

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

**This meeting
may be filmed.***



**Central
Bedfordshire**

please ask for Martha Clampitt

direct line 0300 300 4032

date 17 August 2015

NOTICE OF MEETING

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

Date & Time

Tuesday, 25 August 2015 1.00 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**

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AGENDA

1. Members' Interests

To receive from Members any declarations of interest.

Reports

Item	Subject	Page Nos.
2	Totternhoe and Eaton Bray Area – Consider Objection to Proposed 7.5 tonnes HGV Restriction	* 7 - 14
	To consider the implementation of a 7.5 tones HGV weight restriction on roads in the Totternhoe and Eaton Bray area.	
3	St John's Street area, Biggleswade – Consider Representations to Proposed One-way Traffic Order and Associated Waiting Restrictions	* 15 - 58
	To consider objections to the implementation of a one-way traffic order and associated waiting restrictions on St John's Street, Rose Lane and Sun Street, Biggleswade on an experimental basis and the implementation of an area wide HGV prohibition on a permanent basis.	
4	Glebe Avenue and Lyall Close, Flitwick – Consider Objections to Proposed Waiting Restrictions	* 59 - 68
	To consider objections to waiting restrictions in Glebe Avenue and Lyall Close, Flitwick.	
5	Brookes Road and Greenways, Flitwick – Consider Objections to Proposed Waiting Restrictions	* 69 - 84
	To consider objections to waiting restrictions in Brookes Road and Greenways, Flitwick.	
6	B1042 Sandy to Potton – Consider Representations to Proposed Speed Limits	* 85 - 100
	To consider representations in relation to the implementation of a 50mph speed limit on B1042 between Sandy and Potton, and an extension of the 30mph speed limit on B1042 Potton Road, Sandy.	

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|----|---|---|-----------|
| 7 | Billington Road, Leighton Buzzard – Consider objection to waiting restrictions | * | 101 - 112 |
| | To consider objections to the implementation of no waiting at any time restrictions and the removal of no waiting 6pm – Midnight restrictions on Billington Road. | | |
| 8 | Holmemead School Keep Clear, London Road, Biggleswade – Consider objection to waiting and stopping restrictions | * | 113 - 122 |
| | To consider objections to the implementation of no waiting at any time restrictions and no stopping Monday to Friday 8am to 4.30pm on school entrance markings on London Road, Biggleswade. | | |
| 9 | Greenfields and Bury Road Area, Shillington – Consider Representations to Proposed Waiting Restrictions | * | 123 - 134 |
| | To consider objections to the implementation of waiting restrictions on Greenfields and Bury Road area, Shillington. | | |
| 10 | Etonbury Academy, Stotfold Road, Arlesey – Consider Representations to Proposed Waiting Restrictions | * | 135 - 142 |
| | To consider objections to the implementation of waiting restrictions outside Etonbury Academy, Stotfold Road, Arlesey. | | |
| 11 | Consideration of the following petitions that have been submitted to the Council: Bideford Green – Leighton Buzzard | * | 143 - 146 |
| | To receive a petition submitted to Central Bedfordshire Council. | | |
| 12 | Consideration of the following petitions that have been submitted to the Council: The Pyghtle – Westoning | * | 147 - 152 |
| | To receive a petition submitted to Central Bedfordshire Council. | | |

Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 25 August 2015
Subject: Totternhoe and Eaton Bray Area – Consider Objection to Proposed 7.5 tonnes HGV Restriction
Report of: Paul Mason, Head of Highways
Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of a 7.5 tonnes HGV weight restriction on roads in the Totternhoe and Eaton Bray area

Contact Officer: Nick Chapman
nick.chapman@amey.co.uk
Public/Exempt: Public
Wards Affected: Dunstable Watling, Eaton Bray and Heath & Reach
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety and the environment by reducing the number of heavy goods vehicles passing through the restricted zone.

Financial:

These works are being funded by Totternhoe and Eaton Bray Parish Councils.

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):

That the proposal to introduce a 7.5 tonnes HGV weight restriction on roads in the Totternhoe and Eaton Bray area be implemented as published.

Background and Information

1. There have been long standing concerns about heavy goods vehicles travelling through the villages to the south-west of Dunstable and, in particular, Totternhoe. The roads in this area form a convenient route between the south-west of Dunstable and the A505 Leighton Buzzard bypass. The route is used to avoid congestion and traffic delays on the A5 in Dunstable, particularly at times when traffic volumes are at their heaviest.
2. A proposal covering most roads in Totternhoe and some lengths of road in Dunstable and Eaton Bray was previously considered. This was formally advertised by public notice in October 2014. There was a high degree of support for the proposal from residents of Totternhoe. However, residents and others from Eaton Bray expressed concerns about the likely transference of lorries to neighbouring villages. Consequently, it was agreed to consider an enlarged weight restriction zone covering other roads in the area.
3. The revised proposal would cover most roads in Totternhoe and Eaton Bray, plus Stanbridge Road, Billington and some short lengths of road in Dunstable. It is usually necessary to implement such weight restrictions on a zonal basis so that lorry drivers are encouraged to use the major road network to avoid the restriction. Exemptions would be included to allow HGVs to enter the restricted area for the purposes of loading/unloading, off-road garaging and other essential purposes.
4. This weight restriction was not identified as a priority scheme for Central Bedfordshire Council, so Totternhoe Parish Council has agreed to fund the order processing and traffic signing work.
5. The 7.5 tonnes weight restriction was formally advertised by public notice in May 2015. Consultations were carried out with the emergency services and other statutory bodies, Totternhoe Parish Council, Eaton Bray Parish Council, Billington Parish Council, Dunstable Town Council and the all relevant Ward Members. Notices were also posted on street.

Representations and Responses

6. A total of 66 representations have been received, 65 of which support the proposed restriction.

One objection has been received, a copy of which is included in Appendix C. The objection is from a business owner who is concerned about the impact on his business. He considers that there are three roads, namely Totternhoe Road and The Rye in Eaton Bray and Stanbridge Road, Billington that should not be included in the restricted zone as it would affect businesses located there. He appreciates that vehicles over 7.5 tonnes would be permitted to enter the area for loading/ unloading and other access purposes. However, he is concerned that the restriction could be used as grounds for an objection to a future planning or operators' licence application. Finally, he points out that there are very few residential premises on the three roads to which he refers.

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

The extent of the weight restriction zone has been designed so that it is bounded by, but not including, class A or B roads that are more suited to carrying HGV traffic. The restriction would protect the communities within the zone from extraneous lorry traffic, attempting to take short cuts between main roads. If the three roads were excluded, they are even more likely to be used by drivers of heavy goods vehicles due to other unsuitable routes being restricted.

It is permissible for goods vehicles over 7.5 tonnes to enter the area for legitimate access purposes. The types of weight restrictions always include such exemptions and there are already a number of them in operation in Central Bedfordshire.

It is, of course, possible that people could use the existence of a HGV weight restriction as grounds to object to future applications. This alone is unlikely to result in the refusal of an application as each application would be assessed on its own merit.

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

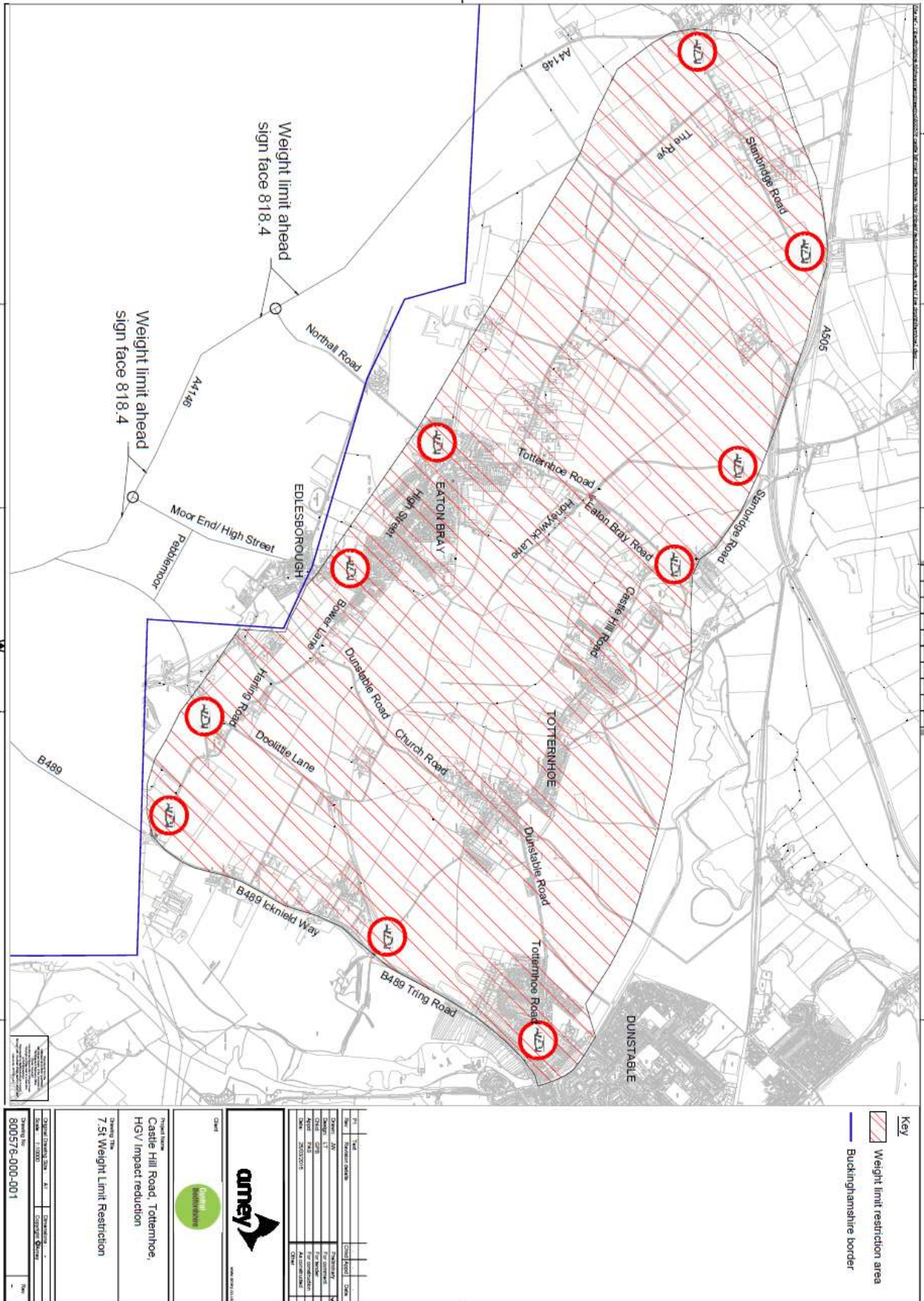
Conclusion

9. There is overwhelming support for the proposed restriction from those living in the area, with only the one objection received. As the restriction would not have any impact on the operation of any businesses in the area, it is recommended that the 7.5 tonnes HGV restriction be implemented as published.
10. If the approved the works are expected to take place within the current financial year.

Appendices:

Appendix A – Drawing of Proposal
Appendix B – Public Notices of Proposals
Appendix C – Objection

Appendix A



<p>Key</p> <ul style="list-style-type: none"> Weight limit restriction area Buckinghamshire border 	<p>Project Name: Castle Hill Road, Totternhoe, HGV Impact reduction</p> <p>Client: AMEY</p> <p>Project Number: 7.5t Weight Limit Restriction</p> <p>Drawing Title: 7.5t Weight Limit Restriction</p> <p>Drawing No.: 80057-6-000-001</p>	<p>Scale: 1:1000</p> <p>Revision: 1</p> <p>Author: [Name]</p> <p>Check: [Name]</p> <p>Date: [Date]</p>
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Appendix B



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE 7.5 TONNES HEAVY GOODS VEHICLE WEIGHT RESTRICTION ON VARIOUS ROADS IN TOTTERNHOE, EATON BRAY, GREAT BILLINGTON AND DUNSTABLE

Reason for the proposal: The proposed Order is considered necessary on the grounds of promoting road safety and improving the environment of the area. The proposed restriction would prohibit HGVs over 7.5 tonnes from using roads in the zone identified below as through routes. The proposal is primarily intended to protect Totternhoe and Eaton Bray from extraneous lorry traffic.

Effect of the Order:

To introduce a 7.5 tonnes HGV Weight Restriction on roads in Totternhoe, Eaton Bray, Great Billington and Dunstable, as follows:-

The weight restriction zone covers:-

- Castle Hill Road, Dunstable Road, Church Road and other roads in Totternhoe.
- High Street, Bower Lane, Totternhoe Road and other roads in Eaton Bray.
- Stanbridge Road in Great Billington.
- Totternhoe Road and its side roads in Dunstable.

The entry points to the weight restriction zone are at:-

- a) Totternhoe Road, Dunstable at its junction with B489 Tring Road
- b) Well Head Road, Totternhoe at its junction with B489 Icknield Way
- c) Harling Road, Eaton Bray at its junction with B489 Icknield Way
- d) Unnamed road that extends from Harling Road/Doolittle Lane towards Edlesborough, at a point south of Harling Road
- e) Moor End Road, Eaton Bray at the Buckinghamshire County boundary at Edlesborough
- f) Northall Road, Eaton Bray approximately 120 metres south-west of Northall Close
- g) Stanbridge Road, Great Billington at its junction with A4146 Leighton Road
- h) Stanbridge Road, Great Billington at its junction with A505 Leighton-Linslade southern bypass
- i) Unnamed road from Totternhoe to Honeywick, Eaton Bray, immediately south of its junction with Stanbridge Road
- j) Castle Hill Road, Totternhoe immediately south of its junction with Knolls View

Exemptions: The proposed Order will include exemptions to allow heavy goods vehicles over 7.5 tonnes to enter the restricted zone for access and delivery requirements. There will also be exemptions for emergency vehicles and for certain other building and maintenance purposes.

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 5 June 2015. Any objections must state the grounds on which they are made.

Order Title: If made will be "Central Bedfordshire Council (Various Roads in Totternhoe, Eaton Bray, Great Billington and Dunstable) (Weight Restriction) Order 2015"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

14 May 2015

Appendix C

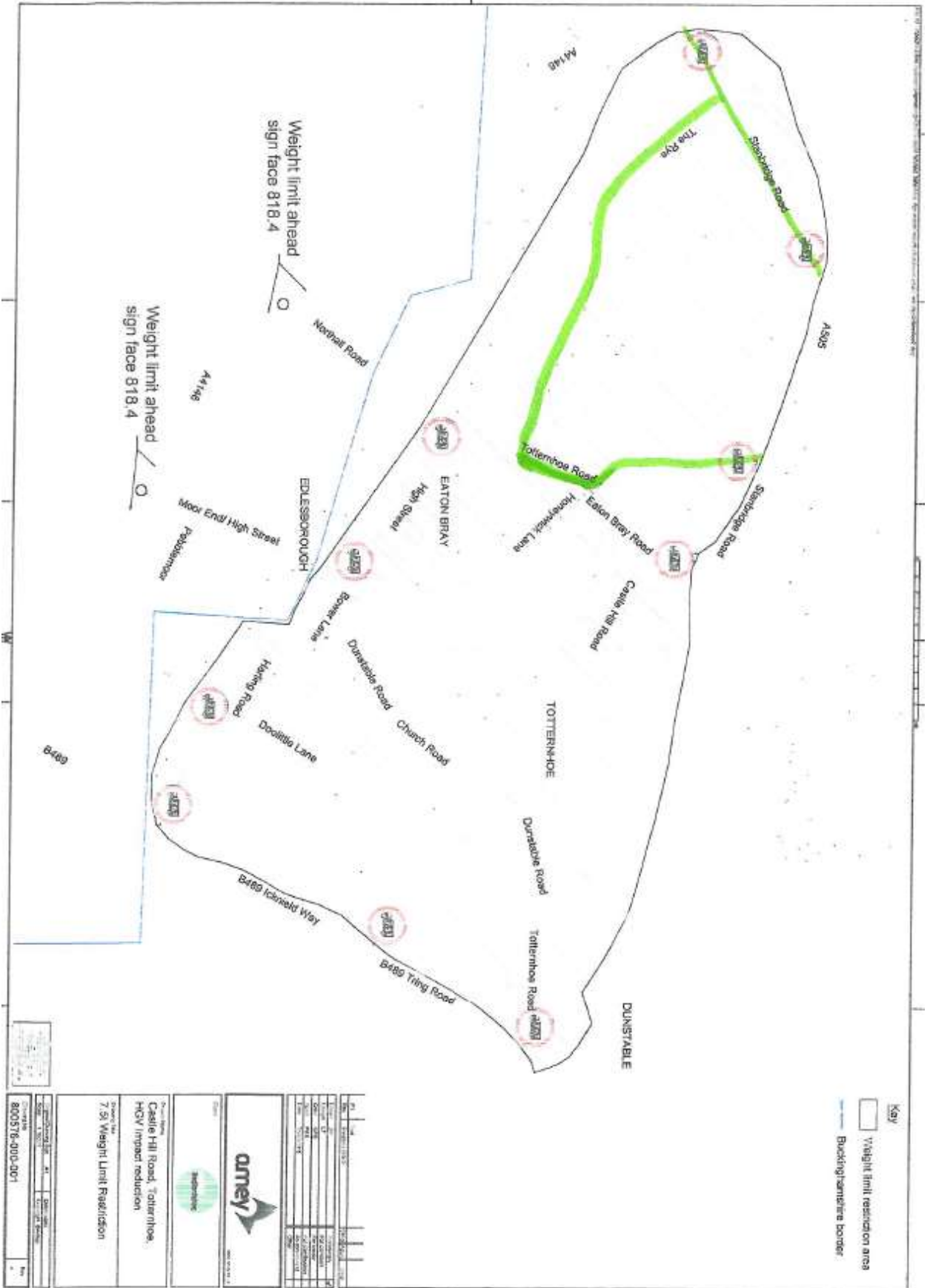
Re: Central Bedfordshire Council (Various Roads in Totternhoe, Eaton Bray, Great Billington and Dunstable) (Weight Restriction) Order 201

I am writing to object to the proposed weight restrictions being placed on roads to the North and West of Eaton Bray due to the potential adverse effects they will have upon established and potential future businesses in these areas.

I attach a plan showing the 3 roads which I do not believe should be restricted due to the potential adverse effects upon the businesses and the jobs which they provide now and in the future.

I am fully aware that current businesses would have access to these roads for access and delivery requirements however I have concerns that the restrictions will be used in the future to object to any potential Planning Applications or Operators Licences which may be put forward for commercial premises along these routes.

In addition it should be noted that very few residences would be effected by the changes I propose as the roads in question only pass a limited number of residential properties and the proposed loop route would give no access to either Eaton Bray or Totternhoe preventing through traffic from using these villages.



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

Date: 25 August 2015

Subject: St John's Street area, Biggleswade – Consider Representations to Proposed One-way Traffic Order and Associated 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 a one-way traffic order and associated waiting restrictions on St John's Street, Rose Lane, Sun Street, Biggleswade on an experimental basis and the implementation of an area wide HGV prohibition on a permanent basis.

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

Public/Exempt: Public

Wards Affected: Biggleswade North

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety by reducing vehicular conflict. The scheme will improve conditions for public service vehicles.

Financial:

These works are being funded from the LAT Programme for 2015/16,

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 a 7.5 tonnes HGV Weight Restriction be implemented as published.**
- 2. That the proposal to introduce a One-way Traffic order on St John's Street, Rose Lane and Sun Street be implemented as published initially on a 6 month experimental basis.**
- 3. That the proposal to introduce No Waiting be implemented as published initially on a 6 month experimental basis.**

Background and Information

1. This matter was initially considered by the meeting held on 11 August 2014 in response to the receipt of a petition from residents expressing concerns about traffic in St. John's Street. The decision was *"that the lead petitioner be informed that Central Bedfordshire Council is supportive in principle of a one-way traffic system in the St Johns Street triangle, but needs to undertake further work as outlined in this report and explore funding options."*
2. In May 2014, Central Bedfordshire Council (CBC) commissioned, on behalf of Biggleswade Town Council, Amey to undertake a transport modelling assessment to evaluate the implications of introducing a one-way working at St John's Street, Sun Street and Rose Lane in Biggleswade. The study was based on data collected on a weekday AM (0700-1000) and PM (1600-1900) peak on 8th and 15th May 2014, and assessed network operation with one-way working in place.

Whilst the existing network layout provides adequate capacity at all three junctions, the proposed network layout will retain capacity, with some minor gains on Sun Street / St John's Street and Sun Street / Rose Lane / Crab Lane, however due to increased movements introduced at St John's Street / Rose Lane junction, a slight decrease over the existing network layout will be seen, as expected.

3. The proposal is for the introduction of one-way working in St John's Street, Rose Lane and Sun Street, which would force traffic to travel in a clockwise direction around the triangle formed by the three roads.

4. As a result of changed traffic manoeuvres at some junctions and the re-assignment of traffic, it is necessary to introduce additional parking restrictions in the form of double yellow lines. At present the majority of traffic, including larger vehicles, such as buses, in the area uses St John's Street. The one way would mean that more traffic would have to use Sun Street where parking is heavy and larger vehicles would have difficulties.
5. It is also proposed to introduce a 7.5 tonnes HGV weight restriction in the area. This would cover a larger area bounded by Shortmead Street, Church Street, London Road and Drove Road. This would make it illegal for heavy goods vehicles to use roads in the area except for loading and unloading purposes within the restricted zone.
6. The proposals were formally advertised by public notice in May 2015. Consultations were carried out with the emergency services and other statutory bodies, Biggleswade Town Council, Potton Town Council and the Ward Members. Residents living on the three roads and those immediately adjacent were individually consulted by letter. Public notices were displayed on street

This first sections of this report considers the proposal as advertised and the responses to it and then later also considers the forthcoming works involving the temporary closure of Stratton Street railway bridge and the likely impact of that on traffic flows in the area.

Representations and Responses

7. A total of 52 written representations have been received.

The vast majority of those are objections to the one-way traffic order and/or waiting restrictions. However, seven of those who responded are in support of the proposals.

The proposed 7.5 tonnes weight restriction is generally welcomed by residents and has prompted no outright objections.

8. Copies of all correspondence are included in Appendix D. The main points of concern are summarised below:-
 - a) Residents were not consulted sufficiently early and have been given insufficient detail of the proposals, such as relocation of bus stops, junction re-modelling, traffic flows, etc.
 - b) There are concerns that one-way working and removal of parked cars will increase traffic speeds. Some have suggested traffic calming to address this.
 - c) The roads have narrow footways and the parked cars currently provide a protection from passing traffic. Better pedestrian facilities should be provided.
 - d) Parking is already limited in St John's Street and Sun Street and the introduction of more double yellow liens will create significant difficulties for the large number of residents who have no off-road parking.
 - e) The Council needs to consider the provision of additional parking facilities as the Rose Lane car park is too distant.

- f) The scheme would have a negative impact on those living on the three roads, including reduced property values.
- g) Residents ask why it is necessary for Rose Lane to become one-way. The Rose Lane/Sun Street signal controlled junction already creates congestion and tailbacks and the proposed scheme will make it worse.
- h) Traffic from the Birch Road estate will use Fairfield Road to avoid using the one-way loop, which will increase traffic on that road. Residents would have expected a one-way system to allow more on-street parking to take place.
- i) The proposals contradict the Council's current LATP, which advocates a reduction in the impact on local communities, helping businesses and reducing road risk.
- j) A proposal for one-way working was considered and rejected in 2006 by the former Bedfordshire County Council, so what has changed.
- k) No meaningful traffic data has been collected.
- l) The proposal should wait until the King's Reach relief road is open. This together with the success of 7.5 tonnes weight restriction could be assessed before making a decision on the one-way system.

