

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



please ask for Martha Clampitt
direct line 0300 300 4032
date 9 September 2010

NOTICE OF MEETING

TRAFFIC MANAGEMENT MEETING

Date & Time

Tuesday, 21 September 2010 10.00 a.m.

Venue at

Council Chamber, Priory House, Monks Walk, Shefford

Richard Carr
Chief Executive

To: The Portfolio Holder for Safer Communities and Healthier Lifestyles:

Cllr David McVicar

To all other Members of the Council as requested

AGENDA

1. MEMBERS' INTERESTS

To receive from Members declarations and the **nature** thereof in relation to:-

- (a) Personal Interests in any Agenda item
- (b) Personal and Prejudicial Interests in any Agenda item

2. PUBLIC PARTICIPATION

To deal with general questions and statements from members of the public in accordance with the scheme of public participation set out in Annex 1 to Part A4 of the Constitution.

Reports

Item	Subject	Page Nos.
3	Petition - To provide a Crossing Patrol, 20mph Speed Limit and One Way System in Manor Road Barton-Le-Clay The purpose of this report is to present a petition received from Ramsay Lower School and signed by parents requesting the above actions	* 3 - 16
4	Residents' Survey & Report - Parking Restrictions in Kendall Drive, Flitwick The purpose of this report is to present a residents' survey concerning parking in the Kendal Drive area of Flitwick.	* 17 - 22
5	Manor Way, Flitwick - Resolution of objections to the proposed Prohibition of Waiting To report to the Portfolio Holder for Safer and Stronger Communities the receipt of objections to proposals for waiting restrictions in Manor Way , Flitwick and seek approval for the implementation of this scheme.	* 23 - 30

Meeting: Traffic Management Meeting
Date: 21st September 2010
Subject: Petition – To provide a Crossing Patrol, 20mph Speed Limit and One Way System in Manor Road Barton-Le-Clay
Report of: Basil Jackson
Summary: The purpose of this report is to present a petition received from Ramsay Lower School and signed by parents requesting the above actions

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

CORPORATE IMPLICATIONS

Council Priorities:

Financial:

Approximately £2000 would be required to undertake a traffic study. There is currently a budget within the integrated work programme allocated for the assessment of traffic management requests.

Legal:

None as a result of this report.

Risk Management:

None as a result of this report.

Staffing (including Trades Unions):

None as a result of this report.

Equalities/Human Rights:

None as a result of this report.

Community Safety:

None as a result of this report

Sustainability:

None as a result of this report

RECOMMENDATION(S):

The Portfolio Holder for Safer Communities and Healthier Lifestyles is requested to note the contents of the report.

Background and Information.

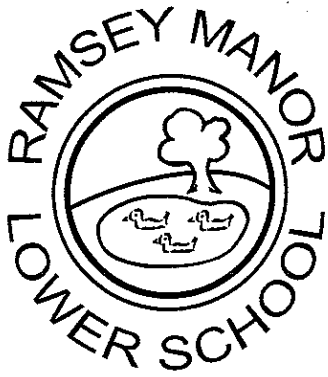
1. A petition of nearly 200 signatures has been received from the Head Teacher of Ramsay Manor Lower School requesting a school crossing patrol, a 20 mph speed limit at the school and a one way traffic system in Manor Road.
2. In respect of the provision of a school crossing patrol Central Bedfordshire Council such requests are assessed by officers against set criteria. Budgets are limited and only those locations that meet the criteria will be considered for provision. In the case of Ramsay Manor school the assessment has been carried out and currently the site does not meet the criteria but officers are in discussion with the school on regarding the possibility of providing a crossing patrol funded by the school.
3. There is no policy in Central Bedfordshire to implement a 20mph speed limit outside all schools. A policy to do so was originally adopted by the former Bedfordshire County Council.
4. Following the creation of the new unitary authorities the policy was considered by Central Bedfordshire Council but it was agreed that until full detailed information could be provided on the practicality of doing this and the likely cost to the authority that it should not be adopted as policy for the new Council. To date this situation has not changed.
5. Currently where a Safer Routes to School has been identified in the vicinity of a school or schools it is normal practice to consider the creation of a 20mph speed limit as part of the works. It is not appropriate to do this in all cases and will depend upon a range of factors.
6. In the case of Ramsay Manor school there is currently no Safer Routes to School scheme planned for the Manor Road area.
7. Up to date speed data is not available for this location and the collection of this would form part of any future assessment of the site.
8. There has been only one slight injury accident recorded in Manor Road in the last three years involving a pedestrian.
9. The general environment in Manor Road is not one where excessive speeds would be expected as a general rule. There is footway on one side, housing on both sides and a considerable number of driveways. The road has a number of bends that break up the direct drivers line as do parked vehicles.

