

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

**This meeting
may be filmed.***



please ask for Martha Clampitt
direct line 0300 300 4032
date 27 November 2014

NOTICE OF MEETING

DELEGATED DECISIONS BY THE EXECUTIVE MEMBER FOR COMMUNITY SERVICES ON TRAFFIC REGULATION ORDERS

Date & Time

Tuesday, 9 December 2014 2.00 p.m.

Venue at

Council Chamber, Priory House, Monks Walk, Shefford

Richard Carr
Chief Executive

To: DELEGATED DECISIONS BY THE EXECUTIVE MEMBER FOR COMMUNITY
SERVICES ON TRAFFIC REGULATION ORDERS:

Cllr B J Spurr

All other Members of the Council - on request

**MEMBERS OF THE PRESS AND PUBLIC ARE WELCOME TO ATTEND THIS
MEETING**

***Please note that phones and other equipment may be used to film, audio record, tweet or blog from this meeting. No part of the meeting room is exempt from public filming.**

The use of arising images or recordings is not under the Council's control.

AGENDA

1. **Members' Interests**

To receive from Members any declarations of interest.

Reports

Item	Subject	Page Nos.
2	Consideration of a petition that has been submitted to the Council – Dunstable Road, Caddington To receive a petition and determine the way forward.	* 5 - 8
3	Mill Road, Cranfield - objections to proposed raised zebra crossing To seek the approval of the Executive Member for Community Services for the installation of a raised zebra crossing in Mill Road, Cranfield.	* 9 - 18
4	Woburn Road, Heath & Reach - to consider objections to Waiting Restrictions To seek the approval of the Executive Member for Community Services for the implementation of No Waiting on a length of Woburn Road, Heath & Reach.	* 19 - 28
5	Biggleswade Road, Potton - consider objections to proposed No Waiting at any time To seek the approval of the Executive Member for Community Services for the implementation of No Waiting on a length of Biggleswade Road, Potton.	* 29 - 42
6	Various Road, Dunstable - consider objections to proposed Waiting Restrictions To seek the approval of the Executive Member for Community Services for the implementation of No Waiting at various locations in Dunstable.	* 43 - 58
7	Consideration of a petition that has been submitted to the Council – Chiltern Close, Ampthill To receive a petition regarding parking in Chiltern Close, Ampthill.	* 59 - 62

8 **Consideration of a petition that has been submitted to the Council regarding Priory Park, Longhedge, Dunstable** * 63 - 66

To receive a petition and consider a way forward.

Meeting: Delegated Decisions by the Executive Member for Community Services.
Date: 9 December 2014
Subject: Consideration of a petition that has been submitted to the Council – Dunstable Road, Caddington.
Report of: Paul Mason, Head of Highways
Summary: This report is to note the receipt of petitions submitted to Central Bedfordshire Council and determine a way forward.

Contact Officer: Nick Chapman
Public/Exempt: Public
Wards Affected: Caddington
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

None from this report

Financial:

There is currently no budget allocated for this work.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None

Community Safety:

None from this report

Sustainability:

None from this report.

RECOMMENDATION(S):

That the Executive Member for Community Services notes the receipt of the petition and the comments of the Parish Council and that any further actions be deferred until after the proposed traffic calming has been installed and subject funding being made available.

Background and Information

1. A petition from has been received signed by 180 residents mainly of Dunstable Road, Caddington.
2. Residents are concerned with the frequent increase in speeding along this stretch of road and issues with entry and exit to their driveways due to excessive speed and vehicles mounting the footway along Dunstable Road.
3. Residents would like consideration to be given to:
 - Undertaking a traffic survey/speed check along this stretch of road.
 - Speed tables
 - Speed cameras
4. The Parish Council is also aware of the petition and it was discussed at a recent meeting. The resolution of the Council is as below.
*Copy of residents' petition for traffic calming along Dunstable Road (original was sent to CBC). **RESOLVED** to await traffic calming measures to be implemented as part of the development on the Scout Hut site and then re-visit the issue if necessary.*
5. It can be seen from the Parish Council's response and is recognised within the covering letter that some traffic calming work is expected in the near future arising from a local development. The PC recommends that any further action to address speed be taken following implementation of this measure and this position is supported as any speeds taken now will be affected by a raised feature.
6. Any future actions that may be deemed appropriate to investigate speeds and to prepare traffic calming options would require funding.
7. It is understood that historically Caddington has made use of Community Speedwatch as an initiative to raise the profile of speeding vehicles. It is suggested that as a short term measure this could be used in Dunstable Road. Information on how to access this is available through then web address shown below.

http://www.bedfordshire.police.uk/tackling_crime/watch_schemes/speed_watch.aspx

Appendices

Appendix A: Dunstable Road, Caddington



Appendix B: Petition

We, the undersigned, petition Central Bedfordshire Council to implement traffic calming measures (such as speed humps) in the 30 MPH zone of Dunstable Road in Caddington to ensure that vehicles stay within that speed limit. We believe that this will not only improve pedestrian safety but also make it both safer and easier for drivers to exit junctions and driveways.

This page is intentionally left blank

Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 9 December 2014
Subject: Mill Road, Cranfield – Consider Objections to Proposed Raised Zebra Crossing
Report of: Paul Mason, Head of Highways
Summary: This report seeks the approval of the Executive Member for Community Services for the installation of a Raised Zebra Crossing in Mill Road, Cranfield.

Contact Officer: Nick Chapman
nick.chapman@amey.co.uk
Public/Exempt: Public
Wards Affected: Cranfield & Marston Moretaine
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety by providing a safe crossing facility for pedestrians.

Financial:

These works are being funded via the LAMP Integrated Scheme Programme for Marston Vale

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The proposal will improve road safety for all road users, particularly pedestrians and residents.

Sustainability:

None from this report

RECOMMENDATION(S):

- 1. That the proposal to install a Raised Zebra Crossing be implemented as published.**

Background and Information

1. The proposed raised crossing is located fairly centrally in Cranfield and is intended to assist pedestrians walking to and from local facilities, including the Post Office and convenience store.
2. The raised zebra was formally advertised by public notice in August and September 2014. Consultations were carried out with the emergency services and other statutory bodies, Cranfield Parish Council and the Ward Member. Residents living alongside this length of road were individually consulted.

Representations and Responses

3. A total of two representations have been received; both of which express concerns about a number of aspects of the scheme. Copies of the correspondence are included in Appendix D.
4. The main points of objection are summarised below:-
 - a) The area already suffers from drainage problems and there are concerns that the raised table will make this worse.
 - b) There is currently congestion created by vehicles entering and leaving the store's car park and other private accesses. Traffic being forced to stop at the crossing will exacerbate the situation.
 - c) Delivery vehicles park on the road, sometimes on existing double yellow lines, and the crossing means that this will be difficult.
 - d) The existing double yellow lines are ignored and are unenforced. There are concerned how parking will be enforced in the area.
 - e) There appears to be no obvious need for a crossing at this location, unless a new school is planned.
 - f) There are concerns that the crossing will create access problems to adjacent homes.

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

All required drainage and gully accommodation works are included within the overall project to enable suitable highway drainage operation following completion of the new zebra crossing facility.

The short duration delays to traffic caused by pedestrians using the crossing are unlikely to create any significant congestion or vehicular conflict.

The zig-zag markings associated with the zebra crossing would prohibit loading/unloading, which could create difficulties for delivery vehicles. However, the frontage of the shop is close to the Bedford Road junction where vehicles should not be parked and is currently covered by double yellow lines.

The crossing is being provided to assist pedestrians travelling to nearby amenities, like the Post Office and convenience store. The location is fairly central in the village, so there is a relatively high level of general pedestrian activity.

The crossing should not create any parking or access difficulties for adjacent residents. The properties appear to have adequate off-road parking and the zig-zag lines should ensure that the area immediately outside their homes remains clear of parked cars.

6. Bedfordshire Police have raised no objection to the proposals.

Conclusion

7. It is considered that the pedestrian crossing is needed and will improve road safety for vulnerable road users. It is considered that the proposal will have no significant negatives impacts on the area or those living nearby. Hence, it is recommended that the proposal should be implemented as published.
8. If the approved the works are expected to take place within the current financial year.

Appendices:

Appendix A – Location plan
Appendix B – Public Notices of Proposals
Appendix C – Drawing of Proposals
Appendix D – Representations

Appendix A



Appendix B



PUBLIC NOTICE

ROAD TRAFFIC REGULATION ACT 1984 – SECTION 23

PROPOSED PEDESTRIAN CROSSING – MILL ROAD, CRANFIELD

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL, in exercise of its powers under Section 23 of the Road Traffic Regulation Act, 1984 and all other enabling powers, proposes to establish pedestrian crossings, including their associated zig-zag markings, in Mill Road, Cranfield. The crossing is to be placed on a raised table as described below. The scheme is intended to enhance pedestrian facilities and improve the safety of those crossing the road to access local amenities.

A Pedestrian Zebra Crossing is proposed to be sited at the following location in Cranfield:-

1. Mill Road, at a point approximately 30 metres north of its junction with High Street.

HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED RAISED TABLE – MILL ROAD, CRANFIELD

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL, in exercise of its powers under Section 90 A-I of the Highways Act 1980 and all other enabling powers, proposes to construct a raised table in Mill Road, Cranfield. The raised table is intended to improve pedestrian safety and lower traffic speeds.

A Raised Table incorporating a zebra crossing at a nominal height of 75mm and approximately 8 metres long, including ramps, extending across the full width of the road is proposed to be sited at the following location in Cranfield:-

1. Mill Road, at a point approximately 30 metres north of its junction with High Street.

Further Details A drawing may be examined during normal office hours at the address shown below; viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0845 3656116.

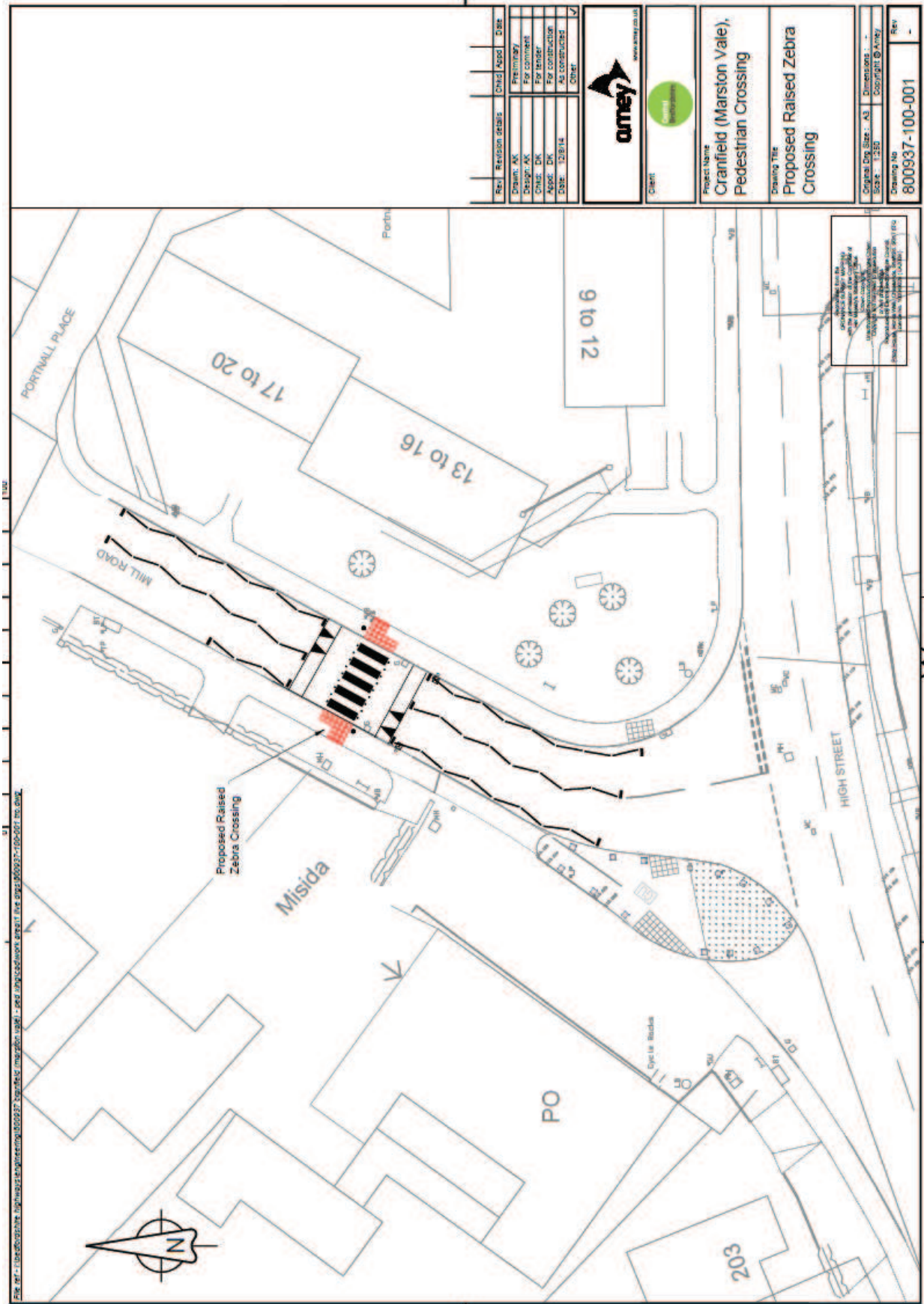
Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk by 12 September 2014.

