

Rights of Way Committee

Report Title:	Consideration of Objection to Waiting Restriction, Westley Road, Bury St Edmunds
Meeting Date:	Monday 10 October 2016
Lead Councillor(s):	Councillor James Finch (Cabinet Member for Highways and Transport)
Local Councillor(s):	Councillor David Nettleton and Councillor Mark Ereira
Director:	Geoff Dobson, Director of Resource Management
Assistant Director or Head of Service:	Alan Thorndyke, Head of Highway Network Management
Author:	Stephen Boor, West Area Highways Manager, 01284 758411 email steve.boor@suffolk.gov.uk

Brief summary of report

1. To consider the objections to the advertised traffic regulation order (TRO) for the prohibition of waiting along parts of Westley Road. There were waiting restrictions proposed for other roads in Bury St Edmunds in the same TRO, no objections were received to those proposals.
2. After an initial consultation with local residents it was decided to formally advertise the waiting restriction, detailed in Appendix A and a plan of the proposals at Appendix B. There was one objection received, from a local County Councillor. The details of this objection are included at Appendix C.
3. Following receipt of this objection an attempt was made to resolve it, this was not successful. The details of this exchange are provided at Appendix D.

Action recommended

- | |
|--|
| <ol style="list-style-type: none"> 4. That the Cabinet Member for Highways and Transport be recommended to approve the Suffolk County Council (Various Roads, Bury St Edmunds) (Prohibition and Restriction of Waiting, On-street Parking Places and Revocation) Order 201- |
|--|

Reason for recommendation

5. Increased levels of parking on this road during the day has created traffic flow and road safety issues on this important access road into Bury St Edmunds as the available carriageway width is reduced to a single vehicle width. Traffic queues build up at times and there are also locations where visibility is limited leading to conflict between opposing vehicles.

6. The proposed daytime waiting restriction is intended to reduce the problems caused by parking on both sides of the road, whilst allowing some flexibility for residents overnight and at weekends when traffic flows and parking demands are lighter.

Alternative options

7. Do nothing – the problems currently experienced would continue
8. Permit Parking – waiting would still need to be restricted to one side of the road during the day. Most residents affected have off road parking (38 out of 49 properties) so this area doesn't comply with County Council criteria for consideration as a permit parking scheme. It is also unlikely that any scheme would be financially self-sufficient given how few residents need to park on street during the day. There is little evidence of demand for this from local residents.
9. Councillor Nettleton also put forward an alternative proposal which is considered below.

Who will be affected by this decision?

10. Local residents, motorists using this road, students of West Suffolk College who park here

Main body of report

Background

11. The level of daytime parking in Westley Road has grown in the last couple of years mainly as a result of parking by students attending West Suffolk College. The introduction of Neighbourhood permit parking schemes in other roads around West Suffolk College has displaced this student parking and Westley Road is conveniently situated, with no restrictions on parking except close to junctions.
12. Formerly the main on street parking in Westley Road occurred in the section between Out Risbygate and West Road adjacent to the east side kerb. This is partly because this section has most properties without off road parking and also because the properties on the west side all have off road parking and little space for parking between the various accesses. Although there is no restriction on parking adjacent to this west side kerb line there has been no displacement here. The road is wide enough to accommodate the parking and two-way flow for cars, lorries and other larger vehicles may need to wait.
13. The main student parking occurs on the section of road between West Road and Blenheim Close. There is limited demand during the day for on street parking by residents, in any event only one property in this section of road has no access to off street parking. The road alignment here is effectively a long sweeping bend and the parking narrows the road to a single lane and it is at times difficult to see if the road ahead is clear before committing to passing between the parked cars. Visibility for vehicles exiting Highbury Crescent is also badly affected.

Proposal

14. In order to restrict parking to one side of the road it is proposed to implement a waiting restriction from 8.00am to 6.00 pm Monday to Friday on the west side of Westley Road between No. 14 and No. 64 (as shown on the plan at Appendix B). It was noted at paragraph 11 that no parking generally occurs on the west

side kerb line between Out Risbygate and West Road. However, introducing waiting restrictions elsewhere along this kerb line may well mean that motorists interpret a lack of restriction as indicating this is somewhere it is appropriate to park, therefore it is considered necessary to introduce a similar restriction here.

15. Consultation was undertaken with residents at odds Nos.1 to 61a and even Nos. 2 to 68 Westley Road. Only four responses were received, two were telephone calls from residents seeking clarification, at the outcome of the conversations they were content with the proposals. One email was received requesting assistance to stop parking across a driveway. There was one resident who wished to explore the option for permit parking, after an exchange of emails they were in agreement that this was not an option we were likely to be able to deliver, but reserved judgement on the proposals. Councillor Ereira, the other County Councillor for this Division, welcomed the proposal and the District Councillors, who were informed of the proposal, also indicated support. The police were supportive of the proposals as were the public transport team. It should be noted at that time Councillor Nettleton indicated he would object to the installation of a single yellow line, but not if the proposal was for double yellow lines. This level of restriction was not felt to be necessary for the reasons outlined at Section 6. Clearly his view then changed as that is not what was advocated in his objection email of 25 April 2016.
16. The proposal for Westley Road, together with other urgently required on street waiting restrictions in Bury St Edmunds, was advertised on 1st April 2016. The Westley Road proposals were the only part of the draft TRO to receive an objection as shown at Appendix C.