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

- a) Public consultation together with an explanation of the proposals and reasons were provided in line with the Statutory Consultation process. Access to 'further details' were provided however no requests were made.
- b) Removal of existing on-street parking is minimal, however, with the introduction of one-way systems, there is an inherent risk of increased vehicle speeds. In this case, the presence of on-street parking and constrained carriageway widths, this is not foreseen to be significant. Traffic speed data has been collected during the modelling process. It is recommended to carry out post scheme data collection in order to identify whether speeds have increased to an unacceptable level.
- c) Existing footways are indeed narrow. The proposed scheme does not exacerbate the existing arrangement. It is not clear where additional pedestrian crossing facilities may be required due to low levels of pedestrian footfall. Existing crossing points are to be retained.
- d) A review of on-street parking was carried out on the evening of Thursday 30th April between 19:00 and 21:00 hrs to gauge the existing on-street parking demand within the scheme extents. A total number of 8 vehicles were recorded on St Johns Street (between Sun St and Birch Rd); zero on Rose Lane; and 41 vehicles on Sun Street (between Rose Ln and St Johns St). As you know, to support unobstructed traffic flow throughout the proposed gyratory, we will need to impose additional parking restrictions. Allowing a minimum running lane of c. 3.3m (sufficient to accommodate expected bus types), there will be an approximate removal of 7 spaces from Sun Street. Although no parking was observed on Rose Lane, there is sufficient capacity for approximately 14 vehicles. There is no loss (or gain) on St Johns Street from observed parking, although I am aware of 2-3 vans regularly parking on St Johns St near Rose Lane which would be displaced.

- e) The provision of off-street parking is not a priority for Council funding. It is felt that sufficient on-street parking remains to satisfy the needs of residents.
 - f) This claim is subjective and is not quantifiable. Some people will see the introduction of a one-way system resulting in the removal of the current conflict that occurs as a positive change.
 - g) Traffic modelling indicates slight improvements in junction capacity, other than St Johns / Rose Lane junction. Reverting Rose Lane to two way flow will exacerbate this issue.
 - h) Traffic from Birch Road would experience increased travel distance via Fairfield Road to avoid the one-way system. It is therefore unlikely to result in increased traffic flow.
 - i) The proposals aim to reduce congestion, improve road user safety by reducing the likelihood of vehicles mounting footways at existing pinch points where opposing traffic flows meet.
 - j) The fact the scheme has previously been rejected is not thought to be relevant. The scheme has clear objectives and funding to deliver in this year's LTP programme.
 - k) Traffic data has been collected, sufficient to carry out traffic modelling.
 - l) The scheme will be delivered to coincide with the opening of the Biggleswade Eastern Relief Road, now thought to be late September/early October 2015.
10. Bedfordshire Police has raised no objections to the proposals, but have said that enforcement of the one-way system and weight restriction would be minimal.

Conclusion

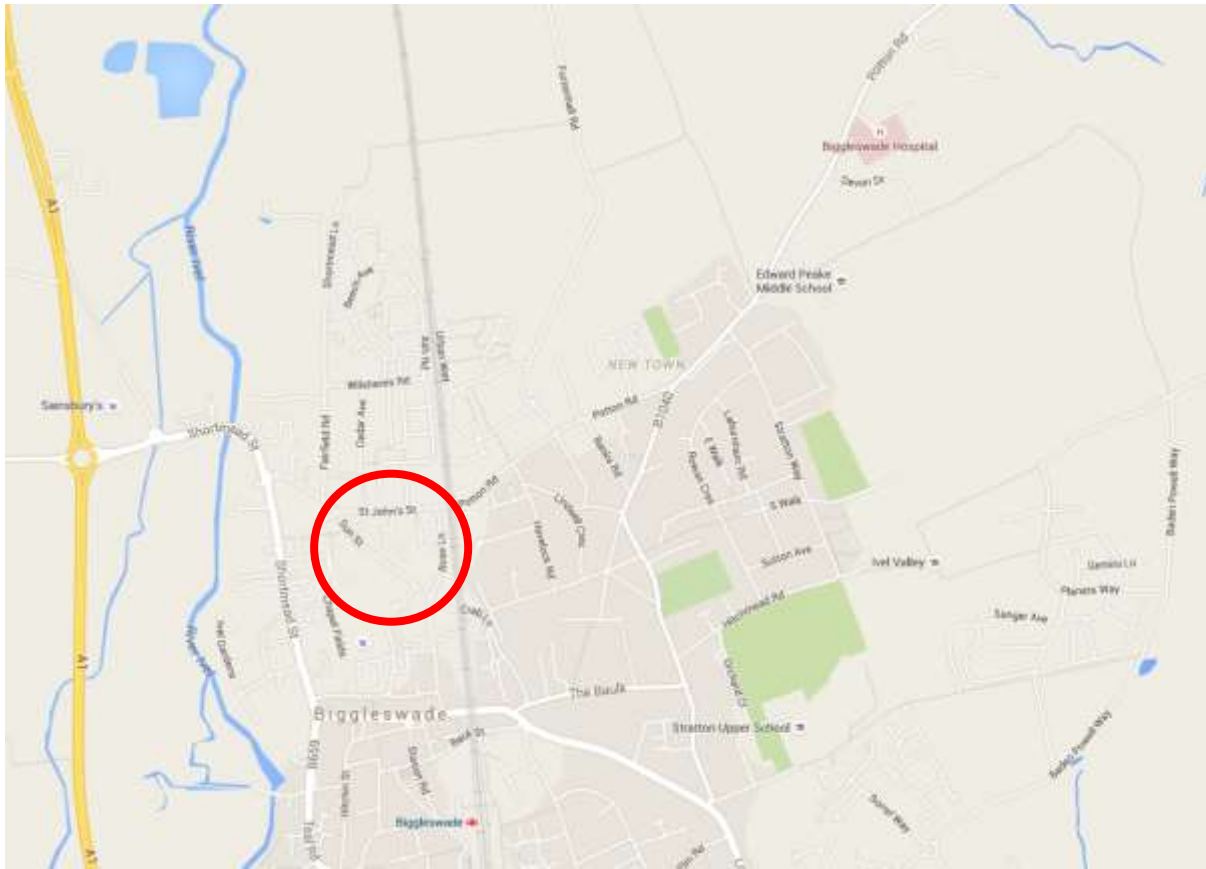
- 11. This scheme has been designed to address considerable local concerns in respect of traffic congestion in what are fairly narrow local roads. Despite the strength of local opinion, including the Town Council and Biggleswade elected members, behind the proposal there is clearly some local opposition to some aspects of it.
- 12. There is however a further additional and compelling reason for addressing the traffic flows in this area in the short term. This is the impending closure of the nearby Stratton Street railway bridge for replacement in December 2015. This will be a four month closure and, despite the traffic management and diversionary routes that will be put in place, there will be a significant re-assignment of traffic, especially local traffic, onto other routes including the Sun Street triangle. Any increase in traffic in Sun Street as a two way road will only exacerbate existing problems and would be unacceptable.
- 13. The current proposal will be of considerable benefit during the period of this work. The Council therefore intends to implement the proposed one-way street and waiting restrictions elements of this proposal on an experimental basis for a six month duration. This will cover the period of the enforced closure of Stratton Street bridge and a subsequent period of 'normal' traffic flows following its completion that will allow a full assessment of the scheme to be carried out prior to making it permanent.

14. The six month experimental period will also be considered as a period of objection and as a result any objections received during that period, as well as those already received, will be considered prior to the Council taking a decision on whether to make the one-way system and waiting restrictions permanent.
15. The HGV ban will be implemented as a permanent order.
16. It is agreed that pedestrian surveys would be needed to identify the need for additional pedestrian crossing facilities but there is no commitment to undertake that within the current scheme
17. Pre and post scheme traffic surveys should be carried out to identify whether vehicle speeds have increased, proposing appropriate intervention.
18. The implementation of the experimental traffic scheme utilising minimal engineering works will be concurrent with the closure of Stratton Street bridge and will be undertaken in December 2015. At the end of the 6 month experimental period all representations will be considered together with the before and after traffic figures and a decision will be made whether the scheme will become permanent. Following that decision further engineering works will be required.

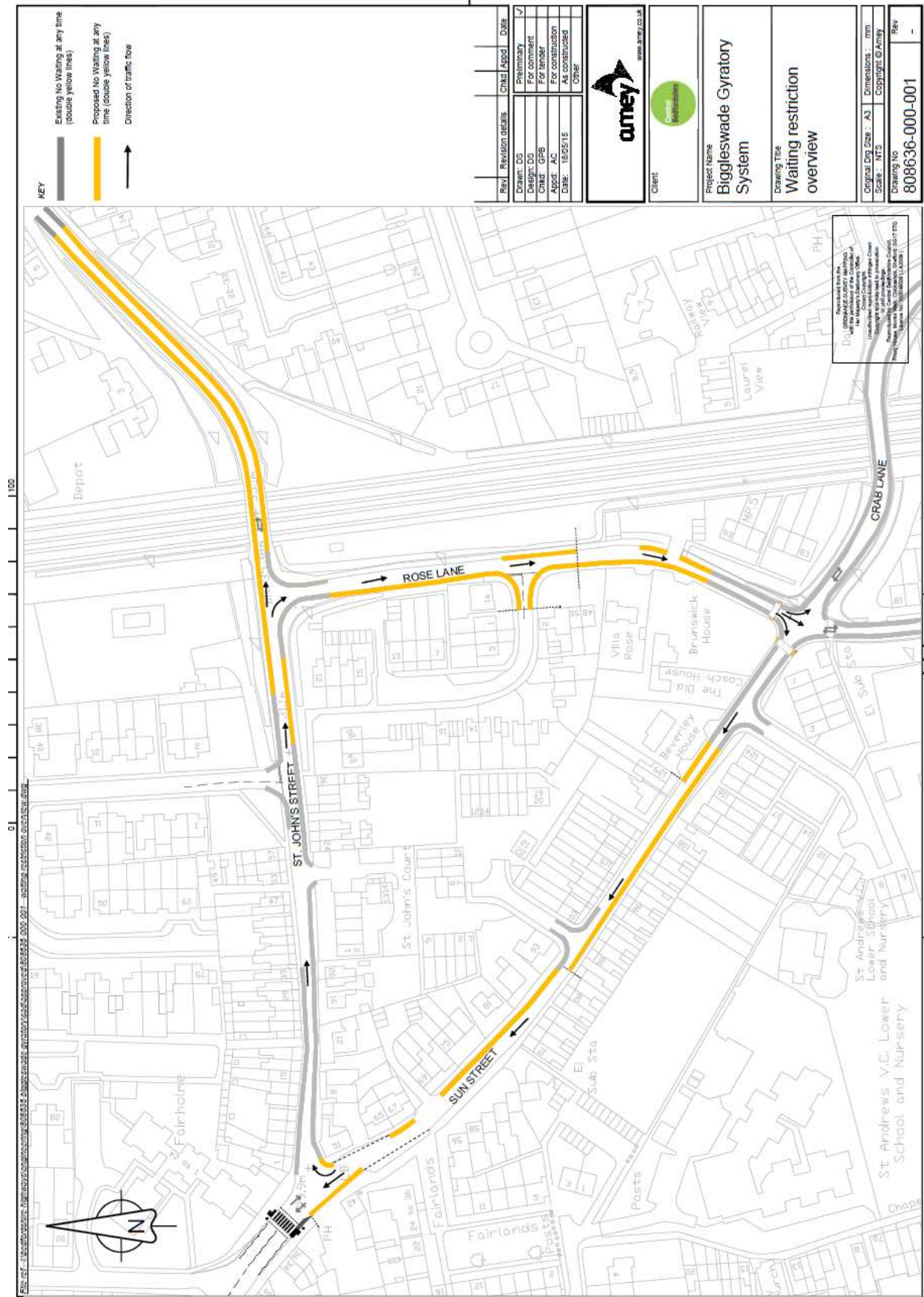
Appendices:

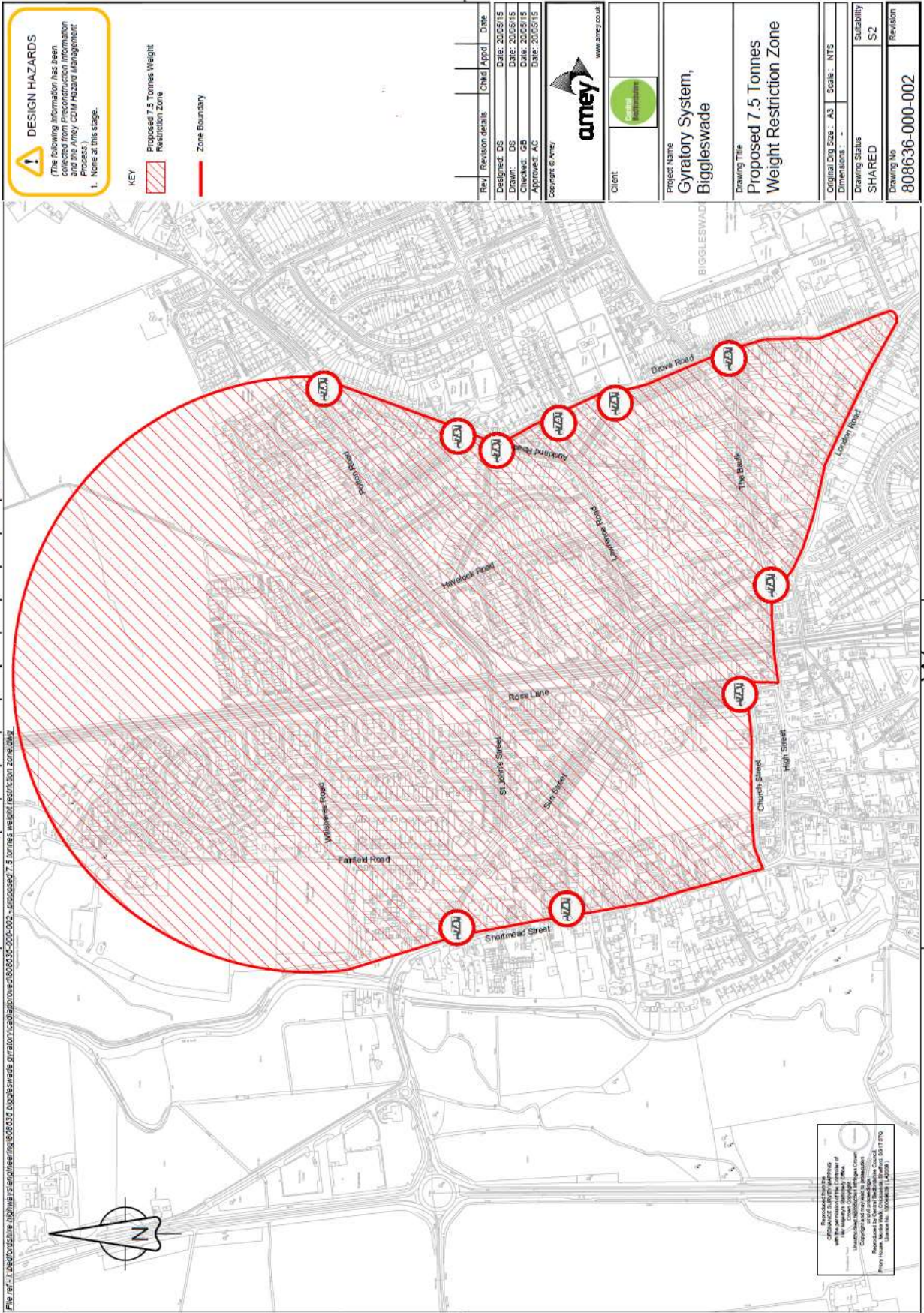
- Appendix B – Location plan
- Appendix B – Drawings of Proposals
- Appendix C – Public Notices of Proposals
- Appendix D – Representations

Appendix A



Appendix B





Appendix C



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A ONE-WAY TRAFFIC ORDER IN ST JOHN'S STREET, ROSE LANE AND SUN STREET, BIGGLESWADE

Reason for proposal: The proposed Order is considered necessary on the grounds of promoting road safety and for preserving or improving the amenity of the area through which the roads run. The proposal will effectively create a one-way gyratory system with traffic only permitted to travel in a clockwise direction around the triangle formed by St John's Street, Rose Lane and Sun Street. The main purpose of the proposal is to reduce conflict between opposing traffic, in particular lengths of St John's Street where the road is narrow and level of on-street parking is high.

Effect of the Order

To introduce One-way Traffic on the following roads in Biggleswade:-

- | | |
|------------------|--|
| St John's Street | From its junction with Sun Street to its junction with Rose Lane - vehicles permitted to travel in that direction only. |
| Rose Lane | From its junction with St John's Street to its junction with Sun Street - vehicles permitted to travel in that direction only. |
| Sun Street | From its junction with Rose Lane to its junction with St John's Street - vehicles permitted to travel in that direction only. |

Further Details may be examined during normal office 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 25 June 2015. Any objections must state the grounds on which they are made.

Order Title: If made will be "Central Bedfordshire Council (St John's Street, Rose Lane and Sun Street, Biggleswade) (One-way Traffic) Order 201**"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

29 May 2014



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING IN ST JOHN'S STREET, ROSE LANE AND SUN STREET, BIGGLESWADE

Reason for proposal: The proposed Order is considered necessary for facilitating the passage of traffic on the road. It is proposed to introduce a one-way traffic system in St John's Street, Rose Lane and Sun Street. Due to the re-distribution of traffic and revised road layout it is considered necessary to prohibit parking on some lengths of road to ensure that traffic is not obstructed by parked vehicles.

Effect of the Order:

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

1. St John's Street, north- west side, from a point approximately 22 metres east of the east flank wall of no.36 St John's Street extending in a north-easterly direction to a point in line with the south-west flank wall of no.7 Potton Road.
2. St John's Street, south side, from a point approximately 15 metres east of the east flank wall of no.36 St John's Street extending in an easterly direction for approximately 30 metres.
3. St John's Street, south-east side, from a point approximately 85 metres east of the east flank wall of no.36 St John's Street extending in a north-easterly direction to a point in line with the south-west flank wall of no.7 Potton Road.
4. Rose Lane, west side, from a point approximately 20 metres south of the south kerb line of St John's Street extending in a southerly direction to a point approximately 2 metres south of the boundary between nos.89 and 91 Rose Lane.
5. Rose Lane, east side, a point in line with the boundary of nos.48 and 50 Rose Lane extending in a northerly direction for approximately 31 metres.
6. Rose Lane east side, from a point approximately 2 metres south of the boundary between nos.89 and 91 Rose Lane.
7. Brunswick Close, both sides, from its junction with Rose Lane extending in a westerly direction to a point in line with the boundary of nos.1a and 1 Brunswick Close.
8. Sun Street, north-east side, from a point in line with the boundary of nos.120 and 122 Sun Street extending in a north-westerly direction to a point in line with the south-east flank wall of no.129 Sun Street.
9. Sun Street, north-east side, from a point approximately 9 metres south-east of the north-west flank wall of no.93 Sun Street extending in a north-westerly direction to a point approximately 3 metres north-west of the boundary of nos.65 and 67 Sun Street.
10. Sun Street, north side, from a point in line with the front wall of no.51 Sun Street extending in a south-westerly direction for approximately 5 metres.
11. Sun Street, south-west side, from a point in line with the boundary of nos.120 and 122 Sun Street extending in a north-westerly direction to a point in line with the boundary of nos.82 and 84 Sun Street.
12. Sun Street, south-west side, from a point approximately 7 metres south-east of the south-east flank wall of no.42 Sun Street extending in a north-westerly direction for approximately 27 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 25 June 2015. 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 2015"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

29 May 2015



PUBLIC NOTICE

**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE
A 7.5 TONNES HEAVY GOODS VEHICLE WEIGHT RESTRICTION ON ROADS IN
THE SUN STREET, ST JOHN'S STREET AND LAWRENCE ROAD AREA, BIGGLESWADE**

Reason for the proposal: The proposed Order is considered necessary on the grounds of promoting road safety and improving the environment of the area. The proposal would prohibit HGVs over 7.5 tonnes from using the roads identified in the restricted zone below as through routes.

Effect of the Order:

To introduce a 7.5 tonnes HGV Weight Restriction on the following areas of Biggleswade:-

The restricted area covers roads bounded by, but not including, A6001 Shortmead Street, Church Street, A6001 High Street, A6001 London Road and B1040 Drove Road, with Biggleswade Common to the north. The entry points to the weight restriction zone are at:-

- a) Sun Street at its junction with Shortmead Street
- b) Rose Lane at its junction with Church Street
- c) The Balk at its junction with London Road
- d) The Balk at its junction with Drove Road
- e) Lawrence Road at its junction with Drove Road
- f) Auckland Road at its junction with Drove Road
- g) Edward Road at its junction with Drove Road
- h) Banks Road at its junction with Drove Road
- i) Potton Road, at its junction with Drove Road

Exemptions: The proposed Order will include exemptions to allow heavy goods vehicles over 7.5 tonnes to enter the restricted zone for access and delivery requirements. There will also be exemptions for emergency vehicles and for certain other building and maintenance purposes.

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 25 June 2015. Any objections must state the grounds on which they are made.

Order Title: If made will be "Central Bedfordshire Council (Sun Street, St John's Street and Lawrence Road area, Biggleswade) (Weight Restriction) Order 201**"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

29 May 2015

Appendix D

A total of 18 copies of the following letter have been received:-

On Sunday 7th June a well attended local residents meeting was held to provide us with an opportunity to voice our concerns about the negative impact the above plans will have on us as a community, due to the issues raised at this meeting I wish to formally object to the proposals put forward by central Bedfordshire Council for the following reasons.

Consultation Process and Plans Supplied

It was noted by everyone present at the above meeting that we, the local residents have felt excluded from this consultation process and that the documents supplied to us do not provide sufficient information for us to accept your plans as they are currently proposed. We are aware that other official bodies such as the Biggleswade Town Council have been asked for their comment and all present felt it would affect their ability to make any informed decision whether to adopt or object to the plans.

The issues raised around this point are as follows

- The map provided is not accurate and contains mistakes, for instance the area around the junction of St Johns Street and Sun street are currently shown as being a Public House and Sheltered accommodation for the elderly, these have in fact all been built on, in the case of the Public house this was 3 years ago and is now residential properties, where once the sheltered accommodation once stood we now have Vickers Close residential estate, as they are not shown on your map we have concerns whether the proposed new road layout takes into account their vehicle access and more importantly whether these residents have been included in your consultation.
- The proposed plans are very basic in their design and do not show any of the following
 - Lack of traffic flow data to back up the need for a one way system
 - It contains no details of any junction remodelling required
 - It provides no details of any new proposed bus stops, in particular the community will lose the one currently situated in St Johns Street, how will this be replaced and how will the residents from the local estate be able to access this, a new stop in Rose lane would be impossible to access for anyone with restricted mobility due to the incline of the railway bridge
 - Enforcement – The plans show no method statement for how the one way system will be enforced, will this be done by physical barriers or by signage only, we live in a the modern era of the Sat Nav and concerns were raised that this will cause issues with vehicles trying to move against the flow of traffic
 - Without the finished construction and effective monitoring of the new Eastern bypass (Kings reach estate) no one can be certain of the affect to local traffic through our roads, therefore should any proposed changes to the existing layouts not be put on hold until the significance of this new bypass is understood and the appropriate traffic monitoring carried out

Safety Concerns

- With the traffic flowing in one direction the speed of flow will increase and your plans appear not to give consideration to this, to be clear these are residential roads and the pavements in many places are very narrow, any increase in traffic speed will put pedestrians and traffic in immediate danger. At present the two way flow and parking that we currently have forms a natural barrier to reduce speed and this in turn makes

the pavements safer for pedestrian use, this very fact is noted in the minutes from the Biggleswade Town Council meeting held on 17th February 2015

- The plans currently shows no new proposed crossing points for pedestrians, with the implementation of one way traffic and the fact that traffic will flow unhindered what is the likely safety impacts for those wishing to cross St Johns Street or Rose Lane, at present we only have one existing Zebra Crossing on Sun Street and this itself is an extremely dangerous crossing to use due to the number of road users who simply ignore it, any increase in the speed of traffic through our roads will affect our safety, with the locations of St Andrews and Edward Peake Schools our pavements are on the walk to these schools and as such the impact to the safety of these children needs to be addressed and more provision of safe to use crossing points. The impact of these proposals will also be of serious concern to the elderly and disabled within our community
- With the proposal to send traffic along Rose Lane and to use the traffic light controlled junction there are grave concerns that the junction will not be able to cope with the increased traffic flow, this particular junction is raised and as such will require hill starts, this will slow the ability for it to cope down and so as currently happens road users will back up along the length of Rose Lane, this would clearly counteract the purpose of these alterations. The resulting pollution from stationary traffic and increased noise levels to the residents of Rose Lane would also be of concern and needs to be considered.
- With the present road layout any road users currently have a few options which they can use, by placing all the traffic onto the same roads any traffic accident or failure of the lights controlling Rose Lane, Sun Street junction for instance will result in gridlock
- Those residents of Birch Road and the neighbouring streets will be forced to use Fairfield Road if they wish to access the A1 motorway, Fairfield Road is already unsuitable for the traffic volume it currently has and these plans will make the problems for these residential areas even greater.
- There appear to be no consideration for other road users such as cyclists

Parking

- Parking is already a serious issue for all of us and your proposals will have a severe impact on the residents who not only live on these roads but those in the local side streets. This area needs more parking to be made available to residents and not less
- At a local meeting of the Biggleswade Town Planning committee it was suggested that Rose Lane Car Park was a suitable alternative for residents to use, this car park is already used to it's maximum and with the plans being made by Central Bedfordshire Council to reduce the level of commuter parking in the Dells Lane area it is evident this car park will not be suitable, those of us with young families, disabilities, special needs or the elderly will not be able to access this car park and this is why your plans should be increasing the street parking made available to us and not removing it.
- It was also noted that in your very own 'statement of reason' for the proposals your intention is to retain as much parking as possible due to the residents having little or no parking, your plans to introduce further double yellow lines and a no waiting restriction therefore contradict this statement.

