
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
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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

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**"

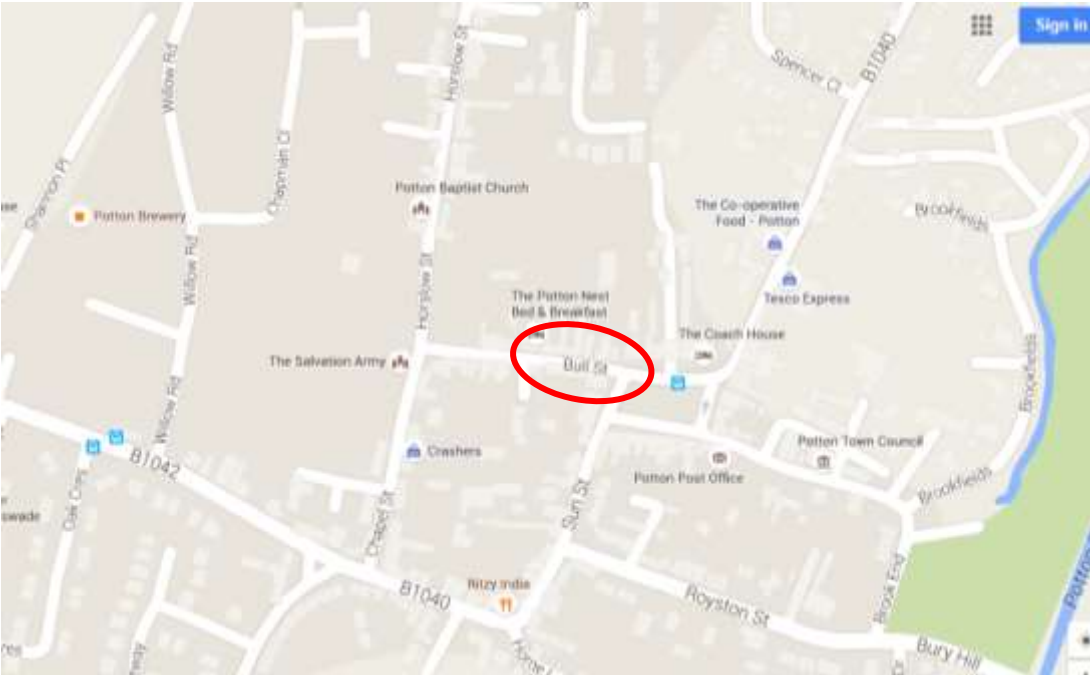
Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

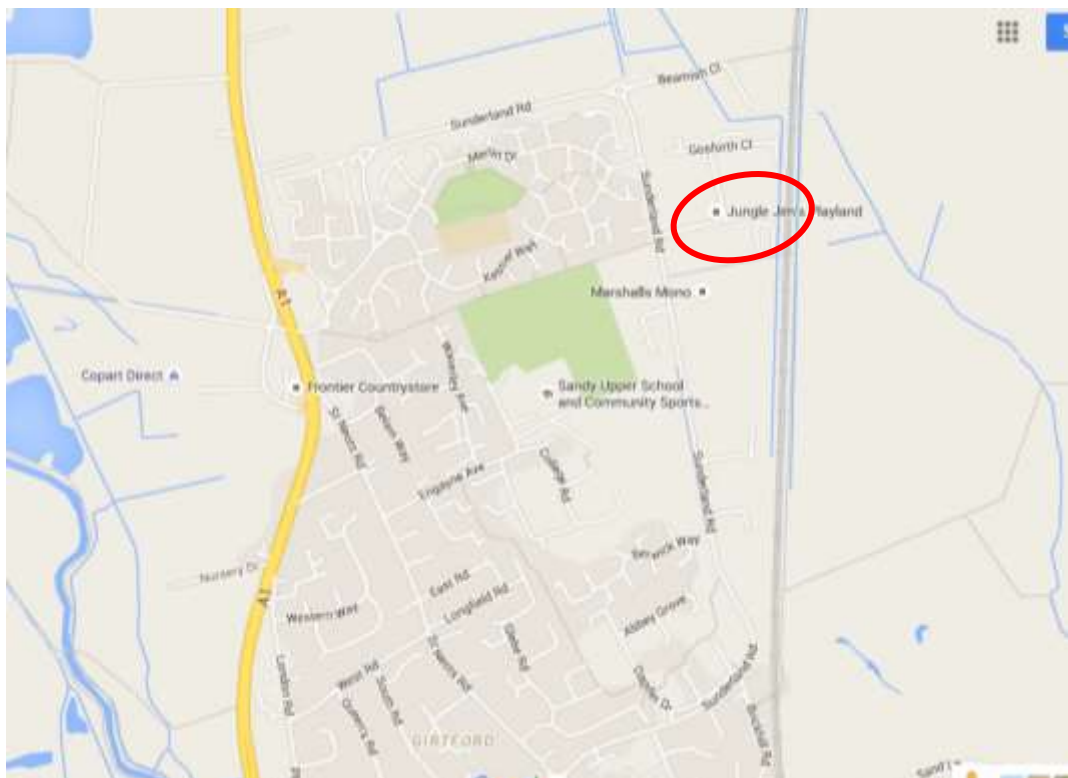
5 February 2016

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.