10. Although relatively narrow in width the road, when uncluttered, is comfortable for most vehicles to pass with ease. It is also not a route where excessive numbers of wide or heavy vehicles would be expected other than for access. It is likely that to make this road into a one way street would appreciably increase the speed of vehicles as driver confidence around bends and obstructions would increase significantly.
11. The road is also generally unsuitable for one way treatment because of its considerable length and, even if only the length in front of the school were to be considered, the resulting diversion for the opposite direction would be tortuous and through residential streets.

Conclusion and The way Forward

12. It is expected that the discussions between officers of the Council and the school will resolve the school crossing patrol situation.
13. It is not recommended that a one way traffic order be considered for Manor Road for the reasons give. In that it would be inappropriate and would be likely to be counter productive to reducing vehicle speed.
14. The implementation of a 20mph zone at the school is not currently proposed. There is no safer routes to school scheme for the area and in the absence of current vehicle speed information and a policy from Central Bedfordshire Council there is no obvious reason why it should be necessary.
15. Given the nature of the road it is expected that speeds will not be excessive in respect of the current 30mph limit and this site will be placed on the list of sites to be assessed.
16. There would seem to be no substantial reason why a 20mph limit could not be introduced here subject to speed data, the appropriate policy and budgetary constraints.

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Manor Road
Barton le Clay
Bedford MK45 4NS

Tel: 01582 881318
Fax: 01582 883921

Email: ramseymanorlower@schools.bedfordshire.gov.uk
Website: www.ramseymanor.ik.org

Acting Head Teacher: Mrs P Richards

Ramsey Manor Lower school is committed to safeguarding children and providing a safe, secure and healthy environment for them.

12.03.10

Dear Mr Jackson,

Reference 114923, 114922

Please find enclosed a petition from our parents and local residents with regard to the requests referenced above. I hope this will indicate to the Council the level of concern we have for the safety of the children who use Manor Road to go to school each day.

When I spoke to Amy Brunetti, a member of the Highways department, this week she informed me that the department would not be considering making Manor Road a 20mph zone as our school is not part of the 'Safer Routes to School Scheme' and that no action had been taken yet with regard to my other requests.

I find this very disappointing and feel that a child is going to have to be seriously hurt, or worse, before the Council will take our concerns seriously.

I look forward to your response.

Your sincerely,

Penny Richards
Head Teacher



MANOR ROAD, BARTON-LE-CLAY SAFETY PETITION

We, the undersigned, wish to express our concerns for the safety of children going to and from school using Manor Road. We think that if action is not taken a child is going to be seriously hurt.

We would like to see

- a crossing patrol outside Ramsey Manor Lower School
- a 20mph speed limit introduced on Manor Road
- a one way system introduced on Manor Road

Signature	Address	School child attends
C. Hoyle	24 Harold Rd	Ramsey
[Signature]	8 GLAUS CLOSE BARTON	11
ANDREW	37 Manor Farm close Barton	Ramsey
[Signature]	344 Icknield Way, Barton	Ramsey
[Signature]	6 Manor Road Drive	Ramsey
Musgrave	1 Stanbridge view	Ramsey
TAFELT	31 Langcroft Drive Barton.	Ramsey
S. Willmott	28 Brookend Drive, Barton	Ramsey
J. Shrag	7 Osbin Rd. Barton	Hulligh
A. Mahwell	57 Grange Rd Barton	Ramsey
Rachel Smith	10 Loman Road	Ramsey
[Signature]	POST OFFICE BARTON	Ramsey
E.S. Cassels	12 ASHBY DRIVE	RAMSEY
L. Revels	12 CROMWELL RD	RAMSEY
MRS	140 BEDFORD RD	RAMSEY
Sherrill	8 ASHBY DRIVE, BARTON	RAMSEY
Greene	11 HARRIS COURT BARTON	RAMSEY
W. Moore	15 FRANKLIN AVE	Ramsey
Emile	7 Harold Rd	Ramsey
Colett	5. Franklin Ave.	Ramsey
M. Chudley	1 Ravensburgh Ct	Ramsey
D. P. S.	10 Hastings Rd	Ramsey
E. Brooke	9 Turnpike Drive	Ramsey
[Signature]	160 Manor Rd	Ramsey
Wright	4 Bedford Rd Barton	Ramsey

MANOR ROAD, BARTON-LE-CLAY SAFETY PETITION

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- a 20mph speed limit introduced on Manor Road
- a one way system introduced on Manor Road