Objection

17. The objection Councillor Nettleton has raised is addressed in the response sent to him on 25 May which sought to resolve the objection (See Appendix D). See also additional comments submitted by Councillor Nettleton on 19th September 2016 at Appendix E.
18. The response of officers to these objection is: -
 - a. It is accepted that like many roads in the town queueing does occur, particularly at the junction with Out Risbygate/Newmarket Road during the morning and evening peaks. However, for much of the day the road does flow quite freely and this parking introduces an unnecessary delay. More importantly there are real safety concerns. When vehicles park on both sides of the road forward visibility is restricted owing to the alignment of the road between West Road and Blenheim Close. Also vehicles exiting Highbury Crescent are unable to see clearly if it is safe to do so owing to the parked vehicles. Beyond No.64 Westley Road the road alignment is straighter and this issues are not as significant. In addition, the driveways here create breaks in the parking which would allow vehicles to pass if necessary.
 - b. It is accepted that displacement may occur to adjacent streets, but the issue is not about area wide parking management. The intention is to address traffic flow and safety on a main access road and any displacement will be to quieter, less heavily trafficked roads.

- c. The time period proposed for the waiting restriction is typical of single yellow line restrictions, no alternative time was suggested for consideration. No comments on this were received from the residents, they would be most directly affected.
- d. Traffic flow is affected by the parking and for much of the daytime period this is the main hindrance. However, road safety and the hazard created by the need to negotiate the parked vehicles is a more pressing issue.
- e. Since December 2014 we have received 11 contacts from users/residents highlighting their concerns plus this was a location raised with us by the police as well as local Councillors. A number of these contacts suggested restricting parking to one side of the road. The responses to the consultation are set out at Section 15.

Alternative Proposal

- 19. In his objection email Councillor Nettleton suggests an alternative method of managing parking in this road by means of the introduction of on street parking charges between 11am and 3pm.
- 20. If this option were introduced and motorists made good use of it the problems of traffic flow and road safety would not be addressed.
- 21. However, Officers concur with the view put forward by Councillor Nettleton that there would be few takers for this offer. As a result this parking is likely to displace from Westley Road to adjacent streets undermining the objection made at Section 17 b above.
- 22. If introduced the likely result is that the residents and their visitors would also decant to nearby streets in order to avoid the charges creating higher levels of displacement than the single yellow line proposal.

Conclusion

- 23. Parking on both sides of Westley Road between West Road and Blenheim Close creates a significant traffic flow and safety hazard and prompted a number of comments to the highway authority.
- 24. The introduction of a waiting restriction between 8am and 6pm weekdays would address these concerns, whilst allowing parking on one side of the road minimising the inconvenience to residents.
- 25. Officers carried out many surveys of this road and do not concur with the view that the parking here is a minor inconvenience.
- 26. There is no evidence that the local residents and wider community have an issue with the waiting restriction proposed. In the absence of any objection from the local community Councillor Ereira has signalled his continuing support for the waiting restriction proposed.

Sources of further information

- a) Appendix A – Advertised Traffic Regulation Order
- b) Appendix B – Plan of Proposals
- c) Appendix C – Objection received
- d) Appendix D – Correspondence attempting to resolve objection
- e) Appendix E – Additional statement by Councillor Nettleton submitted on 20th September 2016.

APPENDIX A – Advertised Traffic Regulation Order

SUFFOLK COUNTY COUNCIL (VARIOUS ROADS, BURY ST EDMUNDS) (PROHIBITION AND RESTRICTION OF WAITING, ON-STREET PARKING PLACES AND REVOCATION) ORDER 201-

Suffolk County Council in exercise of its powers under Sections 1 (1) and (2), 2 (1) to (3), 4 (2), 32, 35 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, as amended, (which said Act of 1984 is hereinafter referred to as ‘the Act of 1984’) and of all other enabling powers, after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act of 1984, hereby makes the following Order:

PART 1: INTERPRETATION

1. (1) In this Order:

‘parking place’ means any part of the road authorised by this Order to be used as a parking place;

‘driver’ in relation to a vehicle waiting in a parking place means the person driving the vehicle at the time it was left in the parking place;

‘disabled person’s vehicle’ has the same meaning as in Section 142 of the Act of 1984;

‘disabled person’s badge’ has the same meaning as in Regulation 2(1) of the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000; and

‘parking disc’ means a device that:

(a) is 125 millimetres square and coloured blue;

(b) has been issued by a local authority and has not ceased to be valid;
and

(c) is capable of showing the quarter-hour period during which a period of waiting has begun.

(2) For the purpose of this Order a vehicle shall be regarded as displaying:

(a) a disabled person’s badge in the relevant position when:

(i) the badge is exhibited on the dashboard or fascia of the vehicle; or

(ii) where the vehicle is not fitted with a dashboard or fascia, the badge is exhibited in a conspicuous position on the vehicle;

so that the front of the badge is clearly legible from the outside of the vehicle; and

(b) a parking disc is in the relevant position when:

- (i) the disc is exhibited on the dashboard or fascia of the vehicle; or
- (ii) where the vehicle is not fitted with a dashboard or fascia, the disc is exhibited in a conspicuous position on the vehicle;

so that, when marked to show the quarter-hour period during which a period of waiting began, that period is clearly legible from the outside of the vehicle.

(3) Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.

2. The restrictions, prohibitions and requirements imposed by this Order are in addition to and not in derogation of any restriction, prohibition or requirement imposed by any other enactment and any exception or exemption to the provisions of this Order is without prejudice to the provisions of any other enactment.

PART 2: WAITING RESTRICTIONS

Prohibition and Restriction of Waiting

3. Except as provided in Article 5 no person shall, except upon the direction or with the permission of a police constable in uniform or of a traffic warden, cause or permit any vehicle to wait at any time on the length and sides of road specified under Type 1 in Schedule 1.

