

Central Bedfordshire
Council
Priory House
Monks Walk
Chicksands,
Shefford SG17 5TQ

**This meeting
may be filmed.***



**Central
Bedfordshire**

please ask for Martha Clampitt

direct line 0300 300 4032

date 19 May 2016

NOTICE OF MEETING

DELEGATED DECISIONS BY THE EXECUTIVE MEMBER FOR COMMUNITY SERVICES ON TRAFFIC REGULATION ORDERS

Date & Time

Wednesday, 1 June 2016 10.00 a.m.

Venue at

**Committee Room 1, Watling House, High Street North,
Dunstable**

Richard Carr
Chief Executive

To: DELEGATED DECISIONS BY THE EXECUTIVE MEMBER FOR COMMUNITY
SERVICES ON TRAFFIC REGULATION ORDERS:

Cllr B J Spurr

[Named Substitutes: Cllr N Young]

All other Members of the Council - on request

**MEMBERS OF THE PRESS AND PUBLIC ARE WELCOME TO ATTEND THIS
MEETING**

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AGENDA

1. **Members' Interests**

To receive from Members any declarations of interest.

Reports

Item	Subject	Page Nos.
2	Bull Street, Potton and Tyne Road/Blaydon Road, Sandy - Consider Representations to Proposed Waiting Restrictions To seek the approval of the Executive Member for Community Services for the implementation of waiting restrictions in Bull Street, Potton and Tyne Road/Blaydon Road, Sandy.	5 - 16
3	Engayne Avenue, Sandy - Consider Representations to Proposed Waiting Restrictions To seek the approval of the Executive Member for Community Services for the implementation of waiting restrictions in Engayne Avenue, Sandy.	17 - 24
4	Drovers Way, Dunstable - Review representations to Proposed Waiting Restrictions To seek the approval of the Executive Member for Community Services for the implementation of waiting restrictions in Drovers Way, Dunstable.	25 - 30
5	Woburn Street Ampthill - Petition requesting the construction of a new footway To note the receipt of a petition submitted to Central Bedfordshire Council and suggest a way forward.	31 - 34
6	Pilgrims Close and High Street, Flitwick - Petition requesting action to address an on-street parking issue To note the receipt of a petition submitted to Central Bedfordshire Council and suggest a way forward.	35 - 40

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Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 1 June 2016
Subject: Bull Street, Potton and Tyne Road/Blaydon Road, Sandy – Consider Representations to Proposed Waiting Restrictions
Report of: Paul Mason, Head of Highways
Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of waiting restrictions in Bull Street, Potton and Tyne Road/Blaydon Road, Sandy

Contact Officer: Gary Baldwin
gary.baldwin@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Potton and Sandy
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety, traffic management and the amenity in the affected roads.

Financial:

The works are being funded by the Council Traffic Management and Parking scheme budget

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The proposal will improve road safety for all road users.

Sustainability:

None from this report

RECOMMENDATION(S):

- 1. That the proposal to introduce No Waiting at any time in Bull Street, Potton be implemented as published. The restrictions be monitored after implementation to determine whether additional restrictions are required.**
- 2. That the proposal to introduce No Waiting at any time in Tyne Road & Blaydon Road, Sandy be implemented as published. The restrictions be monitored after implementation to determine whether additional restrictions are required.**

Background and Information

1. At Bull Street, Potton the proposed restrictions are intended to address an issue related to high-sided vehicles causing structural damage to buildings adjacent to the road. This issue has been ongoing for some years and alternative solutions have been tried, but with only partial success. It is acknowledged that there is a high demand for parking in the area, so the proposed restrictions have been kept to the absolute minimum to address concerns about damage to the buildings.
2. At Tyne Road and Blaydon Road, Sandy the proposals are intended to ensure that parked vehicles do not obstruct the passage of traffic, including delivery vehicles, to commercial premises. There have been reports of larger vehicles being unable to pass through these roads on those occasions when on-street parking has been particularly heavy. This has an unacceptable impact on the efficient operation of businesses.
3. The proposals at both locations were formally advertised by public notice in February 2016. Consultations were carried out with the emergency services and other statutory bodies, Potton Town Council, Sandy Town Council and the Ward Members. Residents and businesses located in the areas where restrictions are proposed were individually consulted by letter.

Objections and Officer Responses

4. A total of 8 representations were received in response to the Bull Street, Potton proposals, of which 3 are objections. In relation to the Tyne Road and Blaydon Road, Sandy proposals, 2 representations were received.

The main issues raised for each location were as follows:-

5. Bull Street, Potton

- a) There is already a severe lack of parking in Potton and this will make it worse.
- b) There is a need to reduce the number of HGVs using Bull Street.
- c) Better signage is needed to deter lorry usage.
- d) The proposed double yellow lines on the north side need to be extended further west to cover no.12, including the length opposite Burdetts Court.
- e) The proposed double yellow lines on the north side need to be extended slightly further east.
- f) The restrictions only need to apply during the working day, as there is little HGV traffic at night and weekends.
- g) Greater consideration needs to be given to parking and traffic issues in the area.
- h) The road surface needs to be lowered to its original level and the severe camber corrected.

Officer response –

It is accepted that parking in and around the town centre is at a premium. For that reasons the Council has resisted requests for yellow lines in Bull Street for some time and the proposals that have now been put forward have been kept to the absolute minimum required to address the building strike issue. The proposed restrictions are expected to result in the loss of only 2 parking spaces.

Bull Street and surrounding roads are covered by a 7.5 tonnes weight restriction. That still allows lorries to enter the area for loading/unloading within the restricted zone, which is likely to account for most larger vehicles in Bull Street. The Council has already installed other signs and markings at the Bull Street/Horslow Street/ Chapel Street junction to further deter lorry drivers from using Bull Street. This work has only been of partial success and it is expected that any further signage would have a limited effect.

Ideally the restrictions should be extended further westwards to fully cover the approach to the overhanging building and allow more space for vehicles turning out of Burdetts Court. However, this would result in the loss of a further 3 parking spaces, which would have a significant impact on parking capacity.

The idea of single yellow lines prohibiting parking, perhaps from Monday to Friday from 9am to 5pm on the north side has merit. However, these are likely to be less well observed than double yellow lines. Single yellow lines would require upright signs to be installed and there is insufficient footway width to accommodate them. We are also conscious of the visual intrusion of additional signage.

Any work to re-level the road surface would be extremely costly, disruptive and could result in changes to underground surfaces. The costs of undertaking this work when compared to on-street parking restrictions would be substantial and could not be justified.

Bull Street, Horslow Street and Chapel Street contain a significant number of properties that have little or no off-street parking. In addition the roads are relatively narrow and can only accommodate single-sided parking. Hence, on-street parking is heavy at all times, particularly during evenings and weekends. Given the fact that most of the parking is by residents, any form of parking control is unlikely to improve the situation and would probably be opposed by local people.

6. Tyne Road and Blaydon Road, Sandy

- a) The restrictions need to include the junction of Sunderland Road and Tyne Road and adjacent vehicular accesses.
- b) The restrictions need to cover all of the area at the far eastern end of Tyne Road.
- c) There are severe parking issues during peak and holiday periods due to the children's play centre located near the junction of Tyne Road and Blaydon Road.

Officer response –

It is acknowledged that the proposed restrictions could result in some displacement of parking to lengths of road that would be unrestricted. However, the same is true of virtually every location where parking restrictions are being considered. It is difficult to predict the severity and extent of any parking migration and it is usually a case of monitoring the situation after implementation to determine whether more restrictions are needed.

7. Bedfordshire Police has raised no objections to the proposals.

Conclusion

8. As always there is a balance to be struck between introducing restrictions that will address the main issues that have been raised, whilst at the same time retaining on-street parking where this can be safely accommodated. This is effectively the decision that has been taken with both of these locations. However, it is accepted that if the decision is to go ahead with the restrictions, post-implementation monitoring will be required to determine whether any changes are required.
9. If approved, the works are expected to take place within the 2016/17 financial year.