Signature	Address	School child attends
[Signature]	1 BROOKEND DRIVE, BARTON	RAMSEY & ARNOLD
[Signature]	3 Royal House, BARTON LE CLAY	RAMSEY
[Signature]	20 HASTINGS RD, BARTON	
H. Mann	42 Windsor Rd Barton	Ramsey
[Signature]	9 MILL LANE BARTON	RAMSEY
[Signature]	7 PULLOXHILL RD GREENFIELD	RAMSEY + ARNOLD
[Signature]	30 LAUNTON CLOSE LUTON	RAMSEY & ARNOLD
[Signature]	21 WASHBROOK CLOSE BARTON	LE CLAY, RAMSEY
J Burr	125 Norman road Barton	Ramsey Manor
[Signature]	15 Fisher Close Barton	Ramsey
[Signature]	21 ASHBY DRIVE Barton	Ramsey
[Signature]	13 Grange Road Barton	Ramsey
[Signature]	146 NORMAN RD BARTON	RAMSEY
[Signature]	16 NORMAN RD, BARTON-LE-CLAY	RAMSEY + ARNOLD
[Signature]	5 Burr Close, Barton	Ramsey
[Signature]	11 TUDOR CLOSE, BARTON	Ramsey + Arnold
[Signature]	11 Tudor Close, Barton	Ramsey + Arnold
[Signature]	42 Windsor rd Barton	Ramsey
[Signature]	13 Manor Rd.	
[Signature]	39 Stuart Road Barton	Ramsey
[Signature]	6 WASHBROOK CLOSE BARTON	RAMSEY ✓
[Signature]	8 NORMAN RD BARTON	RAMSEY
[Signature]	46 Manor Rd Luton	Ramsey
[Signature]	22 Chilton Rd BARTON	Ramsey
[Signature]	26 DUNSTABLE RD Barton	Ramsey

MANOR ROAD, BARTON-LE-CLAY SAFETY PETITION

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Signature	Address	School child attends
Armet	14 Ravensburgh Close	Ramsey
McNally	5 Bradshaw Close	Ramsey
W. N.	3 Rowan Road	Ramsey
W. N.	W. N.	Ramsey
W. N.	45 Street Rd	Ramsey
W. N.	110 Bedford Rd, Barton-Le-Clay	Ramsey
W. N.	7 King William Close	Ramsey
W. N.	71 Bedford Rd, Barton-le Clay	Ramsey
W. N.	59 Grange Rd Barton-le Clay	Ramsey
W. N.	33 Grange Road Barton	Ramsey/Arndel
W. N.	74 STUART RD BARTON	RAMSEY
W. N.	40 Ravensburgh	
W. N.	4 Bradshaw Close	
LISA SIMON	11 GRAYS CLOSE	Ramsey.
J O'ROURKE	134 OSBORN RD	RAMSEY
S. GOODALL	3 MANOR FARM CLOSE	RAMSEY
C. Spence	51 Manor Rd.	Ramsey
W. N.	15 NORMAN RD	RAMSEY
W. N.	37 OSBORN RD	Ramsey
W. N.	5 HORSLER CLOSE	RAMSEY
W. N.	4 Manor Rd	Ramsey
W. N.	72 Edgewood, Stapsley	Ramsey
W. N.	150 NORMAN RD BARTON LE CLAY	Ramsey
W. N.	37 Chiffertn Rd, Barton-le Clay	Ramsey
W. N.	363 Sharpence Road	Ramsey/Arndel

MANOR ROAD SAFETY PETITION

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- a one way system introduced on Manor Road

Signature	Address	School child attends
M Melon	Hillyfields, Private Rd B-L-C	Ramsey Manor
S M	Hillyfields Private Rd B-L-C	Ramsey Manor.
R Holmes	33 SIMPKINS DRIVE BLC	Ramsey Manor
Zanner	12 Lancaster Close BLC	Barton Pre School
S	12 PORTNICHO AV	SANTA KRISTINA RAMSEY PRE SCHOOL
E O'Leary	16, MANDEL FARM RD, SILSOE.	Barton-Pre-School
h. Doherty	35 FISHER CLOSE BARTON	Barton Pre-School.
K. Hunt	18 STA ROSSLYN CRES LU32AU	Ramsey + Barton Pre School
C HUNT.	as above	"
E. WYMAN.	15 Stuart Road MK454ND	"
R. WYMAN.	"	"
C. Rumney	38 Windsor Rd MK45 4LX	Barton Pre School
V Gilmore	15 Smithcombe close	Barton-pre-
M Gilmore	As above	mk45 4DL school
S Long	127 Manor Road	Barton Pre School
M SMITH	127 MANOR RD	BARTON PRE SCHOOL
S. DOHERTY	90 Manor Road	Ramsey + Pre School
S. Batchelor	4 Old Road MK454LB	Barton-le-clay pre-school.
A Dama	16 Brazier Close Barton	Ramsey + Arnold.
E Bulford	41 Stuart Road Barton	Ramsey
M Bulford	41 Stuart Road Barton	Ramsey
Z Zarka	33 Dunstal Rd Barton	Ramsey.
R. Zarka	33 Dunstal Rd Barton	Ramsey
M	10 Whitwell Rd Barton	Pre-School.
Ting Li	4 Bradshaws close	

