
Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 25 August 2015
Subject: Greenfields and Bury Road Area, Shillington – 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 on Greenfields and Bury Road area, Shillington

Contact Officer: Nick Chapman
nick.chapman@amey.co.uk
Public/Exempt: Public
Wards Affected: Silsoe and Shillington
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety by better managing parking near to the lower school in Greenfields and on lengths of Bury Road.

Financial:

These works at Greenfields are being funded from planning obligation money (to support walking and cycling in Shillington) and via the rural match funding scheme in respect of Bury Road.

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 Greenfields be implemented as published.**
- 2. That the proposal to introduce No Waiting at any time in the Bury Road area be implemented as published.**

Background and Information

1. The Council has received complaints, including from Shillington Parish Council, about parking on this length of road over a number of years. Several years ago the Parish Council submitted correspondence, supported by local residents, requesting parking controls on this road. The matter is also included in the Parish Plan as an item for action. Shillington Parish Council has reiterated its support for the published proposals.
2. The proposals are intended to improve road safety outside Shillington Lower School. The proposed measures include waiting restrictions at critical locations aimed at addressing indiscriminate parking during school times. There have been long standing concerns about parking on lengths of Bury Road, so the opportunity has been taken to pursue restrictions on that road.
3. The proposals were formally advertised by public notice in June 2015. Consultations were carried out with the emergency services and other statutory bodies, Shillington Parish Council and the Ward Member. Residents living immediately adjacent were individually consulted by letter. Public notices were displayed on street.

Representations and Responses

4. For Greenfields, one written representation has been received, which was from Shillington Lower School and supports the restrictions. In the absence of any objections, it is recommended that the restrictions proceed as published.

For Bury Road, four objections have been received; all from residents living in the immediate area.

5. Copies of all correspondence are included in Appendix D. The main points of concern raised in relation to the Bury Road proposals are summarised below:-
- a) There are no real issues with parking on these lengths of road and the current parking does not create a road safety hazard.
 - b) The restrictions will result in parked cars being transferred into the side roads and/or to the east side of Bury Road.
 - c) Parking spaces should be provided to compensate for the space lost due to the yellow lines.
 - d) The proposed restrictions extend too far into Bedford Close and Woodmer Close and could be shortened.
 - e) The proposals will disadvantage elderly and disabled residents.
 - f) The proposed restrictions interfere with people's lives in contravention of the European Convention on Human Rights.

6. Central Bedfordshire Highways' response to the points above are as follows:-

The Council has received complaints, including from Shillington Parish Council and local people, about parking on this length of road over a number of years. Parking is heavy during evenings and weekends in particular and due to the alignment of the Bury Road the parked vehicles cause conflict between opposing traffic.

The number of space lost will be relatively few, particularly considering that parking should not take place within 10 metres of a junction. The number of parking places lost would be 4 or 5 in total.

The provision of residential parking is not a priority for the Council and there is no budget currently available to create parking spaces in the area.

The double yellow lines extending into Bedford Close and Woodmer Close essentially cover the junctions where cars should not be parked.

Blue badge holders who meet the Council's eligibility criteria can apply for a designated disabled parking space.

The Council acknowledges that parking controls can affect residents' ability to park outside their home, but there is no right to park on the highway. The Council effectively has to balance its responsibility to manage the highway network and address road safety hazards, but not impose restrictions that will unduly inconvenience road users and residents. Given the relatively modest scope of the proposed restrictions, it is felt that a reasonable balance has been struck.