4. Except as provided in Article 5 no person shall, except upon the direction or with the permission of a police constable in uniform or of a traffic warden, cause or permit any vehicle to wait between the hours of 8.00 a.m. and 6.00 p.m. from Monday to Friday inclusive on the side of road specified under Type 48 in Schedule 1.

5. (1) Nothing in Article 3 shall make it unlawful to cause or permit any vehicle to wait on the length and sides of road specified therein for so long as may be necessary to enable:

- (a) a person to board or alight from the vehicle;
- (b) goods to be loaded or unloaded from the vehicle;
- (c) the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in connection with any of the following operations, namely:

- (i) building, industrial or demolition operations;
 - (ii) the removal of any obstruction to traffic;
 - (iii) the maintenance, improvement or reconstruction of the said length or sides of road; or
 - (iv) the laying, erection, alteration or repair in or on land adjacent to the said length or sides of road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunications system as defined in the Telecommunications Act 1984; or
- (d) the vehicle, if it cannot conveniently be used for such purposes in any other road, to be used in the service of a local authority or of a water authority in pursuance of statutory powers or duties.
- (2) Nothing in Article 3 shall make it unlawful to cause or permit a disabled person's vehicle which displays in the relevant position a disabled person's badge, and a parking disc (on which the driver, or other person in charge of the vehicle has marked the time at which the period of waiting began) to wait on the length and sides of road specified therein for a period not exceeding three hours (not being a period separated by an interval of less than one hour from a previous period of waiting by the same vehicle on the same side of road on the same day).

Prohibition of Waiting and Loading/Unloading

6. Except as provided in Article 7 no person shall, except upon the direction or with the permission of a police constable in uniform or of a traffic warden, cause or permit any vehicle to wait at any time on the sides of road specified under Type 2 in Schedule 1.
7. Nothing in Article 6 shall make it unlawful to cause or permit any vehicle to wait on the sides of road specified therein for so long as may be necessary to enable:
- (a) a person to board or alight from the vehicle;
 - (b) the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in connection with any of the following operations, namely:
 - (i) building, industrial or demolition operations;
 - (ii) the removal of any obstruction to traffic;
 - (iii) the maintenance, improvement or reconstruction of the said sides of road; or
 - (iv) the laying, erection, alteration or repair in or on land adjacent to the said sides of road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunications system as defined in the Telecommunications Act 1984; or

- (c) the vehicle, if it cannot conveniently be used for such purposes in any other road, to be used in the service of a local authority or of a water authority in pursuance of statutory powers or duties.

PART 3: AUTHORISATION AND USE OF PARKING PLACES

- 8. (1) The parts of road specified in Column 1 of Schedules 2 and 3 are authorised to be used, subject to the following provisions of this Order, as parking places for such classes of vehicle, in such position, on such days and during such hours as are specified in the said Schedules.
 - (2) Where the parking place is marked out on the surface of the road into a parking bay or bays, use of the parking place shall be limited to those marked bays.
 - (3) Nothing in paragraph (1) of this Article shall restrict the power of the Council, for preventing obstruction of the streets, by order on the occasion of any public processions, rejoicing or illuminations, or where the streets are thronged or liable to be obstructed, to close the parking place.
- 9. The driver of a vehicle shall not permit it to wait in the parking place in a position other than that specified in Column 2 of Schedules 2 and 3.
- 10. The driver of a vehicle shall not permit it to wait in the parking place specified in Schedule 2 except for as long as is necessary for the loading or unloading of goods.
- 11. The driver of a vehicle shall not permit it to wait in the parking place specified in Schedule 3:
 - (a) unless it is a disabled person's vehicle which displays in the relevant position a disabled person's badge or a parking disc;
 - (b) for a period of longer than 3 hours; or
 - (c) if a period of less than 3 hours have elapsed since the termination during the said hours of the last period of waiting (if any) by that vehicle.
- 12. A driver of a vehicle shall not use a parking place:
 - (a) so as to unreasonably prevent access to any premises adjoining the road, or the use of the road by other persons, or so as to be a nuisance; or
 - (b) when for preventing obstruction of the streets the Council shall by order made on the occasion of any public procession, rejoicing or illumination or when the streets are thronged or liable to be obstructed have closed the parking place and exhibited a notice of such closing on or near the parking place.

13. The driver of a vehicle using a parking place shall stop the engine as soon as the vehicle is in position in a parking place, and shall not start the engine except when about to change the position of the vehicle in or to depart from the parking place.
14. No person shall use a vehicle, while it is in a parking place, in connection with the sale of any article to persons in or near the parking place or in connection with the selling or offering for hire of his or her skill or services.
15. No person shall use any part of a parking place or any vehicle left in a parking place:
 - (a) for sleeping, camping or cooking; or
 - (b) for the purpose of servicing or washing any vehicle or part thereof other than is reasonably necessary to enable that vehicle to depart from the parking place.
16. Subject to the proviso hereto, when a vehicle is left in a parking place in contravention of the provisions contained in Articles 9 to 12, a person authorised in that behalf by the Council may remove the vehicle or arrange for it to be removed from the parking place: provided that when a vehicle is waiting in a parking place in contravention of the provisions of Article 9, a person authorised in that behalf by the Council may alter or cause to be altered the position of the vehicle in order that its position shall comply with that provision.
17. For the purpose of meeting the requirements of an emergency, a person authorised in that behalf by the Council or a police constable in uniform may alter or caused to be altered the position of the vehicle in the parking place or remove or arrange for the removal of a vehicle from the parking place.
18. Any person removing or altering its position by virtue of Article 16 or 17 may do so by towing or driving the vehicle or in such other manner as they may think necessary and may take such measures in relation to the vehicle as they may think necessary to enable them to remove it or alter its position, as the case may be.
19. When a person authorised by the Council removes or makes arrangements for the removal of a vehicle from a parking place by virtue of Article 16 or 17 they shall make arrangements as may be reasonably necessary for the safe custody of the vehicle.