MANOR ROAD, BARTON-LE-CLAY SAFETY PETITION

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- a one way system introduced on Manor Road

Signature	Address	School child attends
<i>[Signature]</i>	24 Norman Rd, Barton	Ramsey
<i>[Signature]</i>	6 Cromwell Rd Barton	Ramsey
<i>[Signature]</i>	11 HARRIS CRT Barton	Ramsey
<i>[Signature]</i>	110 Bedford Rd Barton	"
<i>[Signature]</i>	81 Longcroft Drive	"
<i>[Signature]</i>	7 HARVEY ROAD, BARTON	RAMSEY
<i>[Signature]</i>	10 Sharpenhoe Rd	Ramsey
<i>[Signature]</i>	39 Chilton Rd	Ramsey
<i>[Signature]</i>	39 Luton Rd	Ramsey
<i>[Signature]</i>	3 THE MEADOWS	"
<i>[Signature]</i>	93 Sharpenhoe Rd	RAMSEY
<i>[Signature]</i>	53 Washbrook Close, Barton	- u -
<i>[Signature]</i>	54 Nexton Rd. Barton	Ramsey
<i>[Signature]</i>	121 Smithcombe Close Barton	Ramsey
<i>[Signature]</i>	36 Stuart Road	Ramsey
<i>[Signature]</i>	14 BISHOPSTONE HOUSE, BEDFORD	RAMSEY
<i>[Signature]</i>	10 Hillside Close Shillington	Ramsey
<i>[Signature]</i>	22 HASTINGS RD, BARTON	RAMSEY
<i>[Signature]</i>	7 APPLE GLEBE, BARTON	RAMSEY
<i>[Signature]</i>	86 Osborn Rd.	Shillington
<i>[Signature]</i>	82 Osborn Road, Barton	Arnold/ Shillington
<i>[Signature]</i>	25 Smithcombe Close Barton	Arnold
<i>[Signature]</i>	156 Sharpenhoe Rd, Barton-le-Clay	Ramsey
<i>[Signature]</i>	22 Kempton Close - Bedford	Ramsey
<i>[Signature]</i>	16 Lathair Rd - Luton	Staff members

MANOR ROAD, BARTON-LE-CLAY SAFETY PETITION

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- a one way system introduced on Manor Road

Signature	Address	School child attends
C. Doyle	24 Harold Rd	Ramsey
[Signature]	8 CLAYS CLOSE BARTON	11
ANDREW	37 Manor Farm close Barton Ramsey	Ramsey
[Signature]	344 Ichnieth Way, Linton	Ramsey
[Signature]	6 [Address] DRIVE	Ramsey
[Signature]	1 Stanbridge view	Ramsey
[Signature]	31 Langcroft Drive Barton	Ramsey
S. Willmott	28 Brookend Drive, Barton	Ramsey
J. H. [Signature]	7 Osbin Rd. Barton	Hulligh
A. Maxwell	57 Grange Rd Barton	Ramsey
Patricia Smith	10 Roman Road	Ramsey
[Signature]	POST OFFICE BARTON	Ramsey
E. S. Cassels	12 ASHBY DRIVE	RAMSEY
L. Revels	12 CROMWELL RD	RAMSEY
[Signature]	140 BEDFORD RD	RAMSEY
Sharon [Signature]	8 ASHBY DRIVE, BARTON	RAMSEY
Ann [Signature]	11 HAZELLS COURT BARTON	RAMSEY
[Signature]	15 FRANKLIN AVE	Ramsey
[Signature]	7 Harold Rd	Ramsey
Collett	5. Franklin Ave.	Ramsey
M. Chudley	1 Ravensbough Ct	Ramsey
D. [Signature]	10 Hastings Rd	Ramsey
E. [Signature]	9 Turnpike Drive	Ramsey
[Signature]	160 Roman Rd	Ramsey
Elvira	4 Bedford Rd Barton	Ramsey

MANOR ROAD, BARTON-LE-CLAY SAFETY PETITION

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- a one way system introduced on Manor Road