Appendices:

- Appendix A – Public notice
- Appendix B – Drawings of Proposals
- Appendix C – Written representations

Appendix A

PUBLIC NOTICE



CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME ON ROADS IN POTTON AND SANDY

Reason for proposal: The proposed Order is considered necessary for facilitating the passage of traffic on the road and for preserving the amenity of the area. At Bull Street, Potton the restrictions are intended to address an issue related to high-sided vehicles causing structural damage to buildings adjacent to the road. At Tyne Road and Blaydon Road, Sandy the proposals are intended to ensure that parked vehicles do not obstruct the passage of traffic, including delivery vehicles, to commercial premises.

Effect of the Order:

To introduce No Waiting at any time on the following length of road in Potton:-

1. Bull Street, south side, from a point approximately 1 metre west of the west flank wall of no.5 Bull Street extending in an easterly direction for approximately 46 metres.
2. Bull Street, north side, from a point approximately 15 metres east of the west flank wall of no.12 Bull Street extending in an easterly direction for approximately 16 metres.

To introduce No Waiting at any time on the following length of road in Sandy:-

1. Tyne Road, south side, from a point approximately 18 metres east of the boundary of nos.3 and 5 Tyne Road extending in an easterly, then southerly direction for approximately 104 metres.
2. Tyne Road, north side, from a point approximately 12 metres east of the boundary of nos.3 and 5 Tyne Road extending in an easterly for approximately 110 metres.
3. Tyne Road, both sides at its easterly end, from a point in line with the northern property boundary of nos.44 to 50 Tyne Road extending in a southerly direction for approximately 10 metres.
4. Blaydon Road, both sides, from its junction with Tyne Road extending in a northerly direction to a point approximately 14 metres north of the northern property boundary of nos.7 to 13 Tyne Road.

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0845 3656116.

Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annexe, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk by 29 February 2016. Any objections must state the grounds on which they are made.

Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of Mid Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*)" Order 201**"

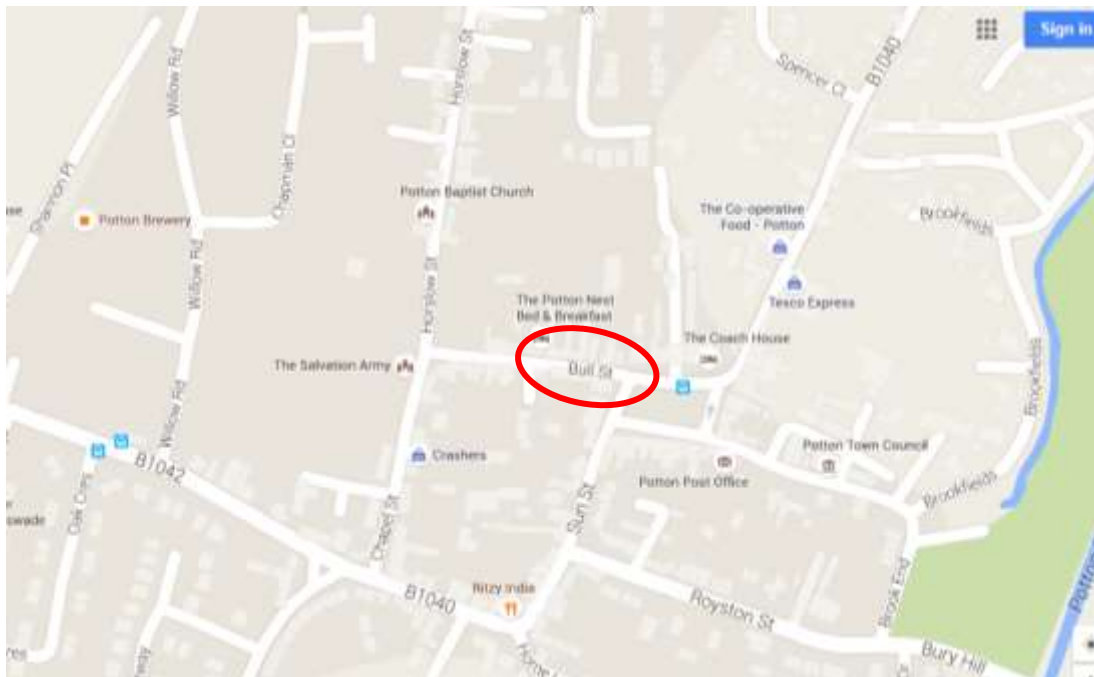
Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

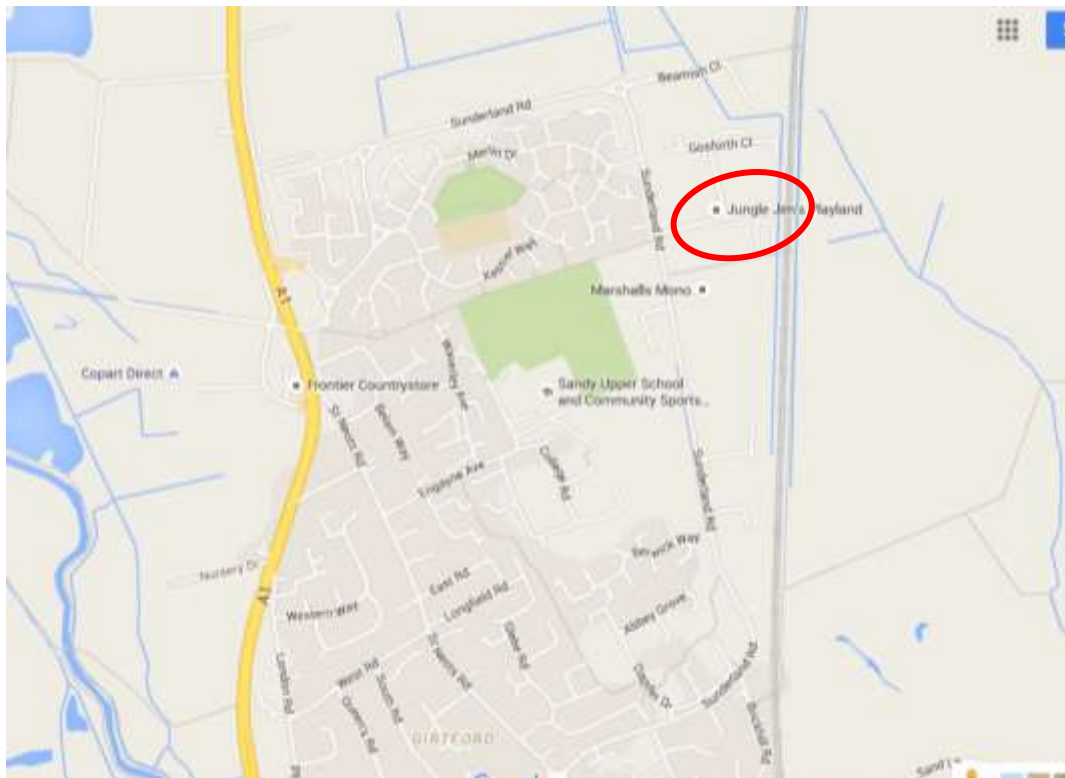
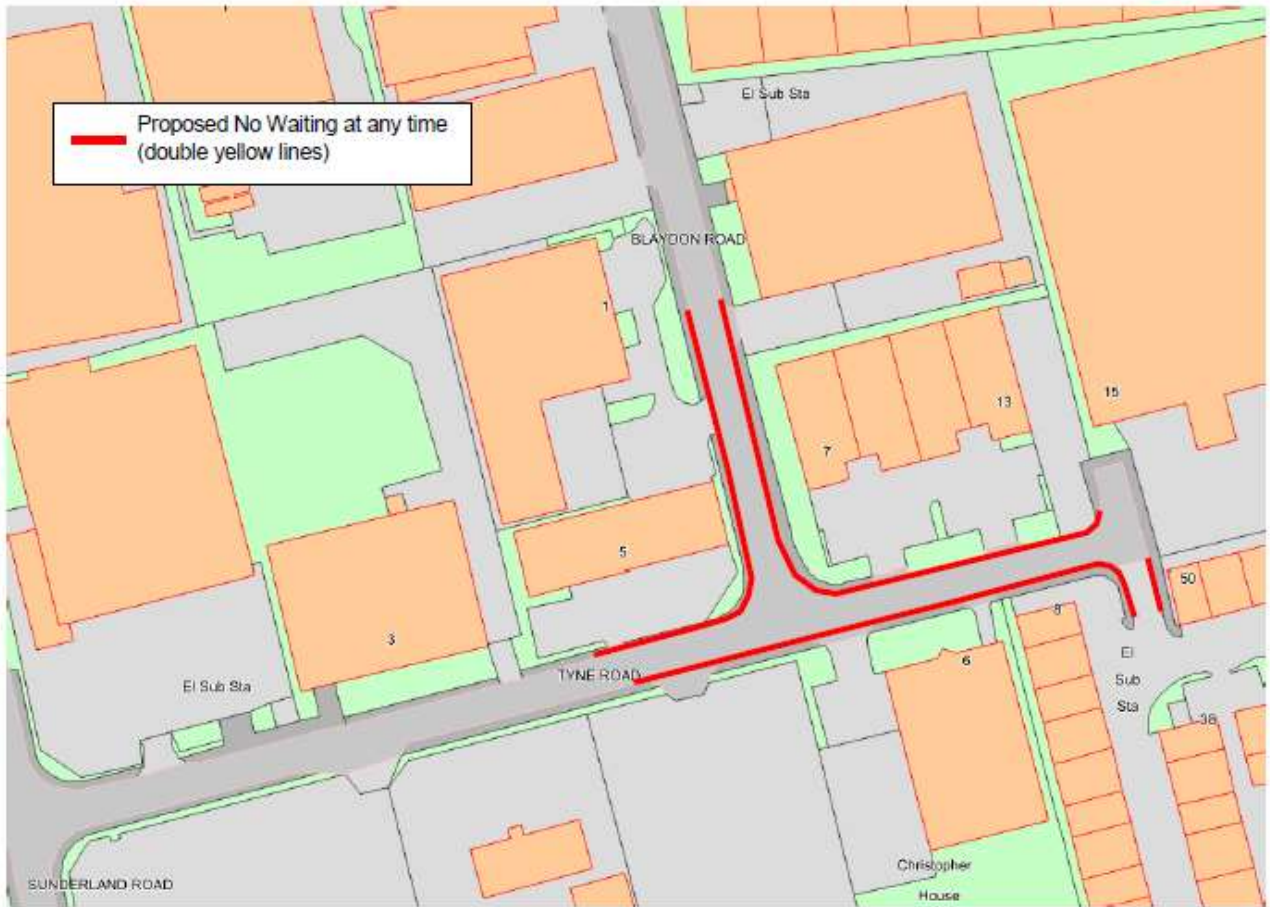
5 February 2016