PART 4: REVOCATIONS AND CITATION

20. The provisions of The Suffolk County Council (Various Roads, Bury St Edmunds) (Prohibition and Restriction of Waiting) Order 1982, insofar as they relate to the waiting restriction specified in Schedule 4, are hereby revoked.
21. This Order may be cited as the Suffolk County Council (Various Roads, Bury St Edmunds) (Prohibition and Restriction of Waiting, On-Street Parking Places and Revocation) Order 201- and shall come into operation on.

Date:

The COMMON SEAL of SUFFOLK)
 COUNTY COUNCIL was affixed)
 in the presence of:)

(An authorised Officer of the Council)

SCHEDULE 1

Waiting Restrictions

Type 1: No Waiting At Any Time

Type 2: No Waiting and No Loading/ Unloading At Any Time

Type 48: No Waiting 8.00 a.m. - 6.00 p.m. Monday - Friday Inclusive

ROAD	SIDE	DESCRIPTION	TYPE
Abbot Road (U5502)	Both	From its junction with Flemyng Road in an easterly direction for a distance of approximately 18 metres.	1
East Close (U1556)	East	From a point approximately 14 metres south of its junction with Eastgate Street in a southerly direction to its junction with St Stephens Close, a distance of approximately 34 metres.	1
	South	(a) From its junction with St Stephens Close in a westerly direction for a distance of approximately 17 metres. (b) From a point approximately 39 metres from its junction with St Stephens Close in a westerly then south-westerly direction for a distance of approximately 17 metres.	1 1

ROAD	SIDE	DESCRIPTION	TYPE
East Close (U1556)	North West	From a point approximately 37 metres from its junction with Eastgate Street in a generally south-westerly direction for a distance of approximately 55 metres.	1
Fleming Road (U5502)	East	From a point approximately 20 metres north of the centre of its junction with Abbot Road in a southerly direction for a distance of approximately 57 metres.	1
	West	From a point approximately 20 metres north of the centre of its junction with Abbot Road in a southerly direction for a distance of approximately 59.6 metres.	1
Kempson Way (U1557)	West	(a) From a point approximately 179 metres south east of its junction with Bedingfeld Road in a southerly direction for a distance of approximately 30 metres.	1
		(b) From a point approximately 222 metres south east of its junction with Bedingfeld Road in a southerly direction, and into the splay of the access road, for a distance of approximately 15 metres, the restriction extending to the back edge of the footway.	1
		(c) From a point approximately 244 metres south east of its junction with Bedingfeld Road in a southerly direction and into the splay of the access road, for a distance of approximately 15 metres, the restriction extending to the back edge of the footway.	1
		(d) From a point approximately 334 metres south east of its junction with Bedingfeld Road in a southerly direction, and into the splay of the access road, for a distance of approximately 15 metres, the restriction extending to the back edge of the footway.	1
		(e) From a point approximately 355 metres south east of its junction with Bedingfeld Road in a southerly direction from the splay	1

		of the access road, for a distance of approximately 15 metres, the restriction extending to the back edge of the footway.	
Kempson Way (U1557)	East	(a) From a point approximately 163 metres south east of its junction with Bedingfeld Road in a south-easterly direction, and into the splay of the access road, for a distance of approximately 31 metres, the restriction extending to the back edge of the footway.	1
		(b) From a point approximately 203 metres south east of its junction with Bedingfeld Road in a southerly direction from the splay of the access road for a distance approximately 15 metres, the restriction extending to the back edge of the footway.	1
		(c) From a point approximately 279 metres south east of its junction with Bedingfeld Road in a south-easterly direction, and into the splay of the access road, for a distance of approximately 15 metres, the restriction extending to the back edge of the footway.	1
		(d) From a point approximately 302 metres south east of its junction with Bedingfeld Road in a southerly direction from the splay of the access road for a distance approximately 15 metres, the restriction extending to the back edge of the footway.	1
		(e) From a point approximately 387 metres south east of its junction with Bedingfeld Road in a southerly direction, and into the splay of the access road, for a distance approximately 15 metres, the restriction extending to the back edge of the footway.	1
		(f) From a point approximately 410 metres south east of its junction with Bedingfeld Road in a southerly direction from the splay of the access road for a distance approximately 15 metres, the restriction extending to the back edge of the footway.	1

Kings Road (U6158)	North	From the centre of its junction with Prospect Row in a westerly direction for a distance of approximately 20 metres.	2
-----------------------	-------	--	---

ROAD	SIDE	DESCRIPTION	TYPE
Prospect Row (U501)	West	From its junction with Kings Road in a northerly direction for a distance of approximately 67 metres.	2
	East	(a) From its junction with Kings Road in a northerly direction for a distance of approximately 11 metres.	2
		(b) From a point approximately 25 metres north of its junction with Kings Road in a northerly direction for a distance of approximately 46 metres.	2
Westley Road (C660)	North	From a point adjacent to the property boundary between Nos. 12 and 14 Westerly Road in a south- westerly then westerly direction for a distance of approximately 352 metres.	48

SCHEDULE 2

Parking Place (loading/unloading only)

Part of Road authorised to be used as a parking place 1	Position in which vehicles may wait 2	Classes of vehicle 3	Days of operation of parking place 4	Hours of operation of parking place 5
From a point approximately 17 metres north of its junction with Kings Road in a northerly direction for a distance of approximately 8 metres.	Wholly within the limits of the parking place and parallel to the kerb	All classes: loading and unloading only	All days	24 Hours

