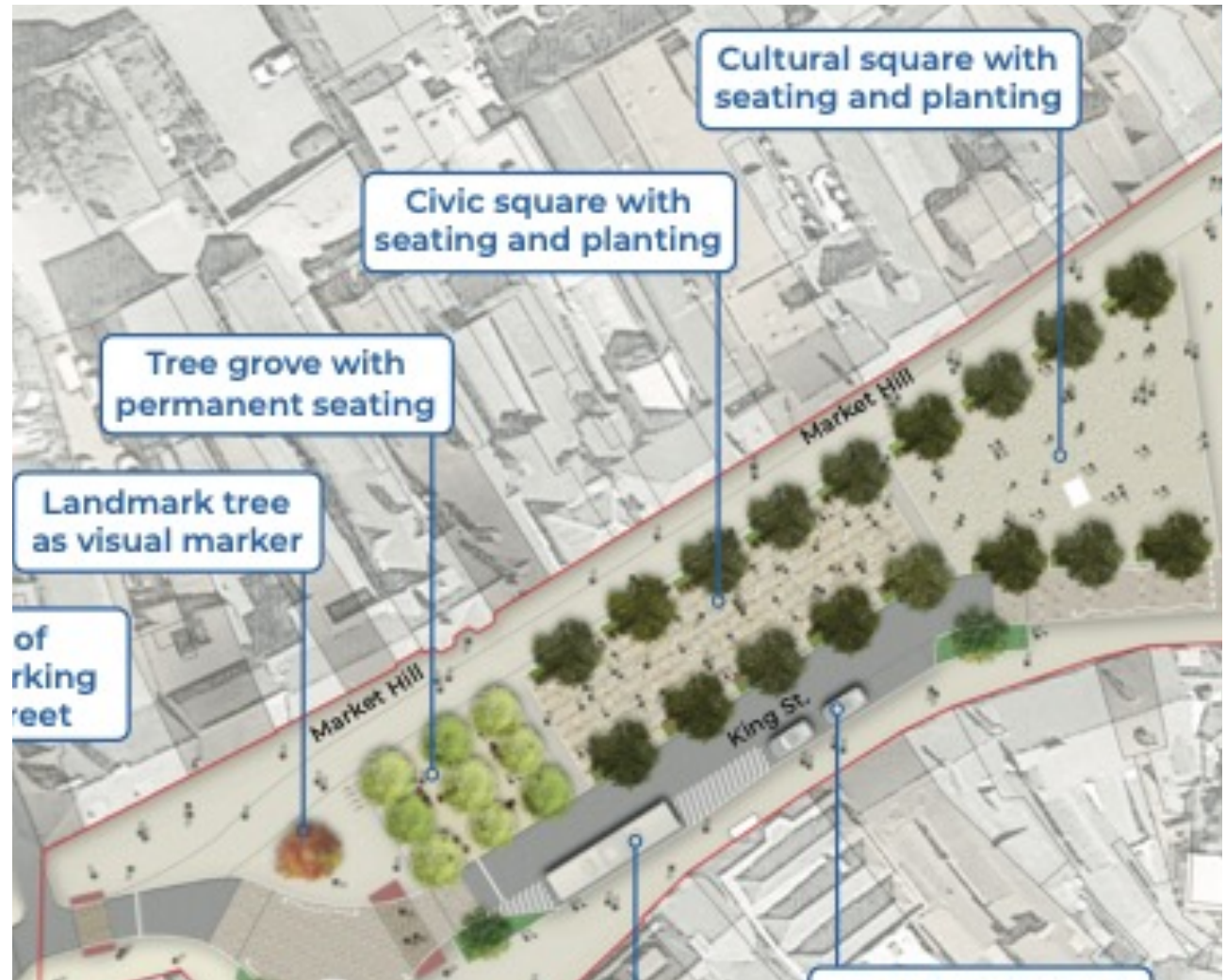
Market Hill, planting

Any more trees of any kind should on no account be planted on Market Hill, especially not 'landmark' trees, which will block views of St Peter's and change the character of this central space.

If planted in the ground their roots will affect the reportedly complex network of underground services here.

If planted in tubs they will need after-care, watering, pruning and weeding. In either case they will generate a great deal of leaf clearance and we doubt such council services will be available at the standard of care required.

Please just forget this element of the plans. Any new planting can be confined to the 'high hedge' proposed on the following slide.