Signature	Address	School child attends
	107 REDFORD RD	Ramsey
	17 Bradshaws Rd	Ramsey
	39 Washbrook Cnr	Ramsey
	26 ORSON RD	Ramsey
	2 HITCHIN RD	Ramsey
	6 bungsale lt	Ramsey
	26 Stanley Rd Streatley	Ramsey
	19 White Mill Rd Barton	Ramsey
	FLAT 2 MAIN COURT MK45	Ramsey
	9 George road	Ramsey
	67 Norman Rd	Ramsey
	9 Park Meadow Close	Ramsey
	BARTON	"
	Barton	"
	Barton	"
	Barton	"
	Barton	"
	"	"
	maulden	Amphill
	maulden	
	BARTON	RAMSEY
	Barton	Ramsey
	8A, WASHBROOK Cnr MK45	Ramsey
	51 BRANNS RD Barton	Ramsey
	55 NORMAN RD Barton	

Meeting: Traffic Management Meeting
Date: 21st September 2010
Subject: Residents' Survey & Report – Parking Restrictions in Kendall Drive, Flitwick
Report of: Basil Jackson Assistant Director for Highways and Transportation
Summary: The purpose of this report is to present a residents' survey concerning parking in the Kendal Drive area of Flitwick.

Contact Officer: Nick Chapman
nick.chapman@amey.co.uk

Public/Exempt: Public

Wards Affected: Flitwick

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

Financial:

None as a result of this report

Legal:

None as a result of this report.

Risk Management:

None as a result of this report.

Staffing (including Trades Unions):

None as a result of this report.

Equalities/Human Rights:

None as a result of this report.

Community Safety:

None as a result of this report.

Sustainability:

None as a result of this report

RECOMMENDATION(S):

The Portfolio Holder for Safer Communities and Healthier Lifestyles is requested to note the contents of the report.

Background and Information.

1. A report has been received via Councillor Stephen Male from a resident of Kendal Drive, Flitwick containing the results of a local parking survey and suggesting possible actions.
2. When the outcomes of the Flitwick parking study were implemented Kendal Drive and the culs-de-sac off it were all subject to part time waiting restrictions designed to prevent all day parking by rail commuters. This is one of the residential areas closest to the station. Following this the residents of Grassmere Close asked residents parking.
3. Conventional residents parking would not have been cost effective in this small close so it was agreed it would be implemented on an experimental basis by leaving the yellow lines in place to apply to non permit holders but permitting those in possession of a permit to park on the lines within Grassmere Close only.
4. Following the experimental period it was felt that it had been successful and the situation has now been made permanent.
5. Residents of Kendal Drive and the culs-de-sac leading from it have expressed an interest in something similar and to test opinion have carried out their own surveys.
6. Two private surveys of residents have been undertaken during 2010. It was acknowledged by the organiser that the original one was overly complex. Hence, a second survey was conducted which simply asked those living in Kendal Drive and the immediately adjoining side roads if they would like to have a residents' permit zone (RPZ) covering their streets. It is this second survey upon which this report concentrates.
7. There are approximately 65 homes in the area and 29 households responded to the survey. Of those, 21 said that they would like to apply for an RPZ and the remaining 8 said they would not. Each individual street shows support for an RPZ, albeit in some cases the number of survey returns is very low.
8. Generally, residents consider that the current restrictions have significantly improved the parking situation in their streets, mainly by removing commuter parking. They also feel that on-street parking difficulties experienced at the start and end of the school have eased a little.
9. Given the apparent support for an RPZ the person leading the campaign has suggested the following way forward:-
 - (a) The whole area becomes a resident only parking area.
 - (b) Retention of the existing alternating yellow line restrictions.

(c) No Marked-out parking bays.

10. In essence, they want to retain the existing restrictions, but allow residents the option to purchase a permit to be exempt from the restrictions.