Priory House
Monks Walk
Services
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community

21 August 2014

Appendix C



Appendix D

Re: Proposed Raised Zebra Crossing – Mill Road, Cranfield

Thank you for your letter dated 19 August 2014, together with Public Notice and Drawing, regarding the above proposal.

In response, I am writing on behalf of the householders at the above address. Our comments on the Public Notice are as follows:

Proposed Pedestrian Crossing, Mill Road, Cranfield

- In the Public Notice, 2nd/3rd line, it states "proposes to establish pedestrian crossings". Is this a typing error or is a further crossing in Mill Road planned?
- Point 1 states "Mill Lane".

Proposed Raised Table, Mill Road, Cranfield

- Point 1 states "Mill Lane".

Our comments regarding the proposals are as follows:

Drainage Since the alterations to the Mill Road/High Street junction, we have experienced a noticeable increase of rain water running onto our driveway from the road/pavement creating large puddles.

The same thing happens on the Co-op car park. It has flooded on several occasions.

Clearly the drainage on the road/pavement is either in the wrong place, inadequate, badly maintained or all three.

We are therefore concerned that the proposed raised table will add to the existing drainage problem and would like you to inform us what action will be taken to rectify this.

Traffic Congestion – There is often congestion at the Mill Road/High Street junction due to traffic trying to enter and exit the Co-op car park. The proposed crossing will make this congestion worse as follows:

- Traffic having to stop at the crossing will cause a back-up and congest the Mill Road/High Street junction.
- Increased congestion entering and exiting the Co-op car park.
- Block access to our neighbour's driveway (Misida).
- From the other direction our access will be affected.

We are therefore concerned that the proposed crossing will cause further congestion and be a danger to drivers and pedestrians. Can consideration be given to locating it elsewhere?

Co-op Delivery Lorries – Some delivery lorries park on the road, mostly on the double yellow lines, where the crossing is proposed (see the next point). This maybe because they are unable to reverse into the unloading bay at the rear of the Co-op, due to large size of the lorry and the very restricted access width. Whenever deliveries are made there is congestion in one way or another to drivers and pedestrians.

We are therefore concerned about what provision is planned for safe deliveries to the Co-op for all concerned. Have the Co-op been consulted?

Policing the Area – The double yellow lines currently in the area where the crossing is proposed are totally ignored and do not seem to be policed, i.e. I have never seen a vehicle with a parking ticket.

We are therefore concerned that the area will be a free for all, particularly regarding parking, and wish to know how it will be policed?

Why Now?

There are zebra crossings in the village, in close locations to the two schools, but it has not been deemed necessary to have a crossing in the area you now propose. Why? Surely, when the road was changed at Mill Road/High Street junction this was the right time to have incorporated a crossing. We keep hearing rumours that a school is planned for the rear of our property, but we cannot find a planning application or confirmation of this.

We are therefore asking you to let us know if a school is planned for the rear of our property and, if so, where the access road/s and pedestrian walkway/s will be? Or, if a school isn't planned, what is? If you do not know the answer to these questions, please can you give me a name, position, department, address and contact number of someone who does.

Conclusion – In view of our points made above, until we have received answers to our questions **we oppose the Proposals.**

We will await your reply. Thank you.

I wish to make the following comments on this proposal.

- 1 **Placement and Utility:** Pedestrian crossing of the recently modified junction of Mill Road with High Street is clearly less than satisfactory due mainly to the lack of a central refuge where the walkway of High Street crosses the revised junction. There is an added danger here of vehicles accelerating too easily away from a turn into Mill Road, often over the centre line while cutting off the sharpened curve in Mill Road immediately after the entrance. There is **no raised table on the Mill road side of the junction.** Consequently I now find vehicle access to and egress from my property made even more difficult than it used to be as I now have to watch the High street junction as well as Mill road traffic to egress safely. The position of the proposed crossing will make that even more difficult.

The proposed crossing would be unnecessary if the faults of the revised junction were to be corrected; those faults will still exist and the High street pedestrian crossing of the junction will remain very hazardous despite the proposed new crossing in Mill Road. High street pedestrians will not walk to the crossing in Mill Road so the hazard will persist. The new crossing will do nothing to help High street pedestrians cross the junction. Why can there not be a raised table Zebra crossing at the junction; this would solve both Junction crossing and Mill road crossing to the Co-op side?

- 2 **Roadway drainage:** The drainage of our side of Mill Road is not satisfactory now so I can only expect it to become worse with the raised barrier of the crossing preventing flow to the existing drain (or its replacement to make space for the crossing). It seems that the drain pipes from this side of Mill road are damaged by the heavy vehicles serving the Co-Op store. The road at the kerbside of my entrance is subsiding, from the existing drain to the Co-op side entrance adjacent to my property. Will this be corrected if/when the crossing work is done?

- 3 **New Road Markings:** I note from the drawing of the proposed crossing that the kerbside zig-zag marking on my side is cut short proceeding away from the crossing and I wonder why. I expect it to make little difference since the existing double yellow lines are completely ignored by users of the Co-op store and the crossing markings will be similarly ignored.

On this point I too shall be forced to ignore them to gain access to my property when I need to unhitch my caravan before reversing it, under its own power, into my driveway. Already, I have to try to arrive home at night to make the procedure possible let alone safe. To attempt this in rush hour periods is just not practical. The new crossing will make that task even more difficult and hazardous than it is. Perhaps you can tell me what my access rights will be if this new crossing is installed?

Please have a fresh look at this proposal and sort out the real problem of the road junction faults.

This page is intentionally left blank

Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 9 December 2014
Subject: Woburn Road, Heath & Reach – Consider Objections to 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 No Waiting on a length of Woburn Road, Heath & Reach.

Contact Officer: Nick Chapman
nick.chapman@amey.co.uk
Public/Exempt: Public
Wards Affected: Heath & Reach
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety by prohibiting parking on the road outside the residential development.

Financial:

These works are being funded via a Section 278 contribution related to the adjacent development site.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The proposal will improve road safety for all road users, including pedestrians and residents.

Sustainability:

None from this report

RECOMMENDATION(S):

- 1. That the proposal to introduce No Waiting on a length of Woburn Road, Heath & Reach be implemented as published.**

Background and Information

1. The former Heath Motors site in Woburn Road has been re-developed to provide residential housing and is known as Banwell Place. As part of the safety audit associated with the required highway access arrangements it was recommended that No Waiting at any time (double yellow lines) be introduced across the frontage of the development. This would prevent obstruction of the highway and ensure clear visibility for drivers emerging from the new development.
2. The No Waiting was formally advertised by public notice in September and October 2014. Consultations were carried out with the emergency services and other statutory bodies, Heath & Reach Parish Council and the Ward Member. Residents living alongside this length of road were individually consulted.

Representations and Responses

3. A total of ten representations have been received; eight from residents, one from the Parish Council and one from the local Central Bedfordshire Council Ward Member. Eight of the representations, including the one from the Parish Council, raise objections to the proposal and two, including the Ward Member, support the proposal. Copies of the correspondence are included in Appendix D.
4. The main points of objection are summarised below:-
 - a) The removal of parked vehicles will result in higher traffic speeds.
 - b) When the site was a filling station with higher vehicle movements there was no need for waiting restrictions, so there is no justification for them now.
 - c) Parking is already in short supply in the village, both for residents and businesses, and this will exacerbate the problem.
 - d) The restrictions would affect deliveries to local businesses.
 - e) The double yellow lines would be unsightly.
 - f) An alternative would be to make the restriction daytime only to allow residents to park there overnight or to provide restrictions on the east side of Woburn Road, rather than the west side.

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

It is accepted that the introduction of double yellow lines over a significant length of road can result in an increase in traffic speeds. However, the proposal is to extend the existing double yellow lines by only 41 metres, which is unlikely to have a significant impact on speeds. In recent years, traffic calming measures have been installed which have moderated traffic speeds and there is local Member support for additional features.

When the site was occupied by Heath Motors over half of its frontage was dropped kerbs, so much of that length was not previously available for parking. With the new development, around half of the proposed 41 metre length of yellow line comprises the access to the development and the length immediately adjacent to that should be kept clear of parked cars for visibility purposes regardless of any formal restrictions. Hence, it is calculated that the proposal would take away only 2-3 parking spaces.

There are no businesses fronting the proposed length of double yellow line, so it is unlikely to be an attractive location for loading/unloading activities. In any event the proposals would still permit vehicles to load and unload, so the impact on local business is expected to be negligible.

There are already lengths of double yellow line in Heath & Reach, so the provision of more would not have a substantial effect on the street scene. Upright signs would not be required.

The concerns about obstruction and visibility occur at all times of the day and night, so it is felt that parking needs to be prohibited at all times and needs to be adjacent to the development.

6. Bedfordshire Police have raised no objection to the proposals.

Conclusion

7. It is considered that the restrictions are needed on road safety grounds and will not result in any significant negative impacts. The number of parking spaces lost is small, so will not greatly affect parking provision in the village. Hence, it is recommended that the proposal should be implemented as published.
8. If the approved the works are expected to take place within the current financial year.

Appendices:

- Appendix A – Location plan
- Appendix B – Public Notices of Proposals
- Appendix C – Drawing of Proposals
- Appendix D – Objections and Representations

Appendix A



Appendix B

PUBLIC NOTICE



CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING IN WOBURN ROAD, HEATH & REACH

Reason for proposal: The proposed Order is considered necessary for facilitating the passage of traffic on the road. The restrictions are required as a result of the conversion of the former garage to residential dwellings. The restrictions would extend the existing double yellow lines on the west side of Woburn Road and would ensure that the access to the new development remains clear of parked cars.

Effect of the Order:

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

1. Woburn Road, west side, from a point in line with the north flank wall of no.15 Woburn Road (end point of existing no waiting) extending in a northerly direction for approximately 41 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. 0845 3656116.

Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annexe, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk by 17 October 2014. Any objections must state the grounds on which they are made.