SCHEDULE 3

Parking Place (blue badge-holders only)

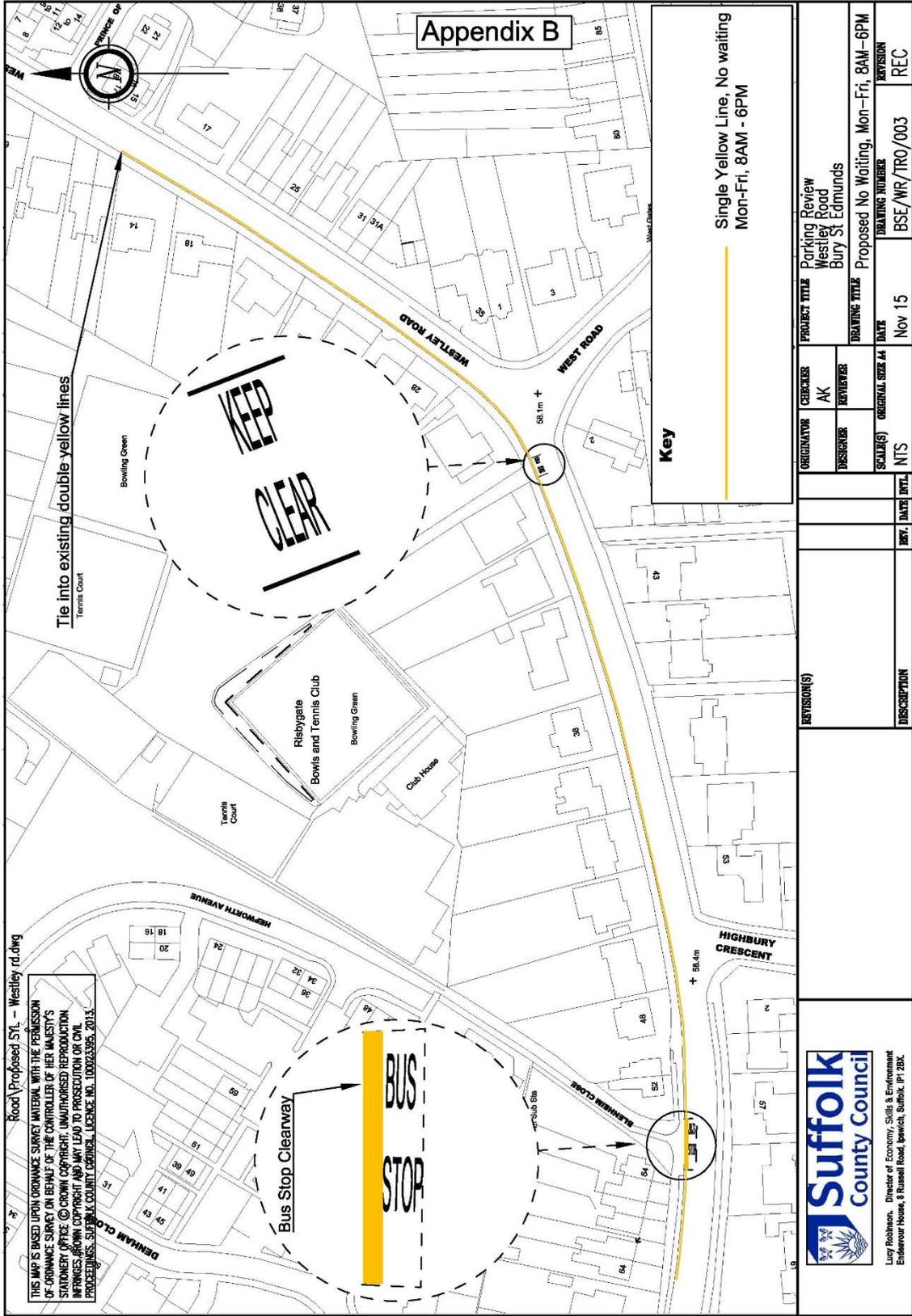
Part of Road authorised to be used as a parking place 1	Position in which vehicles may wait 2	Class of vehicle 3	Days of operation of parking place 4	Hours of operation of parking place 5
From a point approximately 11m north of the junction of Kings Road in a northerly direction for a distance of approximately 6m.	Wholly within the limits of the parking place and parallel to the kerb	Blue badge-holders only	All days	24 hours: waiting limited to 3 hours (no return within 3 hours)

SCHEDULE 4

Revocation of Waiting Restriction (from Order cited in Article 20)

Type 1: No Waiting At Any Time

ROAD	SIDE	DESCRIPTION	TYPE
Prospect Row (U501)	West	From a point 7 metres north of its junction with Kings Road in a northerly direction for a distance of approximately 108 metres.	1
	East	From a point 7 metres north of its junction with Kings Road in a northerly direction for a distance of approximately 33 metres.	1



Appendix C – Objection to Proposed Restriction in Westley Road

From: David Nettleton
Sent: 25 April 2016 22:16
To: Heather Miller; Barbara Voller
Cc: Timothy Earl
Subject: FW: Traffic Management Measures

Heather

I visited two of my electors in Minden Drive this afternoon at their request. This meant walking along Westley Road. The double yellow lines from the junction with Newmarket Road stop after 12 Westley Road but I have yet to see a car parked on the carriageway between 12 and 30 even though there are currently no restrictions. There is often a parked car outside 32 and further along the straight section. If a single yellow line is painted it would need to be accompanied by a notice advertising that cars can park on the bend after 6pm Monday to Friday. This would be a traffic hazard. Either paint double yellows or do nothing. Double yellows is my preference.