Appendix B

Bull Street, Potton



Tyne Road and Blaydon Road, Sandy



Appendix C

Bull Street, Potton

With regards to the proposed no waiting at any time in Bull Street, Potton.

The issues that have been caused by lorries coming down Bull Street, is something that needs addressing, though the proposal at hand, addresses the symptoms and not the cause. We should not be getting large lorries down Bull Street, but we are. This suggests that the signage that is present is insufficient, too small, or not enforced, such that the issue continues. If the lorries weren't there, to state the obvious we wouldn't have the issue.

Additionally, the proposed no waiting at any time zone will protect the roof of Lion Mews only, however it will not protect the porch of Custard Cottage which bears the marks of number of impact from lorries too, the lines need to be longer on the north side so they come in front of number 12, not just abut it.

The issues of traffic flow and parking in Potton and particularly Bull St, Chapel St and Horslow St, is some that needs some prompt attention. If this no waiting at anytime is introduced as it stands this will just exasperate things further. If this is to be introduced that can we propose that it is single not double yellow lines. The issue with the lorries is almost exclusively during working hours, so by using single yellows to keep the road clear during that time, we could keep desperately needed residents parking of an evening and weekend, while protecting the properties during the day.

It is a missed opportunity that only this small part of the parking and traffic issues in Bull Street and the neighbouring streets is being dealt with in isolation in this way, it would make more sense for the town council to working closely with central beds on this. However, at the recent town council meeting to discuss the parking and traffic issues in these roads, the introduction of this no waiting zone was not mentioned while the problems of parking in Bull Street was under discussion.

Further to the public notice of the proposed work, I would like to know what other options have been considered to control access of large, high sided vehicles using Bull St as cut through to Potton market square.

The proposal to paint double yellow lines does not treat the cause of the damage to residents' properties and cars, ie large vehicles ignoring or not seeing relatively unobtrusive warning signs and using the road as a cut through; it merely makes it easier for them to do so and restricts parking. Could signage and road markings at both the entrance to Chapel St and Bull St be increased and made more visible instead?

If the only viable option is to restrict parking, double yellow lines are not necessary to resolve a problem which generally only occurs during working hours. Single yellow lines would be more appropriate, allowing residents to park outside their homes at the end of the working day. With regard to the markings on the North side of the street, I understand from a neighbour who has checked the measurements that it is not clear whether the line is be correctly positioned to protect the roof line which receives most damage; they believe it would be sensible to shift the line's start and finish a metre or so to the east.

I notice that there is a proposal to add double yellow lines in bull street potton to protect buildings from large vehicles due to the adverse camber of the road

I would ask that consideration is given to making this single yellow with no waiting mon-sat 8am to 6pm which will mean overnight parking is still available within the road.

Parking for residents in this and surrounding streets is already very difficult so i believe the use of a single yellow line will achieve the same as double yellows during the day whilst not restricting parking at night

Also i would suggest that the sinage at the end of chapel and horslow streets is improved to make it clear these roads are unsuitable for hgvs and high sided vehicles

As a resident of Bull Street, Potton and after receiving your proposal to introduce double yellow lines outside nos. 6 & 8, Bull Street I would like to object to the positioning of the double yellow lines due to the fact that they are proposed to be positioned outside the wrong houses. The problem for high sided vehicles occurs before the proposed position and should in fact be moved to the houses opposite Burdetts Court (nos. 10 and 12 Bull Street). By the time high sided vehicles have reached no.8 Bull Street the damage to the properties opposite no.10 Bull Street has already been done and the vehicles are moving freely down the street.

With reference to the proposed introduction of a No Waiting at any time on Bull Street, Potton. We find that the proposal on the whole is a good idea as long as it is enforced correctly, at the moment cars seem to be abandoned on existing zones whilst the occupant(s) do business around the Market Square.

One problem many have is the exiting (Right as Bull Street is a one way street) by car from Burdett's Court, If vehicles are parked opposite the Burdett's Court Junction it is extremely difficult or impossible to turn right without causing damage to Cars Etc. due to having to negotiate the tight angle and not mounting the the curb.

Are the council likely to pay for damage to our vehicles (Alloy wheel/trim are not cheap) due to this problem which could be easily solved by extending the No parking opposite the Junction with Burdett's Court, I understand that the part of the Highway Code which prevents parking opposite a road junction is not relevant with this particular road configuration.

Delivery vehicles coming from Burdett's Court often exit Left for convenience as time is a factor and by the time they have shunted back and forth and run over the curbing they could be half way to Sandy. Thanking you for your attention

My wife and I are Potton residents, we shop in Potton, and I also work in Potton Market Square.