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

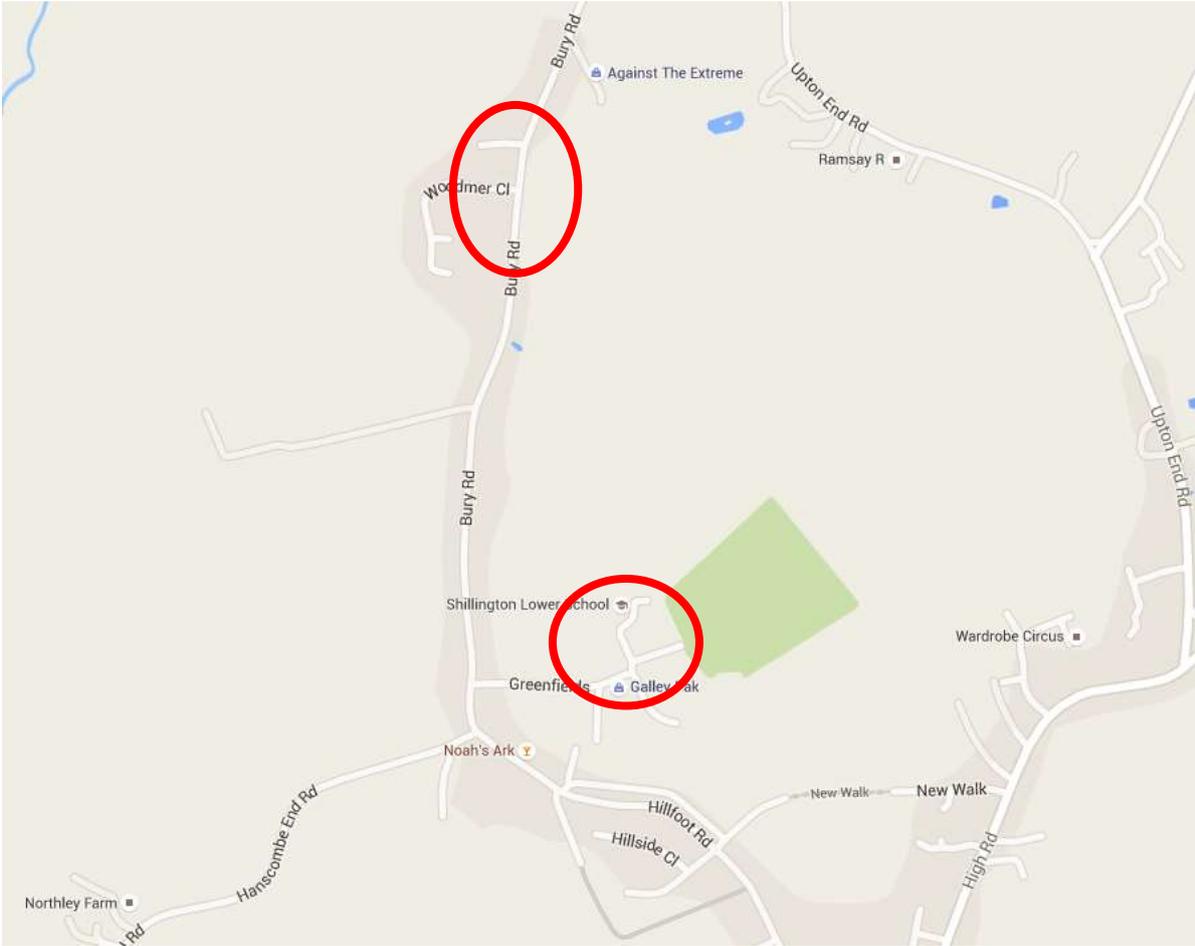
Conclusion

8. There have been long standing requests for waiting restrictions from the Parish Council and residents. It is felt that they are justified on road safety grounds and will result in the loss of a relatively small number of on-street parking spaces. Therefore, it is recommended that the No Waiting proposals be implemented as published.
9. If the approved the works are expected to take place within the current financial year.

Appendices:

- Appendix A – Location plan
- Appendix B – Drawings of Proposals
- Appendix C – Public Notice of Proposals
- Appendix D – Representations

Appendix A



DESIGN HAZARDS

The following information has been collected from construction information and the Arroyo CDM/ Project Management Process.

- Hazards identified at this time.

NOTES

- All dimensions in metres unless stated otherwise.
- Do not scale from this drawing.
- Settling out of all works to be agreed on site by Overseeing Organisation Engineer.
- Any discrepancies noted on the drawings are to be reported immediately to the Overseeing Organisation Engineer.