No Waiting Restrictions

- Your proposals to include 'no waiting' restrictions will bring further hardship to the residents of those roads affected, we will already see our parking further restricted and then this will be further compounded by our ability to unload outside or in many cases even near our homes, how are families expected to unload their shopping for instance, how will those who currently rely on council run transport services such as the elderly or disabled be able to access these if they are unable to pick up from outside or near their homes. How will the deliveries of grocery and goods to our homes continue.

- Illegally parked vehicles are an issue now and the parking restrictions in place are currently rarely enforced, how will these new restrictions be policed and has consideration been given to the fact that by effective control of those who currently park illegal many of the traffic flow problems we have now will be eradicated.

Central Beds Councils Local Transport Policy Apr 2011 – Mar 2016

The proposals would appear to contradict your own policy as taken from the above document for the following reasons

- **To reduce the impact of commuting trips on the local community** – it is quite clear that your proposals are not being done for the local community but are in fact to help increase access to the east of Biggleswade and towards Pottton, as mentioned above the local community around the immediate area will suffer immensely due to the impact of the faster flowing traffic which by its very design will encourage more users to onto our residential streets
- **Increase the number of children travelling to school by sustainable modes of transport** – the most sustainable and environmentally method for children to journey to school is by foot, to increase the quantity and speed of traffic flow through the area and with a lack of safe crossing points you will deter parents from viewing this as a safe alternate
- **Insure access to food stores and other local services** – There are business directly on the proposed ‘no waiting’ area that will suffer from loss of trade due to the no parking outside they’re shops, these are much needed services within in our communities, any reduction in passing trade will have a detrimental effect on their viability to trade, once lost the local community will be unlikely to replace them
- **Reduce the risk of people being killed or seriously injured** – For road users and pedestrians alike any increase in traffic numbers and their ability to speed unhindered will be at odds to this policy, in some places our pavements are no more than 2 feet wide, by encouraging faster flowing traffic any pedestrians using these pavements will be placed in imminent danger, currently the two way traffic flow and parking we have in place helps to reduce the risk to road users and pedestrians.

Finally to summarise and as discussed at our Local residents meeting we all feel the proposals are too much, they are not designed with the best interest of the local residents or the community in mind, they are dangerous for residents, pedestrians and road users alike and that they will by their very nature increase the use of our residential roads when in fact the council should be looking at ways to remove traffic from our streets and to reduce their speed to increase safety for all users. With this in mind we ask that the plans be rejected and that a proper consultation by means of open dialogue and meetings with the local community and road users be put into place so that we can work together to understand and resolve the current issues we have around our roads and more importantly our homes.

Many thanks and I look forward to your response on this matter

Whilst we are in favour of the introduction of a one-way traffic system for St. John's Street, Rose Lane, and San Street, we do have a couple of concerns regarding road safety & parking:-

1). We live in Brunswick Close, and as the road layout in Rose Lane and St. John's Street stands at present, even though it is two way traffic, there is often vehicles travelling at speed down these roads,

and we feel that once the one way system is in place, this could increase the frequency of such instances.

The pavements are narrow in St John's Street, and children and parents use these paths to go to St. Andrews Lower School, Edward Peake Middle School, and Stratton Upper School.

Therefore we ask is there any proposals to put traffic calming measures in place e.g. road humps?

2). On viewing the map of said plans, we note that there is to be extended double yellow lining, therefore pushing car parking for St. John's Street residents elsewhere.

As previously stated, we live in Brunswick Close, which has only a few number of houses, with parking space at a premium, but

by means of a public footpath has access to St. John's Street.

We are therefore asking if it would be possible to have "Residents Parking Only", allocated to Brunswick Close?

Thank you for your letter dated 29th May 2015, outlining a proposal to create a gyratory system incorporating St John's St, Rose Lane, and Sun St in Biggleswade.
I have been a resident of Brunswick Close since 1995 and feel qualified to raise concerns about your plans that would have an impact on the local area, particularly residents of Brunswick Close.

Firstly, I would like to know your thinking on WHY Rose Lane should become one way in the first place, when a no-entry sign and appropriate road markings at it's junction with St John's Street should be adequate. Furthermore, all the A1 bound traffic coming from the Potton direction will have to turn into Rose Lane, increasing the traffic flow by more than 50% and creating queues and congestion at the traffic lights at the Rose Lane and Sun Street intersection. This would also bring about a very potential hazardous situation with vehicles wishing to turn right over the railway bridge from the Asda's direction, and opposing traffic wanting to turn right, and travel along Sun Street. In recent years, there have been THREE collisions at this junction with vehicles doing this very thing, and I feel this would only INCREASE with the implementation of your plans for Rose Lane.

If Rose Lane is to be one-way, the traffic will become more fast paced, making it MORE HAZARDOUS to emerge from Brunswick Close than it already is. A "KEEP CLEAR" sign SHOULD be painted on the road opposite Brunswick Close, or even a yellow box junction, to make it easier for Brunswick Close residents to join the traffic on Rose Lane. Also, the hedge and vegetation on the Brunswick Close side of Rose Lane up to St John's Street should be REGULARLY trimmed back, as at present it is VERY difficult to see oncoming traffic from the left when emerging from Brunswick Close, unless you move out into the road by a car's length. I would like to invite you to try to come out of Brunswick Close and see EXACTLY what I mean. In your proposal, there is NO mention of where the buses would be re-routed from Potton Road, having buses travelling down Rose Lane, and turning right at the traffic lights into Sun Street to continue it's journey would in my opinion be VERY hazardous. I would like to hear from you what measures will be in place to enforce this scheme, against road users who either intentionally or mistakenly ignore the new road scheme.

Finally I would like to register my objection to the scheme due to the lack of detail in your proposal.
Yours Sincerely,

I am disabled and very concerned about Rose Lane being made One-way. What happens when the Charity Buses i.e. Sandy Stoke Club come to pick me up and return me? In winter is this difficult!! The traffic light junction is already a very dangerous crossing in my mobile buggy and I have to have someone to guide me across now.

The consideration has been given to those of us who live on the left side of Rose Lane from the junction with Sun Street.
Very worried

With regards to your consultation letter reference the above I attended a local residents meeting on Sunday 7th June and this gave me an opportunity to voice my opinion. In my opinion this meeting was not very well attended and no 'for or against' vote was taken at the end of the meeting and I felt from the comments that most people were in favour of the one way system but concerns over the consequences of speeding and resident parking were raised.

I also attended the Biggleswade Joint Committee meeting this morning Weds 24th June at Priory House, Chicksands and was kindly given the opportunity to voice my own point of view as were two other residents, one of St John's St and the other of Sun St. The resident in Sun St was also in favour of the proposed one way system and both these gentleman voiced concerns over speeding and parking issues.

I have now lived at No [] St John's St for over 14 years and have lost count of the accidents I have witnessed and photographed directly opposite my house (the narrowest part of the street at 13 feet) where oncoming traffic has collided and on one occasion a lorry and bus were actually jammed together causing hours of delay and police attendance. On this occasion I was requested by Stagecoach Company to act as witness to the accident to which I complied and sent a statement and photographs of the incident. The bus window was actually broken and it was fortunate no passengers were actually injured.

I also presented a case to the Traffic Management Group last year at Priory House accompanied by a signed petition by twenty local residents and neighbours complaining about the increased traffic flow and the incumbent dangers and I am therefore delighted that you have finally decided on a solution to the high density and size of the traffic now using St John's St.

I also applaud your decision to limit the area to 7.5 tons and this will I am sure help to relieve most of the accidents I have witnessed over the years. I have had my front wall re-built twice during this period where heavy traffic constantly mounts the pavement and on two of those occasions destroyed my front wall and has cost me dearly to have re-built.

The only concern is that a one way system up St John's St will encourage the traffic to travel faster as currently the roadside parking has a natural traffic calming effect and a one way system may negate this natural deterrent

I feel some form of speed restriction should be put in place to address this issue and perhaps more consideration should be given to local resident parking and maybe a residents parking permit.

I am delighted that the one way system will come into force, the sooner the better from my standpoint.

I look forward to being kept abreast of the developments and wish you every success in your endeavour.

1 The problem that this proposal is aiming to solve is ill-defined and over-exaggerated.

I have lived in the affected part of Rose Lane for more than 43 years and have travelled in both directions along St John's Street on very, very many occasions without any real difficulty. A little judicious consideration by drivers usually resolves any contentions without any great dramas.

These so-called contentions will be nothing compared to the problems that will occur along Rose Lane up to the traffic lights!

The traffic already backs up to Brunswick Close and beyond at times.

Can you imagine what will happen when **ALL OF THE TRAFFIC** is directed into this part of Rose Lane? There will be some very angry motorists at busy times – I will guarantee that.

There will also be a very real danger to the neighbourhood when frustrated motorists finally pass through the lights. Some will rush to make up time. Excess speed is already a problem at times!

2 This particular proposal in its current form will create more problems than the one it claims to solve.

The letter, which I fully support, from on behalf of the residents has details many of these.

3 No meaningful traffic census has been carried out.

This needs to be done via road sensors placed simultaneously at all points on every junction and **over an extended period of time**. Meaningful analysis must then follow to allow for possible solutions to be developed.

The proposal detailed in the minutes of the Biggleswade Joint Committee Meeting, dated 15th October 2014, to collect the traffic flow data by video camera at the three relevant junctions is too ridiculous for polite, serious comment – it simply will **NOT** do the required job.

If this did take place, when was it and where is the analysis and conclusions?

4 Blockages in traffic circulation

What contingency plans will there be when the traffic is prevented from following the one-way system?

Congestion could happen for many reasons, including accidents etc., but

How will the waste bins be collected?

How will emergency vehicles be able to proceed as necessary?

No vehicle will be able to pass the collection vehicles in St John's Street and they will also have great difficulty in Sun Street!!

It may be said that this happens at the moment, but when all the traffic is forced round this one-way system there will be a very much greater problem.

I foresee great trouble here.

5 No alternative proposals have been presented for consideration.

The proposals to the change in parking in Dells Lane and London Road etc. do contain alternatives for comment. These parking proposals go into great detail, unlike this gyratory system proposal which is severely lacking in any meaningful details.

It will also not be convenient for anybody with special needs.

6 The residents of the three streets directly concerned and the surrounding area have not been consulted.

That is unless the Public Notice letter from Marcel Coiffait, Director of Community Services at Central Bedfordshire Council dated **29th May 2014** (sic) is a very belated attempt at a consultation!

It seems that the residents have been treated like mushrooms, which, as you know, are kept in the dark and fed on horse manure!

7 This proposal is being put into place before the King's Reach development relief road has been built – which in itself will affect the traffic flow data.

Apparently, the Town Council want to implement this proposal independently of the 7.5 tonne weight restriction zone!

Oh dear, I thought this gyratory system proposal was intended to solve the traffic conflicts in St John's street!

These two proposals should be considered together with the King's Reach relief road because they interact.

8 No consideration has been given to the implementation of this scheme (or any alternative), on a temporary basis in order to gauge the effectivity.

It rather seems like a rushed attempt to garner some **Section 106** money from the Developers to fund the scheme. **There is a need to get any scheme that may be put in place right the first time** – if not, there will not be any money in the pot to change it.

The debacle over the non-reversal of the direction of traffic flow in Hitchin Street bears witness to this.

- 9 **The map presented with the Public Notice letter is long out of date.**

Brunswick House in Rose Lane was demolished years ago and was replaced by Brunswick Place, a set of 16 flats.

Because of a planning blunder stemming from a late amendment to the plans slipped in by the developer, Brunswick Place does not even have enough parking for its own residents!

Allowing parking opposite number 48 Rose Lane, Villa Rose and the entrance to Brunswick Place will be problematic. Vehicles parked in this area will make turning into Villa Rose difficult (I have already simulated it!). It may also be impossible to get furniture removal vehicles or big delivery vehicles into, or out of, Brunswick Place! It can be difficult even now.

- 10 **The 7.5 Tonne Weight Restriction Zone in itself may have a positive impact on the existing perceived "problem".**

Why not wait to see the effect of this.

- 11 **Lack of additional parking for displaced vehicles.**

Is the suggestion that Rose Lane car park will suffice serious? Not only is that very inconvenient for the owners of the displaced vehicles, what will happen when commuters that currently park in Dells Lane, London Road etc. are displaced by the new parking restrictions proposals currently under review?

With the limited information available to me to date I am **not in favour of this plan and wish to object**. More information than a "Waiting Restriction Overview diagram" is needed for the local residents in the affected areas. Councils may have been discussing this for some years but despite the Town Council agreeing that local consultations must/would be done this has yet to happen. The quality of life to the local residents will be much reduced by this scheme to please resident commuters some distance away.

There are many unspecified features which need explaining and maybe adding to this plan which I will only summarise, in a constructive way I hope, a fuller exchange from all should take place.

My comments are:-

- Traffic flow determined after the Eastern Relief Road is open and fully utilised and the 7.5T restriction in place and effectively enforced. **This may eliminate the need for the system altogether.** I believe this was agreed and recorded in a town council meeting by some Councillors.
- Traffic speeds will be greater therefore reduction measures must be put in place. Correctly parked vehicles maybe an option for this rather than 'speed hump' construction. The humps had been rejected by some Councillors previously according to the record.
- There is no pedestrian crossing in St John's St and the one in Sun St, near Vicars Close, has no traffic light controls and this is very poorly observed by motorist now. The increased traffic speed would make a St. John's crossing a must and for it to be traffic light controlled. Many school children use this route some unaccompanied and some at lower school age with parents and pushchairs.
- The traffic lights at the Crab La, Sun St, Rose La junction would not be suitable as currently set up. At peak times now there are tail backs and the Crab La timing is not "safe" even now at cyclist or electric scooter speeds.
- The westward bound bus stop in St John's St opposite Birch Road would be lost and this effectively serves the whole of the Fairfield Estate and Brunswick Close. A nearby one would not be effective as many elderly people use this stop so walking distances and inclines can be a big problem.
- People heading to the A1 north roundabout from the Fairfield Estate will use Fairfield Road, this street and the resident parking at present would not be a suitable safe route for any increased volumes for traffic.
- Vehicle parking can be the most contentious issue and this proposal seems no exception. Street parking will be reduced in St John's St and those will almost certainly be looking at Birch Road to re-locate. We have several vehicles from St John's St already using Birch Rd and we understand their problem. As there are no restrictions, other than at the junction itself, I believe more restrictions would be needed, i.e. west side parking only perhaps.

There is a local option which may be considered. There are generous grassed areas at either side of Birch Rd at the St John's St junction, maybe a portion of one of these could be modified to take a few cars from St John's St. Commuter parking is a feature even in St. John's St / Brunswick Close area. With correctly erected barriers I feel sure 5 – 6 spaces could be created which is about what St. John's St will lose I believe.

A constructive reply would be appreciated.

Concerns regarding Biggleswade Gyrotory system.

1. There will be greatly increased traffic flow along Rose Lane and Sun Street, because of additional traffic from Potton Rd and the whole of the Bird estates.
 2. This heavy flow at the junction of Rose Lane/Sun Street will back up traffic making this junction very dangerous. Pedestrians and cyclists have major problems now crossing the junction.
 3. Restricting parking in all three roads will badly effect residents as most areas are to become no waiting areas.
 4. If the bus service is to use this route the junctions need further improvements traffic calming measures need to apply I.E. Speed ramps, 20 M.P.H. speed limit.
 5. How will the weight restrictions be policed and at Sun Street/St Johns Street work is needed to deter traffic from travelling the wrong way up Sun Street.
-

With reference to the above proposed one way notice, I wish to object to the creation of said one way system on the following grounds.

1) The proposals will not rectify the basic problem, that of too much traffic using St John's Street and of the wrong type. St John's Street is a narrow road not designed for the road use that is now expected of it. This problem has been exacerbated over the last few years by The Council's decisions to permit large scale development of the eastern side of Biggleswade, without due regard being paid to the poor access from/to the A1, Bedford, surrounding villages, Sainsburys etc. Traffic from the eastern side of Biggleswade and traffic entering from the Pottton direction, generally utilises Pottton Road, Drove Road, St John's Street and thence via the end of Sun Street and then either out towards the A1 end of Biggleswade Town via Shortmead Street. The result of these developments has been an increase in traffic along the aforementioned roads and increased congestion, together with its associated noise and dirt. Traffic often has to queue and wait for extended periods at various junctions. Footpath access, especially along the railway bridge section of Pottton Road and St John's Street generally is extremely precarious and dangerous, which is further exacerbated by Heavy Goods Vehicles and Buses. The so called Eastern Relief Road (yet to be completed) will not assist to reduce the problem, as the traffic heading for the A1, Bedford etc will not drive some 3 miles around the relief road/A1 just to reach the same point as it can by going down Pottton Road/St. Johns St/ Sun Street. The entries/exits to the northern A1 and Southern A1 are congested now at peak times, a situation that is only going to get worse with the continuing development of the eastern side of Biggleswade. The result of the proposal will not solve the problem, but will only exacerbate it due to the increasing traffic flows as outline above. Also at present some of this traffic can decide to to access other areas by using Sun Street rather than St Johns St. Following this proposal that traffic will have no choice and must follow St Johns St in an easterly direction, so increased traffic flows will result. This will be to the detriment of road users, pedestrians and residents. Residents from Birch Road estate will now have to utilise Rose Lane/Sun Street to exit Biggleswade via the A1, and so traffic levels on these roads will increase. It would appear from this proposal that this is not a genuine proposal to benefit existing road users and residents of the area, but an attempt to placate not only the objections to increased traffic and danger levels, but also to attempt to placate existing residents fears regarding the detrimental impact of those eastern developments that have already been granted planning permission and now in the construction stages. Various representations and letters have been written to the Planners at Central Beds (including form myself) at the appropriate times over the last few years regarding these detrimental effects to existing residents, road users, pedestrians etc of these developments. Those letters and representations appear not to have been taken into consideration in the past and now what was forecast has come into fruition. The only ways to stop these detrimental impacts and to prevent a worsening of the situation is to (1) Stop all further development on the eastern side of Biggleswade or (2) Force developers to pay for a relief road that will go across the Biggleswade Common in a northwesterly direction, cross the railway line, cross the river Ivel and then join the A1 at a new intersection.

2) St John's Street - Increased traffic flows will result by the fact that all traffic will now have to proceed along St John's St in an easterly direction not only to go in the direction of Pottton, but also to access areas that previously would have utilised Sun St. All Asda traffic that formally used that route will now also have use St John's St. Due to this increase in traffic flows, existing residents will suffer from the increase and also from increase in noise, dust and dirt levels.

3) Rose Lane - obviously Rose lane will suffer from significant increase in traffic, noise, dust and traffic generated dirt and significant effects will be felt from the increased traffic from goods vehicles and buses that currently do not use these routes. This will be to the detriment of existing residents as previously outlined.

4) The existing traffic light controlled Rose Lane/Crab Lane/Sun Street junction. This junction is incapable of dealing with the increased traffic flows which will result from this proposal. Queues will result in both directions of Rose Lane and within Crab Lane. These lights are currently poorly timed and would appear to be incapable of dealing with the increased traffic flows. There is no footpath access on the north eastern side of the junction. Buses and goods vehicles trying to turn right into Sun Street will have extreme difficulty manoeuvring around the junction. An increase in danger levels to pedestrians and other road users will result. Traffic now exiting from Rose Lane car park and the rear Asda entrance will have to turn down into Sun Street or Crab Lane rather than being able to opt also for Rose Lane and thus increased traffic flows will result within Sun Street, to the detriment of existing residents.

5) Sun Street - obviously Sun Street will suffer from significant increase in traffic, noise, dust and traffic generated dirt and significant effects will be felt from the increased traffic from goods vehicles and buses that currently do not use these routes. This will be to the detriment of existing residents as previously outlined. Virtually all of Sun Street will now become a "No Parking" zone, so where are the existing residents now going to park their vehicles? Will they try to use Rose Lane car park?- this will not work as it is virtually full now without the effect of this proposal. They will also probably try to park in the parts of Rose Lane that are available, and this will only exacerbate the increased traffic movements and congestion within Rose Lane. They will also try to park in small residential roads off Rose lane/Sun Street, again causing congestion and a detrimental effect to existing residents. No proposal have been made in this proposal of how to resolve the parking issues that will inevitably result.

6) The 7.5 tonne limit - Why has the zone been drawn to include farm land to the north/northeast of Biggleswade where no public roads exist? Similarly to the northwest go Furzenhall Road. Is this an attempt to pre-empt that development is going to take place in these prime agricultural land areas where currently no such planning permissions have been applied for and the land in question is specifically excluded from development. This zone must be re-drawn to only include the boundaries of the current residential road area it is designed to protect.

I hope these objections and grounds will be taken into account in the consultation process of the proposed one way traffic order (St John's Street, Rose Lane, Sun Street.)

As residents of Sun Street my husband and I wish to register our dissatisfaction with and therefore formally object to the proposal named above. We feel very strongly that the affected residents were given no opportunity to input our expert knowledge & experience of the traffic situation prior to the drafting of your proposal. Nor have we had the opportunity to voice our concerns on the current proposal until what seems to be the 11th hour, and are concerned that this appears to be an exercise in rubber stamping a decision completely lacking in due process.

The Public Notice we received states the reasons for the current proposal being considered necessary:

1. on the grounds of safety
2. to improve the amenity of the area.
3. And that "The *main purpose* (my italics) is to reduce conflict between opposing traffic, in particular in St John's Street where the road is narrow & level of on-street parking is high".

Breaking this down into 3 parts, we consider the current proposal will not fulfil any of the proposals stated aims.

1. Safety Concerns

In our experience the current situation where cars are able to park on both sides of the road means that cars are unable to speed, must drive slowly with great care & attention & give way to each other in turn to pass along the road.

If the one way system is introduced as proposed then traffic will be free to travel along at much higher speeds than is currently possible as you will effectively have cleared a path for them. This is of grave concern to us as parents of a four year old

child who is due to start at St. Andrew's School in September this year. Are you aware that many of the school children who have to cross these streets will now be in greater danger than currently? There is no mention of provision for any traffic calming measures in your proposed order, no mention of speed cameras, speed humps, new pelican or zebra crossings. Nor is there mention of any consideration for elderly & disabled residents, or those who, like the school children, would find it harder to cross the road in safety as a direct result of your actions.