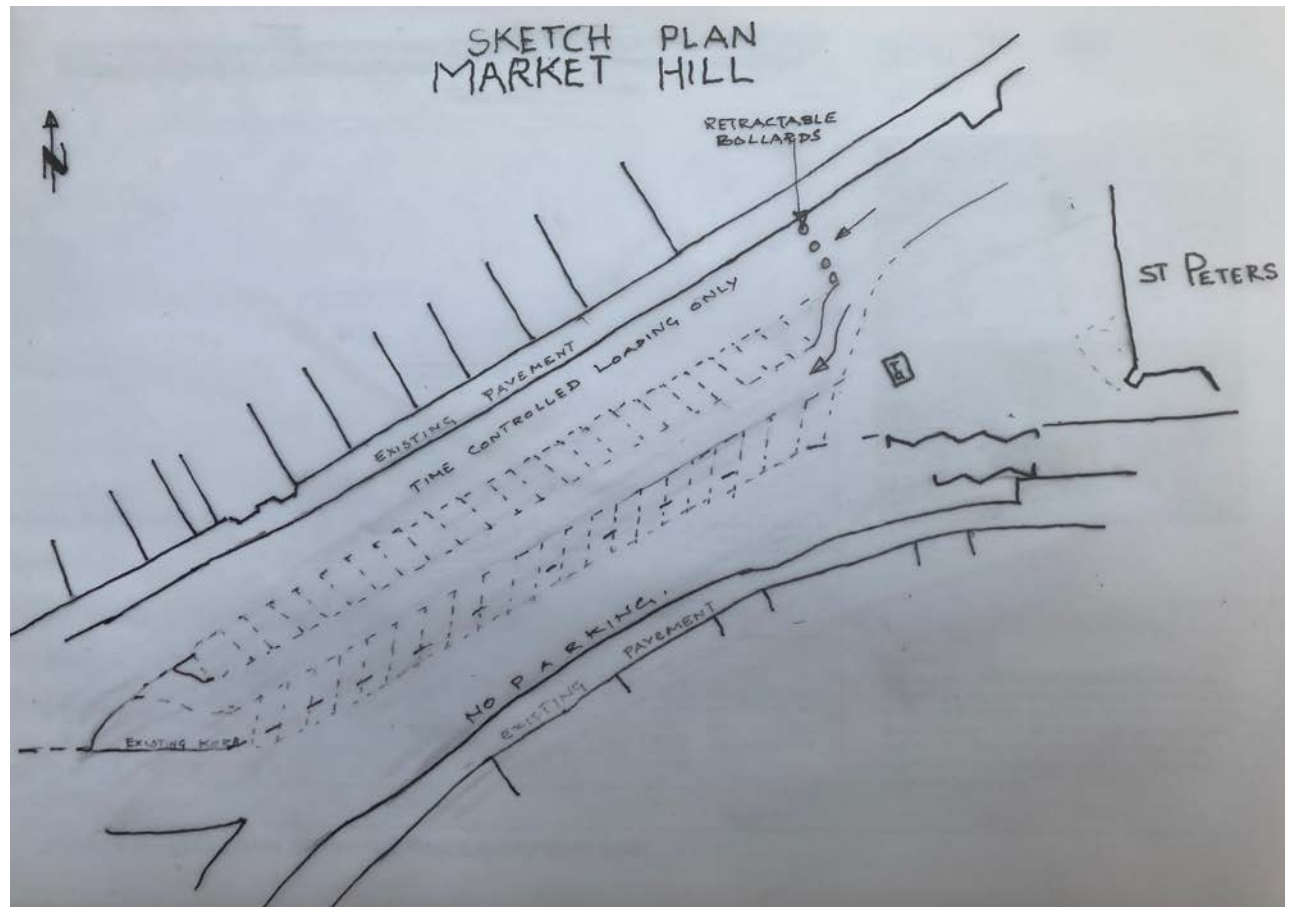


Market Hill, parking

There are at present c.76 parking spaces on Market Hill, 42 in the central two rows, 17 on the north side and 17 on the south side. We welcome the proposals to reduce this but we oppose any drastic reductions which will do lasting damage to town centre trade.

The sketch shows how Market Hill could continue to accommodate two rows of parked vehicles (total 42) with an access road between them. At present, drivers entering and backing out from the outer row of spaces cause obstructions. In this sketch, traffic access to parking spaces is from behind St Peter's only.

The outer verge of the parking area would move southwards a few feet to accommodate this plan. This would require the removal of parking along Market Hill south side, retaining 7-8 spaces further to the south east on King Street, some of which can be for blue badge holders. The result will be total of c.50 spaces, a reduction by a third.



We advocate a semi-permanent 'high hedge' of planters with more substantial planting to separate parked cars from the A131 through road, with gaps between them for pedestrian access. Planters should contain non-seasonal taller shrubs to provide a screen against traffic noise and pollution.