KEY

- Proposed no waiting at any time in yellow through bus stop on Order.
- Proposed no stopping at any time in bus stop envelope by signing.
- Proposed no stopping 7m-7.5m on signing with bus stop sign on existing post.

Rev.	Revision details	Checked	Approved	Date
01	Design	10/09/17		
02	Design	10/09/17		
03	Check	10/09/17		
04	Check	10/09/17		
05	Approve	10/09/17		

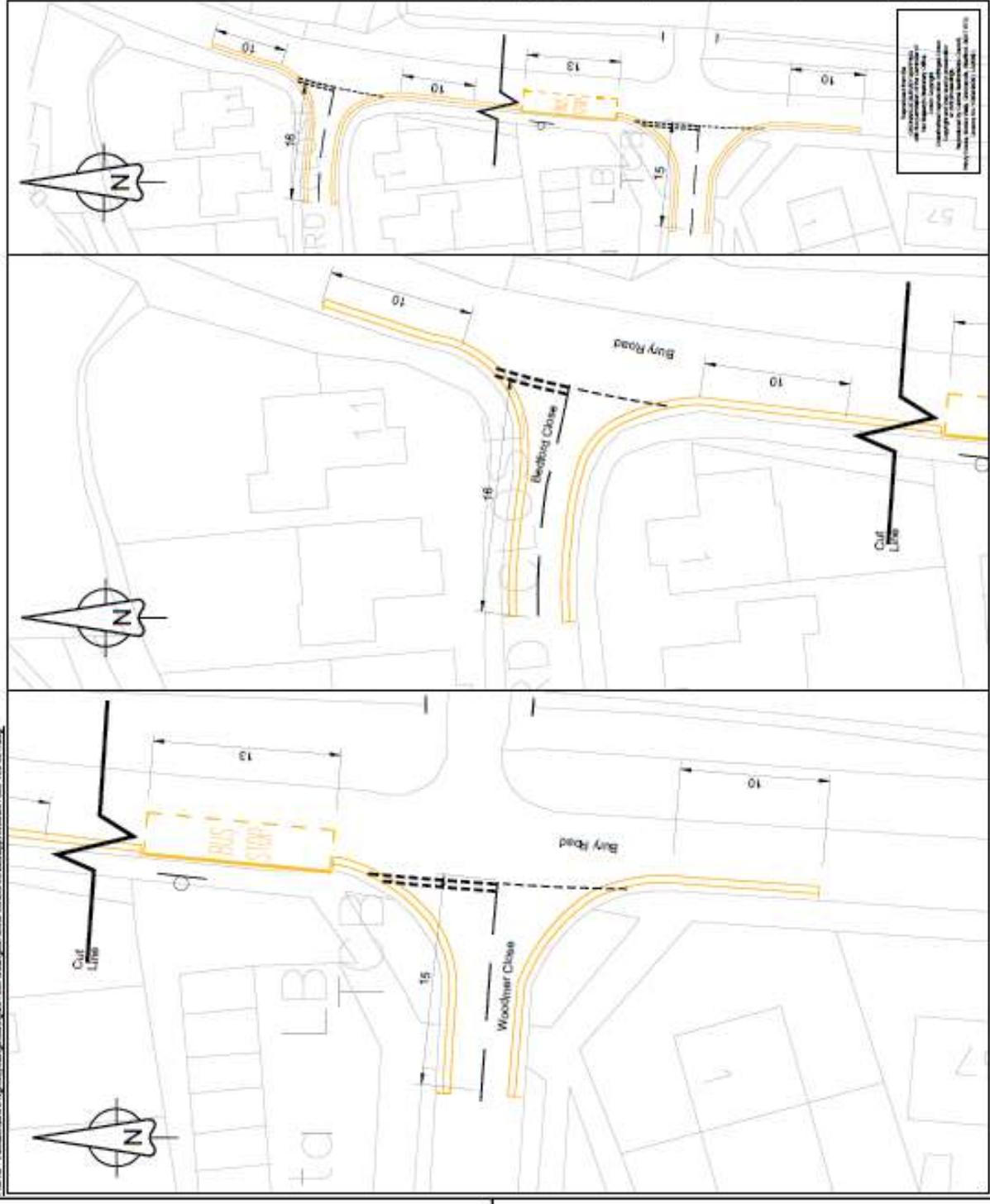


Client

Project Name
Bury Road, Shillington

Drawing Title
Proposed waiting restrictions and bus stop

Original Drawing No. / Scale: 1:250
Drawing No. / Revision: 801555-100-001 / P01.0



Information for the contractor:
The contractor is responsible for the implementation of the proposed works on site. The contractor must ensure that the proposed works are implemented in accordance with the proposed drawings and specifications. The contractor must also ensure that the proposed works are implemented in a safe and efficient manner. The contractor must also ensure that the proposed works are implemented in a timely manner. The contractor must also ensure that the proposed works are implemented in a cost-effective manner. The contractor must also ensure that the proposed works are implemented in a sustainable manner. The contractor must also ensure that the proposed works are implemented in a socially responsible manner. The contractor must also ensure that the proposed works are implemented in an environmentally friendly manner. The contractor must also ensure that the proposed works are implemented in a community-friendly manner. The contractor must also ensure that the proposed works are implemented in a customer-friendly manner. The contractor must also ensure that the proposed works are implemented in a partner-friendly manner. The contractor must also ensure that the proposed works are implemented in a stakeholder-friendly manner. The contractor must also ensure that the proposed works are implemented in a society-friendly manner. The contractor must also ensure that the proposed works are implemented in a world-friendly manner.

PUBLIC NOTICE



Central
Bedfordshire

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE WAITING RESTRICTIONS IN GREENFIELDS AND BURY ROAD AREA, SHILLINGTON

Reason for proposal: The proposed Order is considered necessary for facilitating the passage of traffic on the roads. In Greenfields, the restrictions are intended to address indiscriminate parking, particularly at the start and end of the school day. In the Bury Road area the restrictions are intended to ensure that the junctions of Bedford Close and Woodmer Close are kept clear of parked vehicles to prevent obstruction and improve visibility for emerging drivers.