We also feel that the 2 new housing developments under construction along the Potton Road will result in an increase in traffic to the area from new residents wishing to join the A1 at the Northern Junction at the Sainsbury's roundabout. By removing the current slow rate of flow due to parked cars on Sun Street & St John's Street you make this route to the A1 a much more viable option, rather than forcing traffic to use the eastern relief road to the A1 Southern Junction as you have stated is the intention.

This cannot be seriously intended as a safety measure if you are effectively clearing a path, enabling the speed of traffic flow to be that much greater than is current & for an increased traffic load.

2. Improving the Amenity of the Area

The OED definition of amenity being the 'pleasantness or usefulness' of an area. I am at a loss to see how the pleasantness or usefulness of Sun Street, Rose Lane, or St John's Street can be improved upon under your proposed plans. The residents can expect greater & faster traffic flow. Sun Street will now be subject to the noise & diesel fumes from buses passing approximately every 30mins where currently there are none. Having double yellow lines in front of our houses & reduced on street parking capacity will reduce the 'usefulness' we currently enjoy. In fact being permanently unable to park in front of your house will mean residents will struggle to load & unload the car every time they do a supermarket shop, every time they load their car for a holiday or weekend away, every time they take things to the recycling centre, and many more incidences beside. Residents with elderly or disabled relatives will be unable to drop them off at the door. Absolutely removing the amenity they currently enjoy & need.

Those residents who are fortunate enough to have the space will be encouraged to drop their kerbs & pave over their front gardens to create a parking space & gain access to their homes, much to the detriment of the local environment & wildlife. These proposals will actively reduce the pleasantness & usefulness of the area for all local residents.

It may be that the possible amenity of the area you wish to improve is less to do with the pleasant environment the residents currently enjoy, & more to do with the usefulness of our area in catering for non-resident motorists thereby creating a fast track gateway to the northern A1, also enabling the developers to advertise their new homes as being only 5mins drive from the A1 north.

3. Reducing Conflict between Opposing Traffic

Since we moved to this address in January 2011 we have not had any major problems with conflict between opposing traffic; the current situation where traffic flows in both directions means that cars are unable to speed, drivers must use due care & attention & give way to each other in turn to pass along the road. There seems to be no problem for larger vehicles & we regularly get lorries, fire engines, ambulances, refuse collection lorries, supermarket delivery vans & tractors passing without incident. In fact I am unaware of any serious accidents on Sun Street in all the time we have lived here.

It seems the main aim of your concern is the conflict to traffic in St John's Street, hence is there not a better way to reduce this conflict in that narrow zone without creating a whole new gyratory system over 3 streets? Have you considered a short stretch of single lane traffic on a timed traffic light system similar to the railway crossing bridge on Crab Lane? Or a formalised section of 'priority over oncoming traffic' to that area? It seems to be like taking a sledgehammer to crack a nut.

I would like to add that the timing of the traffic lights from Sun Street going up & over to Crab Lane are currently dangerous to cyclists coming from the direction of Sun Street as there's barely enough time to get over the bridge before the oncoming traffic from the other side is given the green light to proceed, something that was complained about by residents in the last year or so but does not seem to be much better. However, it seems that these lights are not under consideration in your proposal, just to changes to Rose Lane which in itself is a dangerous & unsighted junction, which will get busier & therefore more dangerous,

The front page article in this week's Biggleswade Chronicle states that long standing issues with parking and emergency access to the A1 has meant action was needed. We are not aware of any issues with emergency access to the A1 & indeed the ambulance & fire service already use Sun Street as their preferred route to the A1 it seems without incident. Also any issues with parking will only be exacerbated with the restrictions you are planning to impose.

Finally, my husband & I agree strongly with the points raised in Mr Mark Tripp's letter which lists the points raised at the residents' meeting, and copied below for your reference. We would appreciate a response from you & express our regret that we cannot be at the meeting at Chicksands this Wednesday given the short notice as we are both committed to meetings at work.

I object to your proposals as detailed in the Public Notice which I received recently on the grounds that it would cause significant inconvenience to all people who use these roads but more importantly that it would raise the potential for traffic accidents.

The traffic lights at the junction of Rose Lane and Sun Street are already a source of frustration to drivers and pedestrians alike.

Under your Proposal there will be a significant increase in traffic (e.g. all A1 bound traffic from Potton Road and St John's Street etc.) being forced through the traffic lights via Rose Lane.

There has already been several accidents at these lights no doubt as a result of frustrated drivers trying to 'beat the lights' and with the likelihood of longer queues and longer delays there is potential for an increase in such accidents.

This would get much worse if buses were forced to use this section of Rose Lane.

Any accident or major incident at the lights or indeed anywhere in the proposed one-way system would leave drivers stranded with nowhere to go.

In addition, without opposing traffic there is every likelihood that some drivers will drive much faster than is safe for these residential roads again increasing the potential for accidents.

I note from your proposal that there are no plans to restrict parking along the side of Rose Lane that runs parallel to the railway line. Without such restrictions I fear that this may become a 'parking zone' for vehicles displaced by other proposed restrictions. The people of Brunswick Close already have to take great care on exiting from the close and it would become positively dangerous if drivers began parking in this area.

My family and I live at 42 Sun Street and as the plans stand at the moment I feel the proposal would have a detrimental effect on accessibility to our home, also as a community the impact will have a drastic effect.

Please see listed below my formal objection to this proposal.

Consultation Process and Plans Supplied.

As a resident I have felt excluded from this consultation process and the documents supplied do not provide sufficient information for me to accept the plans that you currently propose. The map is not accurate as the Public House is now a refuge and the Sheltered accommodation is now Vickers Close a residential estate.

The plans are basic and do not show how this will effect Fairfield Road and other neighbouring streets with the option of placing all traffic onto the same road.

Parking

This is already a serious issue and the proposal will have a severe impact on all residents. We need more parking to be made available. Rose Lane Car Park is not a suitable alternative and this car park and there will be no guarantee of space available as this will be used by commuters due to the restrictions planned for Dells Lane.

It was noted in your 'Statement of reason' for the proposal that it was your intention to retain as much parking as possible therefore your plans to introduce further double yellow lines and a no waiting restriction is a contradiction.

No Waiting Restriction

This proposal will bring further hardship to myself and the residents who will have restricted parking and no access for deliveries and unloading vehicles. For families with young children, elderly or disabled this will be a huge issue. Illegally parked vehicles are an issue and are rarely enforced how will these new restrictions be policed.

Safety Concerns

With the traffic flowing in one direction the speed flow will increase this will put pedestrians ,cyclists and all road users in greater danger. Taking into account

the narrow pavements and bearing in mind it is a safer walk to school route. At present the parking create a natural traffic calmer.

The plans currently show no proposed new safe crossing points this is a concern and needs to be addressed . The traffic light controlled junction at Rose Lane with hill starts and its ability to cope the increased traffic flow is a grave concern. In addition there will be backed up traffic which raises an issue of pollution, noise from the stationary traffic.

To summarise I feel that the proposal is not designed with the best interest of my home, the community, local services and food stores in mind. They are dangerous for residents, pedestrians and road users alike. The very nature of the plans will increase traffic flow and speed and the parking / no waiting will cause a negative impact to residents. On a personal level I have ongoing issues due to building of the refuge on Sun Street (I neighbour it) this has restricted my access rights to my property and the parking restrictions and no waiting restrictions will have a severe impact on all access to my home. With this in mind I ask that these plans be rejected and that the current issues be taken into consideration with the local community having proper consultation.

Thank you for your time and I look forward to your response.

My comments are that this seems like a really bad idea for the following reasons:

- The proposed additional yellow lines will remove around 16 or possibly even more parking spaces from Sun Street. The street already has major parking issues and this will make things dramatically worse. What is the justification for penalising those of us who live down Sun Street because we are unable to afford to live in a more expensive property with it's own parking facilities and driveway?
- If the road is to be made one way then why is it necessary to remove parking facilities by placing more yellow lines along the road? The proposal states that making Sun Street one way will improve the traffic flow so surely this negates the need to further restrict parking if the one way system will solve this issue?
- Sun Street already has a huge issue with cars speeding along it. My partners car has been hit and damaged by a speeding driver who didn't stop as have the cars of several of my neighbours. Making it one way and reducing the number of parked cars that may act as obstacles to slow traffic will simply mean cars will be able to use it as a race track and reach even greater speeds as will the emergency vehicles that currently use the street. How is this a good idea on a residential road and how can it possibly improve road safety? Please explain. Are there going to be any additional safety measures to limit the speed which vehicles can reach down the street such as speed bumps? If not why not?
- How will the restriction on vehicles over 7.5 tonnes be enforced?
- Do any of the Council members who voted to pass this proposal live down Sun Street? I doubt it very much because if they did they would surely not be supporting such a poorly thought out scheme.
- The scheme is likely to devalue properties along Sun Street due to even greater parking restrictions and please don't suggest that residents would be able to use the free parking at the newly refurbished Rose Street car park as this is not a practical solution.

My very strong feeling about this scheme in general is that it is a ridiculous and badly thought out proposal which will not benefit the residents of Sun Street in any way, shape or form. I would appreciate a response to this email and would be delighted if it included a whole raft of reasons why I am wrong.

As a resident of Sun Street, I received your Public Notice yesterday. After studying your proposal, I completely agree with the need to make the road part of a One-Way system, my only concern would be that some sort of speed restrictions also need to be included in any improvement works. Many vehicles currently exceed the 30 mph speed limit despite the possibility of traffic coming in the opposite direction, these drivers will only feel even more confident at exceeding the speed limit if the road is made one-way. I strongly believe that either speed bumps or speed reducing chicanes that would also protect the cars parked on the street are necessary. Many of the homeowners have young children and pets, and the road is crossed by lots of schoolchildren during peak times.

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street are necessary. Many of the homeowners have young children and pets, and the road is crossed by lots of schoolchildren during peak times.

I wish to voice my objections to the proposed plans on cutting the parking on Sun Street proposed by the one-way gyratory system. I live at number 7 St John's Street and the house does not have parking. My husband is disabled and cannot walk far, even with a stick, so the car needs to be as near as possible. I do not drive myself and this is his only method of leaving the house that he has. I'm sure you can understand how his quality of life would deteriorate if this was taken away from him. I am hoping that you will reconsider as with a one-way system in place the parking will not be an issue for free flowing traffic.

I am writing with regards to the above proposal and am fully behind this and think it is far to long in coming

I was wondering if there is going to be some sort of changes to the traffic lights at the top of sun street? The reason I ask is because if you are coming down rose lane and wish to turn down sun street at present you have to wait for all the traffic coming from the asda end of sun street to filter left first so thi would cause conjection in Rose Lane its self.

Also can you confirm that te yellow lines would be adheared to as at present they are not

I am writing in conjunction with the notice proposing a one-way traffic system around St John's Street, Rose Lane and Sun Street and have a few queries.

1) I live in Brunswick Close and my main concern is the traffic congestion this is going to cause at the traffic lights on Rose Lane. With the traffic only able to go in this direction this is going to cause a build-up of traffic at the lights. At present you sometimes have to queue to get out of this junction and this will only get worse. What will be put in place to deal with this issue?

2) Why is Rose Lane being made one-way? We have family who live over the bridge towards Potton and this would mean going all the way round the one way system instead of being able to turn left out of Brunswick Close. This road is not narrow and doesn't cause any issues. If this was still two-way it would ease the congestion at the traffic lights.

I look forward to your response.

I must object to the proposed double yellow lines down St Johns Street, Rose Lane and Sun St. I live at xx Brunswick Close and my housefront faces St Johns Street where I have to park, as parking is limited around these roads. I feel it is unnecessary to add double yellow lines on these roads as one-way traffic would be creating more space on the carriageway. I also feel that people who live on these roads should be able to park their cars outside their homes. Where else should these households park? As these roads are proposed to be one-way traffic, which I consider a good idea, there would be no conflict from opposing traffic.

Proposed 7.5T Weight Restriction within St. John's Gyratory System.

I see this as a sensible proposal because any 'log jams' in St. John's Street very often has a HGV involved.

- Making it effective is very important as many delivery drivers rely on sat navs so signage would need to be reinforced with a chicane or something, legally parked vehicles if correctly positioned could possibly do this.

Proposed Gyrotory System for St John's St, Rose La & Sun St.

With the limited information available to me to date I am not in favour of this plan, more information than a "Waiting Restriction Overview diagram" is needed for the local residents in the affected areas. Council may have been discussing this for some months but it is not realistic to expect the general public to obtain minutes of these meetings if the agendas are not made widely known.

There are many unspecified features which need clarifying or adding to this plan which I will only summarise in this document, in a helpful way I hope, a fuller exchange from all should take place.

- Traffic flow determined after the Eastern Relief Road is open and fully utilised and the 7.5T restriction in place and strictly enforced. **This may eliminate the need for the system altogether.**
- Traffic speeds will be greater therefore reduction measures must be put in place. Correctly parked vehicles maybe an option for this rather than 'speed hump' construction.
- There is no pedestrian crossing in St John's St and the one in Sun St, near Vicars Close, has no traffic light controls and this is very poorly observed by motorists now.
- The traffic lights at the Crab La, Sun St, Rose La would not be suitable as currently set up. At peak times now there are tail backs and the Crab La timing is not "fail safe" even now.
- The westward bound bus stop in St John's St opposite Birch Road would be lost and this effectively serves the whole of the Fairfield Estate and Brunswick Close. A nearby one would be needed as many elderly people use this stop so capable walking distances can be limited.
- People heading to the A1 north roundabout from the Fairfield Estate will use Fairfield Road, this street and the resident parking at present would not be a suitable safe route for any increased volumes for traffic.
- Vehicle parking can be the most contentious issue and this proposal seems no exception. Street parking will be reduced in St John's St and will almost certainly be looking at Birch Road to re-locate. We have several vehicles from St John's St already using Birch Rd but as there are no restrictions, other than the junction itself, I believe more restrictions would be needed, i.e. west side parking only. There is a local option which may be considered. There are generous grassed areas at either side of Birch Rd at the St John's St junction, maybe a portion of one of these could be modified to take a few cars from St John's St. Commuter parking is a feature even in the gyrotory affected areas.

In regards to the proposed Order 201, I would like to voice the following comments.

I am a house owner living at xx Sun Street, Biggleswade and will be greatly affected by the proposed changes to the traffic flow and parking. I can see the benefits of the one-way traffic flow, however the proposed changes to the on-street parking are extremely unfavorable to many living on the affected

roads. In my case, we own two vehicles which we park on the street directly outside our house. However with the changes proposed, we will no longer be able to do this and will be required to park across the road or further down the road. These areas are already utilised for parking throughout the day and as such there is limited parking areas currently for residents, let alone visitors, and customers of the Salon and the Indian restaurant. By making some of these areas unavailable for parking will significantly inconvenience many people as there are no alternative areas for parking proposed.

Where do you propose/foresee people parking following the proposed reduction in parking areas?

Is there a possibility for the proposal to be altered to allow for curbs to be lowered for those residents that might be interested in parking on their drive? This would be a benefit for all parties as it would reduce the level of on-street parking and reduce the extreme inconvenience and dissatisfaction for many residents affected by the lack of parking areas.

Given that the roads will be one-way traffic, why do parking areas need to be effected? As stated, the main purpose of the proposal is to reduce conflict from opposing traffic, therefore changing the flow to one-way solves that issue, without having to make any changes to parking areas. If safety is an issue then wouldn't it be more beneficial to reduce speed limits on the affected roads or alternatively install road humps?

I look forward to receiving your response to my comments and questions.

I confirm I wish to object to those aspects of the proposal.

There are no junctions outside my house or in close proximity which would impact traffic proceeding through the area. I can understand this point where it is close to junctions but not with regards to the area outside my house. I therefore object to the parking restrictions outside my house unless suitable alternative parking arrangements are proposed i.e. dropping the kerb etc.

I previously asked the question "Where do you propose/foresee people parking following the proposed reduction in parking areas?" Are you not able to answer this?

We have several concerns about the proposed plans to make Sun St, St Johns St and Rose Lane into a one way system.

We have noticed on the map that our drive way is the only on in Sun Street that doesn't have a yellow line across it. (While we notice that 131 Sun St which has two drive ways has a yellow line across both of them). We have problems now with people parking too close to our drive way and making it very difficult for us to get out and we feel with the proposed limited parking this will make the situation even worse.

We also wonder why Rose Lane has to be made one way as this will increase the volume of traffic using Sun St and St Johns St for people wishing to come and go to Potton and the new houses which have been built and are going to be built on Potton side of the town.

Finally we feel that the parking in Sun St and St Johns St should be limited to private vehicles and not commercial vans etc.

To introduce One-way Traffic on the following roads in Biggleswade:-

St John's Street From its junction with Sun Street to its junction with Rose Lane - vehicles permitted to travel in that direction only.

Rose Lane From its junction with St John's Street to its junction with Sun Street - vehicles permitted to travel in that direction only.

Sun Street From its junction with Rose Lane to its junction with St John's Street - vehicles permitted to travel in that direction only.

Being a resident of Biggleswade and a daily user of the proposed route I would like to add my support to the proposal on the basis the existing parking restrictions in St John's street remain.

I believe this proposal whilst having slight negative impact in distance for those travelling from Potton road towards the A1 the overall impact would be positive for the flow of traffic.

Could you advise when this proposal will be decided upon and assuming agreement, implemented?

As a resident I would like to register my very strong opposition to the proposals for a one way system along Sun Street for the following reasons:

The safety of residents will be compromised as traffic already speeds along the street. Without the current parking to slow it down and with no traffic travelling in the opposite direction drivers will reach increasingly dangerous speeds. I do not imagine any traffic restrictions such as speed bumps will be installed due to the apparent need for emergency vehicles to cut through. Why are you trying to increase traffic speeds and access along what is basically a residential side street? I and several of my neighbours have already had our vehicles damaged by speeding drivers. Under this ridiculous proposal it is likely that the next victim of a speeding motorist will be one of the residents.

If the street is to be made one way why is there a need for such a great increase in yellow lines? With traffic travelling in only one direction all vehicles should be able to access the street without difficulty. The removal of so much parking will make it impossible for residents to park anywhere near their own houses which will then impact on surrounding streets. Using the Rose Lane car park is not an option as that is not remotely secure, is too far for old or infirm residents to walk to and from and is also highly unlikely to remain free for long.

The complete lack of parking is likely to devalue properties along the street. Residents manage parking currently and are mostly considerate in the manner in which they park.

The volume of traffic queueing at the Rose Lane traffic lights waiting to turn right onto Sun Street will likely cause major traffic problems.

It has also been noted that documents seem to suggest that this scheme is to be paid for by financial contributions from developers who have no interest in or concern for residents who are not living in their houses. I find this quite appalling that such disregard for existing residents of Biggleswade is being shown and that our quality of living is being sacrificed for financial gain.

Please find attached a letter voicing our objection to the above proposed gyratory system.

In addition to this letter I would like to add my dismay that this proposal has been forwarded and championed by our Town council without any prior consultation to those likely to be most affected, ie us residents, what you are planning is like using a sledge hammer to crack a nut, the issues around these roads are very focused between 08.30am and 09.00am and the school run period. As a resident for 10 years in our home I can assure you these roads are not gridlocked or in fact an issue for road users 95% of the time and your one way system is likely to reduce safety levels for road users, pedestrians and residents.

As we have a young family with two children, one of which has special needs, we as a family will suffer a great detriment to our safety and well being should these plans go ahead in their current state.

Your proposals to implement a 7.5tonne weight limit are however to be congratulated as they will greatly reduce the issues that are currently present, surely this needs to be implemented a proper traffic survey completed before any long lasting changes are made to our roads.

Please note I have copied in Alistair Burt MP and Biggleswade Town Council so that they are aware of our concerns and I welcome their input.

Please do not allow this proposed parking restriction to happen. Personally it will be highly detrimental to myself and my husband. I live at number x St John's Street and the house does not have parking. My husband is disabled and cannot walk far, even with a stick, so the car needs to be as near as possible. He is unable to walk as far as Rose Lane carpark and as I do not drive myself this is his only method of leaving the house. I'm sure you can understand how his quality of life would deteriorate if this was taken away from him. We are certainly not in a position to move and I imagine the value of our small property will deteriorate without nearby parking.

Approximately 18 months ago I had a speeding driver plough his car straight through my wall throwing the bricks into my house two metres away. Luckily it was at night or it may have been a lot worse. I fear that this will become a regular event if the gyratory system is put in place.

On a rather cynical note, it does appear that suggestions were put forward on how to make traffic flow easier and a decision could not be made so both options were chosen. This does appear to be ridiculous as with a one way system parking could actually be increased not cut. If not it will become a race track allowing dangerous overtaking. There is evidence that the parked cars will actually prevent this from happening.

I am urging you all to look at the bigger picture and consider the people who live here and not just at signing a piece of paper and forgetting the negative effect the proposals will have on many individual lives.

I look forward to hearing your responses.

I wish to voice my objections to the proposed plans on cutting the parking on Sun Street proposed by the one-way gyratory system. I live at number x St John's Street and the house does not have parking. My husband is disabled and cannot walk far, even with a stick, so the car needs to be as near as possible. I do not drive myself and this is his only method of leaving the house that he has. I'm sure you can understand how his quality of life would deteriorate if this was taken away from him. I am hoping that you will reconsider as with a one-way system in place the parking will not be an issue for free flowing traffic.

As residents of Sun Street my husband and I wish to register our dissatisfaction with and therefore formally object to the proposal named above. We feel very strongly that the affected residents were given no opportunity to input our expert knowledge & experience of the traffic situation prior to the drafting of your proposal. Nor have we had the opportunity to voice our concerns on the current proposal until what seems to be the 11th hour, and are concerned that this appears to be an exercise in rubber stamping a decision completely lacking in due process.

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1. on the grounds of safety
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3. And that "The ***main purpose*** (my italics) is to reduce conflict between opposing traffic, in particular in St John's Street where the road is narrow & level of on-street parking is high".

Breaking this down into 3 parts, we consider the current proposal will not fulfil any of the proposals stated aims.

1. Safety Concerns

In our experience the current situation where cars are able to park on both sides of the road means that cars are unable to speed, must drive slowly with great care & attention & give way to each other in turn to pass along the road.

If the one way system is introduced as proposed then traffic will be free to travel along at much higher speeds than is currently possible as you will effectively have cleared a path for them. This is of grave concern to us as parents of a four year old child who is due to start at St. Andrew's School in September this year. Are you aware that many of the school children who have to cross these streets will now be in greater danger than currently? There is no mention of provision for any traffic calming measures in your proposed order, no mention of speed cameras, speed humps, new pelican or zebra crossings. Nor is there mention of any consideration for elderly & disabled residents, or those who, like the school children, would find it harder to cross the road in safety as a direct result of your actions.

We also feel that the 2 new housing developments under construction along the Potton Road will result in an increase in traffic to the area from new residents wishing to join the A1 at the Northern Junction at the Sainsbury's roundabout. By removing the current slow rate of flow due to parked cars on Sun Street & St John's Street you make this route to the A1 a much more viable option, rather than forcing traffic to use the eastern relief road to the A1 Southern Junction as you have stated is the intention.

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It may be that the possible amenity of the area you wish to improve is less to do with the pleasant environment the residents currently enjoy, & more to do with the usefulness of our area in catering for non-resident motorists thereby creating a fast track gateway to the northern A1, also enabling the developers to advertise their new homes as being only 5mins drive from the A1 north.

3. Reducing Conflict between Opposing Traffic

Since we moved to this address in January 2011 we have not had any major problems with conflict between opposing traffic; the current situation where traffic flows in both directions means that cars are unable to speed, drivers must use due care & attention & give way to each other in turn to pass along the road. There seems to be no problem for larger vehicles

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It seems the main aim of your concern is the conflict to traffic in St John's Street, hence is there not a better way to reduce this conflict in that narrow zone without creating a whole new gyratory system over 3 streets? Have you considered a short stretch of single lane traffic on a timed traffic light system similar to the railway crossing bridge on Crab Lane? Or a formalised section of 'priority over oncoming traffic' to that area? It seems to be like taking a sledgehammer to crack a nut.