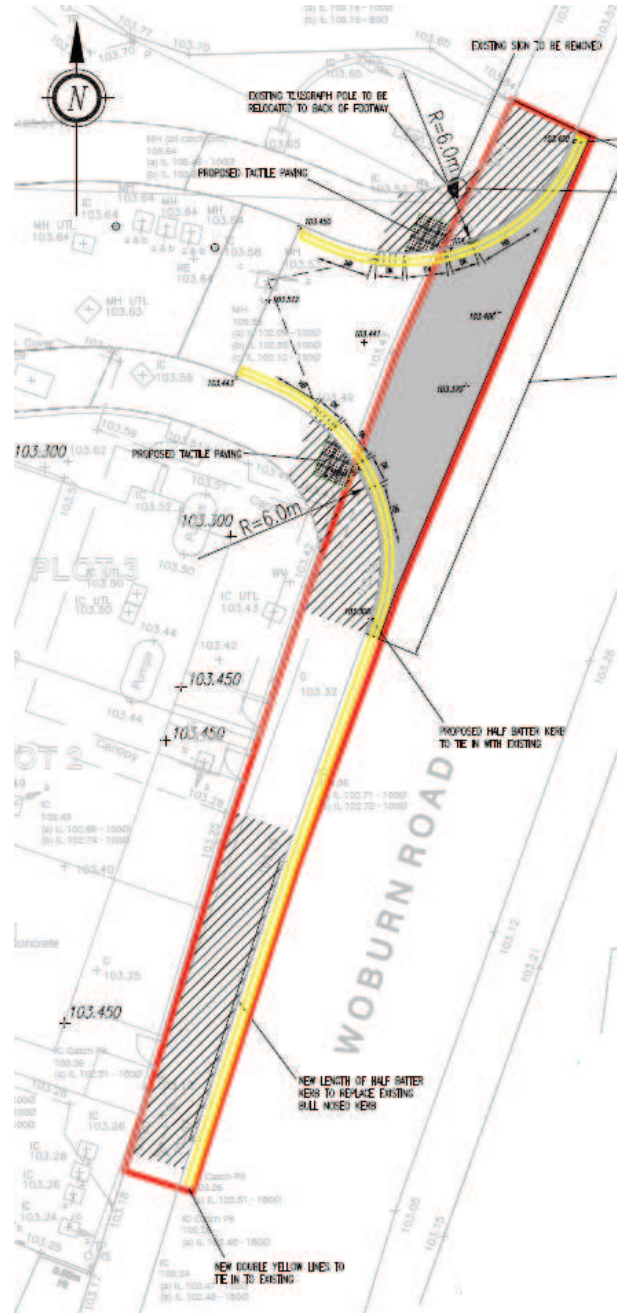
Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of South Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 201**"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

23 September 2014

Appendix C



Appendix D

I have been asked to comment on behalf of Heath and Reach Parish Council who object to these proposed restrictions on the following grounds:

The present situation forces motorist to slow down when approaching that stretch and the Parish Council are of the view that parking restrictions will speed up traffic on a stretch of road that already suffers from speeding cars.

When the site was a garage and petrol station with a high number of traffic movement there was no need for restrictions and the PC do not see a valid reason to change this now.

Parking is already restricted in Heath and Reach and this will add to the problem

The lines are unsightly and not in keeping with a village.

Further to the Public Notice issued on the above subject, Xxxx Xxxxx, as a business operating directly opposite the entrance to the new development, wishes to post a strong objection to the proposal on the following grounds:-

1. As a flooring business, we have lorries delivering heavy and bulky materials all day, five days a week. They have to park outside our shop premises in order to unload the goods that we need to operate our business. These goods will be such items as pallets of tiles, rolls of carpet and other large and bulky items. We presume that deliveries will be allowed as if not, how are we to continue to operate our business?

2. We have our own forecourt for customers to park. However if the forecourt is full, the customers usually park, albeit for only a short space of time, on the road.

How are our often elderly customers going to be able to access our premises if there are 'no waiting' lines along the road.

3. The many houses along Woburn Road have no other place to park EXCEPT along the road. What provision are you making for them to park their cars?

4. It appears that much consideration is being given to a Brand New Development, but NO consideration at all to existing businesses or houses.

We consider that more consideration should be given to the needs of existing businesses which will be affected by the no waiting area, especially our own business in terms of deliveries and customer's parking.

We would appreciate a response from the planners on these important issues. It is impossible for deliveries to be undertaken from 200 yards up the road, or for elderly customers to have to walk such a long way to gain access to our premises.

Regarding the proposed introduction of No Waiting in Woburn Road, Heath and Reach we would like to object to this proposal.

Your exact words on the letter were "facilitating the passage of traffic on the road". By definition this means a potential increase in the speed of the traffic. Parked cars and vans are a great way of slowing down traffic. This road is already dangerous to cross, an increase in traffic speed because the passage of traffic has been "facilitated" will make it even more dangerous particularly with school children crossing the road to the village school. A few years ago the services of the "children crossing" or "lollipop lady" was scrapped so parents with children already find it difficult to cross this road. Without parked cars slowing the traffic down will make it more difficult.

When we moved into number xx Woburn Road it was an A road and there was a single yellow line outside our house meaning we or our guests could park outside our house evenings and weekends.

Without any consultation with residents the councils between them a few years ago decided to paint double yellow lines outside our house. The road has now been declassified to a C road.

Our proposal would be to alter the current double yellow lines in this area of Woburn Road to a single yellow line extended to the entrance and beyond to the new Banwell Close. This will enable residents to park outside their houses in the evenings and at weekends which will slow the traffic down.

Some drivers already break the speed limit on this road and I attach a photograph from a couple of years ago where a speeding motorist lost control of his vehicle and crashed through our perimeter wall, into our son's car and into our house.

Facilitating the flow of traffic is the last thing this road needs.

I live at xx Woburn Road, a mid-terrace house with no off road parking. We (both pensioners) own one car which we park wherever we can. Our garden happens to be part of No x Thomas Street, but as far as I am able to determine, this does not automatically give us the right to park on Thomas Street, an unadopted and very rough road.

When we use our car, if we are not home by 4.00pm on weekdays, we quite often have to park on Woburn Road. At weekends, it is even more difficult. If we go out for an evening out, we have even more trouble finding a place to park. The village just does not have enough parking places.

Customers of Chapel Flooring and Little Emm's will also have parking problems.

Traffic calming humps have been installed either end of the village. However, these have not slowed down cars between them. Parked cars do slow traffic. I do not believe that extending the double yellow lines is the best way forward.

I live at xx Woburn Road, Heath and Reach and the double yellows would be just opposite our house. I object to the proposition on a few grounds.

Firstly, the terraced houses next to us have real problems trying to get parked and this is where they park as a last resort. Being the end terrace we are fortunate & have our own spaces at the top of our garden but any visitors also struggle for parking.

Secondly as traffic comes round the corner from Birds Hill they then start to increase in speed in anticipation for the national speed limit which is quite a bit further on. This has been a problem for years with police regularly coming out with mobile speed cameras. When there are parked cars, people are forced to slow down. It does not cause congestion, only reduces people speeding through the village.

Lastly when turning out of Thomas Street there are often large lorries parked not only on the forecourt of the flooring company but also on the pavement and road, completely blocking the view of oncoming traffic and making it impossible to see round them. I am often the centre of abuse when I'm forced to edge out. I would actually like to see double yellows on this side of the road rather than the proposed outside of Banwell Place. They will not have the same issues when turning out of the court and onto Woburn Road as it's only ever the residents or visitors with cars being parked outside and these are small enough to be able to see around.

I hope my comments are taken into consideration when making a decision.

I have just seen a public notice concerning a no waiting zone on Woburn road. As a resident, number xx can I please enquire where it is proposed myself and two other residents will park. This information has not been supplied as yet.

I write to raise my objection with the 'proposed double yellow lines' that are to be put outside the new estate Banwell Place on Woburn Road.

I live at Red Lion Court, with my house facing the front, onto Woburn Road. I already have parked vans and cars outside my house nearly every day, and I assume most of these vehicles belong to people in the terraced houses that face Banwell Place.

I feel that if yellow lines were to be put down this would only push the already existing problem further along the road. At present, when leaving Red Lion Court, our view of on-coming traffic from Leighton Buzzard is often obstructed and the only way to see clearly is to edge out into the middle of the road, which is not always safe to do.

I do wish to oppose as the traffic will now go through the village even faster.

I have just been e mailed a public notice concerning the above. As a resident of Woburn Road number xx I would like to ask the sense behind building new properties with parking spaces and removing the parking facilities from existing residents. Do existing residents not matter? We have put up with a lot from the building works opposite filthy cars, filthy windows toing and throwing from early morning, starting grinding way before 8am. May I ask where you suggest we park whilst I can see the sense of the yellow lines directly opposite for the access of people turning in I can see no use of punishing us. I don't remember seeing anything in the proposal about taking away our parking but all of a sudden it comes to light as the project is nearing completion this seems very underhand to me. At least you could have given each resident one parking space as an act of courteousness.

As a resident of Woburn Road I would welcome the proposed No Waiting extended area. Frequently I am on a bus that is restricted by vehicles parked opposite each other on both sides of this stretch of road. I would also like to see No Waiting opposite on the North Side of Woburn Road where vehicles are constantly parked half on the pavement forcing me into the road while pushing a buggy.

When I moved into my home in 1984 there was a continuous white line along the North side of Woburn Road which I believe stretched as far as Bryants Lane. I was advised at that time that this was a No Waiting area.

Thank you. My comments on extending the double yellows are that, given this is a new development of 14 homes onto a busy road through the village, the new entrance does need some measure to prevent car parking on and near the entrance. It is a dangerous stretch of road due to the bend at the bottom of Bird's Hill and as it is, there are regular incidents and problems with parked cars on the pavement that cause issues not just for vehicles on the road but pedestrians also, of which I have had years of direct experience walking my children to school. I am fully in favour of extending the double yellow lines as proposed.

Wider issues of speeding through the village have recently been improved with the installation of four raised tables and two pedestrian crossings. I personally want another raised table on Woburn Road somewhere near this development's entrance but Heath and Reach has had a good allocation from the LATP and further measures will understandably have to wait a little while. I continue to be concerned about speeding on that section of Woburn Road but the solution is not to put up with cars mounting the curb and blocking both the pavement and road to reduce speeds. The solution is to install another raised table one day and in the meantime extend the double yellows.

Thank you,
Cllr Mark Versallion

This page is intentionally left blank

Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders

Date: 9 December 2014

Subject: Biggleswade Road, Potton – Consider Objections to Proposed No Waiting at any time

Report of: Paul Mason, Head of Highways

Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of No Waiting on a length of Biggleswade Road, Potton.

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

Public/Exempt: Public

Wards Affected: Potton

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety and improve traffic flow by prohibiting parking on this length of road.

Financial:

These works are being funded from the Council budget allocated to minor traffic management and parking schemes.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The proposal will improve road safety for all road users.

Sustainability:

None from this report

RECOMMENDATION(S):

- 1. That the proposal to introduce No Waiting at any time on a length of Biggleswade Road, Potton be implemented as published.**

Background and Information

1. Biggleswade Road is the main road into Potton from the south and forms part of the B1040 route, so carries a reasonable volume of through traffic. The specific location where restrictions are proposed is close to the junction with the B1042 at Station Road/Blackbird Street.
2. There are a number of terraced properties alongside this length of road which have limited off-road parking available. In recent years, increasing numbers of vehicles have been parked on the road, which has prompted complaints from road users. The parked cars are located on the inside of a bend which obstructs visibility for approaching drivers, which creates vehicular conflict. Queuing traffic backs up to the nearby junction, which causes issues with turning movements. The parked cars also restrict visibility for drivers emerging from the adjacent filling station.
3. In September 2013, the historic double yellow lines were extended in an attempt to address concerns that were being raised. Those proposals were very much a compromise solution aimed at removing parking closest to the junction of the B1040 and B1042, but still retaining some on-street parking to help residents. Regrettably, this did not resolve all of the issue and the Council has continued to receive complaints about parking at this location.
4. The current No Waiting proposal was formally advertised by public notice in October and November 2014. Consultations were carried out with the emergency services and other statutory bodies, Potton Town Council and the Ward Member. Residents living alongside this length of road were individually consulted.