Correction: I meant 86 not 76 Westley Road. The zig-zag white lines after 86 leading to the zebra crossing start at this point are protection enough.

Please add these comments to the objection I made earlier today.

Thanks

David

From: David Nettleton
Sent: 25 April 2016 09:55
To: Heather Miller
Cc: Timothy Earl
Subject: FW: Traffic Management Measures

Heather

I object to the Westley Road: no waiting 8am – 6pm Monday to Friday on the north side between Nos 14 and 64 for the following reasons:

1. Vehicles currently parked between 14 and 64 Westley Road will simply transfer to other parts of Westley Road – there are regularly cars parked outside 66 and 68 now during West Suffolk College term time – so the claim

that this measure will assist a better traffic flow from west to east is disputed. Even if the no waiting was extended to the junction with Oliver Road, vehicles could just park on the opposite southern carriageway, as some already do. Other nearby residential streets, which at present don't suffer from nose-to-tail outsider parking, will effectively become on-street free car parks. These streets are: Highbury Crescent, Westbury Avenue, Grafton Close, Gainsborough Road, Minden Drive, Hepworth Avenue, Denham Close and Sextons Close. Residents of these streets don't yet know about the effect of what is proposed by West Area Highways because I haven't told them.

2. The single yellow line 'solution' is a sledgehammer to crack a nut. West Suffolk College students don't start arriving in Westley Road at 8am and are long gone by 6pm. The large college car park starts to fill up before 9am and often closes at around 10am because it is full. The daily charge is £2. In recognition of this problem, the college offers weekly tickets to its staff in the Parkway Decked car park, a good 10 minute walk away. Some years ago, the borough offered students reduced-cost places in the multi-deck but the response was poor. I refuse to join the 'blame the college' mantra. The college administrators have discovered that the more car parking places they make available, the more students opt to arrive by car rather than by bus, train, bicycle or on foot.
3. The 'improving the morning traffic flow' argument is false. Westley Road feeds into Out Risbygate at the Gibraltar Barracks, and Out Risbygate leads to Risbygate Street and the town centre. This road is heavily congested both ways for parts of each weekday, especially at the start and end of the working day, so trying to speed the inward flow in Westley Road can only lead to bottlenecks worse than at present.
4. I have yet to see any written evidence that residents of Westley Road approve of this no waiting proposal. Saying that there were few objectors during the consultation process isn't quite the same thing. Silence cannot give consent. Besides, only selected Westley Road residents were asked for their opinions; residents of surrounding street, likely to be adversely effected, were not.

We need a better, more flexible scheme to combat the problem of on-street all-day parking by students. First, the hours of restriction need only be 11am to 3pm Monday to Friday during term time. Yellow lines (primrose actually) whether single or double don't offer the flexibility needed. Instead, we should offer pay-by-phone short-stay on-street parking charged at 80p for 30 minutes or £1.50 an hour with no return within 3 hours. Our experience of a similar scheme in Springfield Road opposite Trinity Mews is that hardly anyone ever parks there. There might be some minor inconvenience to my local electors in Westley Road during the 20 hours per week the restrictions are in place, but it's an improvement on the 60 blanket ban proposed. Pay-by-phone also gives the flexibility to suspend the restrictions when the college is closed for holidays and a message can be sent to anyone who attempts to pay in error during these college closure times.

Yellow lines enforcement is currently a police matter but our PCSO's are on foot and Westley Road is a 20 minute walk from the town centre. Although outsider parking is

irritating it isn't serious crime so I support the police view that officers are better deployed dealing with purse thefts, etc. rather than minor parking offences. This duty will transfer to the borough council in 2018 but I expect the parking services team will have their hands full dealing with pavement parking in the town centre and inner suburbs rather than the outer suburbs.

My alternative suggestion is that we ask the residents of Westley Road if they support parking restrictions between 14 and 86 Westley Road (not 64) and only introduce them if a majority of residents agree. The scheme could later be extended to cover neighbouring streets but only if we have majority support. I don't want to impose restrictions on an unwilling public.

Would someone be kind enough to acknowledge receipt of this objection.

Thanks

David Nettleton

Appendix D – Correspondence Attempting to Resolve Objection

From: David Nettleton
Sent: 25 May 2016 14:05
To: Steve Boor
Subject: RE: Westley Road - Proposed Traffic Regulation Order Objection

Steve

My objection stands. You have, unwittingly, made better arguments against the proposal than I did. Thanks.

I believe Rights of Way next meets on Thursday 16 June 2016 – my 72nd birthday.

I will be attending.

David

NB: I think you meant to write 'Regulation'.

From: Steve Boor
Sent: 25 May 2016 12:08
To: David Nettleton
Subject: Westley Road - Proposed Traffic Regulation Order Objection

Dear David

I need to contact you regarding your objection to the proposed parking restriction in Westley Road. I will deal with each section of your objection in turn using the same numbering you used, plus your other comments/proposals

1. It is accepted that there could be displacement of parking into other roads or further along Westley Road, but this may not create the difficulties in traffic flow or road safety which are the primary objectives of the proposed restriction. The street beyond No. 64 Westley Road is much straighter and somewhat wider up to and beyond the junction with Gainsborough Road compared to the section between West Road and Highbury Crescent where most of the problems currently occur. With the natural breaks created by the numerous driveways any displacement parking in this area is unlikely to cause significant problems. The other roads you mention are much quieter and again there is no reason to think that displaced parking will cause undue

problems. If issues do occur then the option to implement additional restriction in these roads is not closed. To consult on implementing them now would be premature as they are highly unlikely to gain support from the community nor any clear understanding about where they would be necessary.