I would like to add that the timing of the traffic lights from Sun Street going up & over to Crab Lane are currently dangerous to cyclists coming from the direction of Sun Street as there's barely enough time to get over the bridge before the oncoming traffic from the other side is given the green light to proceed, something that was complained about by residents in the last year or so but does not seem to be much better. However, it seems that these lights are not under consideration in your proposal, just to changes to Rose Lane which in itself is a dangerous & unsighted junction, which will get busier & therefore more dangerous,

The front page article in this week's Biggleswade Chronicle states that long standing issues with parking and emergency access to the A1 has meant action was needed. We are not aware of any issues with emergency access to the A1 & indeed the ambulance & fire service already use Sun Street as their preferred route to the A1 it seems without incident. Also any issues with parking will only be exacerbated with the restrictions you are planning to impose.

Finally, my husband & I agree strongly with the points raised in Mr Xxxx Xxxxx's letter which lists the points raised at the residents' meeting, and copied below for your reference. We would appreciate a response from you & express our regret that we cannot be at the meeting at Chicksands this Wednesday given the short notice as we are both committed to meetings at work.

I wish to object to the above proposed order on the following grounds:

1. The associated removal of significant stretches of on road parking by the addition of double yellow lines and no-waiting will mean there is insufficient parking available for the residents of the affected streets. As a resident of Sun Street I am acutely aware that there is barely sufficient parking in the area as is and the removal of at least 12 spaces on Sun Street, not to mention more on the other streets will be a great loss. There is no alternative parking offered as part of this proposal and other parking in the area is a significant walk to residential properties and may become charged for in the not too distant future.
2. Making Sun Street one way will (as predicted in the proposal) cause and increase in traffic volume and speed along this residential road. The road is heavily used by parents and children walking to two schools and two pre-schools (Lawnside, St Adnrews, The Lawns and Rainbow Preschool) as well as other users. Any increase in the speed and volume of traffic will increase the danger to pedestrians along this road which is highly undesirable. IN addition the removal of large amounts of parking will help to increase the traffic speed and remove the buffer between the road and pedestrians currently provided by the parked cars.
3. These roads are residential roads and should not be modified to produce high speed rat runs for people attempting to travel through town but maintained as low speed low flow residential areas. Other more suitable through routes exist in town.
4. Unfortunately no traffic monitoring reports seem to be available to view in connection with this proposal and likewise there seems to be no detailed document outlining the impacts this proposal will

have. It therefore seems premature at best to propose such drastic measures without fully understanding the current use of the roads or the potential impacts the changes will have.

5. There has been no consultation with local residents prior to this proposal which is very disappointing given the potential impacts on local residents.

6. The map provided is not up to date, does not represent the situation on the ground (significantly more residential properties are now present in the area than are on the map) and therefore the proposal is not based on the most up-to-date information available and could therefore be considered invalid.

Notwithstanding these objections some aspects of the proposal do seem to me to be a good idea.

1. Some areas that currently don't have double yellow lines could benefit from them, in particular the stretch of Sun Street immediately opposite Gladstone Close. The removal of parking from this stretch will remove the single most problematic part and will allow the free passage of emergency vehicles along the road with no problems. Also the stretch near The Viceroy where sometimes visibility at the junction and pedestrian crossing are reduced causing potential hazardous situations.

2. The 7.5 weight restriction will be highly beneficial removing the occasional HGVs that use the roads.

3. I understand that St. Johns Street may benefit from being made one-way in that it contains a pinch point that causes some traffic flow problems at peak times but for the majority of the day there are no problems visible to me as a local resident. I see no reason why Sun Street and Rose Lane should be made one way as they are wide enough and with some slight changes to the parking on the street two-way traffic flow can be maintained at sensible levels and speeds.

In addition it should be remembered that extensive changes to the road system throughout Biggleswade are underway independently of these proposals and these (particular the Eastern Relief Road) will (in theory) have a significant impact on the road use in this part of town (i.e. reducing through traffic using St. Johns Street and Sun Street). It seems premature to make expensive changes immediately prior to the completion of these other projects which may mean they are not necessary.

Please can you confirm receipt of this email.

Further to my email and letter objecting to the above proposed gyratory system I would ask that the attached document is included as an addition to our objections.

This report was carried out by Bedfordshire County Council in 2006. I am aware that since this date the council structures have changed and we are now known as Central Beds, a quick look at the new transport Strategy however as published on the central Bedfordshire website shows that it is recommended St John's has traffic calming measure installed and a gyratory system is not even mentioned, it would appear to me that the recommendations as listed within the Bedfordshire County report were accepted when the Central Bedfordshire Report was completed..... The obvious question is what has changed since these reports were published and why have traffic calming measures not been implemented ?

Within the Bedfordshire County Council report you will note that the gyratory system was raised and subsequently rejected due to the fact that our streets are classed as residential and that any further traffic should be deterred and not encouraged, something which the current strategy still recommends. you will also note that the recommendation was for local residents to be consulted prior to any plans being pursued in the future, something which clearly hasn't happened in this case.

Many thanks and I await the response to the public consultation process.

I am writing in response to your consultation letter dated Sunday 7th June. I am a resident of Sun Street, a father of two young daughters who walk to St Andrews School and a commuter who invariably cycles to work. In summary I wish it to be known that I

- SUPPORT the proposal to introduce a 7.5 ton weight restriction on the grounds it will improve road safety, reduce noise and congestion and improve air quality
- OBJECT to the proposal to introduce a one way “gyratory” system on grounds of
 - *Lack of proper consultation*
 - *Safety & Traffic Volume*
 - *Incompatibility with Central Bedfordshire’s adopted transport policy*
 - *Failure to assess impacts of proposals in combination with new development and functioning of proposed Eastern Relief Road*

Objections in detail

Lack of proper consultation:

It is unclear to me whether the support for this “gyratory” scheme expressed by the Town Council have a formal standing in the planning process for which Central Bedfordshire have competency. However as a resident of Sun Street for nearly ten years I want to make it clear it at no point have the Town Councillors or any other body sought the opinion of residents on these proposals. The Town Council’s support should therefore be treated as being an uninformed by the views of those most directly impacted.

I also note that the scheme does not feature in the Central Beds Transport Plan for Biggleswade & Sandy therefore the notice residents received from your department is our first formal point of contact. This despite a specific recommendation in the Biggleswade Transport Plan *Technical Report* (Bedfordshire County Council, 2008) that local residents should be consulted stating:

“10.3 Potential One Way ‘Triangle’ of St Johns Street / Sun Street / Rose Lane
10.3.1 This was specifically mentioned by a number of questionnaire respondents and by several visitors to the exhibition. It is also supported by the Town Council. The study acknowledges the narrowness of Sun Street and St Johns Street, and the concern felt about them. It is recommended that a specific consultation is carried out amongst local residents and funding be allocated through the Local Transport Plan for this if the changes are supported.” (emphasis added)

Bearing this in mind I would like to express my disappointment with the poor level of information offered by Central Beds in support of the scheme and the very lacklustre approach that has been taken to consultation. All that has been provided are some unsubstantiated and vague high level Statement of Reasons and an out of date map that does not reflect the current mix of business and residential development in the area.

Safety, Traffic Volume & Speed:

I note that the stated aim of the proposed order for creating the gyratory system cites “*grounds of promoting road safety and for preserving or improving the amenity of the area through which the road runs*”. It is unclear what, if any studies have been undertaken to substantiate these claims however it is clear that these proposals have been considered and **rejected** in the Biggleswade Transport Plan *Technical Report*. The report concluded the overall impact would be to encourage more traffic onto a route that should be considered as a local access route. In other words creating a rat run for commuters. The 2008 Biggleswade Transport Study Technical Report states

“8.1.25 It [the one way proposal] was considered that this scheme would have some benefit, in terms of increased capacity, although it was not considered that it would address any key problems highlighted in the study. Encouraging the use of the Potton Road / St John’s Street corridor as a through route would also be considered at odds with the functional road hierarchy set out in the Biggleswade Travel Framework, which

classified this route as a local access route. In accordance with this classification, traffic calming has been proposed as a means of deterring through traffic, as discussed earlier in this report, whereas the one-way triangle would increase capacity and therefore be likely to encourage traffic onto the route. This study did not therefore support the provision of the proposed oneway triangle as an exhibition proposal, except in the case of pedal cycles, where a contra-flow lane is proposed as part of the cycle network."

It is unclear what, if anything has changed since this study or what has led Central Bedfordshire to come to a radically different conclusion that the gyratory will improve amenity and safety. Of course this is about more than just volume of traffic. Speed is one of the most critical factors in pedestrian/cyclist safety with chances of survival rapidly decreasing as cars travel above 20mph. The current two-way system and parking acts reduces average speeds by creating uncertainty for drivers, forcing them to approach with caution. This is a well understood phenomenon and one which is actively being encouraged in the design of many town centres and residential areas as a tool for improving amenity and reducing accidents, especially at high speeds.

By contrast, the introduction of the gyratory combined with substantial parking restrictions will actively enable motorists to travel faster apparently safe in the knowledge they will not meet cars coming the other way. This amounts to placing the interests of drivers and in particular commuters using the route as a rat run, over and above those of residents, cyclists and pedestrians in particular the elderly, disabled and young who are less able to judge and deal with high speed traffic. **This is of particular concern to me as a father who regularly walks and cycles with his children to school and the town centre.**

Incompatibility with Central Bedfordshire's adopted transport policy:

Central Beds Councils Local Transport Policy (Apr 2011 – Mar 2016) contains a number of highly commendable policies which this proposal contradicts including:

- **To reduce the impact of commuting trips on the local community** – As outlined above, the Bedfordshire County Councils Transport Study rejected the proposed gyratory as an option specifically because it would encourage traffic onto streets identified as being for local access. Indeed it was considered active deterrent in the form of road calming would be more appropriate.
- **Increase the number of children travelling to school by sustainable modes of transport** – Increased volume and speed of traffic will inevitably increase risk and perception of risk by children and parents. As such it will actively discourage walking and cycling to school.
- **Insure access to food stores and other local services** – There are business directly on the proposed 'no waiting' area that will suffer from loss of trade due to the no parking outside they're shops,
- **Reduce the risk of people being killed or seriously injured** – As outlined above, the gyratory will increase volume and speed of traffic, both key risk factors particularly for pedestrians.

Failure to assess impacts of proposals in combination with new development and functioning of proposed Eastern Relief Road

It does not appear that the impact of this proposal has been assessed in light of plans for significant housing development to the east of Biggleswade and the proposed eastern relief road. I believe this is a fatal flaw. As outlined above, it is acknowledged that the gyratory will encourage additional traffic use Sun Street, Rose Lane and St John's Street. The route will be particularly attractive for those living in new housing near Potton Road who will see this as the most direct route to the northern junction of the A1. As such the gyratory will undermine the strategic function of the **relief** road, the policy objectives of Central Beds transport policy and most importantly blight the life of local residents and increase the risk of death and injury to vulnerable road users.

I wish to object to the proposal for the following reasons.

The area encompassed by and surrounded by the proposal is a high density residential area and you state that the reason for the proposal is that it is considered necessary on the grounds of promoting road safety and the preserving or improving the amenity of the area.

It will have completely the opposite effect.

Additional traffic will legally drive through the gyratory system at speeds of up to 30ph presenting a grave danger to pedestrian safety.

There should be a 20mph speed limit throughout with adequate provision for road safety.

The intention is to remove a significant amount of the on street parking and replace it with double yellow lines with no provision for deliveries or setting down.

The area will become isolated, depressed and a rat race.

What is needed is the retention of the parking spaces with residential only parking and adequate provision of spaces for picking up and setting down the elderly and disabled and also loading and deliveries.

Thank you for informing us of the proposals of the one way system. I'm at xx St John's Street - right on the narrowest section.

I do agree that something needs to be done with these roads. My concerns are that making it one way will create a 'rat run' if there is not traffic calming put in place too. The speed that cars come along there anyway if they can see that they have a clear run is dangerous, due to how narrow the road is and how narrow the footpaths are.

I do fully support the 7.5t weight limit - the hgv's coming down the road are ridiculous and daily nearly take out my front fence!

I am concerned about the lack of parking along Sun Street too. The residents do not have parking on their properties as neither do most of us on St John's Street. Parking has started to get more difficult already and I work shifts so can get back at 3am and have to park some distance away and walk alone in the early hours. If the parking is taken away from Sun Street they are going to have to find somewhere to park and can only see the parking situation getting worse, and this may then also have a detrimental effect on house prices too.

Many thanks and I look forward to seeing the revised plans

I am writing to inform that I strongly oppose the proposal to introduce the above one-way gyratory system as proposed. As a resident of Sun Street, not only would this greatly inconvenience me on a daily basis (as I drive to work, this new system would force me to take an alternative route to work, potentially increasing congestion in Biggleswade town centre during the morning rush hour), but I feel the measures are entirely unnecessary; motorists have been able to successfully traverse all three roads under the current system for many years.

Although I strongly oppose the proposed system, if a one-way system were to be implemented, I feel that the system may be more appropriately directed in an anti-clockwise direction. Sun Street is the direct route from the A1/Sainsbury's to Cambridge, and as such closing this route off will only lead to greater issues on the surrounding roads, particularly in the morning rush hour.

As a further point, I would like to mention that I feel it excessive to introduce so many more areas with no waiting restrictions (double yellow lines). Residents continue to be capable of organising their parking without causing obstruction as it is, so this would be a pointless inconvenience.

I am a resident of Sun Street, Biggleswade, and have strong safety concerns regarding the proposal to create a one-way system around Sun Street, St John's Street and Rose Lane in Biggleswade (Order 201).

The statement of reason is given as "The proposed Order is considered necessary on the grounds of promoting road safety and for preserving or improving the amenity of the area through which the roads run."

I strongly disagree that these reasons hold true. In fact, a one-way system will instead:

- Increase traffic speeds, **reducing safety** for myself and my two young daughters who live on Sun Street and use Sun Street to walk to school each day, together with the many other parents/carers who are trying to walk or cycle to school each day (cycling is already immensely dangerous given the traffic light timings of the railway bridge that does not allow enough time for cyclists to cross the bridge before meeting oncoming 'one way' traffic). It will also reduce for myself who uses Sun Street/Rose Lane to cycle down to commute to work.
- Faster cars and increased traffic will **decrease** the amenity of the area through which the roads run for reasons of decreased safety. In addition to this of course is the inconvenience that would be thrust upon residents trying to navigate to school and work.

For the reasons above, particularly those of decreased safety, **I strongly object to the proposal.**

I am also concerned that the real reason for this proposal (given that the stated reasons clearly don't ring true) is because of the high number of new houses that have been built in east Biggleswade, it seems built without consideration of the impacts of the increased traffic on the rest of the town. St John's Street, Rose Lane and Sun Street are residential areas that should NOT be used to mitigation for poor transport planning in the new build.

My main concerns to the order are listed below:

1. Speed, I would rate St John's Street already the fastest road in Biggleswade, in either direction traffic speed up dramatically, including buses.
Making it one way will increase the problem.
2. xx St John's Street is one of the few to have a drive for parking, but like most of the other Victorian buildings in the street it was not built with modern traffic in mind, to aid access years ago my father removed the gate posts and part of the fence giving reasonable access in and out coming from Potton Road.
The access from the proposed one way direction is hampered by the old Church wall needing countless manouvers to get in or out with cars parked opposite.
In this process the street is blocked, if a van parks outside access to and from xx St Johns St is not possible from that direction.
3. Parking, this is the biggest problem especially in Sun Street. The emergency services access via Sun Street was finished when the traffic lights were installed at the crossroads of Sun Street and Rose lane as they would have to wait for the lights to change due to the high chance of meeting vehicles head on over the bridge.
Certainly more double yellow lines are required especially on the corner of St John's St and Sun St, the pavement was widened last year and all it has done is let vehicles visiting the Viceroy park more dangerously on the corner blocking any view of vehicles coming down Sun Street.
4. Buses, In making the area a 7.5T limit is senseless while large Buses and Coaches are allowed to carry on thundering up and down St John's Street, with their automatic transmissions they accelerate faster than any HGV vehicle can. A smaller bus should be used around the town.

5. Why not widen St John's Street! With building 2000 plus houses east of Biggleswade St John's Street is the only access to the North end A1 junction, unless a North bypass is built (not going to happen) St John's Street with all its Victorian design problems needs to cope with more traffic over the coming years not less. Even though this idea would affect this house it makes better sense than putting more traffic onto other already packed roads in the town.

First of all I apologise for lateness in contacting but I have been in hospital.

I think a one-way system is a brilliant idea and will create a good traffic flow. However, I do not agree with the extensive parking restrictions proposed. If vehicles are parked on one side of the road(s) there is ample room for vehicles to pass including buses like they do at present.

Parking does not affect me as I live in Brunswick Place (not "Brunswick House" as described in your map) but it will affect visitors as there is no visitor parking here.

I sincerely hope you can see your way clear to include my comments in your meeting(s) in this matter.

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

Date: 25 August 2015

Subject: Glebe Avenue and Lyall Close, Flitwick – 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 in Glebe Avenue and Lyall Close, Flitwick

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

Public/Exempt: Public

Wards Affected: Flitwick

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety and improve the amenity of the area for residents.

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 extend the No Waiting at any time further into Glebe Avenue from the Dunstable Road junction be implemented as published.**
- 2. That the proposal to introduce am/pm type Waiting Restrictions in the remainder of Glebe Avenue and all of Lyall Close be implemented as published.**

Background and Information

1. A petition submitted by residents of Glebe Avenue and Lyall Close was considered at the Delegated Decisions Meeting on 11 August 2014. It was recommended that, subject to funding, the parking situation in Glebe Avenue and Lyall Close be assessed in more detail and a consultation exercise be undertaken with residents' to determine favoured option
2. A consultation exercise was undertaken to determine the level of local support for parking controls and the preferred type of restriction. The headline results were as follows:-
 - 70% of residents responded.
 - 93% have experienced parking problems in their street.
 - 100% want something done about parking.
 - 82% (84% Glebe Avenue, 81% Lyall Close) favour single yellow line am/pm restrictions.
 - 18% (16% Glebe Avenue, 19% Lyall Close) favour residents permit parking.
3. As a result of this positive response, it was decided to proceed with am/pm type waiting restrictions. A number of residents expressed concerns about parking at the Glebe Avenue/ Dunstable Road junction, so we are proposing to extend the double yellow lines slightly further into Glebe Avenue.
4. The waiting restrictions proposals were formally advertised by public notice in May 2015. Consultations were carried out with the emergency services and other statutory bodies, Flitwick Town Council and the Ward Members. Residents were individually consulted by letter and public notices were displayed on street.

Representations and Responses

5. A total of four representations have been received, two of which object to the proposals. One of the objectors is a commuter and it is not clear whether the other is a resident or commuter.

Two other representations were received both offering support, but one suggested a slight extension of the yellow lines into Townfield Close.

6. Copies of all representations can be found in Appendix C. The main points of made by the objectors are summarised below:-
- a) The restrictions will not solve the problem; they will simply move it elsewhere. The shops at Vicarage Hill already suffer from commuter parking and this will be made worse.
 - b) There is no evidence of a parking problem in the two roads at any time of the day.
 - c) Proper residents parking areas should be introduced.
 - d) The few commuters that park in Glebe Avenue do so in an orderly and considerate way.
 - e) Some residents choose to leave their driveways clear and park on-street, which suggest that they are not overly by parked cars and just want to remove the commuters.
 - f) If the restrictions are implemented it will create problems for those who cannot afford to pay and will force some people to walk further to find unrestricted parking thereby affecting their home life.

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

It is acknowledged that the introduction of parking restrictions aimed at addressing commuter parking issues does not represent a perfect solution. We know from experience that commuters will find other roads where parking is unrestricted, thereby transferring the problem. However, commuter cars tend to become more widely dispersed, with relatively few parked cars in each road, which creates less of a problem to residents.

It is accepted that the parking in these two roads is not as heavy or intense as it is in various other roads where commuter parking takes place, but does represent a road safety hazard at selective locations. The commuter parking that does take place tends to be concentrated on two or three lengths of road, which does affect residents adjacent to those particular lengths of road.

Residents were given the opportunity to have a residents' permit parking zone, but a significant majority opted for the proposed single yellow line restrictions.

It is expected that those commuters who are unwilling to pay for parking near the station will seek free on-street parking in other roads, but it will simply result in a slightly longer walk to and from the station, rather than any significant hardship.

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

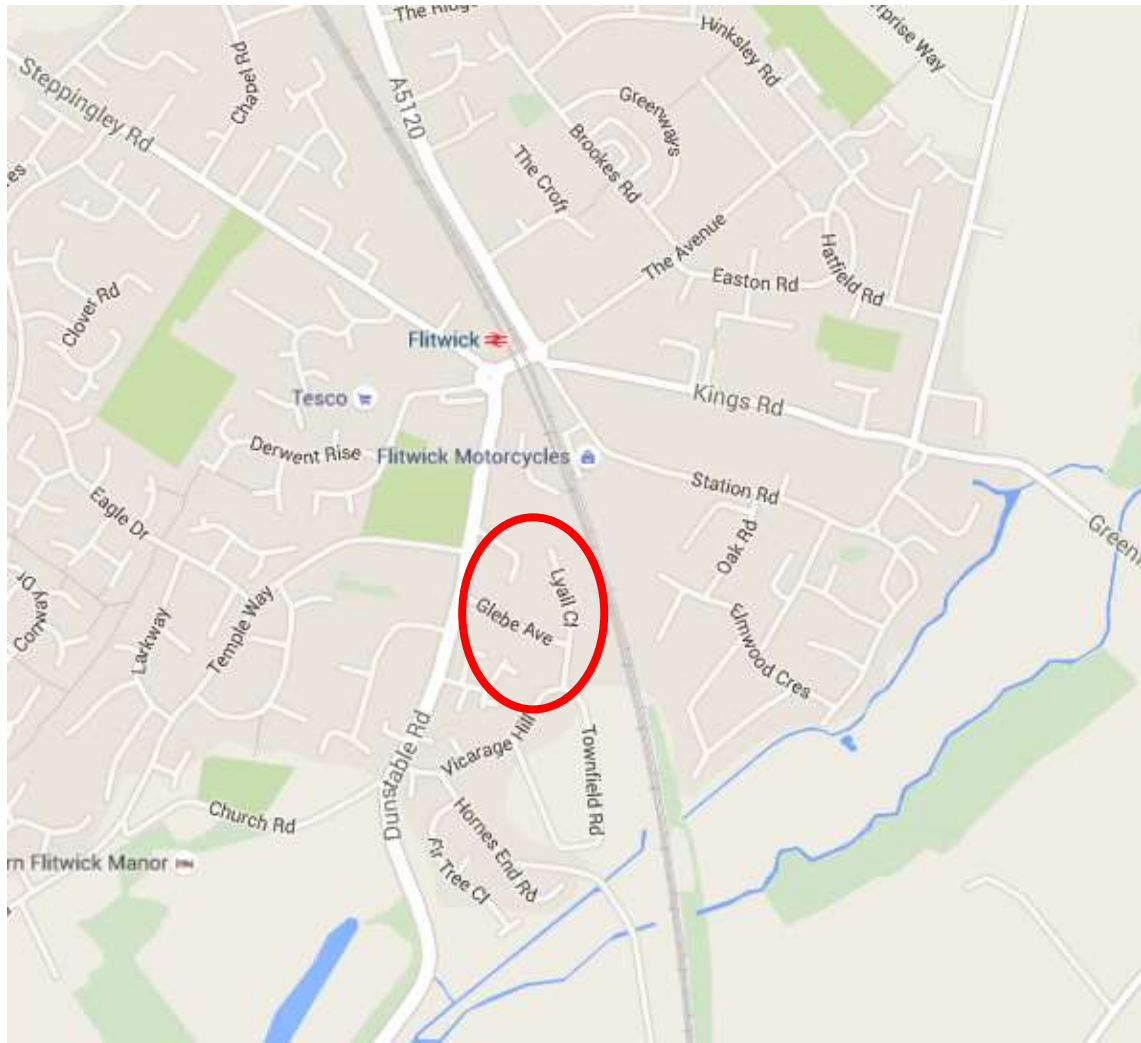
Conclusion

9. There have been complaints about commuter parking in Glebe Avenue and, to a lesser extent, Lyall Close over many years. There appears to be strong resident support for restrictions, so it is recommended that the proposals be implemented as published.
10. If the approved 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





-  No Waiting Mon-Fri between 9am and 12noon
-  No Waiting Mon-Fri between 1pm and 4pm
-  Existing No Waiting at any time



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE WAITING RESTRICTIONS IN GLEBE AVENUE AND LYALL CLOSE, FLITWICK

Reason for proposal: The proposed Order is considered necessary for facilitating the passage of traffic on the road and for preserving or improving the amenity of the area through which the road runs. The restrictions are intended to address indiscriminate parking by non-residents.