We would both like to strongly object to the proposal below.

Effect of the Order:

To introduce No Waiting at any time on the following length of road in Potton:-

- 1. Bull Street, south side, from a point approximately 1 metre west of the west flank wall of no.5 Bull Street extending in an easterly direction for approximately 46 metres.*
- 2. Bull Street, north side, from a point approximately 15 metres east of the west flank wall of no.12 Bull Street extending in an easterly direction for approximately 16 metres.*

The grounds for our objection are that there is not enough parking in Potton already and this would only make matters worse.

If the reasons for the above proposed Order are because of lorries striking buildings, then we think that the solution is to remove the road surface completed (back down to a level where it should have been, before years and years of overlay) and resurface the road properly to make

it level. Then the larger vehicles which have to come down there - say for deliveries - would not tilt over and hit the buildings and all the parking spaces could remain on the North side - as they always have been.

We think you have caused the road to tilt, by years of cheap quick fixes, like overlaying and building up the road surface (instead of taking it off first), so we think you (or we the tax payer of course) should invest in putting it right, but doing a proper job this time.

Please do not eliminate any parking spaces. This would be a disaster for surrounding streets, like Chapel Street, Horslow Street and the Market Square (which are already crammed to bursting with residents cars at night). The town car park is also full every day - Where are people going to park? Parking in small towns like this is a ridiculous situation already and things like this are destroying local businesses and shops, by keeping people away, not to mention the nightmare it would cause the residents there.

The camber on Bull Street is only a problem in one place and there is plenty of room to correct it, if someone just gave it a bit of thought.

This is a terrible idea which should not go ahead. We already don't have enough parking spaces in Potton.

Please see attached, an issue that I have been raising for some time. Parking and it appears the plan is to take some more valuable spaces away. I know the background to the problem in Bull Street as we have even repaired the property that keeps getting struck by lorries.

Now is the any joined up thinking here? The road has a camber which causes the vehicles to tilt over hence striking the property. Suggestion highways look at re-surfacing the road and re-doing kerbs and paths if the continuation of allowing lorries to go down this part of Potton has to continue.

Potton and its business are already struggling for value parking space in and around the town centre and by removing more parking spaces is just adding to a very frustrating problem, that's not forgetting with the construction of another 178 houses this is just going to escalate the problem even more.

We have a small yard at 4 Bull Street so from my prospective I object to the current proposal, I suggest Highways spends the money and does the job properly, instead of just looking for an easy fix and a cheap solution.

I believe that this is a fair and well thought solution to a long running problem in Bull Street.

However, as you are certainly aware there are always some drivers who either push their luck and others who are either intentionally or unintentionally inconsiderate. Since the residents at the western end of the street have taken to parking on the south side of Bull Street, there have been many occasions when someone has parked almost up to the corner of the entrance to Burdett's Court on the southern side. When another vehicle is parked on the northern side outside 12 Bull Street (which has been common practice for many years) it becomes almost impossible to negotiate between these vehicles to proceed to the eastern end of the road in anything other than a small car. Very often the drivers don't even think to straighten their front wheels which makes passing even more difficult at what is the narrowest part of the street (I've attached some example photos to illustrate the point). Since there is now no entry to Bull Street from the Market Square (although this restriction is often ignored by some of the residents) this

is a problem. May I suggest that the proposed double yellow lines on the southern side of Bull Street are extended to the eastern flank wall of 7 Bull Street?

Vehicles park on the white hashed areas on both corners at the western end of Bull Street on a daily basis and this is a hazard. Would it be possible to convert these white hashed areas to double yellow lines on safety grounds?

Finally, it is extremely difficult to turn out of the driveway of 6 Bull Street if a vehicle is parked right up to (or just over which is often the case) the white 'keep clear' line. Would it be possible to extend the proposed double yellow lines on the northern side of Bull Street a further 0.5 metres to give a better turning opportunity? This will still leave ample room for 2 vehicles to be parked between the driveways of 6 Bull Street and 2 Bull Street.

Tyne Road and Blaydon Road, Sandy

We operate the warehouse at the bottom of Tyne road.

Due to parking along the whole of Tyne Road especially those vehicles near to the junction with Sunderland road, it makes the vehicles delivering to our Warehouse impossible. On numerous occasions there have been near misses with cars whilst entering Tyne road as cars are parked on the corner of that junction.

As per your map of the proposed double yellow lines this also needs to include the junction of Sunderland and Tyne road and also lines outside our gates as this is used for vehicles to turn around.

I look forward to your response in due course.

I write on behalf of my company, Boyton-BRJ System Buildings Ltd., with regards to the proposal to introduce "no waiting at any time", in Tyne Road and Blaydon Road, on Middlefield Industrial Estate, Sandy.

We are based at 1 Tyne Road, on the corner with Sunderland Road, and have been here for nearly nineteen years. In that period, traffic around the estate has increased considerably, with on road parking gradually becoming more and more of an issue. As a business we do need to get large delivery vehicles in and out of our premises safely. This is becoming increasingly difficult due to cars being parked outside of our factory gates in Tyne Road, caused, in our opinion, by the arrival of recent businesses onto the estate.

The main contributor to the parking issue is "Jungle Jim's", a children's play area which simply does not have enough car parking spaces for its customers, especially during peak school holiday periods. We have even had instances of their customers asking to park within our site as no spaces outside their premises are available. We do question how sensible it is to allow such a business to operate on an industrial estate in the first place.

The above said, our principle concern with the proposal is that by introducing these measures where stated (outside of Jungle Jim's and along Tyne Road, and into Blaydon Road), will do nothing more than force cars to park close to the junction of Tyne Road and Sunderland Road, and closer to our gates, further impeding our access into our site and the surrounding businesses. It is simply moving the problem, not solving it.

You mention in your public notice that the reason for the introduction of no waiting times is “to ensure that parked vehicles do not obstruct the passage of traffic, including delivery vehicles, to commercial premises”. We suggest that **no consideration** has been given to obstructing vehicular access into our, or our neighbours premises, and we would ask that it is considered. Alternatively could you please explain why it is important to maintain access into some premises but not others?

I look forward to your response.

Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 1 June 2016
Subject: Engayne Avenue, Sandy – Consider Representations to Proposed Waiting Restrictions
Report of: Paul Mason, Head of Highways
Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of waiting restrictions in Engayne Avenue, Sandy

Contact Officer: nick.doolan@centralbedfordshire.gov.uk

Public/Exempt: Public

Wards Affected: Sandy

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will promote responsible parking and ensure the safe operation of bus services in the Engayne Avenue area allowing better access for residents to local amenities and services.

Financial:

The works are being funded from LTP 2016 – 2017 budget.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

Non from this report.

Sustainability:

An improved bus service will encourage greater use of buses in preference to private cars and make travel more sustainable within Sandy and the wider Central Bedfordshire Council area.

RECOMMENDATION(S):

That the proposal to introduce No Waiting at any time in Engayne Avenue, Sandy be implemented as published.

Background and Information

1. There have been long standing issues in identifying a suitable turning area for buses serving the Engayne Avenue area of Sandy. A solution has been found that utilises the service road to the front of property nos.41 to 79 Engayne Avenue as a turning facility.
2. A consultation about the proposed bus turning area in front of nos.41 to 79 Engayne Avenue was held for local residents in both this and the wider North Sandy area in February 2016 and produced an overwhelming result in favour of a turning area being constructed to enable buses to safely serve Engayne Avenue.
3. Given the space required to manoeuvre a bus into/out of and through that section of Engayne Avenue, double yellow lines are needed to ensure that parked cars do not create an obstruction. The extent of the yellow lines has been kept to a minimum and the existing parking areas will not be restricted in any way. Representations received in response to the publication of these proposed waiting restrictions is the purpose of this report.

