
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

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.

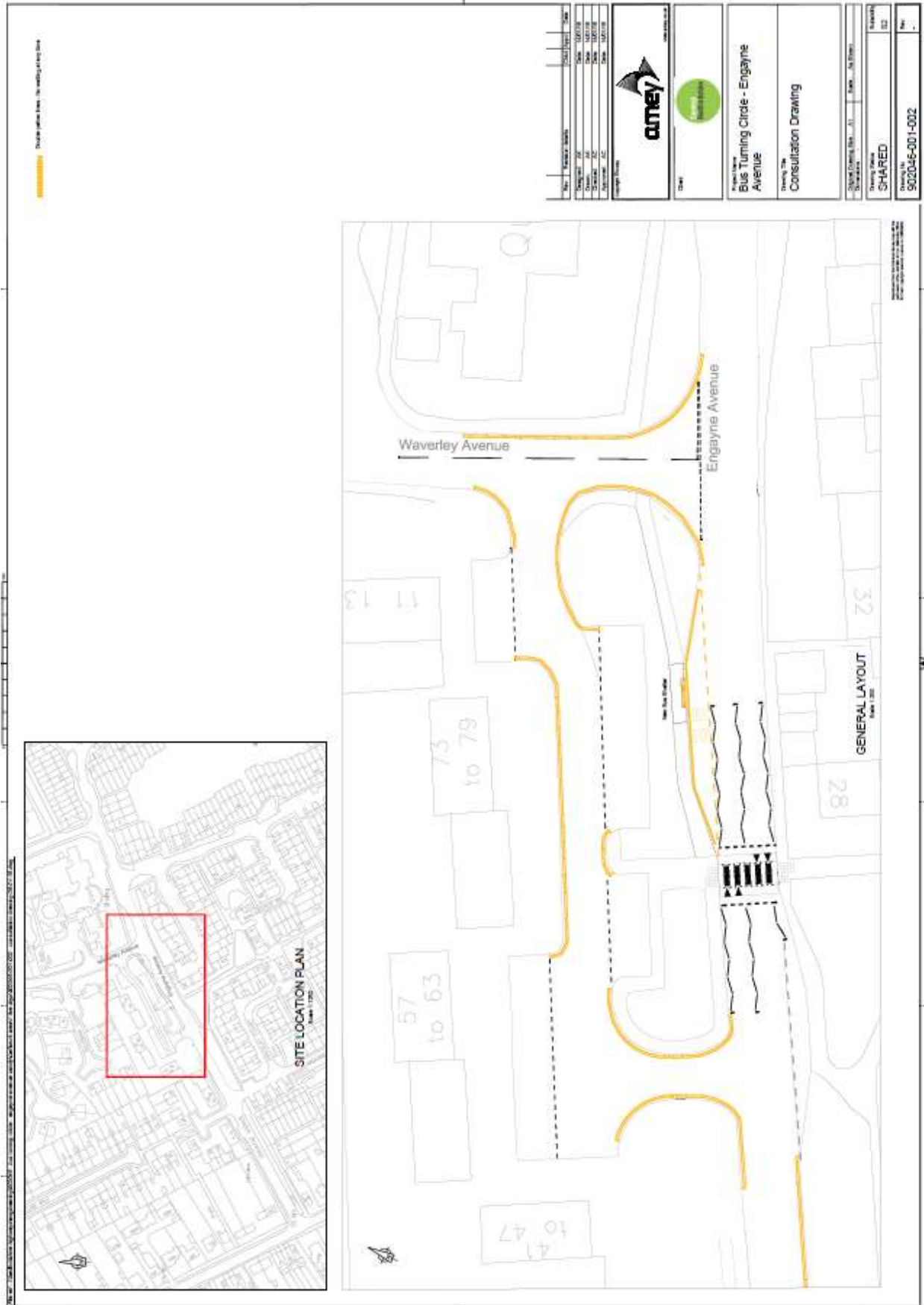
Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of Mid Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 201**"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

1 April 2016

Appendix B



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 I'm 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 relatively little if any benefit.