Representations and Responses

5. A total of fourteen representations have been received, which comprise four objections, six in support of the proposals and four other comments. Copies of the correspondence are included in Appendix D and the main comments received are summarised below:-
6. The main points of objection are summarised below:-
 - a) The parked cars act as traffic calming and the yellow lines will increase traffic speeds, which are already high in Biggleswade Road.
 - b) The parked cars create only a short and insignificant delay to traffic.

- c) The parking restrictions and resultant increase in speeds would create difficulties for pedestrians, so a crossing should be provided.
- d) Biggleswade Road is being targeted for waiting restrictions, but similar difficulties occur at other locations in Pottton, but no action is being taken to address those issues.
- e) The yellow lines will result in parking being displaced to other areas thereby simply transferring the present issues and irritating residents of those roads.
- f) Parking is already in short supply in the town and the Council should do more to provide better parking facilities.

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

It is accepted that the introduction of double yellow lines over a significant length of road can result in an increase in traffic speeds. However, the proposal is to extend the existing double yellow lines by only 31 metres, which together with the close proximity of the junction, is unlikely to have a significant impact on speeds. The traffic speed data quoted was collected outside no.52 Biggleswade Road, which is some distance further south of the section of road where the double yellow lines are proposed where we would expect speeds to be higher. There are plans to build a roundabout to serve a new development off Biggleswade Road, which will help moderate traffic speeds.

The current level of on-street parking does not generally cause significant time delays for traffic. However, because the cars are parked on the inside of a bend they obscure visibility for approaching drivers, which creates obvious vehicular conflict which has road safety implications. These difficulties extend back to the nearby junction, which turning difficulties and causes driver frustration, particularly at busier times of the day.

The provision of a pedestrian crossing with its associated zig-zag marking would result in even more severe parking restrictions; i.e. drivers would not even be able to stop to load and unload, so would not help residents.

It is accepted that the implementation of more waiting restrictions would mean that parking would transfer to other roads in the area and it is acknowledged that on-street parking is in relatively short supply in the area. The proposed restrictions will result in the loss of 5 or 6 parking spaces. The expectation is that parking will transfer to lengths of road where it will not create the same difficulties as occur on the length of road where restrictions are currently proposed.

The provision of off-road residential parking facilities is not a priority for the Council and funding is generally not provided for that purpose. The Council's Highway Service is primarily concerned with the safe and efficient management of the highway network.

8. Those offering support for the proposed restrictions identify a number of issues such as near misses, delays and visibility concerns.

9. Regarding the other representations received; two of them are generally in support of the published restrictions, but are concerned that they will result in parked cars migrating to other length of Biggleswade Road, such as further south on the west side. They consider that the restrictions should be extended further to address these potential problems.

A resident of The Ridgeway supports the published restrictions, but is concerned that if they are introduced more cars will be parked in their road. Parking is already heavy in that road.

The other representation suggests that the restrictions that were introduced in 2013 should be removed since the road is wider at that location.

10. We know from experience that parking restrictions result in the migration of parking to other roads, but it is often difficult to predict exactly what will happen. At this stage it is recommended that the published restrictions are implemented and monitored to see if any significant concerns develop. Further restrictions could be considered if deemed necessary.

The Ridgeway is a residential street, located adjacent to the length of Biggleswade Road where the yellow lines are proposed and is the obvious place where displaced cars could be parked. The Ridgeway already has parking restrictions on the section that extends directly from Biggleswade Road, which were designed to ensure that traffic is still able to pass. It is possible that parking may become heavier further into The Ridgeway and if this causes significant difficulties then more restrictions may need to be considered.

Given the previous comments in this report about parking at this location, the removal of any existing double yellow lines could not be recommended.

11. Bedfordshire Police have raised no objection to the proposals.

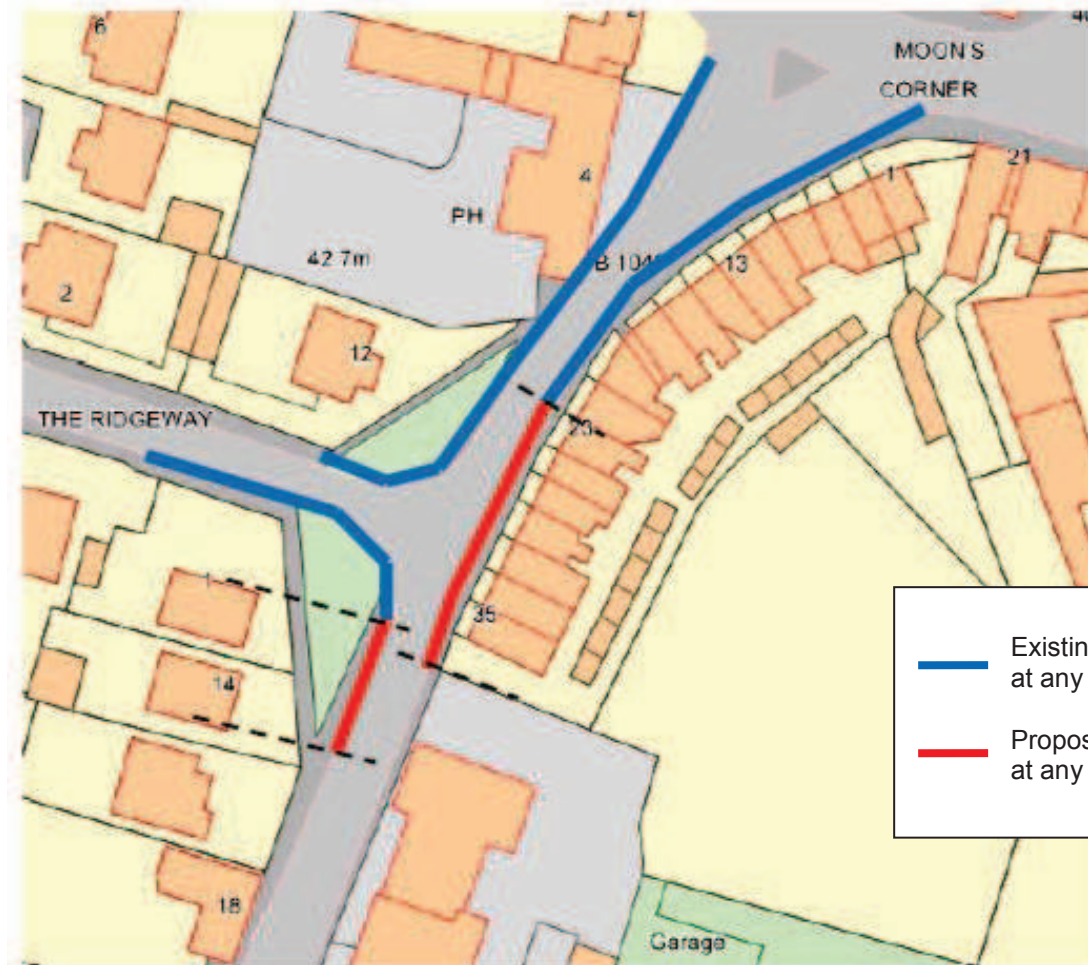
Conclusion

12. It is acknowledged that the proposed restrictions will result in a marginal increase in traffic speeds and will create some parking difficulties for adjacent residents. However, it is considered that in the wider interests of road safety and efficient management of the highway that the proposed restrictions should be implemented as published.
13. If the approved the works are expected to take place within the current financial year.

Appendices:

Appendix A – Location Plan and Drawing of Proposal
Appendix B – Public Notices of Proposals
Appendix C – Objections and Representations

Appendix A



Appendix B



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING IN BIGGLESWADE ROAD, POTTON

Reason for proposal: The proposed Order is considered necessary in the general interest of promoting road safety and/or facilitating the passage of traffic on the road. The on-street parking that takes place at this location obstructs the movement of traffic and obscures visibility for drivers emerging from side turnings. The proposals would ensure that this length of road remains clear of parked vehicles.

Effect of the Order:

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

1. Biggleswade Road, east side from a point in line with the property boundary of nos.21 and 23 Biggleswade Road extending in a southerly direction to a point approximately 4 metres south of the south flank wall of no.35 Biggleswade Road.
2. Biggleswade Road, west side from a point in line with the north flank wall of no.1 The Ridgeway extending in a southerly direction to a point in line with the south flank wall of no.14 Biggleswade Road.

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0845 3656116.

Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annexe, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk by 4 November 2014. 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

10 October 2014

Appendix C

OBJECTIONS

In response to your proposed extension of the double yellow lines on Biggleswade Road in Potton I would like to raise a few points and ask some questions:

1) I have yet to see any evidence that the parking is dangerous. Do you have any details of a safety analysis taken on Biggleswade Road? There is a serious worry from myself and other residents that speeding traffic coming into Potton and leaving the town is dangerous. By parking on the road it acts as a natural speed deterrent and makes the road safer. After speaking to the Potton Speed Watch coordinator we have discovered that approximately 20% of all vehicles speed already on Biggleswade Road. Do you have any other ideas about dealing with those drivers? (I don't believe the roundabout if/when it is built will have any effect on traffic coming round the corner from Blackbird Street).

2) Why is Biggleswade Road being targeted for such restrictions when many other, equally busy, roads in Potton don't have parking restrictions? eg. King Street, Royston Street (where peak time restrictions are in place only and off-street parking is provided), Sandy Road (where on-street parking is provided for residents).

3) Do you have any kind of policy for providing parking for residents in small towns? Living in Potton it is necessary to own a car, especially as the provision of public transport is virtually non-existent. If you restrict parking completely you could make it almost impossible to live in the houses on Biggleswade Road.

4) I believe that there should be an 18 month evaluation period when trialling new road schemes. The current double yellow lines haven't been in use for that long, so how can you fully judge their effectiveness?

5) Further to point 1. here are some figures from the Potton Speed Watch:
"Regarding speeding we have an approved speedwatch location at the opposite end of Biggleswade road at a position local to No 52 to monitor incoming traffic into the town. This is one of our most frequented sites and we try to be there at least once a month, usually early mornings. Typical results are as below. – All of our results are forwarded to the Police and are then taken into the Beds Police / Mid Beds Council road safety initiative for consideration.

24th July 14 – 42 speeding vehicles out of a total of 250 over 2 hour period.

4th September 14 – 51 speeding vehicles out of a total of 233 over a 1 ½ hour period. "

I hope you take this independent information into consideration – it proves that our claims of speeding traffic isn't exaggerated and it is a serious concern to be dealt with.

6) In my 11 years as a resident of Biggleswade Road I believe that traffic is moving more slowly past my house and it's certainly easier and safer to cross the road since cars have been parking here. Equally, as a driver I've never had to wait more than a few seconds to get past the parked cars – it's not a problem to see approaching traffic and anyone keeping to the speed limit is not in danger. I have a feeling that those people complaining about the parked cars are more upset that they now have something to stop them speeding up to and away from the junction with Station Road and Blackbird Street. I would like to see some road calming measures in place at that junction as it is extremely dangerous for any pedestrians crossing towards The Ridgeway – are there plans in place to improve this junction?

In summary: I object to the extension of the double yellow lines as I don't believe a full consultation or planning has been completed. The safety concerns of residents have not been addressed. Without a proper safety review there are no grounds to extend the lines.

I look forward to receiving a response and would like to invite the people involved in making this decision actually come to Potton and view the problem for themselves.

I write in objection to the proposed waiting restrictions on Biggleswade Road in Potton, as per your reference above. The reasons are as follows:

More lines will facilitate speeding along this stretch of road Cars approaching from the centre of Potton often are already travelling at inappropriate speeds around this wide sweeping corner before this stretch of road. Cars entering Potton (already noted as speeding by the local speedwatch at 21.89% of 233 cars in a 2hr period) make little effort to slow down before the junction in the absence of parked cars. In the past two years as parking here has become common vehicles have slowed down and there have been **NO** recorded accidents. I have grave concerns if yellow lines are implemented with no traffic calming that pedestrians will be at great risk.