Objections and Officer Responses

4. A total of 3 representations were received all objecting to the proposed waiting restrictions. Copies of the representations are included in Appendix C. The main issues are summarised below:-
5.
 - a) The parking bays do not provide sufficient parking capacity in the evening as they are used for parking by people who do not live in the flats, so people park in the areas where the restrictions are proposed.
 - b) Residents already have to park some distance from their homes when the parking bays are full.
 - c) The restrictions are unnecessary because The Highway Code dictates that drivers cannot park near to junctions, etc.
 - d) This area is not public highway, so the Council cannot introduce parking restrictions on it.
 - e) There is insufficient space for buses to safely negotiate the area and when manoeuvring they will get very close to parked cars.
 - f) Other bus turning solutions should be explored.

6. Officer response –

- a) It is acknowledged that drivers do park on the lengths identified for double yellow lines at times when parking is heavy. However, these parked cars already make it difficult for drivers accessing and egressing the parking bays. It is essential that parking is prohibited on these lengths of road to ensure that buses can get through. A significant number of unrestricted parking bays will remain.
- b) There is ample unrestricted on-street parking available within a comfortable walking distance of the flats.
- c) The Highway Code contains general advice to drivers about where they should not park, but is frequently disregarded by drivers and is generally not enforceable. Yellow line type restrictions should be largely self-enforcing and any contravention would be actionable by the Council's civil enforcement officers.
- d) This area is public highway. (Yes it is public highway although the parking bays are not. The buses would not be passing into private land at any point.)
- e) The Council has assessed the movement of buses through this area and is satisfied that there will be sufficient manoeuvring space for buses providing that the proposed waiting restrictions are implemented.
- f) A number of other solutions have been considered, but rejected.

Investigations were made into diverting buses via Medusa Way so they could loop around this road and back to Waverley Avenue. Medusa Way currently has fixed bollards halfway along its length and it was found that a short length of the road is designated as a footpath rather than public highway. It was felt that it would be very difficult to get this part of the road upgraded to a full highway and would meet with significant public opposition from those living in Medusa Way. It was also felt any upgrade to make this road a through road would have road safety implications for students attending Sandy Upper School, which is situated close by.

It was also suggested that buses could loop around College Road and Winchester Road, but these roads are narrow with significant amounts of residential parking on them and several tight corners, which would not be conducive to a bus operating safely along them.

The possibility of buses not serving Engayne Avenue at all has been considered, but the local residents were not happy with this plan when asked in the February 2016 consultation on the subject of buses in Engayne Avenue.

7. Bedfordshire Police has raised no objections to the proposals.

Conclusion

8. To ensure that the bus turning facility operates safely and efficiently, it is essential that the proposed restrictions are implemented as published.
9. If approved, the works are expected to take place within the 2016/17 financial year.

Appendices:

- Appendix A – Public notice
- Appendix B – Drawings of Proposals
- Appendix C – Written representations

Appendix A

PUBLIC NOTICE



CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME IN ENGAYNE AVENUE AND WAVERLEY AVENUE, SANDY

Reason for proposal: The purpose of the proposed order is to facilitate the passage of buses. It is proposed to introduce a bus turning facility using Waverley Avenue and the Engayne Avenue service road. The proposed restrictions are needed to ensure that buses are able to pass through without being obstructed by parked vehicles.

Effect of the Order:

To introduce No Waiting at any time on the following lengths of road in Sandy:-

1. Engayne Avenue, north side, from a point in line with the boundary of nos.16 and 18 Engayne Avenue extending in an easterly direction for approximately 23 metres.
2. Engayne Avenue, north side, from a point in line with the boundary of nos.32 and 34 Engayne Avenue extending in an easterly direction to a point in line with the boundary of nos.38 and 40 Engayne Avenue.
3. Engayne Avenue, south side, from a point approximately 3 metres east of the boundary of nos.16 and 18 Engayne Avenue extending in a westerly direction for approximately 20 metres.
4. Engayne Avenue service road (to the front of property nos.41 to 79), both sides, for its full length excluding the constructed parking areas.
5. Waverley Avenue, both sides, from the north kerb line of its junction with Engayne Avenue extending in a northerly direction for approximately 30 metres.

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0300 300 5003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 26 April 2016. Any objections must state the grounds on which they are made.

Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of Mid Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 201**"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

1 April 2016

Appendix C

As per telephone conversation of the 4/04/16 I am writing to object to the new waiting times proposed for Engayne Ave. As I am vehemently opposed to the new turning bay proposal the introduction of yellow lines will give stagecoach company carte blanche to go ahead with this scheme.

I object on two levels noise and air pollution. If the road layout is changed a acoustic level test and air pollution test is required.

I have been a resident of the above address for 30 years in all that time the surface road has been for residents only we have one main road we do not need two.

I must strongly object to the proposal, as a resident of the flats numbers xx to xx. The parking spaces are not enough in the evening, because residents from the opposite side of the road use these parking spaces even though they have garages at the rear of their own properties. Surely the solution to the parking issues would be eased if you was to introduce residents only parking or allocated parking spaces. When are you having a public meeting on the proposed introduction of the 73 bus route as Im sure this will be an intrusion of residents privacy, noise, and pollution laws. An Acknowledgement of receipt of this email is required for my files.

Further to my response to parking issues ive attached some photos of parking last night [8/4/2016](#) I Had to park my car 200 metres from my own property the vast majority of cars parked and non residents of Engayne Avenue Flats

I wish to object to the proposed waiting restrictions in Engayne Avenue Sandy, Waverley Avenue Sandy, and Private car parking adjacent to Engayne Avenue Sandy. The majority of these restrictions are already covered by rule 243 of the high way code: Do not stop or park at or near a bus stop or with in 10 meters of a junction except in an authorised parking space. This brings me to the proposed restrictions in the Private car parking adjacent to Engayne Avenue. Whilst it has public access, it is private property and I there fore fail to understand how the council has come to designate it as a public right of way, and believe that any parking restrictions they place on it can be enforced as it is Private property and designated off road parking for the residents of, and visitors to the flats that it is in front of. Further more, I feel that the public transport scheme these restrictions are meant to facilitate is flawed. I have in recent days watched the bus presently running the service in Engayne Avenue experiment with using this car park as a turning point, and it came rather close to the few parked vehicles that were here during the day this will be worse at weekends. This was as I expected from personal experience, having formerly been a driver for stagecoach and on occasions parked my vehicle in this car park on layovers in split shifts. I also note that most of stagecoaches vehicles are of a longer wheel base with greater overhangs than the vehicle presently being used to service Engayne Avenue, so the proximity to parked vehicles when turning out of the car park will be closer. I feel that this proposed change to bus routes does nothing to improve the service in Engayne avenue or Sandy as a whole. Something that would happen if the service reverted to using the stop by Quince Court, and proceeded via Medusa Way to Waverley Avenue. Facilitated by the replacement of the bollards in Medusa way with a traffic calming pinch point and breaks in

service at school run times. An additional stop at the north end of Medusa way would put a bus service with a regular service in both directions for Sandy town center Bedford and Biggleswade, within easier walking distance of the new Fallow fields estate than the present nearest stops in St Neots road with two way service. Which is the better part of a mile from the co-op in fallow fields.

I am also amazed as a full council tax payer that what appears to amount to no more than a few hundred meters of yellow lines apparently has a budget of some £80000, for relativity little if any benefit.

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Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 1 June 2016
Subject: Drovers Way, Dunstable – Review representations to Proposed Waiting Restrictions
Report of: Paul Mason, Head of Highways
Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of waiting restrictions in Drovers Way, Dunstable

Contact Officer: Gary Baldwin
gary.baldwin@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Dunstable Northfields
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety, traffic management and the amenity in the affected roads.

Financial:

The works are being funded by the Council Traffic Management and Parking scheme budget

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The proposal will improve road safety for all road users.