Conclusion and the way Forward

11. The type of restrictions that are currently in place are effective at addressing parking by non-residents, but it is accepted that they do have drawbacks. The main one being that those residents who wish to park on-street during the operational days are required to move their vehicles during the restriction 'changeover' period, which in the case of Kendal Drive is between 12.45 and 13.15pm. This clearly has an impact of those households who have insufficient off-road parking for their needs and there appear to be a small number of households in this situation in Kendal Drive.
12. Consequently, the residents' desire to have the option to purchase a permit to exempt them from the current restriction is understandable and appears to be a reasonable request. However, this would require significant changes to the existing restrictions.
13. Regulations governing how parking controls are marked and signed dictate that where waiting is prohibited, either at all times or for specified periods, these lengths of road are indicated by yellow lines. Where parking is permitted but conditions apply, such as residents' permit zones, these are marked by white boxes. It is not normally permissible to provide residents' permits to allow vehicles to be parked on yellow lines. This is the reason that the Grasmere Close scheme was implemented under the experimental title.
14. In addition there are some practical difficulties in allowing residents to be exempt from the existing yellow lines. For example, most vehicles would be switched from one side of the road to the other at lunchtime, but those with permits would not be moved. This may create some vehicular conflict. Also, if certain vehicles are seen to be disregarding the yellow lines, this may encourage others to do likewise, which may bring the restrictions into disrepute.
15. There would appear to be several possible options to address residents' concerns, and these are detailed below:-
- Remove the existing restrictions and replace them with a full RPZ. This would require a full and formal consultation of all residents and would only proceed if more than 50% of the households were in favour and prepared to pay for permits. Once implemented it would require all residents wishing to park on the road to buy a permit, which would remove any requirement to move their cars at lunchtime. It would still remove all commuter parking. A possible disadvantage is that white parking boxes would need to be marked, which would regulate parking to such an extent that the overall number of parking spaces would be significantly reduced. A further drawback is that all residents who wished to park on-street during the operational hours would need to buy a permit.

- An RPZ could be introduced, but signposted by a new type of RPZ entry sign that would inform drivers entering the area that parking was for permit holders only between the prescribed hours. This type of sign does not require road markings, so the existing lines could be removed or left to wear away. The advantage is that white boxes would not be required, so parking capacity would not be affected. However, this system relies on permit holders parking in a sensible and considerate manner. A possible disadvantage is that the removal of some upright signage may lead to non-residents believing that parking is unrestricted. The support of the community would still be required at the same level.
 - The type of parking restriction currently used could be retained, but the operational hours changed. For example, the restrictions could apply from, say, 9.00am to 9.15am from Monday to Friday and would apply to both side of the road. This would mean that rail commuters would be very unlikely to park there as they normally need to park before 9.15am. After 9.15am residents would be able park their cars on street for the remainder of the day without having to move them. A disadvantage is that all cars would need to be removed from the street during the operational 15 minutes. However, this is a time when some residents may be away from home, for example taking children to school. Unless, however, this were to be applied across Flitwick this would introduce an inconsistency into the overall parking regime that the original scheme sought to introduce with consequent confusion for residents, commuters and enforcers.
16. If a suitable parking scheme could be agreed there would inevitably be the issue of setting a precedent. There are a number of streets in Flitwick that have suffered from commuter parking and the type of alternating yellow line restrictions, such as those in Kendal Drive, have been introduced to address the difficulties. The character of many of these roads is similar, i.e. most properties have off-road parking, but some have insufficient for their needs. As a result, residents of these roads may well demand a similar scheme to Kendal Drive and this would have significant resource implications.
17. It is considered that the existing restrictions in the Kendal Drive area have been very successful in addressing commuter parking and this has been acknowledged by the survey organiser. However, there appear to be a small number of households who are disadvantaged by the restrictions and would favour a change to the present situation. Whilst these difficulties are acknowledged, it is often impractical to tailor on-street parking controls to the needs of individual residents.
18. In recent years, significant resources have been committed to resolving parking issues in Flitwick, including the Kendal Drive area. It is difficult to justify additional expenditure amending a system that for the most part works well.

19. Before making any changes it would be necessary for Central Bedfordshire to undertake its own consultation to ascertain the support for each of the residents parking options and for that support to represent in excess of 50% of the households not the respondents to be in support of the changes. This exercise would be in itself costly to undertake.
20. It is therefore proposed that whilst there is a clear support for change from some of the residents this, as currently represented, does not comprise sufficient reason for change. To determine this further survey work would be required. The proposed Local Transport Plan 3 document currently in production will target available finance for the coming year at those areas and projects that it considers will represent the best value for the priority areas selected. At this juncture it must be considered unlikely that schemes such as this would achieve sufficient priority for inclusion in a work programme especially considering that Flitwick has not been selected as one of the first tranche of priority areas to be considered in LTP3.
21. There would be no immediate barrier, however, if the scheme were to be considered a priority by the Flitwick Town Council to that body funding the necessary work.
22. It is therefore requested that the portfolio holder note the content of this report and that the lead petitioners be advised of the outcome.

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Meeting: Traffic Management Meeting

Date: 21st September 2010

Subject: Manor Way, Flitwick - Resolution of objections to the proposed Prohibition of Waiting

Report of: Basil Jackson, Assistant Director of Highways and Transportation.