Effect of the Order:

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

1. Greenfields (north section), all sides, from a point in line with the boundary of nos.19 and 19a Greenfields extending in a clockwise direction across the front of the school to a point in line with the northern property boundary of no.25 Greenfields.
2. Bury Road, west side, from a point approximately 3 metres south of the rear wall of no.11 Bedford Close extending in a southerly direction to a point in line with the boundary of no.1 Woodmer Close and no.57 Bury Road.
3. Bedford Close, both sides, from the west kerbline of Bury Road extending in a westerly direction for approximately 16 metres.
4. Woodmer Close, both sides, from the west kerbline of Bury Road extending in a westerly direction for approximately 15 metres.

To introduce No Waiting Monday to Friday from 8.00am to 9.15am and from 2.30pm to 4.00pm on the following length of road in Shillington:-

Greenfields (north and east sections), east and north sides, from a point in line with the northern property boundary of no.25 Greenfields extending in a southerly then easterly direction to a point approximately 2 metres west of the front wall of no.27 Greenfields.

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 21 July 2015. 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

26 June 2015

Appendix D

Greenfields



Greenfields,
Shillington,
Hitchin,
Herts SG5 3NX

Tel/fax:
01462 711637

email:
shilling@cbc.beds.sch.uk
website:
www.shillingtonlower.co.uk

July 2015

Re; Proposal to introduce waiting restrictions in Greenfields

To whom it may concern,

Traffic and parking around schools across the country is an on-going problem. Residents in the Shillington Lower area have expressed concern about the speed of traffic in Greenfields and the inconsiderate and potentially hazardous parking at the start and end of school. The school have on numerous occasions requested that parents drive and park considerately and make use of the car park at the top of Greenfields. In spite of such requests, parking remains an issue and to that end Central Bedfordshire Council are proposing to introduce waiting restrictions to coincide with the start and end of the school day.