Extending lines will simply displace parking to other areas not resolving the aim of placating irritated drivers that demonstrate impatience It appears in Nick Chapmans' Letter of 7 October 2014 that a strategy of simply adding restrictions ad hock in the future is both ignorant and nonsensical. Potton is a growing town with increased numbers of cars per household. Intelligent strategies in many other small towns similar has been to allow parking to slow the flow of traffic, deter them as a 'rat run' for those cutting through the town and prioritising the town as a place to live as opposed to a place to drive through.

No provision for extra parking has been forthcoming With a large new estate planned there has been no suggestion of provision of additional parking.

I request the following information as a matter of urgency:

1. Your evidence that this stretch of road has become more dangerous since parking here became common?
2. The Councils long term strategy for dealing with increased vehicles utilising roads as short cuts and provision for residence parking?
3. Evidence that adequate parking provision has been made for the planned building development

I would also like a response from Nick Chapman as to his inference that our legitimate concerns over speeding are disingenuous. (This can be clearly seen in his dismissive nature of the first two paragraphs followed by the third regarding provision of parking, stating 'This is a genuine concern') His dismissive attitude towards both concerns and suggested resolutions I find unacceptable.

The following letter outlines the objections we have relating to the proposed extension of the double yellow line on Biggleswade road.

As a resident with no access to off road parking, just like the the other houses on the effected terrance of Biggleswade road I would like to bring forward to your attention the following points.

In respect of the statement regarding that the extension of the yellow lines from their current status would have no effect on the speed of vehicular traffic due to the proximity of the station road junction. This may be correct for vehicles entering into central Potton, but takes no account of vehicles exiting the town. Clearing the road, taking away the natural speed limitation generated by the parked cars will enable vehicle to increase speed earlier on the exit of Potton, which its self changes to becomes a national speed limit.

Needless to say there are numerous dangers that removing the speed calming measures this would cause to both the residents of the Biggleswade road, some who have young children, some who are

elderly and require nursing aid. Access to the town for residents who live on the Ridgeway would be more dangerous as there is no provided crossing facilities, and increased speed on this road with a pub would also not be the most favorable option in my opinion, with the young nursery at the end of the Biggleswade Road, the prospect of this project causes serious concern.

There is a current ongoing issue of speeding of this road already and we feel that Bedfordshire Council, although are aware of this issue have not taken this into account.

The below figures are taken by the Potton Speedwatch community and represent vehicular movements in Potton during early mornings. The results are collected from number 52 Biggleswade Road and highlight once again the seriousness of our campaign that there is a speeding issue on this road. Our fear is that by removing the parked cars, there for removing the natural traffic calming in place, this speeding issue will carry on further down the Biggleswade Road.

24 Jul 2014	250	42	16.80%
4 Sep 2014	233	51	21.89%

Once again all of the above tackles the entrance and not the exit to the town .

It is to our understanding that as the yellow lines recently added would come under experimental Traffic Regulation Orders bedfordshire councils would be need to leave these as they stand for 18 months to ensure that they work before making any changes. The requirement of hastily pushing through another change to the yellow lines on Biggleswade road before the 18 month period is up signals that the the initial proposed action has not had the required effect. Lengthening the yellow lines could potentially further the displace the parking issue further down the Biggleswade road increasing the likelihood of this issue coming into contact with the nursery at the end of Biggleswade Road.

In regards to the councils response relating to the displacement that this project will cause inevitably, is less than satisfactory. Residents of Potton require stability and the nonchalant responses of the council claiming in respect of our concerns of that lack of available parking in Potton "if we introduce the restrictions in Biggleswade Road and this causes problems elsewhere we may have to consider further parking controls." This is the 21st Century and most households have either one or two cars and this will continue to be a growing issue in Potton with growing younger community.

Would it be possible that Central Bedfordshire Council provide us with their findings relating to how the preposed changes to the Biggleswade road would increase safety?

There are numerous roads in Potton such as King street that have a congestions problem relating to parked cars, it seems that the Biggleswade Road is the only road being singled out, can the councils kindly elaborate as to the reasons behind this?

Is there a Central Bedfordshire policy for increased traffic and parking in small towns, if so could we see a copy of this or could the aims be highlighted?

The following letter outlines the objections we have relating to the proposed extension of the double yellow line on Biggleswade road.

As a resident with no access to off road parking, just like the the other houses on the effected terrance of Biggleswade road I would like to bring forward to your attention the following points.

In respect of the statement regarding that the extension of the yellow lines from their current status would have no effect on the speed of vehicular traffic due to the proximity of the station road junction. This may be correct for vehicles entering into central Potton, but takes no account of vehicles exiting the town. Clearing the road, taking away the natural speed limitation generated by the parked cars will enable vehicle to increase speed earlier on the exit of Potton, which its self changes to becomes a national speed limit.

Needless to say there are numerous dangers that removing the speed calming measures this would cause to both the residents of the Bigglewade road, some who have young children, some who are elderly and require nursing aid. Access to the town for residents who live on the Ridgeway would be more dangerous as there is no provided crossing facilities, and increased speed on this road with a pub would also not be the most favorable option in my opinion, with the young nursery at the end of the Biggleswade Road, the prospect of this project causes serious concern.

There is a current ongoing issue of speeding of this road already and we feel that Bedfordshire Council, although are aware of this issue have not taken this into account.

The below figures are taken by the Potton Speedwatch community and represent vehicular movements in Potton during early mornings. The results are collected from number 52 Biggleswade Road and highlight once again the seriousness of our campaign that there is a speeding issue on this road. Our fear is that by removing the parked cars, there for removing the natural traffic calming in place, this speeding issue will carry on further down the Biggleswade Road.

24 Jul 2014	250	42	16.80%
4 Sep 2014	233	51	21.89%

Once again all of the above tackles the entrance and not the exit to the town .

It is to our understanding that as the yellow lines recently added would come under experimental Traffic Regulation Orders bedfordshire councils would be need to leave these as they stand for 18 months to ensure that they work before making any changes. The requirement of hastily pushing through another change to the yellow lines on Biggleswade road before the 18 month period is up signals that the the initial proposed action has not had the required effect. Lengthening the yellow lines could potentially further the displace the parking issue further down the Biggleswade road increasing the likelihood of this issue coming into contact with the nursery at the end of Biggleswade Road.

In regards to the councils response relating to the displacement that this project will cause inevitably, is less than satisfactory. Residents of Potton require stability and the nonchalant responses of the council claiming in respect of our concerns of that lack of available parking in Potton "if we introduce the restrictions in Biggleswade Road and this causes problems elsewhere we may have to consider further parking controls." This is the 21st Century and most households have either one or two cars and this will continue to be a growing issue in Potton with growing younger community.

Would it be possible that Central Bedfordshire Council provide us with their findings relating to how the proposed changes to the Biggleswade road would increase safety?

There are numerous roads in Potton such as King street that have a congestions problem relating to parked cars, it seems that the Biggleswade Road is the only road being singled out, can the councils kindly elaborate as to the reasons behind this?

Is there a Central Bedfordshire policy for increased traffic and parking in small towns, if so could we see a copy of this or could the aims be highlighted?

SUPPORT

I write IN SUPPORT of the proposal by Central Bedfordshire Council to introduce areas of no waiting at any time on both sides of Biggleswade Road, Potton. This is based on the following observations since the residents of the terrace of houses on the east side of the road started parking outside their properties (within the last two years or so):-

Numerous episodes of severe traffic congestion along Biggleswade Road, extending almost as far as The Hollow,
Problems caused by the road being rendered impassable while brewery drays are delivering to the Royal Oak public house,
Congestion around the Biggleswade Road/Blackbird Street/Station Road junction, resulting in a number of traffic collisions and near-miss incidents,
Egress from the BP petrol station, especially towards Potton town centre is particularly hazardous, as drivers are unsighted by the parked vehicles.

The introduction of double yellow lines last year, surprisingly only as far as number 23, has been ineffective in curing these problems. The no waiting area should be extended as far as the garage, on the grounds of both road safety and relief of congestion.

I strongly support the parking restrictions proposed in Biggleswade Road, Potton. The current parking presents a hazard to traffic and pedestrians, and causes lengthy delays.

I would like to make it clear that I am fully in agreement with yellow lines being extended up to the BP Garage in Potton Road, opposite the Oak Public House. The current situation is extremely dangerous. As a regular user of that stretch of road, I am amazed that there have not been more accidents! The sooner it is implemented, the better.

The proposed much needed extension of the no waiting restrictions on Biggleswade Road in Potton will address the current issue where, due to parked vehicles, it is not possible to see around the bend and observe any oncoming traffic when exiting Potton towards Biggleswade. The present parking restrictions lead to congestion and regular instances of near misses with oncoming vehicles. If this situation is not addressed it is only a matter of time before a serious accident occurs.

Whilst I understand the residents' concerns about being unable to park outside their houses (which, in fact, only started about two years ago), the danger caused by these parked cars is too great.

Indeed, this morning at about 7:20am, there was nearly a "head-on", as traffic exiting Potton on the south-bound route towards Biggleswade could not see the traffic coming into town as a result of the parked cars blocking their view.

The extension of the "double yellows" is long overdue and must happen soon to prevent any further incidents and problems; I know – from talking to a large number of Potton residents – that the vast majority will be in support of this move.

I am emailing in support of the extension of the double yellow lines outside the Royal Oak Public House in Potton.

The current parking is causing major problems and delays to traffic.

It is also very dangerous as the visibility of cars coming the opposite direction is seriously hampered by the parked cars and daily there are near misses.

OTHER REPRESENTATIONS

I am writing to comment about the changes proposed to introduce No Waiting at any time on sections of Biggleswade Road, Pottton. I live at no.xx Biggleswade Road and have done so since 1988.

I am in support of the changes proposed to Biggleswade Road on the east side. However this will create problems further along Biggleswade Road from the junction. At times when parking here has been fully taken there are problems on the west side of Biggleswade Road opposite the petrol station. In your proposal on the west side of Biggleswade Road you are proposing to extend the no waiting to no.14 Biggleswade Road. There have been numerous occasions when there are cars parked on the pavement outside nos. 16 and 18 Biggleswade Road. This creates difficulties for pedestrians (I have had verbal complaints about this and we do not park on the pavement), the parking obstructs the movement of traffic from the petrol station, the car wash, the properties from no.16 to the lane between no-20 and no.22. There have been times when people have partly parked across the gates of no.18 making it extremely dangerous to exit onto the road. There is a right of access for no.16, no.18 and no.18a onto Biggleswade Road. In my opinion this stretch of Biggleswade Road will become more dangerous as a result of the changes proposed.

I have attached 2 photographs (taken in August) which show the parking problem on the pavement on the west side and the cars parked on the eastern side of Biggleswade Road, south of the petrol station.

To ensure a safer stretch of road could the No Waiting be extended to the lane between 20 and 22 Biggleswade Road to allow all people to enter and exit their properties. The lane also serves houses nos. 22-38 Biggleswade Road with cars frequently exiting from it.

Thank you for reading my comments

We live at xx Biggleswade Road and you may notice from the plan that the front of our house is up to the pavement of Biggleswade Road.

It seems inevitable that the parking will disappear between 23 and 35 Biggleswade Road, which will mean that the vehicles will have to find alternative spaces. Unfortunately there is very limited parking nearby with the Ridgeway already very busy in evenings and weekends. We have lived here since 1988 and it is only recently that parking in front of our house has become an issue. Cars parking in front of our house unfortunately tend to park on the pavement, but they also on occasion park across our drive. The proposed changes will only make this worse.

The visibility as you turn left from our drive is very limited/dangerous when cars are parked in front of it. There is also another issue to consider: if more cars park in front of our house it will make tanker deliveries to the petrol station more difficult. When the tankers leave the cab regularly passes over the pavement in front of our house. It has not been an issue until now because generally people do not park in front of the house for long periods of time. This will not be the case when the proposed changes are implemented.

I would therefore ask you to include double yellow lines in front of our house as well. Our preference would be also to have H marking across our drive (and 18A) to highlight the fact it is a driveway plus double yellow lines in front of our house.

Thank you for your consideration in this matter.