2. The Highway Authority concurs with the view that the displacement of college students from other roads in the vicinity of West Suffolk College has increased the parking in Westley Road, the management of this is the purpose of this proposed restriction. 8.00 AM to 6.00 PM is a standard time restriction for single yellow lines, but this can be varied to suit the location. You have not suggested an alternative time for the waiting restriction which you would think acceptable (although I note the proposal addressed at 5 below), however in an earlier email you suggested that you would support double yellow lines here which create an even more restrictive waiting environment than that being proposed currently. The proposals in Westley Road are not attempting to resolve the travel issues of West Suffolk College, but to address a parking issue on Westley Road which affects traffic flow and road safety, two of the Highway Authority's primary concerns.
3. Traffic flow along Westley Road, particularly in the section between West Road and Highbury Crescent, is adversely affected through much of the daytime. This not not just in the morning peak when delays at the junction with Newmarket Road/Out Risbygate can occur. The parking also adversely affects vehicles attempting to exit Highbury Crescent increasing the safety hazard.
4. The proposals here were developed in response to a number of comments regarding the parking in the relevant section of Westley Road. This was both from users of the road and nearby residents. The consultation letter sent to residents did not seek their agreement to this proposal, but gave them the opportunity to comment. The absence of significant adverse comment can be reasonably interpreted as relative contentment with the proposal and certainly it is not possible to imply that they opposed the proposed restrictions. They had the opportunity to do so at the consultation stage and again when the order was advertised and did not make use of these opportunities. In any event it is more likely that comment would be generated from those opposed to a change than those who support it. The consideration of the wider community is covered in my response at point 1 above.
5. Alternative Proposal for payment parking. You have not stated which parts of Westley Road your proposal applies to, but appears to be the whole of the road where parking is currently permitted. This would imply that parking is any part of the road is acceptable when clearly the proposals are intended to address the problems caused by the parking on both sides of the road. You mention that a similar arrangement in Springfield Road has not attracted any significant parking. In which case if there is a similar impact here this proposal would be displacing parking into adjacent streets which is something you are suggesting is unacceptable as an adverse impact of the single yellow line proposal. Not only would this mean displacing the students, but potentially also the local residents as well creating a much larger displacement problem. There appears to be no benefit to the residents from this proposal, in fact it disadvantages them as they will now have to pay to park near their homes when this seems to not be a particular issue for them. On that basis it is difficult to see why they would support such a proposal and

you other comments imply local support is crucial to any change to the parking here.

6. Additional comments made in subsequent email on 25th April, timed at 22.16. It is accepted that double yellow lines on the section of Westley Road between No. 14 and No. 30 could have been considered. Some restriction here is necessary if we are implementing a restriction further along Westley Road otherwise we would be inviting parking to displace here. Outside of daytime hours then there is no evidence that the residents on the west side of the road or their visitors have any inclination to park on that side of the road. No doubt in part because they have off road parking and also because there is an established convention that parking occurs on the east side of the road.. There is no reason to believe this would change in event of the introduction of the single yellow line.

On the basis of the above comments regarding your objection I would be grateful if you could withdraw it. If it is not withdrawn it will need to be considered by the County Council Rights of Way Committee who will make a recommendation to the Cabinet Member for Highways and Transport.

Kind Regards

Steve

Stephen Boor

West Area Highways Manager

Resource Management

Suffolk County Council

**Appendix E – Additional Statement submitted by Councillor Nettleton on 20th
September 2016**

Westley Road – Waiting Restrictions

Westley Road is a secondary route – a B road – an offshoot from the A1302 Newmarket Road. It has become more popular in recent years due to traffic delays on Newmarket Road caused by repairs to a bridge over the railway line. Motorists have discovered that Westley Road is free from any holdups as there are no traffic lights or any other major impediments to entry or exit from Bury St Edmunds town centre. Indeed, at the point where Westley Road joins the A1302 at the junction of Newmarket Road and Out Risbygate by the Gibraltar Barracks, traffic from the right takes precedence over the main road.

Westley Road is not entirely straight. It snakes along from the edge of Bury towards the town until it reaches a gentle bend, opposite the almost equally busy West Road, just 100 metres from its junction with the A1302. There is also a concealed entrance to the Risbygate Tennis Club at the fulcrum of this bend.

The main problem in Westley Road is speed. One of the first issues I was involved in following my election to the county council in May 2013 was complaints from residents at the far end of Westley Road about non-observance of the 30mph speed limit as motorists leave a the rural setting to enter a built up area. Meeting were held with residents and Graham Newman visited the site in his capacity as portfolio holder at the time. Eventually, two large 30mph signs were erected at the entrance to the built-up area in the hope that motorists will kill their speed.

Although there is housing on both sides of the road at the far end of Westley Road, all the properties are set back and there is a grass bank rather than a pavement on the southern side of the road all the way to the staggered crossroads with Oliver Road and Flemyng Road (Oliver Road is the only road off on the northern side of Westley Road). Here there is a zebra crossing as children from the Flemyng Road area walk to Westley Middle School in Oliver Road. Borough councillor Clive Springett and I met with Simon Curl of West Area over a year ago to agree minor improvements at this junction, but we await delivery.

The next section of Westley Road down to the junction with Gainsborough Road is fairly straight but for half its length the houses on the northern side are large and set back from the road shielded by high hedges and there is still a grass bank rather than a pavement on the southern side. The road then becomes a little wider and grass verges appear on both sides of the road. Suddenly, there is an urban feel to Westley Road.