Sustainability:

None from this report

RECOMMENDATION(S):

That the proposal to introduce No Waiting at any time in Drovers Way, Dunstable be withdrawn and an extended H bar marking be installed.

Background and Information

1. This matter was considered at the meeting held on 4 February 2016 and the decision was “That the proposal to introduce No Waiting at any time in Drovers Way, Dunstable be deferred to allow officers to consider alternatives which would minimise the loss of parking space.”
2. To summarise; the proposal to introduce no waiting was published in October 2015 and attracted two objections. The main points made were that the proposals appear to be appeasing one resident rather than providing a wider solution to parking issues in the area. In addition, it was pointed out that there is very little justification for introducing the restrictions and the reason given were inappropriate.
3. Officers’ response acknowledged that the request for parking restrictions was made by a nearby resident. However, the present parking problems have been created, in part at least, by the installation of concrete bollards which were intended to address an issue with footway parking. The bollards have resulted in parked cars being positioned in such a way that they obscure visibility for drivers emerging from adjacent accesses. It is a fact that this location coincides with the end of a footpath where pedestrians are likely to want to cross Drovers Way. The proposed yellow lines would improve inter-visibility between drivers and pedestrians.
4. Following the February meeting, officers have considered alternatives to minimise the loss of parking space.
 - (i) Withdraw the No Waiting at any time proposal and install a H bar marking across the driveway of no.95 and extending for approximately 1 metre on either side. This would not be as effective as the double yellow line proposal, but would provide more manoeuvring space and better visibility for emerging drivers. H bar markings do not carry the same legal significance as yellow lines, but have proved successful at other locations where they have been used.
 - (ii) The only practical means of providing more parking would be to convert the grass area to the front of property nos.79 to 93 Drovers Way to an off-road car park. This is a sizeable area that could potentially provide up to 20 parking spaces. It is Council owned land, rather than highway. The matter has been discussed with Housing Services who have funded this type of work in the past.

They asked for the initial views of the Planning Officer, whose observations were *“There are a number of quality parcels of amenity land along Drovers Way which include mature and good quality trees, the loss of the open space and landscaping would result in an unacceptable visual impact which is not outweighed by the potential benefit to off road parking provision. As such I would not see an application for this being supported in planning terms.”*

Consequently, it would appear that there is very little prospect of an off-road parking solution being successful.

Conclusion

5. The conversion of the grass area to parking appears to be unacceptable, so it is recommended that alternative solution of installing an extended H bar marking be implemented.
6. If approved, the works are expected to take place within the 2016/17 financial year.

Appendices:

Appendix A – Drawing of Proposals
Appendix C – Written representations

Appendix A



Grass area for possible conversion to parking referred to in paragraph 4.

Appendix B

Dear Sir/Madame,

I would like to object strongly to proposals to place double yellow lines outside numbers 95 to 97 Drovers Way, Dunstable this action seems to be to appease one particular resident! rather than providing a long term solution to resolve the parking issue permanently for all residents such as losing part or all of the council green outside our houses to provide off road parking, please see attached previous correspondence with the council.

I acknowledge receipt of your somewhat impersonal letter dated 13th October regarding the proposed waiting restrictions that the above refers to.

You are no doubt aware that I have already written to the Authority with regard to this matter and will therefore be familiar with my observations highlighted therein. I will therefore restrict my comments, in the main, to addressing the "Reason for proposal" and the narrative written above the map on the reverse of the "Public Notice". That said I do enclose a copy of the letter referred to above.

1. "The proposed Order is considered necessary for facilitating the passage of traffic on the road..."; I'm sorry but as an argument this is, quite frankly, nonsense. If this is true in respect of a 20 metre stretch of Drovers Way then it is true in respect of the rest of the road. I would point out that, in law, any vehicle parked on a road or any other highway causes an obstruction, whether the relevant Sections of the Road Traffic Acts are enforced is another matter of course.

2. "...or improving the amenity of the area through which the roads run.", without imposing the restriction along the entire road as outlined above, how on earth can this be used as a justification.

3. "The restrictions are generally intended to address indiscriminate parking which creates an obstruction to other road users." As I have already pointed out, every vehicle parked on a road, in law, causes an obstruction but what is suggested here is that the few vehicles that park on the south west side of Drovers Way between numbers 79 and 93 particularly fail to "facilitate the passage of traffic" in a way that other vehicles parked in the same road do not? and park "indiscriminately", frankly this is insulting.

4. "The double yellow lines are intended to keep an area of road clear of parked cars that create issues for drivers emerging on to Drovers Way and pedestrians using the adjacent footpath"; the only "drivers" so affected are those living at number 95 Drovers Way (unless you are in a position to tell me otherwise) and the reference to

pedestrians has been included, in my view, simply to lend weight to what is a very flimsy argument in support of this proposal.

The greater danger to road users on Drovers Way, and indeed Brewers Hill Road comes not from parked cars but from drivers who fail to comply with the 20 mph speed limit as, apart from a single speed enforcement camera, there is nothing that actually inhibits speeding motorists.

In encouraging Local Authorities to introduce 20 mph speed limits on urban roads Central Government suggests that roadways be engineered to ensure that such limits are effective; some engineering suggested includes road humps, rumble strips, roundabouts, road narrowing and "Give Way" gateways.

Had Central Bedfordshire not opted for the cheapest possible option, i.e. putting up a few speed limit signs, the risks to 'drivers emerging on to Drovers Way' would have been significantly reduced and possibly non-existent.

The last thing I would include is that I am a Blue Badge holder and in the normal course of events our car is kept on the road during the day although garaged at Pascomb Road overnight.

Forwarded for your information in the hope that serious and considered notice be taken of the observations I have made.

Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 1 June 2016
Subject: Woburn Street Ampthill – Petition requesting the construction of a new footway
Report of: Paul Mason, Head of Highways
Summary: This report is to note the receipt of a petition submitted to Central Bedfordshire Council and suggest a way forward

Contact Officer: Paul Salmon
paul.salmon@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Ampthill
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The petition is in relation to the safe and efficient use of the highway network

Financial:

It is possible that work can be funded via the Council's Rural Match Funding process

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

None from this report

Sustainability:

None from this report

RECOMMENDATION(S):

It is recommended that the design of a suitable footway be undertaken during the current financial year with a view to implementation during the 2017-18 financial year and that the lead petitioner be informed of the outcome of the meeting

Background and Information

1. A petition has been received, signed by 367 people, requesting the provision of a footway along the south side of Woburn Street, Ampthill from its junction with Moore Pond Piece to the entrance to the bridleway for Coopers Hill and the Firs Nature Reserve. This length of road is used by pedestrians travelling to and from local facilities, such as Alameda Middle School and the nearby rugby club.
2. There are laybys located along this length of road and people accessing their vehicle generally walk along a strip of verge between the lay-bys and the woods that border the road. The verge is not surfaced and therefore becomes muddy during periods of poor weather.
3. Observations would suggest that this length of verge is well used by pedestrians. It is likely that during the winter months pedestrians will walk within the lay-bys to avoid the verge, which would be less safe than a dedicated footway. The length of road concerned is approximately 100 metres.
4. There is a useable footway on the north side of Woburn Road adjacent to Ampthill park which provides an alternative option for pedestrians, although the use of it would involve them crossing the road.
5. Coincidentally, the design of suitable footway in this location has already been instructed via the Council's Rural Match Funding process. The design will take place during the current financial year with implementation to take place in 2017-18, subject to agreement with the Town Council on sharing the cost of these works