Whilst I agree with the proposal to extend the yellow lines on Biggleswade Road, Potton, the question remains where are all the vehicles that park there now going to park ? "THE RIDGEWAY" !!!!

As a resident of The Ridgeway parking here is a major problem now and this will increase.

Can "Resident Parking" only be considered and applied ?

If not what is the solution ?

I would like to express my concern at plans for yellow lines opposite the Royal Oak.

The lines already in place have caused considerable inconvenience to traffic flow (not to mention residents, presumably).

The current lines are placed on the wide part of the road where two vehicles could pass if cars were parked. This forces parking onto the narrow part, where two cars cannot pass. Traffic then backs up, so that traffic from Sandy cannot turn right, traffic from Potton cannot go left or straight forward and traffic from Biggleswade can go nowhere. Complete grid lock.

This did not happen frequently, if at all, before the lines were placed.

Also the current placement means that the view of the road is impaired, making the section dangerous. This was not the case before, since cars were, safely, further into the centre at the wide part and able to see clearly any oncoming traffic.

Plans to rework the junction in connection with the new development are in my opinion similarly misguided.

The solution is to remove the misplaced existing lines and place lines (only if required) on a very short part of the narrow section.

Thank you

This page is intentionally left blank

Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders

Date: 9 December 2014

Subject: Various Roads, Dunstable – Consider Objections 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 at Various Locations in Dunstable.

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

Public/Exempt: Public

Wards Affected: Dunstable Northfields and Dunstable Watling

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety and improve parking facilities

Financial:

These works are being funded from the Council budget allocated to minor traffic management and parking schemes.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The proposal will improve road safety for all road users, including pedestrians and residents.

Sustainability:

None from this report

RECOMMENDATION(S):

1. That the proposal to introduce **No Waiting at any time at the junction of Maidenbower Avenue and Westfield Road be implemented as published.**
2. That the proposal to introduce **30 minutes Limited Waiting with No Return within 2 hours from 8am to 6pm on the Westfield Road shops layby be implemented.**
3. That the proposal to introduce **No Waiting at any time at the junction of Bull Pond Lane, Langdale Road and Periwinkle Lane be implemented, but that after implementation parking be monitored and further restrictions pursued if considered necessary.**

Background and Information

1. The Council receives a significant number of requests for on-street parking controls, particularly in the larger urban areas, such as Dunstable. Many of these requests are relatively minor and the Council cannot justify the cost of processing the required Traffic Regulation Orders on a site by site basis. Hence, the normal process is to “batch-publish” the proposals to save time and cost. The opportunity is also taken to rectify any small anomalies and make other minor changes that the Council deems appropriate.
2. On this basis the Council published a batch of parking restrictions at 12 different locations in Dunstable. No representations were received in relation to the proposals at 7 of those locations, so the restrictions will be implemented as published.

The remaining 5 sites did generate objections. The proposals relating to 2 of those sites have been withdrawn and consideration of representations on the remaining 3 sites is the subject of this report.
3. The various restrictions were formally advertised by public notice in October and November 2014. Consultations were carried out with the emergency services and other statutory bodies, Dunstable Town Council and the Ward Members. Residents living alongside this length of road were individually consulted.

Representations and Responses

4. Copies of the relevant representations are included in Appendix D to F and are summarised below for each location.

5. Maidenbower Avenue/Westfield Road junction

The proposal is to cover the junction with no waiting at any time. One objection and a further representation from the Ward Member have been received and the main points of objection are:-

- a) The resident has parked outside his home for many years without any problems and the restrictions will mean that he will not be able to do this. There will also be fewer parking spaces available more generally in the area and this will create difficulties for residents.
- b) The Council should provide a dropped kerb crossing free of charge.
- c) The restrictions will devalue the property.
- d) The Ward Member has requested that the restrictions extend further north in Westfield Road to improve sight lines.

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

It is recognised that there is a high level of on-street parking in the area and that any restrictions will take away valuable parking space for residents. However, concerns have been expressed about parking very close to the junction which restricts visibility and creates vehicular conflict. In recognition of the local pressure on parking, the proposed restrictions have been kept to the minimum required to ensure that the immediate junction will remain free of parked cars, whilst not removing an excessive number of spaces. As a result the restrictions will result in the loss of very few, if any, safe parking spaces.

Other homes in the road have driveways, so the objector could apply for a vehicle crossover, but this is an improvement which has to be funded by the property owner, rather than the Council.

Given the aforementioned parking pressures it is difficult to recommend the more extensive restrictions suggested by the Ward Member.

7. Westfield Road shops lay-by

The proposal is to introduce 30 minutes limited waiting with no return within 2 hours from 8am to 6pm. Two representations and been received and main points of objection are:-

- a) One of the representations (signed by two shopkeepers) considers that the proposed 30 minute limited waiting is too long to benefit their businesses and want to see parking limited to 15 minutes between 7am and 6pm. This is partly due to the short duration stops that their customers usually make and also because 30 minutes would still allow parents collecting children from the nearby school to wait in the lay-by, thereby denying space for customers.

- b) The other representation is from a business owner who says that their customers need longer than 30 minutes and if they are unable to park outside they will take their business elsewhere. They claim that the lay-by is very rarely full, so parking is available for all of the businesses located there without the need for a time limit. They fear that if the restrictions are introduced it will put them out of business.

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

Some months ago significant lengths of double yellow lines were introduced in adjacent lengths of Westfield Road to ensure that buses could get through. Wherever possible, lay-bys were constructed to offset the loss of parking space caused by the yellow lines. As a result of those restrictions, the Council has been asked to introduce time limited waiting in the shops lay-by to encourage a more regular turnover of parking to help the businesses located there.

There does seem to be justification for introducing limited waiting to increase the likelihood of space being available for customers of the post office and convenience store. This is the normal method used to encourage a turnover of parking near retail premises. However, there is little doubt that this would have a negative impact on those businesses, such as hairdressers, whose customers stay for a much longer period of time. There are lengths of road in nearby streets that have no restrictions that could be used for longer stay parking, but these are obviously less convenient, so may discourage potential customers.

The lay-by has space for approximately 10 cars, so a possible compromise would be to split the space in two, so that half of the length of the lay-by is limited to 15 minutes parking and the other half is unrestricted. This would require the re-publication of notices and a further consultation exercise.

9. Bull Pond Lane, Langdale Road and Periwinkle Lane

The proposal is to cover the junction with no waiting at any time. Five representations, including one from the Ward Member, and the main points of objection are:-

- a) The restrictions should extend further west in Bull Pond Lane, so that they cover the whole length from Periwinkle Lane to Garden Road. Parking on this stretch of road obstructs visibility, creates vehicular conflict and is worse at school times.
- b) Speeding on this road is a more serious issue than parking and should be addressed with speed cameras.

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

The proposed restrictions extend further into Bull Pond Lane than the other two roads to ensure better visibility for drivers emerging from Periwinkle Lane. The restrictions could be extended even further to the Garden Road junction, but this is not considered essential on road safety grounds. That additional stretch of road is straight and the implementation of double yellow lines over that longer length could lead to higher vehicle speeds. The introduction of more extensive restrictions could lead to migration of parking into adjacent streets which could cause irritation to residents of those roads.

These proposals are essentially low cost, small scale parking restrictions, rather than representing a significant road safety scheme. The consideration of traffic calming measures, such as cameras, is outside the scope of this project.

It is recommended that the restrictions be implemented as published. If the Council wished to lengthen the restrictions in the way requested, they would have to be re-published. Therefore, it is felt that the published restrictions should be implemented and their impact be monitored. Further restrictions could be pursued if they are deemed necessary.

Conclusion

11. It is considered that the restrictions should proceed as recommended above on road safety and/or traffic management grounds.
12. If approved, the works are expected to take place within the current financial year.

Appendices:

Appendix A – Location plan

Appendix B – Public Notice of Proposals

Appendix C – Drawings of Proposals

Appendix D – Representations on Maidenbower Avenue/Westfield Road

Appendix E – Representations on Westfield Road shops lay-by

Appendix F – Representations on Bull Pond Lane/Langdale Road/Periwinkle Lane

Appendix A



Appendix B

PUBLIC NOTICE



CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE WAITING RESTRICTIONS AT VARIOUS LOCATIONS IN DUNSTABLE

Reason for proposal: The proposed Order is considered necessary in the general interest of promoting road safety, facilitating the passage of traffic on the road or improving parking facilities.

Effect of the Order:

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

Houghton Road/Northfields

1. Houghton Road, north-west side, from a point in line with the boundary of nos.21 and 23 Houghton Road extending in a north-easterly direction to a point in line with the boundary of nos.25 and 27 Houghton Road.
2. Northfields, both sides, from its junction with Houghton Road extending in a north-westerly direction to a point approximately 8 metres north-west of the front wall of no.25 Houghton Road.

Brewers Hill Road

1. Brewers Hill Road, both sides, from its junction with High Street North extending in a south-westerly direction to a point approximately 93 metres north-east of the centre of the North Station Way roundabout.

Maidenbower Avenue/Westfield Road Junction

1. Maidenbower Avenue, north-east side, from a point approximately 1 metre north-west of the front wall of nos.80/82 Westfield Road extending in a south-easterly direction to a point approximately 3 metres south-east of the north-west flank wall of no.40 Maidenbower Avenue.
2. Maidenbower Avenue, south-west side, from a point approximately 2 metre south-east of the rear wall of nos.84/86 Westfield Road extending in a south-easterly direction to a point approximately 3 metres south-east of the north-west flank wall of no.40 Maidenbower Avenue.
3. Westfield Road, both sides, from a point in line with the front wall of no.40 Maidenbower Avenue extending in a south-westerly direction to a point in line with the front wall of no.31 Maidenbower Avenue.

Westfield Road/Ashcroft Junction

1. Westfield Road, north-west side, from a point approximately 5 metres north-east of the south-west flank wall of nos.10/12/14 Ashcroft extending in a south-westerly direction for approximately 27 metres.
2. Ashcroft, north-east side, from its junction with Westfield Road extending in a north-westerly direction to a point approximately 3 metres north-west of the south-east flank wall of nos.10/12/14 Ashcroft.
3. Ashcroft, south-west side, from its junction with Westfield Road extending in a north-westerly direction to a point approximately 2 metres south-east of the south-east flank wall of nos.10/12/14 Ashcroft.

Brook Close

1. Brook Close, north-east side, from the north-west kerbline of Union Street extending in a north-westerly direction to a point in line with the front wall of no.110 Union Street.
2. Brook Close, south-west side, from the north-west kerbline of Union Street extending in a generally north-westerly direction to a point in line with the boundary of nos.112 and 114 Union Street.

Bull Pond Lane/Langdale Road/Periwinkle Lane Junction

1. Bull Pond Lane, both sides, from its junction with Langdale Road and Periwinkle Lane extending in a north-westerly direction to a point approximately 3 metres south-east of the boundary of nos.72 and 74 Bull Pond Lane.
2. Langdale Road, both sides, from its junction with Bull Pond Lane and Periwinkle Lane extending in a southerly direction to a point in line with the boundary of nos.1 and 3 Langdale Road.
3. Periwinkle Lane, both sides, from its junction with Bull Pond Lane and Langdale Road extending in a north-easterly direction to a point approximately 1 metre south-west of the boundary of nos.53 and 55 Periwinkle Lane.

Downs Road/ Grove Road/Allen Close

1. Downs Road, north side, from a point in line with the boundary of nos.9 and 11 Downs Road extending in a westerly direction to a point approximately 9 metres east of the front wall of no.52 Great Northern Road.
2. Downs Road, south side, from a point in line with the boundary of nos.12 and 14 Downs Road extending in a westerly direction to a point in line with the boundary of nos.8 and 10 Downs Road.
3. Grove Road, both sides, from its junction with Downs Road extending in a southerly direction to a point in line with the boundary of nos.39 and 41 Grove Road.
4. Allen Close, both sides, from its junction with Downs Road extending in a northerly direction to a point approximately 6 metres north of the front wall of no. 7 Downs Road.