Shillington Lower School believe that the safety of its pupils is paramount and hope that the introduction of waiting restrictions will create a much safer approach to the school. We hope local residents and parents of children attending Shillington Lower understand the need for such a proposal.

Bury Road area

In reference to the proposal to painting double yellow lines on the corners of the road into Bedford Close and along Bury Road, I have reservations as to the extent that it is being done and the lack of thought behind the consequences of doing this.

Firstly in relation to the distance into Bedford Close that is being proposed will remove 2 available places for parking for residences in the Close, one being directly outside me house. Very little consideration by the county planning office was given when it approved the Bedford Close development for parking in the first place and to remove 2 more would worsen an already bad situation, given that the other part of the plan to double yellow Bury Road would then remove the parking usually used when parking within Bedford Close is unavailable makes the proposal seem very poorly thought though.

I have no objection to running the double yellow lines to the inside up to the pavement where my drive and feel this would still give the benefit of allowing the visibility coming out of required.

In addition to the loss of an obvious overspill of cars from Bedford close double yellowing Bury Road will remove a large area for parking of cars of residences from Bury Road itself, making passing on Bury Road more difficult potentially increasing the risk of RTA's. I suggest that before consideration of doing implementing this plan that alternative parking is provided, ideas for this could be through creating a new layby area on the west side of Bury Road between Bedford Close and Woodmer Close or as the plan will remove parking places for my residence and No 10 Bedford Close to provide designated spaces on the grassed area between Woodmer Close and Bedford Close.

Having been a resident of Bedford Close for 9 years I have no knowledge of any incidences of accidents on the bend in the Bury Road where Bedford Close is or encountered difficulties in driving up Bury Road at this point so I would disagree with the justification cited and could name two or three worse places in the village for road traffic and potential RTA's.

To conclude before making rash decisions such as this the council has a duty to consider all the implications and if required make alternative arrangements for those directly affected.

I would like to object to this proposal on the following grounds:

I cannot recall seeing any other double yellow lines in the whole of Shillington, there are much worse parking /access problems in Church Street, and further down Bury Road. I do not understand why this part of the village has been selected for this treatment. I am not aware that there have been any accidents in this particular area.

The imposition of yellow lines will not solve the problem but will simply shift it elsewhere. Parking restrictions alone is not a solution, alternative parking needs to be provided if cars are no longer able to park in this area. Perhaps using the area in front of where the garages are in Woodmer Close as a Car park, or creating parking bays in front of the old people's bungalows opposite could be considered?

As residents of No. xx Bedford Close we would like to raise objection to the **extent** of the 'no waiting at any time restrictions' proposed around Bedford Close.

We agree that the junctions would benefit from parking restrictions to allow visibility for pedestrians to cross where the kerbs are dropped and for cars to egress onto Bury Rd.

However, if the current proposal is implemented around Bedford Close, there are going to be cars 'displaced' and looking for new places to park which currently do not exist.

The particular concerns for our property and the area generally are as follows:

1. We will lose the space on the road outside our house used as parking by our visitors.

We believe this is a safe place to park at over 9 metres from the junction of what is a small cul de sac, and that it is necessary to park here as our property was only built with a single garage and one driveway space.

We do not want to be pushed further into the close to park as this will cause us to park outside our neighbours front doors using road space needed for their visitor parking.

2. By restricting parking to this extent, homeowners along Bury Rd may begin to park in Bedford Close where we are already limited on parking.

3. By preventing parking on the western kerb of Bury Rd around the bus stop, vehicles may then be parked along the eastern kerb which has no proposed parking restrictions – This seems equally as dangerous as the current situation.

We would like to suggest the following is considered:

A. The double yellow lines do not extend 16 metres into Bedford Close – 9 metres would seem sufficient to give visibility approaching the junction.