There is good visibility at the junction with Gainsborough Road as it is protected by zig-zag lines leading to the second zebra crossing which is again well-used by local residents. From here, the parking problems begin as we are now within reasonable walking distance of West Suffolk College in Out Risbygate. The relevant house numbers here are 86 on the northern side and 83 on the southern side reducing down to 6 and 17 respectively closest to the junction with Newmarket Road.

According to the report, 'consultation' letters were delivered to No 1 to 61a and 2 to 68. There are no numbers 1 to 15 – the first house on the odd numbers side is 17 (which has a driveway and is still waiting for the white H-bar promised by West Area about 18 months ago) and the likely victims of moving the outsider all-day parking further up Westley Road – No 70-86 and 63-83 – were not informed of the proposals. I have sought to rectify this omission with a letter in the Bury Free Press on Friday 16 September and I intend to follow this up by distributing an A5 leaflet to all Westley Road residents up to 83 and 86 plus Highbury Crescent, Hepworth Avenue, Denham Close and other residential streets likely to suffer from all-day parking outside their properties if these proposal are accepted by the Rights of Way Committee on Monday 10 October. I have already alerted James Finch to my concerns. At point 26 it is claimed that 'There is no evidence that the local residents and wider community have an issue with the waiting restrictions proposed' but if they are not told, how can they object? I'm in the privileged position of knowing what is planned for my electors.

The West Area Manager claims that he attempted to resolve my concerns but this was his writing to me on 25 May asking me to withdraw my objection. There was never any attempt to seek a solution to what is admitted to be solving of one problem and creating another a short distance away. It's kicking the can down the road and this is acknowledged in point 1 of the email of 25 May.

The reason advanced for fixing the waiting restriction area at No 64 is that the road is 'somewhat wider' past this point. This isn't evidenced by the map at Appendix B nor is it visible on the ground. If there is any widening of the road after No 64 it is marginal at best. Has it been measured?

Increased all-day parking in Westley Road is a consequence of the introduction of permit parking in the residential streets just east of West Suffolk College in November 2014 – Zone L. Students and others immediately relocated to Westley Road and have been their ever since. By the time we get to the Rights of Way meeting on 10 October there should be almost two years of evidence of road traffic collisions in this section of Westley Road. Can these be provided please?

Mr Boor is also concerned about traffic flows. I don't want to speed up traffic in Westley Road for all the reasons I stated earlier in this submission and given that there is congestion already in Out Risbygate and Risbygate Street every weekday morning, it doesn't make any sense to get Westley Road traffic more quickly into the A1302 at the expense of motorists travelling along Newmarket Road from the Westley interchange of the A14.

In neighbouring West Road – which I also represent – cars are parked nose-to-tail all day every day. Residents don't want yellow lines – double or single – or permit parking as they see the advantages of parked vehicles slowing the traffic. West Road is narrower than Westley Road but is also secondary route – a B road.

The real problem here though is that a few Westley Road residents got rather hot under the collar when students first started parking outside their houses nearly two years ago and complained to the police and wrote letters to the Bury Free Press, one resident in particular. The police were unable to help as no offence was being committed so the matter was passed to West Area Highways in the hope of a satisfactory resolution. The outcome is this proposal.

We are being asked to believe that this dangerous stretch of road miraculously becomes safe after 6pm until 8am the next morning so cars can park there unrestricted. I'm not quite sure how a road can be safer in the dark than in broad daylight.

Throughout the report there are several references to my suggested alternatives to the current proposals. My mother used to describe these sort of comments as 'little knives' so I set out below two options. Mr Boor dislikes allowing time-limited parking claiming that it would force students and others into the side roads similar to his proposal. I was merely copying the scheme he adopted in Springfield Road following the start of Zone L nearly two years ago. He seems now to be objecting to his own scheme. However, his summary of my views are wrong and had he deigned to ask me I could have corrected his false impression. Strikes me that he just trying to win an argument rather than resolve a problem.

Alternative Proposal

There is clearly a need to prevent parking at the bend in the road outside No 28-34 at all times. This is best done by waiting restrictions 24/7 rather than during daylight hours only. This would necessitate double yellow not a single yellow lines as proposed. The vehicular entrance to the tennis club is between 30 and 32.

From No 36-86 I'm suggesting a 'no waiting' area for one or two hours Monday to Friday. This could be around noon to eliminate all day parking. This would need the consent of the majority of the 26 properties affected. A proper consultation exercise should be undertaken so that all residents were made aware of the benefits to them and the restrictions for one or two hours every weekday. A similar strategy could be adopted on the other side of Westley Road for No 43-83, a total of 22 properties.

To prevent students and others from spreading into neighbouring roads, a similar offer could be made here. Highbury Crescent, Westbury Avenue, Hepworth Avenue and Denham Close come to mind as streets within easy walking distance of the college – there may be more. This plan can be adapted for other areas of the suburbs to meet local need. For a small annual administration charge, residents could purchase a voucher to display on their dashboards exempting them from moving their own car on days when they are at home. One per household should be enough as most properties in this area have some off-road parking..

Kerbside parking is already prohibited between 8am and 10am Monday to Friday in Out Northgate and Station Hill. This is to prevent train commuters from occupying spaces all day and thus allowing those people who enjoy a pub lunch or drop off items at a popular charity shop (Sue Ryder) to do so without a lengthy walk from their cars. There are just two yellow metal discs attached to posts at either end of the restricted zone so there is no clutter of signs or unsightly yellow lines at the kerbside.

Westley Road is entirely residential. According to the borough council's Analysis Street, there are 156 houses here. Their safety from speeding vehicles is paramount in my thoughts. They deserve better than what is being proposed. Even at this late stage I am willing to talk to West Area Highways about an agreed resolution but it takes two to tango. Over to you Steve!