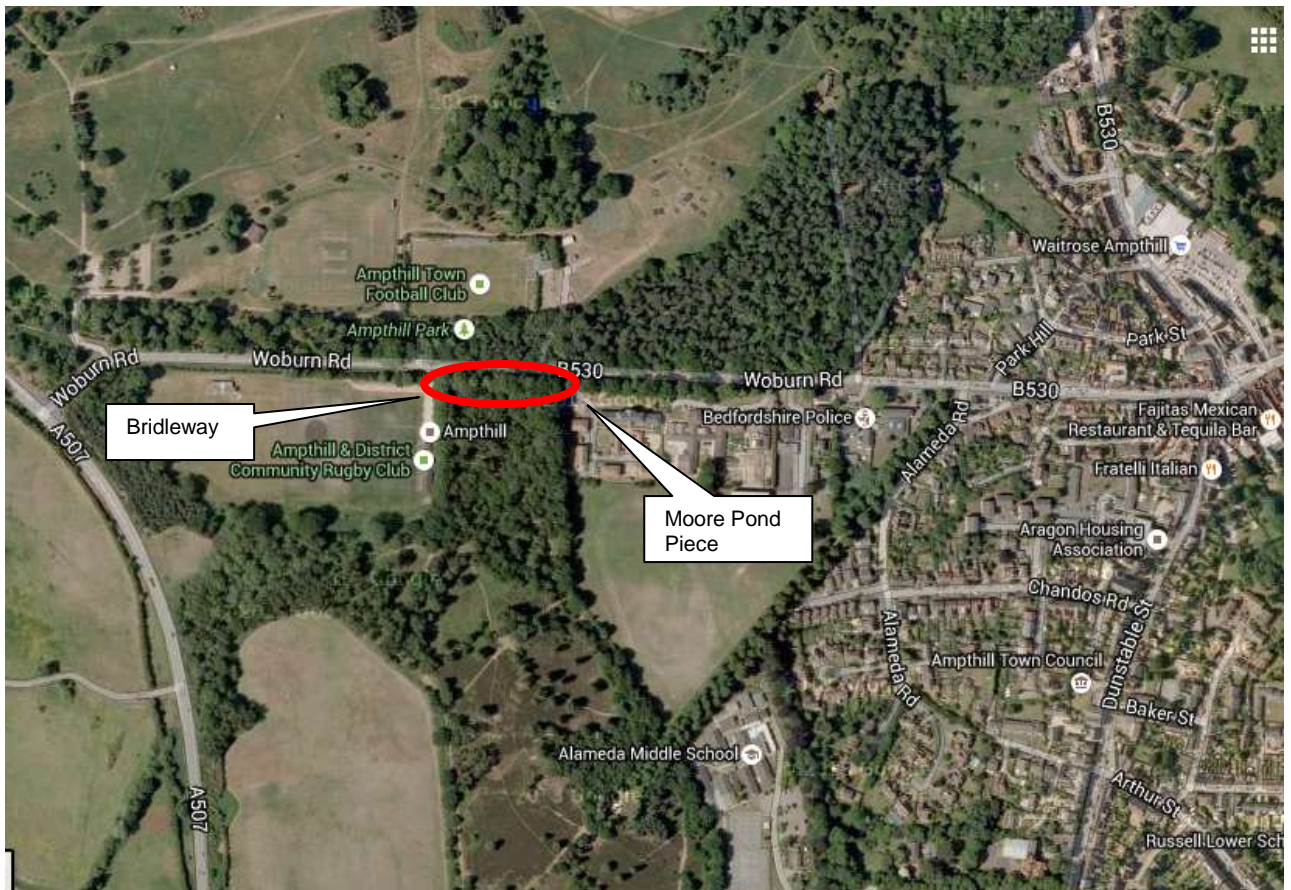
Appendices:

- Appendix A – Petition
- Appendix B – Location plan

Appendix A

Petition summary and background	<p>Please add your details to my petition to have a footpath along the south side of Woburn Street, from Moore Pond Piece to the entrance to the Bridleway for Coopers Hill and the Firs Nature Reserve used by children on their way home from school.</p> <p>I have started this petition for a new path as a parent, long standing Ampthill resident and 1st XV Manager for nearly 14 years at Ampthill & District Rugby Club.</p> <p>I am concerned that as there are lay-bys along this section of road and no footpath you either have to walk adjacent to the trees or in the road.</p> <p>Now the weather is turning and the path is getting very wet and muddy, more people are walking in the road when the lay-bys are occupied. Also as the days are getting shorter it is becoming ever more dangerous to walk from Moore Pond Piece to the entrance of the Bridleway for Coopers Hill and the Firs Nature Reserve, so they cross the road to the path on the other side, this again is not without risk as the very poor lighting and the parking bays make it very dangerous.</p>
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Appendix B



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Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 1 June 2016
Subject: Pilgrims Close and High Street, Flitwick – Petition requesting action to address an on-street parking issue
Report of: Paul Mason, Head of Highways
Summary: This report is to note the receipt of a petition submitted to Central Bedfordshire Council and suggest a way forward

Contact Officer: Paul Salmon
paul.salmon@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Flitwick
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The petition is in relation to the safe and efficient use of the highway network

Financial:

It is possible that work could be funded from minor traffic management and parking budgets

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

None from this report

Sustainability:

None from this report

RECOMMENDATION(S):

It is recommended that a parking restriction proposal be published in during the current financial year and that the lead petitioner be informed of the outcome of the meeting

Background and Information

1. A petition has been received, signed by 48 people, requesting the Council to address the major safety concerns arising due to vehicles being permitted to park on the High Street in close proximity to the Pilgrims Close junction. Vehicles parked at this location dangerously block the view of traffic approaching from the north for drivers attempting to pull out of Pilgrims Close onto the High Street.
2. The request for action appears to be supported by local people and Flitwick Town Council.
3. Officers have attended a site meeting with residents of Pilgrims Close to view the situation and discuss possible remedial measures.
4. It is accepted that parked cars on High Street do obscure visibility for drivers emerging from Pilgrims Close. The increase in on-street parking in the area is probably due to a general increase in the level of parking, but also because the Council has introduced parking restrictions elsewhere in Flitwick to address concerns about commuter parking. It is possible that there has been some migration of parking from those roads to the High Street/Pilgrims Close area.
5. There are existing parking restrictions in High Street and Pilgrims Close, but they terminate just to the north of the junction. It would be a relatively straightforward exercise to extend the restrictions to cover the length of road concerned.
6. It is recommended that a parking restriction proposal be published within the current financial year. The Executive Member will recall that, whenever possible, the Council seeks to process requests for small scale parking controls in area-based batches in the interests of cost effectiveness. It is suggested that this approach be adopted in this situation.

Appendices:

Appendix A – Petition and accompanying correspondence

Appendix B – Location plan

Appendix A

We, the signatories of this petition, being vehicle drivers and residents of Pilgrims Close, Flitwick, call upon the Highways Department at Central Bedfordshire Council to:

1. Address the major road safety concerns arising from vehicles being permitted to park on the High Street in close proximity to the Pilgrims Close junction. Vehicles parked at this location dangerously block the view of traffic approaching from the north for drivers attempting to pull out of Pilgrims Close onto the High Street.
2. Note the problem is exacerbated because Pilgrims Close is at the brow of a hill on the High Street when approaching from the north. This means that when several cars are parked, vision of approaching traffic for those exiting the Close is totally obscured, making it exceptionally dangerous and posing a serious accident risk. The simplest improvement would be to extend the existing single yellow parking restriction line by about 6m to the north, although a more thorough solution would be to further upgrade the single yellow line to a double yellow line.
3. Note that a previous letter dated 29 February 2016, from the lead petitioner to Highways CBC, describes the problem in greater detail. A copy of this letter accompanies this petition.

Important note: The overall number of signatures attached to this petition will be reflective of the fact that Pilgrims Close is a small cul-de-sac of only 18 dwellings.

The letter at Reference regarding the ongoing parking issues states that the Council would like to see the depth of Town Council and resident support over the matter in question to help advance the case.