This would leave us a space outside our house to prevent us parking on Bury Rd and adding to that worsening parking problem.

B. More thought is given as to where vehicle owners of terraced properties in Bury Rd, and visitors to Bury Rd and Bedford Close will park if restrictions are enforced.

Ideally parking would be created elsewhere in the vicinity such as on what is currently the eastern verge opposite the bus stop.

However, even in the unlikely event of funding being available, this would give rise to drivers and passengers crossing the road from the inside of the bend to reach the pavement which would be dangerous.

Therefore, it seems logical to leave sufficient kerb space without restrictions to park say two cars on the west kerb of Bury Rd, albeit in excess of 10 metres from each junction.

C. The hedge plant growing on the eastern kerbside opposite Bedford Close is significantly reduced as it currently restricts visibility around the bend when pulling out to pass parked cars and buses at the bus stop.

Hopefully our comments are constructive and will be considered to help reach a compromise situation for residents and other road users.

I write to formally register an objection against the proposed waiting restriction in the Woodmer & Bedford Close area of Bury Road, Shillington. I note that the closing date for objections was 21/07/15 and I submit this to your office and hope in the interests of democratic expression you will allow this objection. The reason for the slight delay in registering the objection is due to my only having found out

about the proposal from street signage on 25/06/07. Whilst the council advertisement process has no doubt complied with statutory duties, as a homeowner material affected by the proposal I am disappointed that no direct communication with me was pursued which would have allowed me to comply with the defined timeline.

I specifically object to the proposal in respect of Bedford Close and its junction with Bury Road. The stated rationale for this proposal is:

"In the Bury Road area the restrictions are intended to ensure that the junctions of Bedford Close and Woodmer Close are kept clear of parked vehicles to prevent obstruction and improve visibility for emerging drivers."

My specific objection is to 15 meter extension of the restriction area from the mouth of the junction of Bury Road/Woodmer Close into Woodmer close. The objection is based on the following grounds:

1 - There is insufficient safety need, nor evidence of such a need to support the proposal - As a resident of 57 Bury Road, Shillington I am ideally placed to be able to judge the risks involved in turning into Bury Road. I do not consider the risks significant and make the manoeuvre on a daily basis . I question on what basis, what road traffic collision reports, what injury data, and what evidence the proposed scheme is based.

2 - The cost of the works is not in the public interest, not representing good value for money - In an age of austerity, this scheme does not appear to be in the interests of the public purse, does not appear to be focused on road safety hotspot data, and ostensibly appears to be unnecessary.

3 - The proposal increase road safety risks for residents in Bury Road - In compiling the scheme I question the consideration applied by the engineers to the secondary effect of the scheme. It can be reasonably anticipated that vehicles displaced by the proposals will move onto Bury Road, increasing congestion and road safety risk on Bury Road. In essence the scheme seems poorly conceived in managing safety and congestion in the Bury Road in entirety and if a problem does in fact exist, is simply displacing it. If there is evidenced risk, then measures, such as the creation of additional off street parking should be preferred as such schemes would actually manage the threat as opposed displacing it.

4 - The proposal disadvantages the elderly and disabled. The occupants of the properties in the area of 1 to 9 Woodmer Close are generally elderly with a number exhibiting disabilities. The equality impact of the proposal is a significant disadvantage being caused to them and their ability to park adjacent to their homes. I question whether an equality impact assessment of the scheme has been conducted to proper effect and as such whether the proposal is compliant with Equality Act obligations.

5 - Necessity - This area of Shillington is an area exclusively made up of residential properties and as such parking is not due to some secondary attraction in the area. In essence the proposals appear to be an unnecessary imposition of restriction which interferes with people's rights to private life as protected by Article 8 (private life) and protocol 1 (peaceful enjoyment of property) of the European Convention of Human Rights.

I would be most grateful for reply to my objection, a review of the proposal in line with statute and sight of a summary of all relevant data which supports the proposal. If this data is not forthcoming via this approach I am happy to apply via freedom of information.