Downs Road/ Borough Road

1. Downs Road, south side, from a point in line with the east flank wall of no.40 Downs Road extending in a westerly direction for approximately 12 metres.
2. Downs Road, south side, from a point in line with the boundary of no.50 Downs Road and no.73 Borough Road extending in an easterly direction for approximately 5 metres.

Mayfield Road/Hillside Road

1. Mayfield Road, north-west side, from a point approximately 8 metres south-west of the south-west flank wall of nos.32/34 Mayfield Road extending in a north-easterly direction to a point in line with the boundary of nos.40/42 and 44 Mayfield Road.
2. Hillside Road, both sides, from its junction with Mayfield Road extending in a north-westerly direction to a point approximately 5 metres north-west of the south-east flank wall of nos.11-15 Mayfield Road.

Mayfield Road/Mountview Avenue

1. Mayfield Road, north-west side, from a point approximately 46 metres south-west of the south-west kerb line of Oakwood Avenue extending in a southerly direction for approximately 9 metres.
2. Mayfield Road, south-east side, from a point approximately 12 metres south-west of the south-west kerb line of Oakwood Avenue extending in a south-westerly direction for approximately 43 metres.
3. Mountview Avenue, north-east side, from its junction with Mayfield Road extending in a south-easterly direction to a point approximately 10 metres south-east of the north-west flank wall of Manshead Court.

4. Mountview Avenue, south-west side, from its junction with Mayfield Road extending in a south-easterly direction to a point in line with the north-west flank wall of no.14 Mountview Avenue.

Mountview Avenue/Woodfield Gate

1. Mountview Avenue, north-east side, from a point approximately 2 metres north-west of the boundary of nos.34 and 36 Mountview Avenue extending in a south-easterly direction to a point approximately 3 metres south-east of the north-west flank wall of nos.25a/25c Mountview Avenue.
2. Woodfield Gate, both sides, from its junction with Mountview Avenue extending in a north-easterly direction to a point approximately 2 metres north-east of the south-west flank wall of nos.23b/23d Mountview Avenue.

To introduce 30 minutes Limited Waiting with No Return within 2 hours from 8am to 6pm on the following length of road in Dunstable:-

1. Westfield Road, north-west side, in the constructed lay-by from a point approximately 22 metres south-west of the south-west flank wall of nos.10/12/14 Ashcroft extending in a south-westerly direction for approximately 53 metres.

To REMOVE the existing No Waiting 7am - 7pm on the following lengths of road in Dunstable:-

1. Northfields, north-east side, from a point approximately 8 metres north-west of the front wall of no.25 Houghton Road extending in a north-westerly direction to a point in line with the boundary of nos.6 and 8 Northfields.
2. Northfields, south-west side, from a point approximately 8 metres north-west of the front wall of no.25 Houghton Road extending in a north-westerly direction to a point in line with the boundary of nos.190 and 192 Northfields.

To introduce 30 minutes Goods Vehicle Loading only with the removal of the existing Business Permit Holder Parking on the following lengths of road in Dunstable:-

1. Ashton Square Service Road, north side, from a point in line with the boundary of nos.17 and 19 West Street extending in a westerly direction to a point in line with the boundary of no.19 and 21 West Street.

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0845 3656116.

Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annexe, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk by 11 November 2014. 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 South Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 201**"

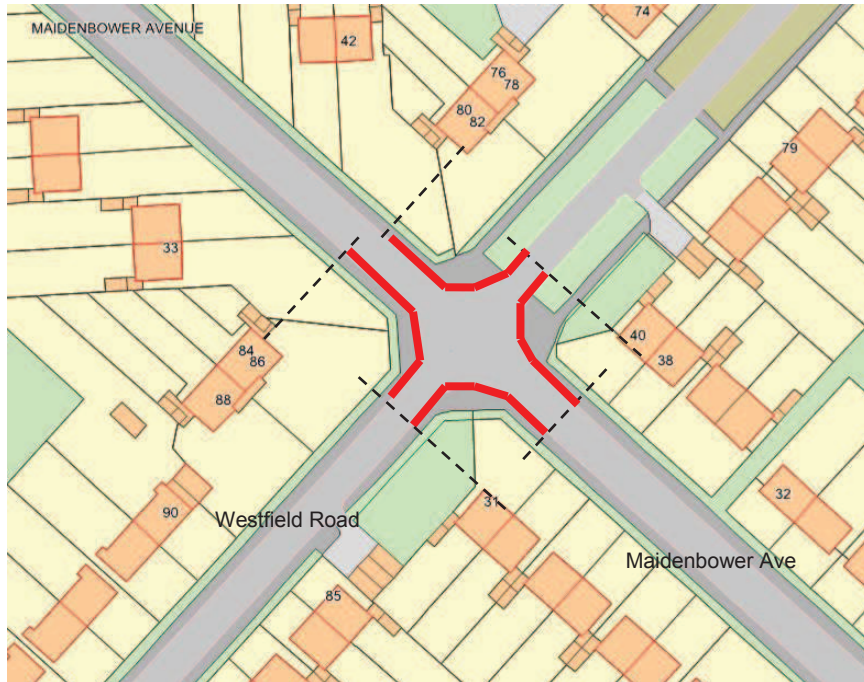
Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

16 October 2014

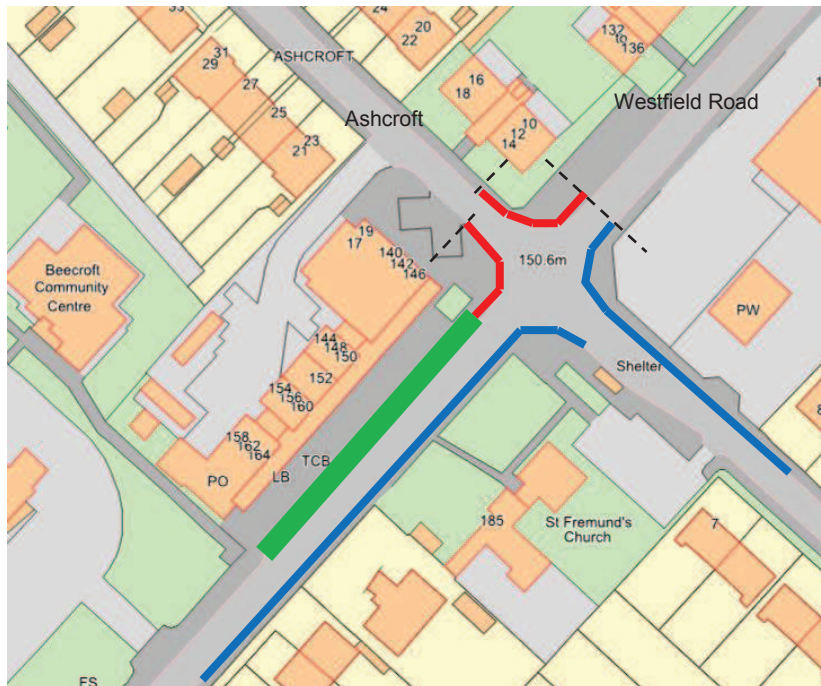
Appendix C

Maidenbower Avenue and Westfield Road, Dunstable



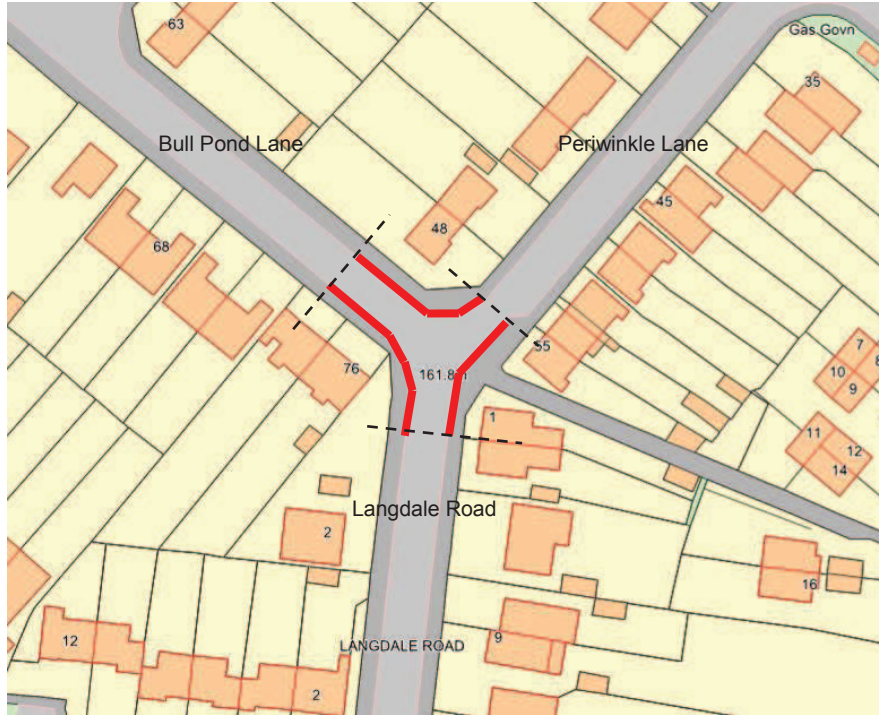
— Proposed No Waiting at any time


Westfield Road and Ashcroft, Dunstable



— Existing No Waiting at any time
— Proposed No Waiting at any time
— Proposed 30 minutes Limited Waiting with No Return within 2 hours 8am-6pm

Bull Pond Lane, Langdale Road and Periwinkle Lane, Dunstable



 Proposed No
Waiting at any time

Appendix D – Maidenbower Avenue/Westfield Road

To whom it may concern my name is Xxxxx Xxxxx I live at xx maidenbower avenue Dunstable Bedfordshire lu6 xxx I need to protest about your proposed parking restrictions outside my house I have parked outside for years with no problems until now. I currently have 3 cars in my household and it is hard enough to park in this road as it is where are all the cars going to park if you introduce these restrictions I believe if you want to take this action you should compensate me by dropping the kerb and put me a drive in free of charge. I do not think this is to much to ask as I own my property if I want to sell it who would want to buy a house that you cant park outside I believe it would devalue my property through no fault of my own. I look forward to your speedy response

My only request is that the yellow lines continue further north east along Westfield Road for twice as much as you are proposing.

The perceived danger is to vehicles crossing Westfield Road along Maidenbower and not having a good sight line along Westfield Road towards the Council offices.

Cllr J Murray

Appendix E – Westfield Road shop lay-by

I write this letter to your good self on behalf of Mr R Cherry and myself. Mr Cherry being the proprietor of Ron Cherry Fruiterers Westfield Road Dunstable.

We welcome and would like to thank you for this proposal. I spoke to Mr Baldwin on 28th October 2014 and mentioned some key points into this proposal, Mr Baldwin asked me to write our views and concerns to this proposal.

After careful consideration in viewing the traffic and the abuse of long term parking on this lay-by, I refer to my letter to Councillor Murray which I enclose to you today with this letter. The lay-by is purposely designed for customers using the parade for short term parking.

Our conclusion in this matter is as follows:

30 minutes limited waiting with no return 2 hours from 8am- 6pm (which are Central Beds proposals) We consider 30 minutes to be unfair to our businesses. I have discussed this matter with Mr Tony Ciccone who is the proprietor of Chicks Crops on West Street Dunstable. He informs me that there is sufficient waiting time outside his business as there are two newsagents and convenience stores on this parade. The clients for Chicks Crops can park in the surrounding areas since the appointments in his salon can exceed over an hour and that car park space in the lay-by would be a loss of business to the other shops.

The limited waiting time on the West Street Parade is 10 minutes. we would request a maximum waiting time on Westfield Road to be 15 minutes limited waiting with no return in 2 hours from 7am-6pm Sunday- Saturday. I have spoken to Post Office Limited on your proposals and they have informed me that my Post Office hours of business will change in 2015 the revised hours will be 6:30 am to 6:30 pm Monday – Sunday. May I also inform you that the Royal Mail Collection visit my premises 4 times a day on frequent occasions the collection of parcels and letters has been voided due to parking limitations. Also the money which is provided to the post office by Cash Co sometimes is delayed again for the same reason.