Effect of the Order:

To extend the No Waiting at any time on the following length of road in Flitwick:-

1. Glebe Avenue, north side, from a point approximately 17 metres east of its junction with Dunstable Road extending in an easterly direction to a point in line with the boundary of nos.2 and 4 Glebe Avenue.
2. Glebe Avenue, south side, from a point approximately 17 metres east of its junction with Dunstable Road extending in an easterly direction to a point approximately 5 metres east of the boundary of nos.2 and 4 Glebe Avenue.

To introduce No Waiting Monday to Friday from 9am to 12noon on the following lengths of road in Flitwick:-

1. Glebe Avenue, south side, from a point approximately 5 metres east of the boundary of nos.2 and 4 Glebe Avenue extending in an easterly direction to its junction with Lyall Close.
2. Lyall Close, west side, from the north kerb line of Townfield Road/Vicarage Hill extending in a northerly direction to the end of the road.

To introduce No Waiting Monday to Friday from 1pm to 4pm on the following lengths of road in Flitwick:-

1. Glebe Avenue, north side, from a point in line with the boundary of nos.2 and 4 Glebe Avenue extending in an easterly direction to its junction with Lyall Close.
2. Lyall Close, east side, from the north kerb line of Townfield Road/Vicarage Hill extending in a northerly direction to the end of the 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 26 June 2015. 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

28 May 2015

Appendix C

I would like to object to the introduction of these restrictions. They will not solve the problem in the area, they will simply move the problem elsewhere.

For example, the shops at Vicarage Hill now suffer from commuter parking, if you introduce these restrictions the few available spaces during the day will be taken by those displaced.

The restrictions are also short sighted in that the actual main road through Flitwick does not have parking restrictions.

The order states that the introduction is to improve traffic flow, I see no evidence of a problem in the area, in fact, I have driven through at various times of the working day without major issue.

Rather than these parking restrictions which also affect local residents, why not introduce proper residents parking areas and controls? Or perhaps, you could even consider introducing them where it would be beneficial to local residents such as the shops at Vicarage Hill.

I am writing to challenge the intention to restrict parking in glebe avenue, flitwick. The grounds for my challenge is that I do not believe the reasons for the proposal are true:

A very small number of commuters (myself included) park on glebe avenue. We do so with consideration to pedestrian and vehicle access. The attached picture taken at 1.43pm on wed 22 April shows the road at what would be the peak of parked traffic - this is not indiscriminate (done at random without careful judgement), it is not stopping the passage of traffic, and I seriously challenge that this is an issue re 'preserving the amenity'.

Furthermore, many residents now leave their drives empty and park on the road themselves (I assume to deter commuters) - I would therefore argue that they are not concerned about the passage of traffic or preserving the amenity! They just don't want anyone else to park there!

I would also be very interested to know whether you have considered the equality or diversity impacts of these proposals. It seems reasonable that commuters parking here cannot afford to pay to park at the station and may be of lower incomes.

My personal situation is:

- I have recently returned to work following the birth of my first child
- I cannot afford to pay for parking in addition to a train ticket, road tax, child care costs, council tax, income tax, etc.
- I work 4 days a week, and on those days if I'm lucky enough to see my baby at all, my time with him is very limited - often just 20 minutes a day. These restrictions will mean I have to park further away and potentially only see my son for 10 minutes a day. The thought of this fills me with sadness. I would also question whether the proposed restrictions conflict with Article 8 of the Human Rights Act which provides the right to respect for one's established family life.

My final point (which I am writing to my MP about) is this proposal seems completely at odds with the Conservative aim for 'a strong economy to help you and your family.' You are needlessly making life harder for hardworking individuals trying to get to work.

Unfortunately, I doubt there will be many challenges to the proposal. This is because not many people park where you are proposing the restrictions. However, please remember that the impact on the few who do park here will be considerable.

Thanks for confirming receipt of my email. I understand the consultation period has now closed, however, for completeness you may wish to attach the 2 attached photos to my original email. These are being sent with my complaint to my MP today. I had to leave work early yesterday and took these at 4.55pm - before most commuters return from work. They again demonstrate that parking is not an issue on Glebe Avenue.

Thank you for the results to our parking problem. This decision should solve our problem. Just one comment they may still park under the trees marked with * that has been noted as can be seen. This is still in my all close as is the end three bungalows it may be handy if the markings could extended a few feet to include the trees and give it some protection. Once again thank you for the decision.

Thank you re
Proposed parking restrictions
I am a pensioner who
is a passenger in my daughter's
car, it has been heart in
mouth going down Glebe Ave
to the Dunstable Rd. as the
parking was so dangerous.
once again Thank you
to your team for the decision.
Sincerely

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

Date: 25 August 2015

Subject: Brookes Road and Greenways, Flitwick – 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 in Brookes Road and Greenways, Flitwick

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

Public/Exempt: Public

Wards Affected: Flitwick

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety and improve the amenity of the area for residents.

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 am/pm type Waiting Restrictions in Brookes Road, together with No Waiting at any time near to junctions be implemented as published.**
- 2. That the proposal to introduce 1 hour and 3 hour Limited Waiting with an exemption for resident permit holders in the Brookes Road shops layby be implemented as published.**
- 3. That the proposal to introduce am/pm type Waiting Restrictions in Greenways be approved, but that they are implemented at the south-eastern end and north-western end only, leaving a section in the middle unrestricted. Parking will be monitored after implementation and if necessary the full restrictions be implemented within two years of the original publication of the proposals.**

Background and Information

1. A petition submitted by residents of Brookes Road and Greenways was considered at the Delegated Decisions Meeting on 11 August 2014. It was recommended that, subject to funding, the parking situation in Brookes Road be assessed in more detail, including adjacent roads such as Greenways, and a consultation exercise be undertaken to determine residents' favoured options.
2. Other roads in this area of Flitwick already have parking restrictions aimed at addressing commuter parking and it is clear that some of the parking in Brookes Road and Greenways is by railway commuters. The Council has received reports of buses having severe difficulties getting through Brookes Road due to parked cars. In addition, there have been requests to introduce some form of time limited parking outside the Brookes Road shops to encourage a higher turnover of parking.
3. A consultation exercise was undertaken to determine the level of local support for parking controls and the preferred type of restriction. The headline results were as follows:-
 - 66% of residents responded.
 - 82% have experienced parking problems in their street.
 - 79% want something done about parking.
 - 64% (68% Brookes Road, 56% Greenways) of those who stated a preference favour single yellow line am/pm restrictions.
 - 36% (32% Brookes Road, 44% Greenways) of those who stated a preference favour residents permit parking.

4. It is clear that a majority of residents who responded want some form of parking control. Whilst not overwhelming, a majority of respondents in both roads favour the am/pm single yellow line type of restriction. As a result, it was decided to proceed with that in most lengths of road.
5. The single yellow line type of restriction would not be appropriate near to the shops, and some of the businesses asked for short-stay parking to prevent people parking there all day and encourage a higher turnover of parking. As a result, the Council is proposing 1 hour parking immediately outside the shops and 3 hours parking opposite. In both cases, operational 7 days a week between 8am and 6pm, so that parking is unrestricted overnight. The time limited parking would obviously affect residents that park in the immediate area, so a small permit parking zone was proposed, which would exempt permit holders from the time limits. Permits would not be available to the business owners or they would take up space that should be available to customers. The 3 disabled spaces would remain and would have no time limit.
6. The waiting restrictions proposals were formally advertised by public notice in June 2015. Consultations were carried out with the emergency services and other statutory bodies, Flitwick Town Council and the Ward Members. Residents were individually consulted by letter and public notices were displayed on street.

Representations and Responses

7. A total of ten representations have been received as follows:-
Brookes Road – 3 representations, all of which are opposed to the proposal.
Greenways – 5 Representations, all of which object to the proposal.
Brookes Road shops lay-by – 2 representations, both expressing concerns.
8. Copies of all representations can be found in Appendix C. The main points of made by the objectors are summarised below:-

Brookes Road

- a) The restrictions will create serious problems for those people who have inadequate off-road parking and need to leave their cars on-street all day. Shift workers and those who work in London and use the train will be unable to park near to their homes because they will be unable to move them at lunchtime.
- b) The parking issues are not serious with few commuter cars parked in Brookes Road and they do not create a problem.
- c) A large majority of residents were against the proposals or did not respond.
- d) If yellow lines are introduced, residents would like to be able to apply for permits.

9. Brookes Road shops layby

- a) The parking area was provided for the shops and flats above, but is used by commuters and carers.
- b) A large number of carers vehicles can be parked outside the shops all day and overnight.

Greenways

- a) When residents submitted the petition they wanted the grassed areas to be converted to parking areas, rather than parking restrictions.
- b) The restrictions will create serious problems for those people who have inadequate off-road parking and need to leave their cars on-street all day.
- c) There are a number of residencies in Greenways that have no off-road parking of any kind, so would be severely affected by the proposal.
- d) Some would prefer permits if they were at a suitable price.
- e) Some have suggested that they would rather the parking be left as it is presently rather than having single yellow lines.

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

Brookes Road

There are a total 64 residencies in Brookes Road, with 18 being flats or bungalows located immediately adjacent to the Brooks Road layby and eligible to apply for a residents permit.

It is acknowledged that the restrictions would create problems for those people who have inadequate off-road parking and need to leave their cars on-street all day. There are some small parking areas that would not be restricted in any way. If the restrictions were introduced there would be no solution to this as it would not be possible to have permits to exempt them for the yellow line restriction. Residents' permits would require a permit parking zone, which only 32% of respondents to the earlier consultation favoured.

Brookes Road is relatively narrow and there have been clear issues of parked cars obstructing larger vehicles, such as buses and lorries delivering goods to the Brookes Road shops. Residents have provided photographic evidence and on-site observation would confirm this. Most of this occurs towards the south-eastern end of Brookes Road with progressively less parking towards the north-western end of the road.

Looking at the results of the preliminary consultation; of the total 64 residencies, 44 responded to the preliminary consultation. 26 (59%) of them favoured the published single yellow line restriction, 12 (27%) favoured a permit scheme and the remaining 6 (14%) stated no preference or wanted no change.

As part of the statutory process all residencies and businesses were formally consulted on the chosen option and only 5 responded of which only 3 are opposed to the proposal. This would indicate that a large majority of those living in Brookes Road are in favour of the published proposals.

Brookes Road shops layby

There are 18 flats or bungalows located immediately adjacent to the Brooks Road layby and eligible to apply for a residents permit. There are 5 businesses who were consulted, but would not be eligible for a permit.

The businesses are concerned about long term parking, which denies space for their customers. The proposed time limits should help, particularly in respect of removing commuter vehicles. There are clearly concerns about carer vehicles who would normally be able to apply to the Council for a special permit to allow them to park in residents permit zones.

No replies were received from those living adjacent to the shops who would be eligible to apply for a residents permit.

It is hoped that the proposals will improve the situation in this area. Also the introduction of restrictions in Brookes Road itself and the consequential removal of commuter parking itself will provide scope to park on one side in the morning and the other side in the afternoon.

Greenways

There are a total 46 residencies in Greenways, including 3 in Brunswick Gardens.

There are significant areas of wide verges on the outer circumference of Greenways that could in theory be converted into parking bays. This would have the benefit of allowing parking on both sides of Greenways, thereby significantly increasing parking capacity. However, this would be costly, particularly if underground services needed to be re-located. The provision of parking facilities in residential areas is not a priority for the Council's highway service, whose main focus is on the safe and efficient management of the road network.

There is a larger grass area on the inner circumference of Greenways, but the conversion of that area to parking is unlikely to be feasible due to the height of the grassed area and likely concerns about loss of open amenity space.

There do appear to be a number of households, possibly 10-15 in number, that have no off-road parking. There are, however, two blocks of garages located in Greenways.

Looking at the results of the preliminary consultation; of the total 46 residencies, 31 responded to the preliminary consultation. 14 (45%) of them favoured the published single yellow line restriction, 11 (36%) favoured a permit scheme and the remaining 6 (19%) stated no preference or wanted no change. It is accepted that this does not represent overwhelming support for the published parking restrictions.

As part of the statutory process all residencies and businesses were formally consulted on the chosen option and only 5 responded, which may suggest that the majority of local people are satisfied with the published proposals.

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

Conclusion and Recommendations

12. The area can be split in three as the circumstances in each are different.

Brookes Road

There is a clear need to tackle parking in this road due to reports of obstruction to larger vehicles. The proposed yellow line restriction appears to have support from most residents. Regrettably, some people will be inconvenienced, but there remain roads within walking distance that currently have no parking controls. Parking in Greenways is an option if restrictions are not introduced in that road. The proposed single yellow line restriction will only apply from Monday to Friday 9am to 4pm, so parking will remain unrestricted during the evening and weekends. It is recommended that the restrictions be implemented as published.

Brookes Road shops layby

The published proposal should help business owners by encouraging a higher turnover of parking. Residents living in the immediate area will be able to obtain a permit to exempt them from the time limits and there have been no concerns about that. The issue of parking by carers is difficult to resolve, but the published proposals will generally allow more short/medium stay parking. It is recommended that the restrictions be implemented as published.

Greenways

The case for parking controls is less clear in this road because it is not used as a through route and there is no requirement for larger vehicles, such as buses, to use it on a regular basis. In addition, there is less public support for parking controls. The options would appear to be:-

- a) Implement the restrictions as published.
- b) Implement the published restrictions at the south-eastern end and north-western end, leaving a section in the middle unrestricted. This would provide a degree of parking control, but still retain some on-street parking for those with no parking facilities. It could be that this partial scheme will work because commuters will not park on the unrestricted length due to residents already being parked there and/or commuters falsely believing that the whole road is covered by the single yellow line restriction.
- c) Do nothing, which may result in displacement of commuter parking from Brookes Road and possibly residents of Brookes Road who wish to avoid falling foul of the restrictions in their own road.

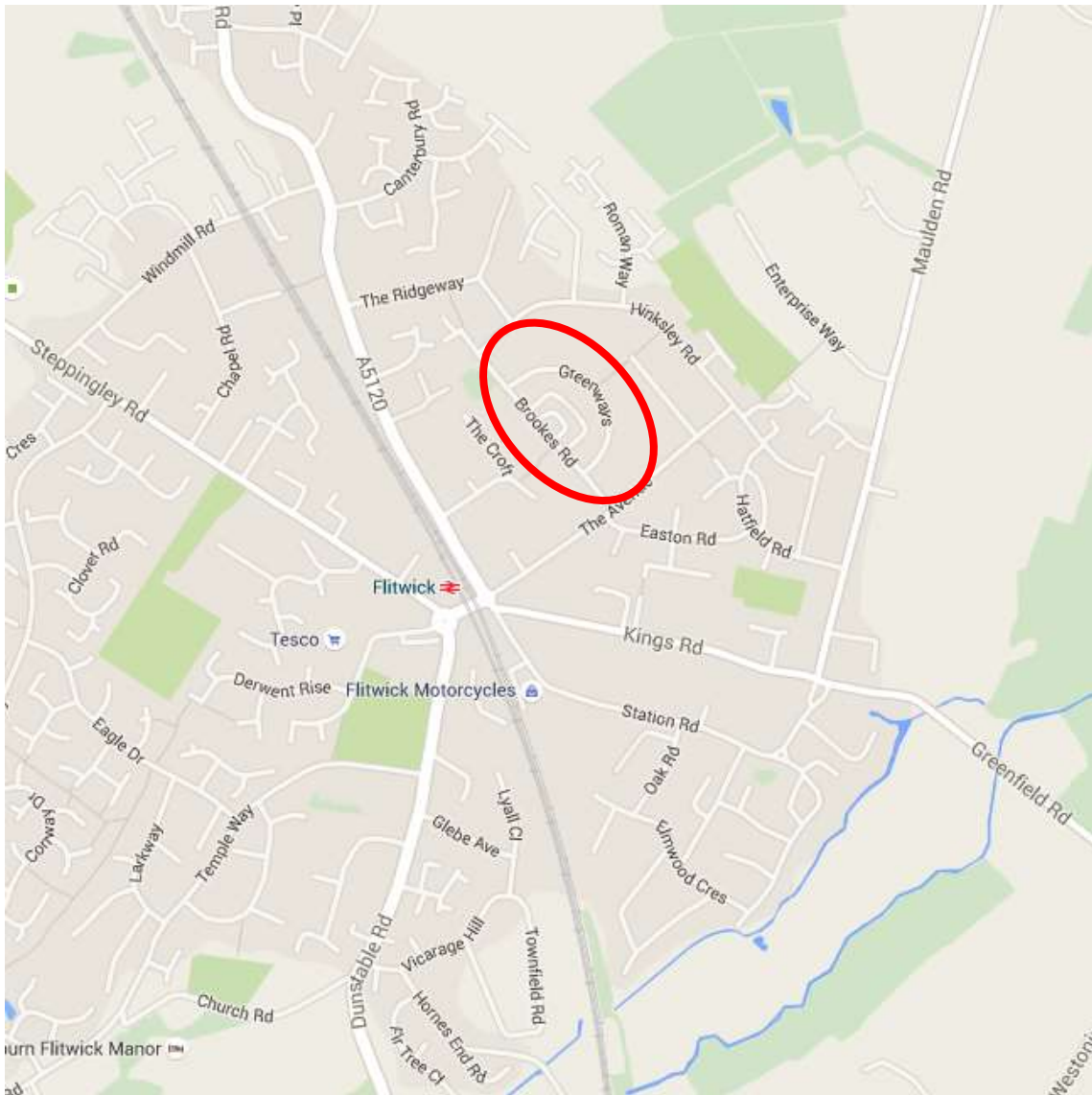
With option b) or c) the Council would have the option to implement the full restrictions within two years of the proposals being published. The officer recommendation is option b)

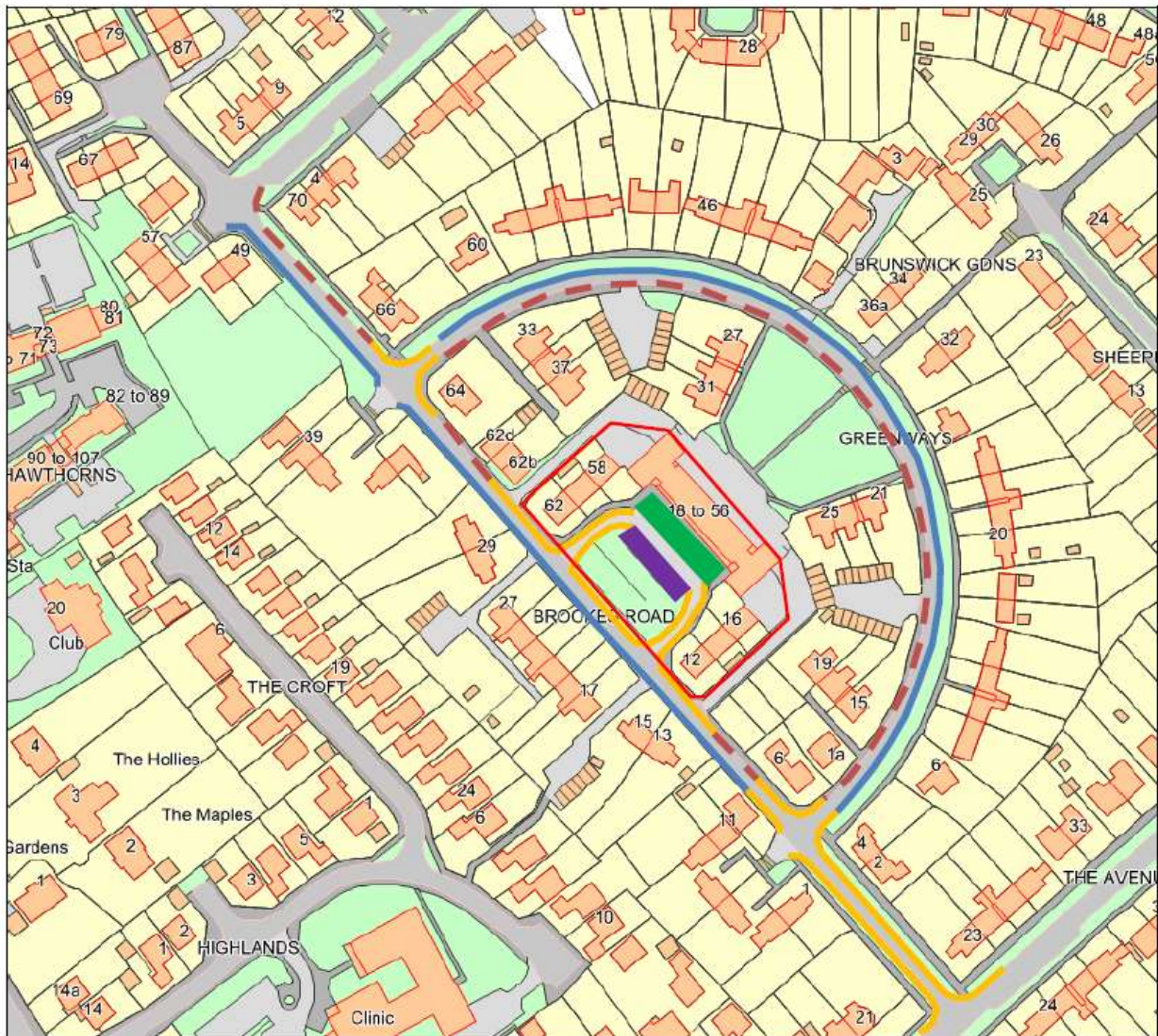
13. If the approved the works are expected to take place within the current financial year.







Appendices:

Appendix A – Location plan and Drawing of Proposal
Appendix B – Public Notices of Proposals
Appendix C – Objections and representations

Appendix A





-  No Waiting Mon-Fri between 9am and 12noon
-  No Waiting Mon-Fri between 1pm and 4pm
-  No Waiting at any time
-  30 minutes Limited Waiting with No Return within 2 hours between 8am and 6pm except residents' permit holders and one Disabled Parking Space
-  3 hours Limited Waiting with No Return within 2 hours between 8am and 6pm except residents' permit holders and two Disabled Parking Spaces
-  Residents' permit parking zone eligibility boundary

Appendix B

PUBLIC NOTICE



**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE
WAITING RESTRICTIONS IN BROOKES ROAD AND GREENWAYS, FLITWICK AND
A RESIDENTS' PERMIT PARKING SCHEME NEAR THE BROOKES ROAD SHOPS, FLITWICK**

Reason for proposal: The proposed Order is considered necessary for facilitating the passage of traffic on the road and for preserving or improving the amenity of the area through which the road runs. The restrictions are intended to address indiscriminate parking by non-residents. The proposals also include the provision of time limited parking in the service area to the front of the shops, with an exemption for residents' permit holders.

Effect of the Order:

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

1. Brookes Road, north-east side, from a point approximately 27 metres north-west of the south-east flank wall of no.6 Brookes Road extending in a north-westerly direction to a point approximately 6 metres south-east of the north-west flank wall of no.62d Brookes Road.
2. Brookes Road, north-east side, from a point approximately 5 metres north-west of the south-east flank wall of no.64 Brookes Road extending in a north-westerly direction to a point in line with the south-east flank wall of no.66 Brookes Road.
3. Brookes Road shops front access road, both sides, the entire length except for the designated parking areas on the north-east and south-west sides.
4. Greenways (northern end), both sides, from its junction with Brookes Road extending in a north-easterly direction to a point in line with the rear wall of no.64 Brookes Road.