Therefore please find attached to this letter the following:

1. A letter from Flitwick Town Council expressing their agreement with the need for additional parking controls to address the associated road safety concerns.
2. A Petition containing 48 signatures from residents and other users of Pilgrims Close in support of the case. Please note that Pilgrims Close contains only 18 residential properties, with driver representations from every household having been obtained (along with others) as an indication of the residents' strength of feeling on this matter.

Thank you for your attention and I await further developments in light of the above.

I am writing to report a major road safety concern at the junction of Pilgrims Close with the A5120 (High Street) in Flitwick and request that the Council gives consideration to a potential remedy to the problem.

As a resident of Pilgrims Close for some 14 years, I have noticed an increasing tendency, especially over the last 12 months, for vehicles to be long-term parked during daylight hours on the High Street just to the north of, and adjacent to, the Pilgrims Close junction. This is on a short stretch of the road (approx.6 metres long) from the junction itself up to the dropped kerb of the first property (No 24). I have attached a simple sketch map to illustrate this. From observation, it seems fairly certain that the owners of these vehicles are commuters or visitors to the area, rather than nearby residents.

The High Street is an exceedingly busy main road and the presence of vehicles, when parked as stated, dangerously obstructs the view to the north for vehicles exiting Pilgrims Close, especially when turning right. The problem is made critically worse when these vehicles are parked partly on the kerb, as they often are, which then totally obscures the view of oncoming traffic from the northerly direction. This then makes it impossible to safely exit the junction. Apart from normal traffic, the safety of motorcyclists passing this junction must also be of concern. Also, the road going north is on a descending gradient, which compounds the problem, because approaching traffic is then hidden below the windscreen level of the parked vehicles. I have attached for your convenience a series of photographs to illustrate the severity of this safety concern.

This safety concern is further impacted (albeit sporadically) by vehicles sometimes queueing to enter the Car Wash premises on the northbound side of the road immediately opposite Pilgrims Close. When these queues form, together with cars being parked to the north as stated earlier, a "staggered" bottleneck is created, with traffic effectively circumventing the stationary vehicles in both directions. As Pilgrims Close is centred on this bottleneck, this makes exiting the junction even more dangerous. I have also illustrated this on the first sketch diagram.

I have observed these problems worsening over the last year, having myself narrowly missed a serious collision with a high speed emergency vehicle (paramedic estate car not sounding a siren) when exiting Pilgrims Close caused by my vision of oncoming traffic being almost totally obscured owing to cars parked as stated. Since that event, I have been keeping an occasional log with the view to reporting the matter to the Council with appropriate evidence.

However, an event on 27 February 2016, in which my 18 year old daughter narrowly missed a very serious collision at this junction for the same reasons as stated, has galvanised me into drawing this safety problem to your attention without further delay. You will see that amongst the photographs attached is one dated 27 February 2016, which was taken only minutes after this near collision and which serves to illustrate the danger posed by these parked vehicles that gave rise to the incident.

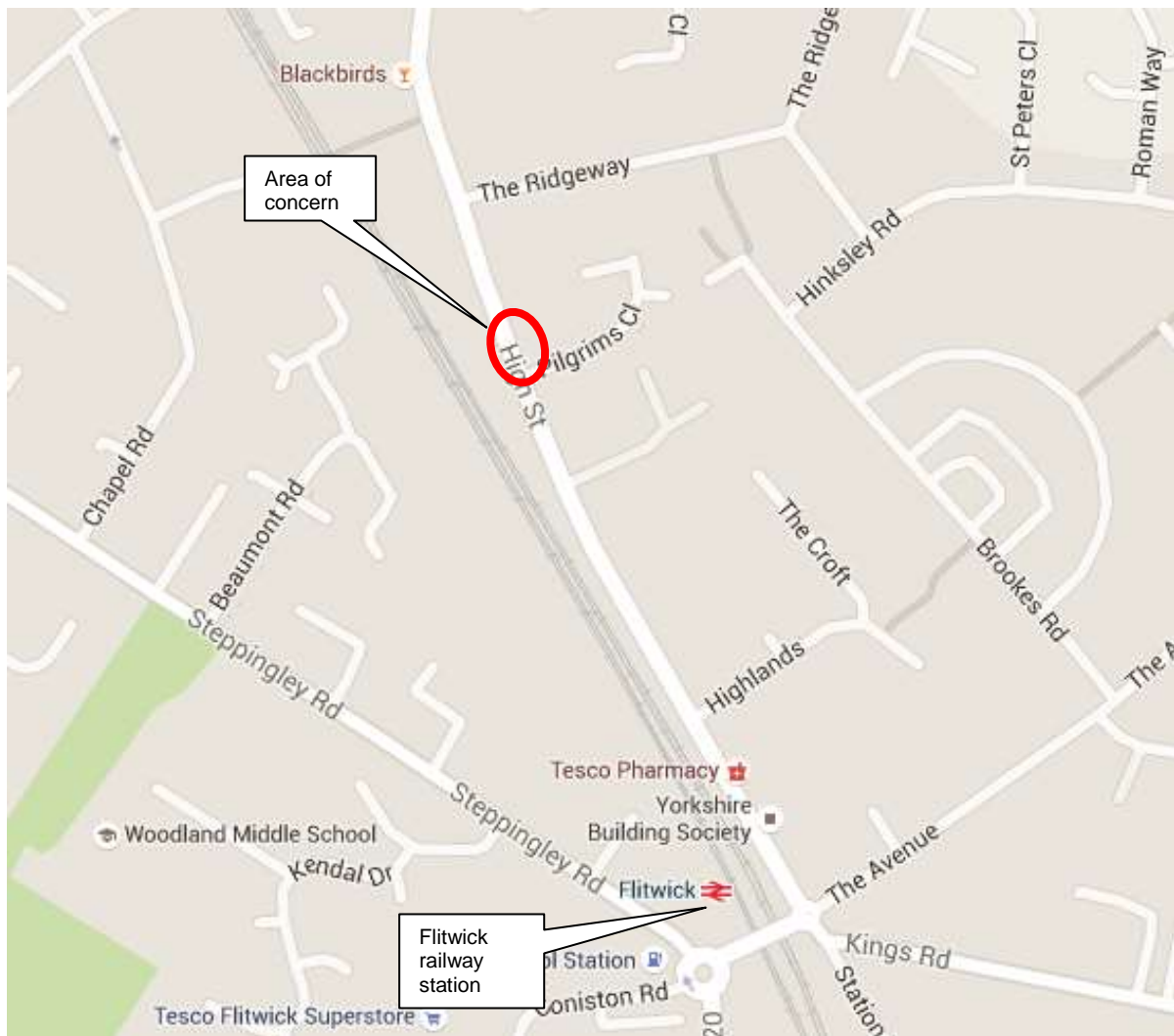
I have canvassed the opinion of other residents in Pilgrims Close, who all concur that this as a very serious safety matter, all having experienced identical problems at varying times. Some have even taken to leaving notes on the parked vehicles in question, but this seems to have had very little impact.

I do appreciate the Council has to operate on a tight budget and prioritise its work accordingly. However, I would like to offer what may be a fairly simple remedy to prevent this safety problem from arising. Currently, there is an existing parking restriction line, 8am – 6pm, which applies over a stretch of about 3 to 4 metres north from the Pilgrims Close junction – please see my second enclosed sketch plus photographs. The general consensus is that this line does not keep parked vehicles sufficiently far away from the Pilgrims Close junction to allow a safe field of visibility of approaching traffic. The suggestion is that this line ought be extended, ideally by about a further 6 metres in the northerly direction of the High Street, say as far as the first dropped kerb to the property at No. 24.

I notice that the current parking restriction lines in Pilgrims Close are very badly worn. However, whilst it might be possible to defer any remedial improvement until these lines are repainted, unless this work is imminent and given the serious nature of this safety issue, I would very much hope that any agreed action is not unduly delayed.

I look forward to your reply on this safety matter and very much hope that something may be done soon to improve the situation before a serious accident occurs.

Appendix B



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