Summary: To report to the Portfolio Holder for Safer and Stronger Communities the receipt of objections to proposals for waiting restrictions in Manor Way , Flitwick and seek approval for the implementation of this scheme.

Contact Officer: Ronald Phelvin – Senior Technician
Ronald.Phelvin@amey.co.uk

Public/Exempt: Public

Wards Affected: Flitwick

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

To improve highway safety and facilitate the free flow of traffic.

Financial:

None as part of this report

Legal:

None as part of this report

Risk Management:

None as part of this report

Staffing (including Trades Unions):

None as part of this report

Equalities/Human Rights:

None as part of this report

Community Safety:

The proposal will improve road safety

Sustainability:

None as part of this report

RECOMMENDATION(S):

that the proposal to extend the existing No Waiting Restriction in Manor Way Flitwick by 20 metres be implemented as set out in this report.

Background and Information

1. In May 2010 proposals to introduce waiting restrictions at six locations in Flitwick, namely Temple Way, Steppingley Road, Manor Way and Station Road, were advertised. No objections were received to the proposed restrictions at five of these locations, so these will be implemented as advertised. At the remaining location, in Manor Way, two objections have been received and consideration of these is the purpose of this report.
2. In early 2010, concerns were raised about on-street parking in the proximity of the informal pedestrian crossing point and associated kerb build-out near Rosebay Close. Residents expressed their concerns that the parking was obscuring lines of sight for motorists and pedestrians alike. It was felt that this could be detrimental to the safety of residents and motorists. Bedfordshire Highways has investigated the matter and it was considered that by extending the length of the existing prohibition of waiting by 20 metres this would substantially reduce the current hazard.
3. The two objections received were from local residents. Both objectors are concerned about the loss of available on-street parking as they have limited off-road parking available. It is suggested that the Council provides additional parking spaces for local residents. A further concern raised by both objectors is that the removal of on-street parking will increase vehicle speeds on this length of road.

Conclusion and the Way Forward

4. It is acknowledged that the proposal will remove some parking places, but ample unrestricted lengths of Manor Way will remain where residents will be able to park. Observations would suggest that alternative parking places are also available in adjacent streets. The provision of off-street parking facilities in residential areas has never been a priority for the Council and funds are not provided for this purpose.
5. It is accepted that the introduction of waiting restrictions can increase vehicle speeds by presenting drivers with a clear stretch of road, increasing forward visibility and reducing the likelihood of them meeting opposing traffic. However, the current proposal represents a relatively short extension of existing restrictions, which is unlikely to have a significant impact on traffic speeds.

6. It is considered essential that parking is prohibited on this length of road to ensure that motorists are able to safely negotiate the kerb build-out and to improve visibility for both drivers and pedestrians.

Appendices:

Appendix A – Location plan



Appendix B – Public notice

Appendix C – Objections to proposal

APPENDIX A

APPENDIX A

NOTES

-  Existing
No waiting at any time
(double yellow lines)
-  Proposed
No waiting at any time
(double yellow lines)



Rev.	Description	Created	Drawn
1	Initial	10/10/10	10/10/10
2	Revised	10/10/10	10/10/10
3	Revised	10/10/10	10/10/10
4	Revised	10/10/10	10/10/10
5	Revised	10/10/10	10/10/10
6	Revised	10/10/10	10/10/10
7	Revised	10/10/10	10/10/10
8	Revised	10/10/10	10/10/10
9	Revised	10/10/10	10/10/10
10	Revised	10/10/10	10/10/10

Client	Client
Project Name	WAITING RESTRICTIONS FLITWICK TRANSPORTATION MANOR WAY
Drawing title	MANOR WAY
Drawing No.	402021-003
Scale	1:500
Dimensions	m
Drawn By	P.O.
Checked By	P.O.

© C.B.C.

APPENDIX B



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO IMPLEMENT WAITING RESTRICTIONS ON TEMPLE WAY, MANOR WAY, STEPPINGLEY ROAD AND STATION ROAD FLITWICK.

Reason for Proposal: The proposed Order is considered necessary on the grounds of promoting road safety. The waiting restrictions are specifically aimed at reducing the number of vehicles parking all day along these routes. At present vehicles are parking close to a number of junctions causing visibility problems for other motorists, so these proposed restrictions will help improve visibility for all road users.