Our thoughts are also based on the school situated on this road if a 30 minutes etc was to be put in effect the school parents will be parking outside the lay-by which they currently do merely to collect their children and there is not another reason. We cannot trade for shoppers who are car users because the parents have already occupied the lay-by. This has a very serious effect on our business especially customers who are disabled and cannot use the Post Office and the respective businesses on the parade.

To conclude this letter we would also request that the area is patrolled very carefully if and when you have a meeting to discuss the proposal I would appreciate an invitation to provide and assist with your final decision which we are sure will be fair and realistic. Finally may we thank Mr Baldwin for listening to our ongoing serious problems on this parade. We look forward to hearing from you.

The introduction of 30 minute limit in the lay-by along the shops in Westfield Road will cripple my business. Most of the clients are in the shop for more than 30 minutes and they will just find elsewhere to get their hair done if they cannot park nearby. The reason for the change is stated to help nearby businesses yet this will have the entirely opposite effect upon us. Also the shop next door who left his email xxxxxx also will have the same problem. So 50% of the shops along here will have a negative impact.

This parking has never been a problem only at school drop off time but they are gone in 30 mins and it is before 9:00 so no idea why these changes are taking place.

We have a maximum of 3 clients in at once due to the size and there is ample parking spaces if this proposal is going forth then can we at least get some parking permissions that we can give to clients to display in the car.

Truly as we are here all day we have not seen the reasons or problems that are stated for the change actually being an issue. The layby is very really full and if so, this does not last for long. All our staff except for one are local so actually walk to work and the one that doesnt gets a lift in. I understand the problems with the people parking on the corners but they are either going to the shop across the road or live nearby. Could i get full disclosure of the evidence gathering or survey that was conducted that prompted these changes.

Just to reiterate as we are out of the way all clients drive to our shop yet these changes will prompt them to go elsewhere, please consider my request before you destroy my business by fixing a problem that just isn't there.

Appendix F – Bull Pond lane/Langdale Road/Periwinkle Lane

With regard to the above proposal, I would ask you to please take in to consideration a full 'No parking' restriction for the whole length of Bull Pond Lane between the junction of Periwinkle Lane and the entrance to Garden Road. This will stop any vehicles parking on the right hand side of Bull Pond Lane going North. I am a resident and Councillor for Watling Ward and have noticed over several years how dangerous this junction has become. Now there are parking restrictions in Langdale Road to stop Ardley Academy parents stopping to take their children into School the problem has just got worse. All that this has done is to just move the parking problems back to Bull Pond Lane. Considering there is also a School in this road the problem is just becoming worse.

When you exit Periwinkle to the right there are always cars parked (going north) in Bull Pond lane, which completely block your view and also now cars are parking to the left, forcing on coming cars into the centre of the road. Surely if double yellow lines were placed before the bend in Langdale Road and continue them to Garden Road it would give people an opportunity to park on just one side and not block the road.

Also lorries, buses and coaches use this road regularly which makes the vision driving through this area, extremely bad.

I have enclosed some photographs I have taken of this area.

I also understand other ward Councillors will be contacting you.

I look forward to your response.

I fully support Cllr Xxxxxx comments regarding the current parking restrictions and proposed ones.

Bullpond Lane is a very busy road in South West Dunstable which has a number of schools, residential care homes and elderly residents who all struggle on a daily basis to cross the road safely and turn onto or into the side roads etc.

As Cllr Xxxxxxx proposes an extension of double yellow lines will go some way to help residents.

I entirely agree – coming out of Periwinkle is dangerous with cars parked as they are. The police asked the resident at the end of the road not to park there, but he continued and now there are others doing the same.

Cllr Peter Hollick

I read and note with interest the Council's proposal re: Introduction of Waiting Restrictions/ No Waiting at any time along the junction of Bullpond Lane, Langdale Road & Periwinkle Lane.

I have no objections with the Council's aim of ensuring safety for all concerned especially drivers, pedestrians and residents using the specified routes of the above. I do, however, firmly believe that it's not just the parking of cars that pose a high risk to all, it is the SPEED of cars that poses a severe challenge to all concerned.

I am aware that the speed limit along residential routes is 20 MPH but do drivers take note of this speed limit? A definitive NO! I have seen many a times cars speeding along the roads without undue regard for the speed limit. The best way to police these inconsiderate drivers is to have 2 Speed Cameras, 1 just

along Bullpond Lane (where it meets Langdale Road) and place the other along Langdale Road (Opposite House number 5). With these policing cameras, I am certain that cars will slow down to the benefit of all parties concerned and therefore, will significantly reduce harms/accidents/incidents along the road especially where Langdale meets Bullpond Lane. I believe, over the last 10 years, house number 1 & 3 had their boundary walls damaged by speeding cars on numerous occasions.

I hope Central Bedfordshire Council considers the merits of having 2 Speed Cameras installed along the suggested locations as a means of achieving its aims of ensuring safety to all users along the locations as indicated.

I, XXXXXXXX XXXXXX, occupier owner of xx Periwinkle Lane Dunstable LU6 3NP, object to your proposal for no waiting at any time.

Reasons:

1. Road safety can be promoted only by respecting the 20MPH speed limit (See the first two photographs taken at 8.10am, 10.11.2014, regarding an incident happened today). This a normal occurrence due to drivers not slowing down Periwinkle Lane, while anticipating either Langdale Road or Bull Pond Lane. It appears most drivers want to drive on without slowing down to either roads. If the vehicles are either parked, it forces the drivers to slow down to move forward to see the flowing traffic or a speed camera installed or a roundabout is placed, may act as a deterrent and to promote safety at any time.
2. Inconveniences caused to the residents without any considerations for safety, noise, vibrations and for residents parking by the drivers who uses Periwinkle lane to cut across to avoid Dunstable town. This has not been addressed by High Ways.
3. See the last three photograph in the link taken today at 10am. It's obvious that there is neither congestion nor any road safety issues are raised at that time. During school children drops and pick up period the roads get congested.

Suggestions:

1. Install speed cameras or
2. Roundabout or
3. Parking restrictions between Mon - Fri 8 - 9am and 3 - 4pm or
4. Traffic wardens to monitor or
5. Implement all suggestions with considerations to cost.

Most important issue here is vehicle speeds. Every driver owes a duty of care to slow down for the safety of all road users.

I am willing to meet up with any officials to discuss further in the interest of the residents, pedestrians and the drivers.

Meeting: Delegated Decisions by the Executive Member for Community Services.
Date: 9 December 2014
Subject: Consideration of a petition that has been submitted to the Council – Chiltern Close, Ampthill.
Report of: Paul Mason, Head of Highways
Summary: This report is to note the receipt of a petition submitted to Central Bedfordshire Council.

Contact Officer: Nick Chapman
Public/Exempt: Public
Wards Affected: Ampthill
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

None from this report

Financial:

There is currently no budget allocated for this work.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None

Community Safety:

None from this report

Sustainability:

None from this report.

RECOMMENDATION(S):

That the Executive Member for Community Services notes the receipt of the petition and that it will be considered at a future date when the Parking Strategy review is completed.

Background and Information

1. A petition from has been received signed by 25 residents of Chiltern Close, Ampthill.
2. Residents are concerned with the frequent increase in parking from parents and staff at Russell Lower School. This includes parking in bays and across accesses which have off road parking (see appendix C) and speeding around the close.
3. Residents would like consideration of:
 - A residents only parking scheme
 - Speed tables
 - Double yellow lines
4. The Council receives many requests for additional parking controls throughout the area. The implementation of such requests requires not only the preparation and administration of a legal Traffic Regulation Order but implementation on site and subsequent enforcement action. In assessing whether or not requests should be implemented the Council must decide whether the net benefit to the highways network justifies the resources employed to deliver and maintain it. the Council will do this in the main by reference to an established Parking Strategy and the implementation policies contained within it.
5. The Council is currently in the process of undertaking a detailed review of the current Parking Strategy. On that basis it is considered that unless required urgently on grounds of immediate road safety any requests for parking controls received from now until that review is complete should not be considered for implementation on an ad-hoc basis. All such requests will be considered in the context of the reviewed and adopted Parking Strategy when it is completed next year.

Appendices

Appendix A: Chiltern Close, Ampthill



Appendix B: Petition

Petition for parking restrictions/
Residents Parking Only signage for
Chiltern Close Ampthill MK45 2GA

Appendix C: Photos



Meeting: Delegated Decisions by the Executive Member for Community Services.
Date: 9 December 2014
Subject: Consideration of a petition that has been submitted to the Council regarding Priory Park, Longhedge, Dunstable.
Report of: Paul Mason, Head of Highways
Summary: This report is to note the receipt of petitions submitted to Central Bedfordshire Council and determine a way forward.

Contact Officer: Nick Chapman
Public/Exempt: Public
Wards Affected: Dunstable
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

None from this report

Financial:

There is currently no budget allocated for this work.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None

Community Safety:

None from this report

Sustainability:

None from this report.

RECOMMENDATION(S):

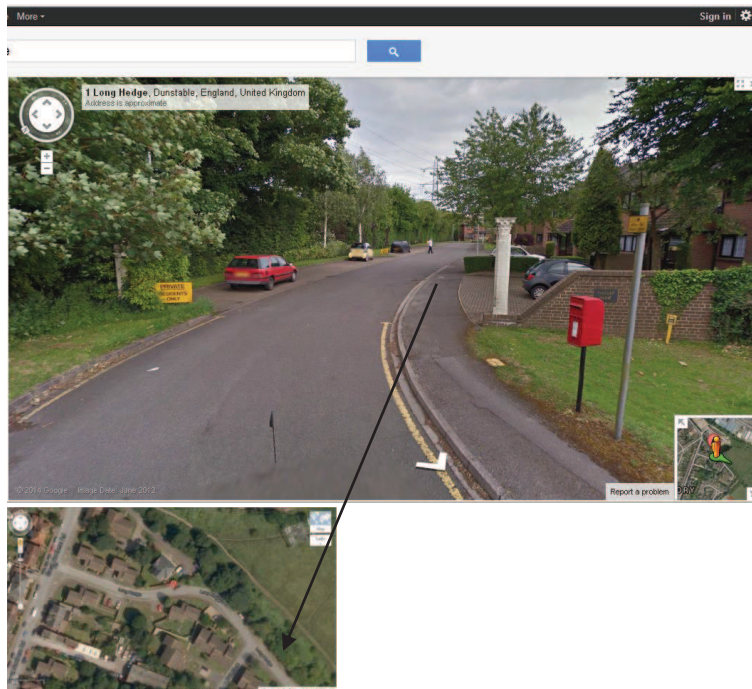
That the Executive Member for Community Services notes the receipt of the petition.

Background and Information

1. A petition from the Manager of the Priory Park Residential Home has been received signed by 41 residents. The petition highlights defects in the footway condition and concerns at the speed of vehicles.
2. Longhedge forms part of a 20mph zone which has recently been implemented in this part of Dunstable in line with the Councils commitment to reducing traffic speeds in areas where people live.
As a residential cul-de-sac with several bends we would not normally expect such a road within a 20mph speed limit to be subject to excessive speeds. It is extremely unlikely that this road would be deemed appropriate for traffic calming from the Highways Capital Budget.
3. Footway condition is assessed as part of our inspection regime and a programme of repairs and resurfacing prepared. We will undertake another visit when inspectors are in the area
4. It is not recommended that further action be taken at this time in respect of the alleged speeding issues.

Appendices

Appendix A: Location plan: Longhedge, Priory Park.



Appendix B: Petition

Condition of Pathways, Pavements & Speeding problems at Priory Park.
PRIVATE RETIREMENT DEVELOPMENT, DUNSTABLE.

The Undersigned Residents ask that this request be considered a priority.

Signature .

Address at Priory Park.

This page is intentionally left blank