To introduce No Waiting from Monday to Friday from 9am to 12noon on the following lengths of road in Flitwick:-

1. Brookes Road, north-east side, from a point approximately 7 metres north-west of the south-east flank wall of no.6 Brookes Road extending in a north-westerly direction for approximately 20 metres.
2. Brookes Road, north-east side, from a point approximately 6 metres south-east of the north-west flank wall of no.62d Brookes Road extending in a north-westerly direction to a point approximately 5 metres north-west of the south-east flank wall of no.64 Brookes Road.
3. Brookes Road, north-east side, from a point in line with the south-east flank wall of no.66 Brookes Road extending in a north-westerly direction to a point in line with the south-west flank wall of no.70 Brookes Road.
4. Greenways, south-west side (inside of semi-circle), from a point in line with the rear wall of no.64 Brookes Road extending in a clockwise direction to a point approximately 1 metre south-west of the rear wall of no.6 Brookes Road.

To introduce No Waiting from Monday to Friday from 1pm to 4pm on the following lengths of road in Flitwick:-

1. Brookes Road, south-west side, from a point approximately 7 metres north-west of the south-east flank wall of no.6 Brookes Road extending in a north-westerly direction to a point approximately 7 metres north-west of the front wall of no.49 Brookes Road.
2. Greenways, north-east side (outside of semi-circle), from a point in line with the rear wall of no.64 Brookes Road extending in a clockwise direction to a point approximately 1 metre south-west of the rear wall of no.6 Brookes Road.

To introduce 1 hour Limited Waiting with No Return within 2 hours from Monday to Friday between 8am and 6pm, except Residents' Permit Holders, on the following length of road in Flitwick:-

1. Brookes Road shops front access road, in the designated parking area on the north-east side, except for the disabled parking space.

To introduce 3 hours Limited Waiting with No Return within 2 hours from Monday to Friday between 8am and 6pm, except Residents' Permit Holders, on the following length of road in Flitwick:-

1. Brookes Road shops front access road, in the designated parking area on the south-west side, except for the disabled parking spaces.

Residences eligible to apply for a permit to park in the Residents Permit Parking spaces identified above:-

Properties nos.12, 14, 16, 18, 20, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60 and 62 Brookes Road.

To introduce Parking Places for Disabled Badge Holders only on the following lengths of road in Flitwick:-

1. Brookes Road shops front access road, in the designated parking area on the north-east side, from a point approximately 16 metres south-east of the north-west end of the parking area extending in a south-easterly direction for approximately 3 metres.
2. Brookes Road shops front access road, in the designated parking area on the south-west side, from south-east end of the parking area extending in a north-westerly direction for approximately 3 metres.
3. Brookes Road shops front access road, in the designated parking area on the south-west side, from north-west end of the parking area extending in a south-easterly direction for approximately 3 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 3 July 2015. 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

4 June 2015

Appendix C

Brookes Road

Hi I am a little concerned with the proposal of introducing of yellow lines, restricted parking down Brookes Road in Flitwick. I live at number xx Brookes Road and my family and I will find it very difficult with parking outside our house if lines were to be put into effect. I work nights so it would be very difficult for me to have to keep moving my car throughout the day, from one side to the other. Also we have three drivers in our household all with cars and my daughter is about to learn so therefore very shortly would be four cars to find parking spaces for. We have a little colder sack for parking for the residents in our block but obviously this does not even accommodate the six houses let alone partners and siblings parking. We as residents would of preferred parking permits if anything. Is there any possibilities that even with yellow line residents can apply for parking permits for outside their property. Look forward to your reply and hope my concerns are noted many thanks

I currently live at xx Brookes Road, Flitwick and have just received a letter about the proposed parking restrictions on Brookes Road. My house has no private parking. I commute every day by train to London, so leave my car at home during the week outside my house. If this goes ahead as planned, it will leave my property with no parking areas within a several of hundred meters of my property.

I feel it is unreasonable to expect a 3 bedroom house to have nowhere in several hundred meters to park a single car. I object to this proposals and request that it is reconsidered to make it workable not just for me but the other properties on the street that also do not have private parking of their own.

I would like to make some comments and objections on the proposed parking restrictions for Brookes Rd and Greenways.

[1] It is not right to penalise the residents because of a lack of affordable parking at the train station.

[2] A large minority responded against restrictions or were not bothered, 47.2%.

[3] My household has 4 vehicles and no recognised driveway, (dropped kerb)

[4] No permits are given to no. 64.

[5] We all work various shifts and away on the train sometimes, so it would be impossible to move vehicle from one side of the road to another if we're not here, and not fare if we have done late/night shift.

[6] I feel very strongly that these restrictions are unnecessary , and the commuters who park here are no problem, quite the opposite as the slow the cars down who frequently speed up our road.

[7] People allways get irate if others park in 'their' street and i think this is the issue rather than parking being a problem.

[8] The money would be better spent maintaining our road and disintegrating pavements.

Thank you for replying to my earlier e-mail. Further to my comments I would like to add some more points.

(1) This week, I was at home all week and I made a check on day time parking and observed 4 commuter cars parked in Brookes Road monday to thursday and 3 on friday. Absolutely no parking problems.

(2) If I or any of my family were to go out in the morning and leave our car, there would be no way of coming back to move it for the restrictions and we would be forced to park our vehicles in other streets a long way from our residence. This would be a huge problem and obvious security concerns.

I would like to to reiterate what a waste of time and money I believe this to be, and dearly hope it does not come about.

Greenways

Please be advised that I wish to object to yellow lines and parking restrictions in Greenways Flitwick, I originally organised the petition which was handed to Councillor Charles Gomm, In which 99% of us residents all duly signed.

You are now inflicting yellow lines on us, which is not the common opinion to most of the community in the Greenways.

We wanted parking bays putting in on the grass not yellow lines.???? This obviously costs money, so therefore is not the cheapest option for you???

Putting the above restriction on us is the "cheapest and easiest way for you " not what the residents want. I believe it to be free residents permits that we require by talking with all the residents and extra parking bays.

It also means that if as a resident you don't have a driveway and need to park on the road you are stuffed if you want to go out for a day without your car and will get penalised by having a parking ticket. This is clearly not the solution.....????? Is it?????

If you forget to move your car accidentally you also get a ticket so therefore are the council/highways actually listening to what was out in the original petition ??? I think not???

Your comments are welcomed.

hi, after ringing you today, i am objecting to the yellow lines around Greenways in flitwick beds mk45 1da, at the moment i am having to go to hospital quite a lot , and i get taken there, so my car is left parked on the road outside my house, so what ever the time my appointment is, it is likely that i wouldnt be able to move it at the times it is needed to be moved,

in my opinion and of my husbands , and of my 2 daughters that park on the road, i also have another 2 children that will be at some point be driving (so 6 people against) , this will cause more hassle to the residents that do park on the road , that live in the Greenways, we would prefer permits if a suitable price per year , also not if penalized for having more than one car per household that is parked on the road,

failing that to leave as it is , and let the commuters win , as they are too tight to pay for parking

We write this as occupiers of xx Greenways for over 20 years and although we appreciate that action must be taken we completely dismiss these current proposals. The reason these proposals have come to fruition is due to 'indiscriminate parking by non-residents,' however the proposals for the Greenways are themselves wholly indiscriminate and dreadfully flawed. They lack in depth considerations of specific scenarios which certain households will face and merely seek to brush the issue out of a certain area for it to reappear again in another. Any proposals should be rid of shortsightedness and instead seek to address the root cause of this issue, which is an utter lack of foresight by the council to ensure adequate provision of parking for the commuters within its boundaries.

The blindingly obvious issue with the proposals for the Greenways is that there is blanket coverage of the restrictions and simply dismisses the fact that while many residents have the luxury of a driveway in which to park their cars and vans, some do not. Therefore these restrictions will unfairly punish those whom do not have the benefit of a driveway or a garage to park their vehicles during restricted times. This certainly applies to our household, in which there are 3 young adults. My son, who is 20 years old, commutes to University in London from September to June, he also owns a car which enables him to travel to work out of term times but which is parked on the road whilst he is at University as we do not have a driveway. He will therefore be unjustifiably punished by the council as he is unable to move his car from one side of the road to the other during restricted hours. My other two sons are approaching 17 and will also be learning to drive to enable them to travel to any part time jobs they wish to take up to fund them through their final years in education, therefore any vehicle they acquire will also be left to indiscriminate parking officers to ticket as they too will be commuting to college via the train. These proposals send out a baffling message to my aspiring children that they will be undeservedly punished for wanting to pursue an education and a better life for themselves. Furthermore, this scenario will cause huge problems when Nicola takes her elderly mother out grocery shopping with her sister or when we are able to take a rare family holiday. These proposals therefore send out a message of 'take your car wherever you go,' which is utterly ludicrous.

Hence we would compel you to return to the drawing board with these proposals as they are simply unworkable for the residents whom do not have the luxury of a drive. Failing this, which would be nothing sort of disaster for our family, we would like to explore the possibility of creating access for vehicles to our house. We live mid terrace though have a shared pathway which leads to our house, however the boundaries with surrounding properties are unclear and as the pathway belongs to the council we would like you to clarify where these boundaries lie. If this is possible this could provide an alternative for our family to the absurd proposals.

We hope you take our objections seriously and that you can provide real, workable solutions to this issue that we feel you have completely dismissed.

I would like to object against the proposed plans for parking restrictions on Brookes Road and Greenways.

I live at xx Greenways located on the green and as such have no driveway in order to leave my vehicle on. Both my partner and I have a car and if we were to go on holiday what would we do with our cars?

I originally signed the petition on the understanding that were petitioning for the grass verges to be made into parking bays therefore creating more spaces. I personally have never had a problem with parking on Greenways. I often go out on foot with my youngest son during the day for a picnic to the park which I would no longer be able to do as I would worry about getting back to move my car!

I would prefer to leave things as they are.

We are residents living in Greenways in Flitwick. We are writing to object to the proposed parking restrictions currently under consultation. Although there is a problem with commuters parking on the Greenways during the day which is frustrating, this would be far outweighed by the parking restrictions proposed. It does not seem to be a proportionate response to the problem and as the council admitted in its communication to residents, it was not an overwhelming number of people who want the restrictions proposed.

Our understanding of the initial request to the Council for help was that some of the grass verges near the ends of Greenways - where they join Brookes Road - could be paved over to provide off-road parking which would clear cars from the road making it easier to turn in / out. The parking is less of a problem away from the ends of the road towards the middle of the Greenways.

We are also very concerned about the affect this will have on the residents of the houses who do not have any off-road parking and who cannot create any as their gardens do not front onto the Greenways. The proposed parking restrictions discriminate against those residents. Where are they expected to park their cars during the day if they are at work and cannot come home to move them? Do the residents of Greenways not have the right to park outside their own homes?

We are therefore entirely against these proposals based on the following:

- this is not the original request made which was to pave over some of the verges near the ends of Greenways where the main problem lies
- it discriminates against residents on Greenways who do not have any off-road parking
- there is a risk it will devalue houses (it certainly will to the houses who do not have off-road parking)

We therefore request that the Council do not implement any parking restrictions on Greenways, Flitwick.

Brookes Road shops layby

I am writing to you concerning the car park on Brooke's road. I am a business owner here and feel that to many people are readily taking advantage of our car park IE commuters and carers. Sometimes the carers have as much as 6-8 cars parked in here all day and night. Although as a business owner we are prepared to compromise and park at the back of our shop, I feel that when there drop kerbs have been done they could easily get 2 cars on there drive way. I no they have to park somewhere I feel that something has to give as I could potentially lose business. Please could you give this your up most attention.

Look forward to hearing from you.

I am writing to you concerning the car park on Brooke's Road. I run a business here on the parade and feel that the parking which is meant for the shops and the flats above is being unfairly used by carers vehicles, and commuters.

There is often 6-8 cars parked in here all day and night. Although as a business owner we are prepared

to compromise and park at the back of our shop, I feel that when the drop kerbs have been done they could easily get 2 cars on their drive way. I know they need to park somewhere, but us the businesses on the parade are the ones paying for the area to be up kept through service charges and we should not be penalized by loosing trade from those who cannot park.

I hope we can come to a more reasonable settlement.

Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 25 August 2015
Subject: **B1042 Sandy to Potton – Consider Representations to Proposed Speed Limits**

Report of: Paul Mason, Head of Highways

Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of a 50mph speed limit on B1042 between Sandy and Potton, and an extension of the 30mph speed limit on B1042 Potton Road, Sandy

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

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety by lowering vehicle speeds on this length of road.

Financial:

These works are being funded via the LATP process.

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 a 50mph speed limit on B1042 Sandy to Potton be implemented as published.
2. That the proposal to extend the 30mph speed limit on B1042 Potton Road, Sandy be implemented as published.

Background and Information

1. The B1042 is the main road linking Sandy to Potton and is currently subject to the national speed limit. There is very little frontage development along this section of road, so the national speed limit would usually be favoured for a road of this type. The road passes through the small settlement of Deepdale, which includes a crossroads and a small number of dwellings.
2. There is a proposal to install a signalised junction at the entrance to the RSPB headquarters which lies about midway between Sandy and Potton. This will improve access and egress from the site and provide a safe crossing for pedestrians and cyclists. It is felt that the new junction layout needs a lower speed limit to operate safely, and due to other factors, such as the Deepdale crossroads, the 50mph limit should cover the full length of road between the two towns.
3. The proposal also includes an extension of the 30mph speed limit at the Sandy end, which would cover the cemetery and some planned cycle routes measures.
4. The speed limit proposals were formally advertised by public notice in May 2015. Consultations were carried out with the emergency services and other statutory bodies, Sandy Town Council, Potton Town Council and the Ward Members. Public notices were displayed on street.

Representations and Responses

5. A total of twenty representations have been received. There are no outright objections, but most of those who responded have expressed concerns about the current 50mph proposal and put forward counter proposals. Two are in support of the proposals.

The 30mph speed limit extension proposed at the Sandy end has attracted no negative comments.

There are some comments about the proposed junction improvement at the RSPB site, but this is not part of the current consultation.

6. Copies of the correspondence are included in Appendix C and the main comments received are summarised below:-
- a) The speed limit through Deepdale should be lower, with some people suggesting a 40mph limit extending from Potton to a point west of Deepdale crossroads. Other would like to see the 30mph limit extending from Potton to that same point.
 - b) Local people mention concerns about the number of accidents that have occurred at Deepdale crossroads, the high speed of traffic on the main road and poor visibility when emerging from the side roads as justification for a lower speed limit.
 - c) Some of the respondents feel that there is no justification for the 50mph limit from Deepdale to Sandy.
 - d) There are more turning movements at the Deepdale crossroads due to the expansion of the veterinary practice and planned campsite in Carthage Road.

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

The road is mainly rural in nature with very little frontage development, which would normally mean that the road would be more suited to the national speed limit. The 50mph speed limit is primarily intended to lower vehicle speeds in the vicinity of the RSPB access to improve safety at the planned signalised junction. It was felt that the opportunity should be taken to lower the speed limit at Deepdale and along the whole length between Sandy and Potton to provide some consistency along the whole length.

In respect of the request for a lower limit from Potton to west of Deepdale; due to the rural character of the road with minimal roadside development, drivers would fail to understand the need for a 40mph or 30mph limit and compliance is likely to be very poor. A 30mph speed limit would be entirely inappropriate on a road of this nature. Enforcement of any speed limit on this stretch of road is not expected to be a priority for the Police and would not be a priority for cameras. Consequently, any speed limit introduced needs to be largely self-enforcing.

There have been collisions at the Deepdale crossroads, but it is difficult to determine whether a lower speed limit would have had any impact on this.

Accident data for the period from 01/01/2011 to 31/03/2015 was analysed centred on an area of about 600m either side of the Deepdale junction. During this period 4¼ year period there have been a total of 10 injury collisions, as follows:-

- At the Deepdale crossroads itself there have been 3 slight injury collisions and 1 serious injury collision. Except for 1 loss of control incident, the others involved junction turning/failure to see type incidents, which a lower speed limit is unlikely to have influenced.

- On the Potton side of the Deepdale crossroads there have been 1 fatal, 1 serious and 1 slight injury collisions. All of these were single vehicle loss of control incidents within approximately 200 metres of the crossroads.
- On the Sandy side of the Deepdale crossroads there have been 1 serious and 2 slight injury collisions all at least 200 metres away for the junction. The serious incident involved loss of control on ice. The slight injury incidents were one loss of control and one overtaking on a double white line system.

8. Bedfordshire Police's view is as follows:-

"Slightly unrealistic to put a 50 mph limit along this stretch of road, firstly does it seem like or feel a 50 mph limit to the motorist if not they will not comply with this limit and secondly we just do not have the officers to enforce it anymore.

I would ask that better signing etc. be thought of or if the limit does go ahead the installation of average speed cameras to enforce it/ cause compliance.

Deepdale would justify a reduced speed limit on the accident stats which I believe is high, we would not have objections to a reduced speed restriction at this location."

9. Officers have discussed the matter with Bedfordshire Police to clarify their view, which is that they consider that this road is more suited to the national speed limit (60mph for cars). Any lower speed limit would be frequently ignored by drivers and compliance would be low. They do not have the resources to provide regular enforcement. This length of road would not be a Council priority for the provision of any form of camera enforcement equipment. The Police would accept a 50mph speed limit in the vicinity of Deepdale crossroads on the basis of its collision history, but do not support a 40mph limit.

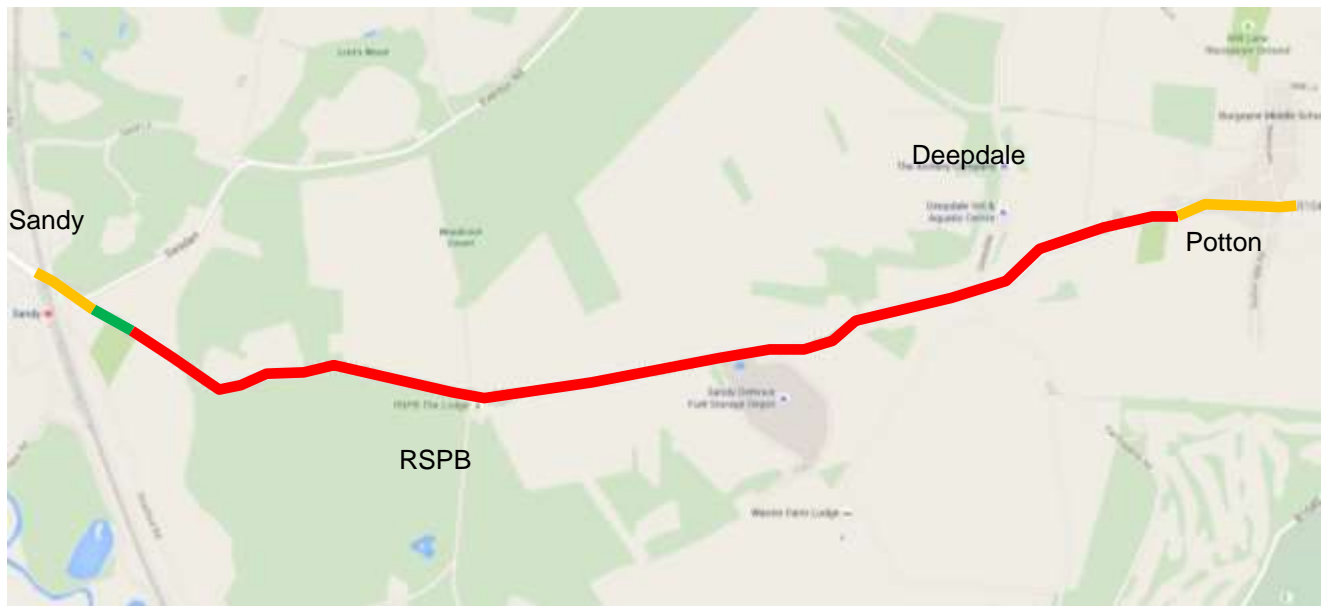
Conclusion




10. It is recommended that the 50mph speed limit be introduced, but that it be monitored and speed checks undertaken approximately six months after implementation with a view to reviewing the case for a 40mph speed limit from Potton to west of Deepdale. It is recommended that the 30mph limit extension in Potton Road, Sandy be implemented as published as that proposal received generally positive comments.
11. If the approved the works are expected to take place within the current financial year.

Appendices:

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

Appendix A



	Proposed 50mph speed limit
	Proposed 30mph speed limit extension
	Existing 30mph speed limits

Drawing is intended to be indicative only

Appendix B



PUBLIC NOTICE

**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE
A 50MPH SPEED LIMIT ON B1042 SANDY TO POTTON ROAD AND
A 30MPH SPEED LIMIT EXTENSION ON B1042 POTTON ROAD, SANDY**

Reason for proposal: The proposed Order is considered necessary in the interests of road safety. The proposed 50mph speed limit would cover a new signalised junction at the RSPB entrance and outlying properties at Deepdale. The lower speed limit forms part of a scheme to improve facilities and safety for non-motorised road users, particularly for those crossing the B1042 between Sandy and Potton. The speed limit reduction is also intended to bring about more general safety benefits for all road users and residents on this length of road.

Effect of the Order:

To introduce a 50mph Speed Limit on the following length of road in Sandy and Potton:-

B1042 Potton Road, Sandy and Sandy Road, Potton, from a point approximately 142 metres south-east of its junction with Swaden extending in a generally easterly direction to a point approximately 306 metres west of its junction with Sutton Mill.

To extend the 30mph Speed Limit on the following length of road in Sandy:-

B1042 Potton Road, Sandy, from a point approximately 32 metres south-east of its junction with Swaden extending in a south-easterly direction for approximately 110 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 23 June 2015. Any objections must state the grounds on which they are made.

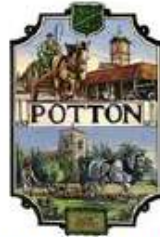
Order Title If made will be "Central Bedfordshire Council (B1042 Sandy to Potton) (50mph and 30mph Speed Limits) Order 2015"

Central Bedfordshire Council
Priory House
Services
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community

29 May 2015

Appendix C



POTTON TOWN COUNCIL

Transportation Manager
Central Bedfordshire Highways,
Woodlands Annexe,
Manton Lane,
Bedford
MK41 7NU

9th June 2015

Dear Transportation Manager

The Town Council has asked me to write to you with regard to the proposal of 50mph and 30mph speed limits on the B1042 Sandy to Potton.

The Town Council are in favour of a reduction in speed limits along the B1042 between Sandy and Potton, though in addition to the proposal Potton Town Council requests that a 40mph buffer zone is introduced from just before Deepdale junction to the 30mph zone in Potton.

The Deepdale junction and the B1042 between Deepdale and Potton has had numerous accidents over the years and this includes a number of fatalities.

The fatalities on the B1042 between Deepdale and Potton include one last summer in the early evening on the 15th July 2014.

I look forward to receiving a response with regard to the proposal.

Yours sincerely,

Mr J Whitehurst, Town Clerk.

THE COMMUNITY CENTRE, BROOK END, POTTON, BEDFORDSHIRE, SG19 2QS.

TELEPHONE: 01767 260086

Email pottoncouncil@btconnect.com

www.pottontowncouncil.co.uk



I wish to state that I agree that there is a problem with speed limits at the Deepdale crossing, but do not agree that 50 mph is a suitable speed for this junction.

The junction is at the bottom of a hill on a blind bend. As a pedestrian and cyclist, I would never use this stretch of road. As a car driver, I have come across cyclists, horse riders and people pushing bikes up the hill to Potton. They were entirely invisible until at a distance of between 10 and 15 metres. I have also had cars cross into my path when I have been driving down the hill as they took evasive action to avoid cyclists. I think that the Potton 30 mph zone should extend past the cemetery and that a 40 mph limit extending from just past the cemetery to just beyond the Deepdale junction would be the safest option. Currently the 30 mph is not effective until traffic reaches the Sutton Mill Road mini roundabout where it is forced to slow down.