Therefore Central Bedfordshire Council proposes to make a Road Traffic Regulation Order as follows:

Effect of the Order:

Introduce No Waiting at Any Time on the following lengths of road in Flitwick:

1. Temple Way: South side from a projected line with the rear flank wall of No 1 Eagle Drive in a north easterly direction for a distance of approx 29 metres (to the existing restrictions).
2. Steppingley Road: South west side from a point 21 metres north west of the property boundary between No 4 / No 5 Bluebell Close in a north westerly direction for a distance of approx 24 metres.
3. Manor Way: South east side from a point approx 1 metre north east of the property boundary between No 2 / No 3 Bluebell Close in a north easterly direction to the junction with Steppingley Road (in line with the back of the footway).
4. Manor Way: North west side from a point approx 3.5 metre north east of the south west flank wall of No 12 Chaucer Road in a north easterly direction to the junction with Steppingley Road (in line with the back of the footway).
5. Manor Way: South east side from a point approx 77 metres south west of the junction with Byron Crescent (extending from the existing restrictions) in a south westerly direction for a distance of approx 20 metres.
6. Station Road: North side from the property boundary between No 89 / No 91 Station Road in a southerly and westerly direction for a distance of approx 42 metres.

Further Details: of the proposed Order, a plan and a statement of reasons for proposing to make the Order may be examined during normal office hours at Customer Service Centre, The Old Court House, Woburn Street, Ampthill and Flitwick Library, Coniston Road, Flitwick. The details will be placed on deposit until 6 weeks after the Order is made or until it is decided not to continue with the proposal. Telephone Debbie Poynton 08453656088 for further advice on this proposal.

Objections: should be sent in writing to the Orders and Commons Registration Officer, Countryside Access Service, Central Bedfordshire Council, PO Box 1395, Bedford MK42 5AN (e-mail: chris.heard@centralbedfordshire.gov.uk), stating the grounds on which they are made by 21st June 2010.

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 200**".

Central Bedfordshire Council
PO Box 1395
Bedford MK42 5AN

Basil Jackson
Assistant Director for Highways

23rd May 2010

APPENDIX C

Page 1 of 1

Phelvin, Ronald

From: [thegentleways@googlemail.com]
Sent: 07 June 2010 00:26
To: Phelvin, Ronald
Subject: Re: waiting restrictionsmanoe way

On Mon, Jun 7, 2010 at 12:23 AM,
Dear Mr Phelvin

wrote:

i have recieved my letter of the proposed Waiting restrictions, the area you have marked out is where I park car as I live in one of the maisonettes, can you tell me where i can park my car if these restriction are put in place. Also are the council not aware that having these cars parked here actually slow the speed of traffic in manor way, to open this road up will lead to having a much faster road than it is now, if people cannot drive past our cars safely then they are driving to fast to begin with, please dont suggest we put our cars in the garages, have you actually walked round rosebay garages lately, will you provide parking space for the residents in these maisonettes, because there is no where else we can physically park our cars. I f you want to create a fast route through flitwick this is a top idea, the traffic needs to be slowed down on this rd not allowed to flow through faster. Will the council expand the parking bay area at Rosebay for us to park safely,or deal with cause of the problem and not the symtom.

Thank you

kind regards

Phelvin, Ronald

From: Chris Heard [Chris.Heard@centralbedfordshire.gov.uk]
Sent: 14 June 2010 11:39
To:
Cc: Phelvin, Ronald
Subject: FW: parking outside rosebay close flitwick

Dear Mr Kent

I acknowledge receipt of your e-mail below to Central Bedfordshire Highways, making representations in connection with the proposed waiting restrictions on Manor Way, Flitwick.

The representations will have to be considered at Central Bedfordshire Council's Traffic Management Meeting. A report on the proposals, together with the representations received, will be presented to the Central Bedfordshire Council's Portfolio Holder for Safer Communities & Healthier Lifestyles, to decide whether the Traffic Regulation Order should be made. Members of the public can attend this meeting.

I will write to you again when a date for the meeting to consider the proposals has been decided.

Yours sincerely

Chris Heard
Orders & Commons Registration Officer
Countryside Access Service
Central Bedfordshire Council
PO Box 1395
Bedford MK42 5AN

Tel No: 0300 300 6249

From:
Sent: 10 June 2010 14:50
To: Phelvin, Ronald
Subject: parking outside rosebay close flitwick

the proposed double yellow lines here will leave residents NOWHERE to park and turn this already busy road in to a fully fledged RACE TRACK for the boy racers who frequent it.

I would like to register my protest at the plans.

Amey: 2010 Winner of the NCE/ACE Consultants of the Year - Major Firm award

COMPANY PARTICULARS: For particulars of companies within the Amey Group, please visit <http://www.amey.co.uk/Home/Companyparticularstabid/182/Default.aspx>. Amey plc, Registered Office: The Sherard Building, Edmund Halley Road, Oxford OX4 4DQ, Registered in England: 4736639