I see no reason to limit the main stretch of this road to 50 mph. Visibility at the RSPB seems good. The extension of the 30 mph at Sandy appears sensible.

As a Potton resident and somebody who lives next to Sandy road, I recognise the problems at the junction at Deepdale. It's on a blind bend so if you don't know it's there, it's quite easy to drive around the bend and find another vehicle pulling out of the junction. The problem, in my opinion is due to drivers travelling too fast to see this junction and when they do, it's often too late to stop. In my opinion the stretch of Sandy road beyond Deepdale to Sandy itself is fine so a blanket 50mph limit is inappropriate because it will still be too fast to fix the root cause I've described.

Instead I would prefer to see an extension of the 30mph limit from Potton to Deepdale, perhaps with some clear signage to warn drivers to slow down as they enter the town. I would like to see the stretch from Deepdale to Sandy remain as national speed limit.

Please can you assure me that this alternative suggestion will be considered?

I would appreciate it if your council would consider the points below:

1. The proposed 50mph speed limit is unlikely to alleviate accidents at the Deepdale junction. The only feature that would significantly achieve that is speed bumps either side of the junction but particularly at the Potton side of the junction.
2. There appears to be no justification to introduce a speed limit over the whole stretch from Deepdale to Sandy as there is only one house and the RSPB on that road.
3. Traffic lights at the RSPB entrance would be detrimental to most road users. The RSPB have enough land there that could be used to create a sensible slip road from Potton into their facility and allow a central turning right area for traffic coming from Sandy and exit routes making it necessary for drivers to approach the main carriageway slowly. If the RSPB want to improve safety there this should be the cost responsibility of the RSPB and not be a financial burden on the Council.....a parallel situation as with any developer.
4. Pedestrians crossing the road and using footpaths near the RSPB should be obliged to approach either side by a fenced 'dog-leg' such that they cannot walk directly onto the road. The fences should have an appropriate warning of traffic. A 50 mph limit for this purpose is not justified.
5. I have no objection to the 30 mph extension when leaving Sandy although one could ask 'when will such extensions stop'.

I am fed up with every time there is a road problem the answer is the cheap and cheerful slap on a reduced speed limit. Deepdale is not a road problem it is a problem road. The permanent and life saving answer to it is spend some real money and get rid of the blind bend.

My response to this proposal need only be short and succinct;

I am wholly in favour of and welcome these proposals and especially the proposed extension of the 30mph out of Sandy to well beyond the Swaden junction. The reductions to 30 and 50mph are long overdue and trust they are implemented sooner rather than later.

I am writing as part of your public consultation on the new speed restrictions on the Potton > Sandy road, B1042. Is there a reason that this isn't on the consultations website so that we can easily support or raise comments rather than writing / emailing? I am about to forward this email address around groups on Facebook.

I live on this road just by the Deepdale junction, and over the last few years as the Council have approved the Deepdale Vets expansion and the area becoming more popular for walkers and dog walkers the traffic at this junction has increased significantly. During this time I have witnessed minor and major accidents approximately 5 times per year and the main reasons are:

- drivers getting up speed on the long hill coming down to the Deepdale junction from Sandy
- drivers going too fast coming from Potton and not seeing obstructions on or before the junction as they come around the corner, there are often rear end accidents around the junction.

While I wholeheartedly support having a lower speed limit on this patch of road I don't think that this goes far enough. I believe that a 40mph speed limit coming out of Potton to the top of the hill after the Deepdale junction, then moving to a 50mph to Sandy would be more appropriate. This would reflect what happens on the other roads out of Potton. Take for instance that there is a 40mph past the golf course on the Biggleswade Road.

In addition to all of this, there needs to be better signage of the need to SLOW - JUNCTION on the **road signs** and **on the road** itself on the approach to the junction, given that there are often slow vehicles and horses crossing and vehicles reversing out of driveways.

Last year the council approved the planning application for Greensands Campsite on Carthegena Road which will significantly increase junction traffic with Caravans / Motorhomes when development is complete (alongside the existing caravan club in Deepdale). I also note that there is a planning application for another house in Deepdale, and there is a limit to how far we can extend this area of development, tourism (triggered by growth in popularity of RSPB) and encourage walkers at the quarry/mast without making the junction safer. It is a lovely area for walking around the old quarry at Deepdale and a 40mph limit will protect those who enjoy it as well as those who live there.

I am not sure if this is also covered but there are no pavements across this stretch of road and there are frequent walkers down this road as part of RSPB and Deepdale walking routes, that could be better served, also improving safety.

I have seen the proposals to put in speed restrictions on the B1042. I do not disagree with 50mph, as that road can become slippery in winter, and has several unsighted points. I am not convinced extending the 30mph limit further out of Sandy will have much effect. It would be far more effective, I would have thought, to improve the Swaden junction – I have driven from Potton at 30mph, and still had people pull out in front of me, as it is a totally blind junction, and you do have to make the decision to pull out of Swaden unsighted, and just hope that there is nothing coming.

However I am deeply concerned by the signalised junction at RSPB and/or Deepdale. The RSPB is fairly busy at 8.30am and 5.00pm with people starting and finishing work, but is not busy enough to warrant traffic lights at other times. It would pull traffic on a main road to a

grinding halt, to let people in and out of a little private road, which does not seem to be an effective use of resources and would be a cause of extreme annoyance to most road users (I frequently have to stop behind cars waiting to turn into RSPB each morning, and traffic lights would only make this worse).

I would fully expect there to be a major increase in the number of rear-end collisions if traffic was constantly being brought to a standstill at this point, particularly as the road is full of bends, and a queue of stationary traffic would perhaps not be seen until the last minute. It would surely be far more sensible to widen the road to allow for a filter/waiting lane in the centre of the road at RSPB? Am not sure if there are plans for more than one signalised junction, as Deepdale is quite a way further down the road than the RSPB, so any junction at RSPB would not benefit Deepdale? If so, that would be even more unsuitable for this road.

I am all for road safety improvements, and I know that there have been many accidents on this road recently. I do think lowering the speed limit will help to make the road safer, but adding in extra lights/junctions will be a cause of frustration and annoyance to motorists, and will actually cause it's own set of accidents, with cars waiting at the traffic lights being rear-ended by other motorists coming around blind corners too fast!

I'm emailing regarding the 50mph speed limit proposed for this road. I support this but have a suggestion.

I have lived next to the Deepdale junction for 4 years and my view is that the biggest issue is that there are no signs in either direction indicating that there is a cross roads coming up.

Travelling from Potton people come round the corner, perhaps not expecting a junction and frequently find a line of cars standing in the road waiting for someone to turn right.

People travelling from Sandy towards Potton come down a long straight hill and are often, perhaps unwittingly, exceeding the current speed limit when they approach the junction.

I suggest new signs in both directions. Ideally electronic signs that are activated by cars at high speeds.

I am writing to voice my concern re the proposed speed limits for the crossing.

Given the road conditions I consider that reducing the limit to 50mph is not sufficient.

I understand that the stopping distance for well maintained vehicles in ideal driving conditions is 53m.

1. The crossing is in a hollow so it is likely that, due to vehicle momentum this distance may be longer.
2. Coming from Potton, there is a bend at approximately 60m from the crossing and thus vision is restricted.
3. Due to the hollow (and possibly the way the drainage has been constructed) coming from Sandy considerable amount of surface water collects with only medium rainfall. This would further affect the stopping distance.

Is it possible to have a 30mph limit either side of the crossing? I have experienced this restriction for certain junctions when travelling abroad. At the very least there should be advance signage and rumble strips (especially before the bend coming from Potton).

I am writing in response to your Public Notice concerning the above. I am a long term resident of Deepdale and over the last 10 or so years we have been trying to get a speed limit on the section of the road through our hamlet. There have been many accidents and frequent near misses over this time. It is our opinion that the speed limit should be no more than 40 mph from the end of the

30 mile zone in Sandy Road, Potton to half way up the hill after the Deepdale Crossroads. This has become even more urgent following the enlargement last year of the Vet's Practice in Deepdale Lane and increase in Dog Walkers in the locality as a consequence. I hope you will give this matter very serious thought and back the residents in their plea for increased safety, at the earliest opportunity.

I am the licensee at Xxxx, Deepdale, SG19 2NH, of a little five-pitch caravan park - a Certificated Location of the Caravan Club - which has been run peacefully here since December 1987. As the Caravan Club rules allow stays at Xxxxx site of anywhere between 1 night to 28 nights, our several guests naturally have to travel from Deepdale Lane either to the B1042 in the Potton or Sandy direction, or straight on towards Biggleswade via the crossroads with the B1042, to Carthagen Road. Their tourist activities obviously mean they want to travel around the area quite frequently!

We live in fear almost every day of another accident or near-miss at this black spot. Since moving here in 1995, I have heard of and seen numerous bangs and crashes, some very serious, at this cross roads.

Mr and Mrs Xxxxxx lived at The Old House, Deepdale, SG19 2NH, near Mrs Xxxxxx, and gave me copies of correspondence* dated between 2006 and 2011 with Bedfordshire Highways, Bedfordshire County Council, MP Alistair Burt and Councillor Gurney. Mrs Xxxxxx will be more au fait with their efforts than I, but I myself tried to pursue the matter in July 2011 when Mr Xxxxx died. I received a reply from Alistair Burt, on 27th July 2011, including a copy* of Highways and Transport's reply to him - the only **non**-negative part of which was the undertaking by Basil Jackson (Assistant Director, Highways and Transport) to make known to Alistair and "the various enquirers" the results of a speed measurement investigation, which would take place when resources permitted.

**I have several letters here available for perusal.*

I subsequently contacted Highways Help Desk, at 239 Ampthill Road, Bedford MK42 9BD and the Police at 01234 841212.

At this point I became very despondent as **nobody seemed to appreciate the seriousness of the situation**, After that, both my next-door neighbours, both experienced and competent drivers, have had crashes upon trying to leave from their homes in Deepdale Lane. In 2014 I contacted Adam Zerny, who is doing his best to get sensible measures taken to slow down traffic coming from Potton towards Sandy on the B1042 road.

Whenever I have had the NECESSITY to cross the road to reach the two houses opposite, I have always been terrified that cars would come around the last bend and knock me over, so I now avoid dropping off Church Magazines or Christian Aid envelopes to these two properties. When families occupied the former Old Locomotive pub, their children had to be taken by taxi to local schools, as the danger had already been noted (this was between 13 and 15 years ago!!!).

Usage of this crossroads (no Council, it is **not** just a junction) has most definitely increased, and therefore the likelihood of accidents. Calming measures have been introduced in Sandy. We REALLY DO need them in Deepdale, and the expense for Deepdale will obviously be much less than that. It is now mid 2015 so PLEASE resolve this situation before another accident/fatality takes place.

I have looked at the proposal to impose a speed limit of 50mph between Sandy and Potton on the B1042. This proposal appears to identify 2 places of concern for speeding traffic, that is to say at the entrance to the RSPB and at the junction of Carthagen Road where it forms a cross road with Deepdale Lane.

The intention of some form of traffic signal at the RSPB makes the need for a 50mph from Sandy to this point irrelevant.

Thereafter a speed limit up to Deepdale Lane is unnecessary, being merely a long stretch of open countryside.

Turning now to the Deepdale cross road, it is a fact that many accidents have occurred here notwithstanding the considerable care that regular users use to negotiate this junction. One reason for this that drivers leaving Potton can and do accelerate after leaving the 30mph limit near the cemetery and sometimes anticipating that overtaking is allowed start to do so early. It would be sensible to disallow overtaking at this junction as a simple safety measure particularly as safety is the reason for the proposal.

However speed limiting seems to be fundamental to the proposal and therefore a limit of say 40mph from some sensible point west of the Deepdale junction up to the 30mph Potton limit would create gradual slowing of traffic from Sandy into Potton but more importantly greatly reduce the speed of traffic leaving Potton to Sandy thereby making this junction very much safer.

It does not seem sensible to treat the whole road in the same way – there are few turnings or junctions on the majority of the stretch and a 50mph speed limit does not seem appropriate. Reducing the speed limit around Deepdale would be more sensible, rather than the whole section to Sandy. It may well cause more people to take chances overtaking slower traffic past the RSPB, and frustrating drivers. I would urge the council to consider an alternative approach.

There is a huge need for at least a 40mph speed limit through Deepdale, I think as well as the bumps that are noted many are not, there is a road sign lying in the grass on the Sandy side of the Carthage Road corner, it has been there for sometime it is rather bent so I can only assume it had been hit by a vehicle, was this noted? Sometimes I cross to the post box pushing a child in a buggy and leading a dog, I stand and listen carefully before attempting this and returning from the post is more worrying.

I wonder how many people who make the decisions regarding the need for some speed restrictions have ever visited this junction/crossroads especially at busy times when people are trying to drive to work.

The amount of traffic that uses the junction has increased enormously over the last few years and will continue to do so if the businesses (which also includes the Stockers farm) are to flourish.

Do we just wait for more accidents serious or otherwise?

As residents of Deepdale, we wish to comment on the proposals for speed restrictions between Potton and Sandy as follows:

1. We cannot see the reason for reducing the speed limit between Sandy and Potton to 50 mph. It is not a dangerous road and is very easily driven. There have been very few accidents on this road (apart from at the Deepdale junction – see later); those that happened at the start of this year were as a result of resurfacing error.
2. Why are signals needed at the exit from the RSPB? Apart from possibly in the evening when staff are leaving, there is very little traffic using this junction. When leaving the RSPB the visible splay is sufficient to pull out safely. If signals are utilised then they should operate on a sensor as for most of the day, they will not be needed.
3. Between Potton and Sandy, the one point where there have been a significant number of accidents (some fatal) is at the crossroads between the B1042/Carthage Road /Deepdale Lane. Accidents have occurred either at the crossroads or on the hill from the crossroads

easterly towards Potton. This junction is also an important crossing point over the B1042 for cyclists, walkers and horse-riders. Your proposals leave a junction with a 50 mph. main road crossing two 60 mph. roads. We believe there should be a 40 mph. limit starting from the west of the crossroads and continuing until it reaches the 30 mph. limit at Potton. Apart from improving safety at the cross roads, where visibility is severely restricted (considerably more so than the junction of Swaden near Sandy), it will slow traffic down approaching Potton and make it safer for traffic negotiating the bends leaving Potton.

4. In addition to the 40 mph. limit safety along this part of the road, it would also benefit from enhanced warning road markings on the bends leaving Potton (similar to the red warning markings used at Girtford Bridge in Sandy).
5. A restriction on overtaking for easterly-bound traffic on the B1042, beginning to the west of the Deepdale junction, would also help to slow traffic and enhance a safe passing of the Deepdale/Carthagena Road junctions.

With reference to recent correspondence in regard to a new speed limit on the B1042 from Potton to Sandy, I wish to lodge the following points:

1. It is impossible to see traffic from the left when pulling out of Deepdale, regardless of speed limit 2. A speed limit will not be enforceable as no camera van could safely stop on the road, even if the funds were available.
3. It is clear and unavoidable that a roundabout is needed at Deepdale - Carthagena Rd, together with the associated improvements to visibility and approach.
4. The incorrect road surface has been applied on the bends, and this is why cars fly off on the corners when it rains or is icy, or under braking.
5. Traffic is increasing and the B1042 is becoming a major thoroughfare, speed is not the issue, visibility and grip are the issues.

I live in Deepdale Potton, and my life is in jeopardy every time I cross the road or turn left out of Deepdale Lane, I have already had one car written off when I was hit by another car, and I would like to ask for a 30 mile speed limit on the B1042 Potton Road that goes through Deepdale.

We live at Xxxxx Xxxxxx just up (east) from the crossroads at Deepdale.

We have seen so many accidents right outside our house with *many many* cars coming up the hill eastwards with the 60mph speed limit - it's only a matter of time before somebody is killed right in our property.

The latest accident was Saturday 20/06/15 (just two days ago).

Eastbound, where people can't see round the bend, and still within the speed limit and wrong road conditions, they **regularly** leave the road and travel straight through our field fencing into the field we keep our horses. This continually leaves us worried for the safety of our horses and other oncoming road users, never mind the expense of fixing the fencing every time.

If the road from the RSPB onwards towards Potton was max 40mph and supported with a camera, these accidents could be drastically reduced.

The Deepdale crossroads are also a site of many accidents and a recent fatality. What does it take to be realistic and reduce the speed limit for safety's sake? This can only have beneficial results for all the traffic using that road.

There is now more traffic using the Deepdale turning for the new Veterinary facility and potentially more on the opposite side (Sutton) with the planning for a camp site with living in lodges being granted in the disused quarry. There are also regular motorcycle events there with hundreds attending.

Most area's with housing are granted 30mph and even 20mph limits - I really don't understand why, when leaving our house, we have to contend with 60mph cars passing. To ride my horses or walk out onto that road is dangerous at best especially with the pavement starting opposite our house being overgrown and only approx. 18inches wide! Cyclists too are out of site when riding up the hill and round that bend.

Please consider reducing the speed limit to a SAFE level - at most 40mph but better at 30mph with measure to enforce co-operation before another person dies.

My husband and I live at Fen Farm on Carthage Road. I would like to voice my concern over the dangerously high speeds that vehicles travel on the B1042 through Deepdale, particularly at the crossing / junction with Carthage Road.

Being a horse rider, I frequently follow the Skylark ride circuit which comes along Carthage Road and then crosses the B1042 at Deepdale. This crossing feels frightening which ever way it is approached but is especially hazardous when crossing from the north side into Carthage Road. Visibility is cut short by the bend going up the hill and so traffic coming out of Potton towards Sandy does not come into view until approx 40m away. When you are on a horse it is essential to stop and wait until there is no traffic noise audible from either direction before attempting to cross, despite this, there have been occasions when the wind combined with quiet engines has meant I have begun to cross and had to stop abruptly in the middle of the road as a fast car has come into view. All I can do then is hope my horse does not react in fear and try to bolt forwards. I am always extremely vigilant at this crossing but have had to make an emergency stop twice under these circumstances and have been told by other horse riding friends that it has happened to them too.

Another major concern is at hay time - June/July - when my husband needs to cut, turn and bale his crop of hay in the field that runs alongside the B1042 on the north side. This requires crossing the road using large tractors pulling either a baler, turning device or trailer. The combined length of the tractor and trailer is about 40' and is slow moving, taking about 8sec to completely cross the road. Despite having someone on the south side of the road advising when the B1042 is clear, the speed of traffic coming from Potton means that vehicles often come into view at the last moment, not giving the tractor and trailer enough time to clear crossing the road, enforcing an emergency stop from the vehicle travelling on the B1042. The fear of using this crossing used to make my father-in-law sick and I'll with worry.

It has also frightened me to witness seeing young children cycling up the hill towards Potton and having to get off their bikes and push. Once they are around the bend, they are completely unseen by traffic coming up behind them. The combination of speed, a steep bank and the way in which vehicles hug the bend, especially the lorries because of their extra width is a recipe for disaster.

Finally, now that a recently enlarged veterinary practise has opened up in Deepdale, there are many more vehicles using this piece of road, so along with horse riders, ramblers, cyclists, joggers and pedestrians accessing the post box, it has become a very busy and dangerous crossing. I would consider that a 30mph speed limit on the B1042 would be the sensible choice if you are taking into account the safety of all these road users - are you?

I would like to voice my concern regarding the speed limit on the deepdale road. I live in the first cottage on warren farm, I have lived here for the past sixteen years and I have experienced far to

Many car accident's, some have been life changing which I feel could have been avoided !

I spend most of my spare time in my garden, so when I do here a screech of car tyres and a loud band I normally first on the scene, you would be surprised how many accident's there have been, i

Normally sweep the road of debris and am sure these incidents go unreported, and have even stored vehicles on my land prior to the recovery contractors arrival.

This road is used to the maximum speed limit, I have even been over taken when I turn into carthagena road.

The council have reduced the speed limit in potton, Blackbird street, to 20 mph, and I can not think why, but you still allow forty foot lorries to use this road. Just this evening a large Madenley mulch vehicle

Blocked the road, causing other road users to mount the kerb to avoid having there car damaged .

With all the evidence you have from local people, I am sure you will think of the safety / wellbeing of all the road users and reduce the maximum speed limit.

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Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 25 August 2015
Subject: Billington Road, Leighton Buzzard – Consider objection 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 at any time restrictions and the removal of no waiting 6pm – Midnight restrictions on Billington Road.

Contact Officer: Nick Chapman
Public/Exempt: Public
Wards Affected: Leighton Buzzard South
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

To improve highway safety, facilitate the free flow of traffic and improve the amenity of streets for residents.

Financial:

The total cost of implementing the scheme will be approximately £10,000 and it is being funded by section 106.

Legal:

Central Bedfordshire Council is the highway and traffic authority for the road network in Central Bedfordshire. To be legally enforceable, any proposed waiting restrictions must be implemented under a Traffic Regulation Order (TRO).

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 is expected to increase the safety of pedestrians, cyclists and vehicle users.

Sustainability:

None from this report.

RECOMMENDATION(S):

- 1. That the proposed No Waiting at any time on a length of Billington Road, Leighton Buzzard be implemented as published.**
- 2. That the proposed removal of the No Waiting 6pm – midnight restrictions along Billington Road, Leighton Buzzard be implemented as published.**

Background and Information

1. An exemplar scheme was designed in 2011 to encourage walking, cycling and the use of public transport from the new developments being constructed on Billington Road to the town centre and other local amenities and general enhancement of the area. The scheme was to include build outs, protected parking, a 20mph zone and carriageway narrowing. This was originally shown at a public exhibition as part of a package of schemes for the area. As a result of a lack of funding, this scheme was temporarily put on hold. Due to a number of complaints which were received in respect to inconsiderate parking at the junction of Billington Road and Grovebury Road, the decision was made to bring forward the TRO element of the scheme.
2. There are some existing parking restrictions on Billington Road that prohibit parking from 6pm to midnight. These were introduced some years ago to address parking issues associated with a public house on this road. Those issues no longer exist, so to allow more evening/night time parking for residents it was decided to remove the restrictions are part of the current scheme.
3. The proposals were formally advertised by public notice in June 2015. Consultations were carried out with the emergency services and other statutory bodies, Leighton Linlade Town Council and Leighton Buzzard South Ward Members. Residents living in the immediate area were individually consulted.
4. Five formal objections and two other representations have been received. Copies of the correspondences are included in Appendix C and the main comments received are summarised below:-
5. The main points of the objections against implementing the No Waiting at any time restrictions are:-
 - a) The restrictions are unnecessary as vehicles park mostly on the footway and do not obscure much of the carriageway and therefore do not affect the flow of traffic.
 - b) Residents require the on road parking due to a lack of off road parking.

6. The main points of the objections against removing the No Waiting 6pm – Midnight are:-
 - a) Inconsiderate parking already takes place outside of houses and driveways and removing the restrictions would exacerbate the situation.
 - b) Removing the restrictions will allow double parking in areas of Billington Road, which would generate more traffic and delays at peak times.

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

It has been noted that vehicles do park mostly on the footway at the end of Billington Road where the no waiting at any time restriction is to be added, this is however what the scheme aims to prevent as this causes problems for pedestrians with wheelchairs and pushchairs. The vehicles parked on the footways also cause problems for pedestrians attempting to cross the road as it blocks the line of sight down Billington Road and towards the junction with Grovebury Road.

The no waiting at any time restrictions will remove some on road parking, however the removal of the no waiting 6pm-midnight restriction will introduce a large amount of on road parking along Billington Road. Also the restriction to be introduced is not going to be directly outside of any property and residents who are currently able to park directly outside their properties will still be able to do so.

The addition and removal of the restrictions are part of a larger scheme on Billington Road and they have been proposed to fit in with the scheme designs. Once the final scheme has been implemented, due to build outs, carriageway narrowing and parking bays, inconsiderate parking across driveways is not expected to take place and double parking will not be possible along Billington Road. Also due to the fact that the existing no waiting restriction is only valid between 6pm and midnight, it is seen to be redundant.

8. Bedfordshire Police has raised no objections to the proposals.

Conclusion

9. It is recommended that the proposed waiting restriction proposals be implemented as published.
10. If the approved the works are expected to take place within the current financial year.

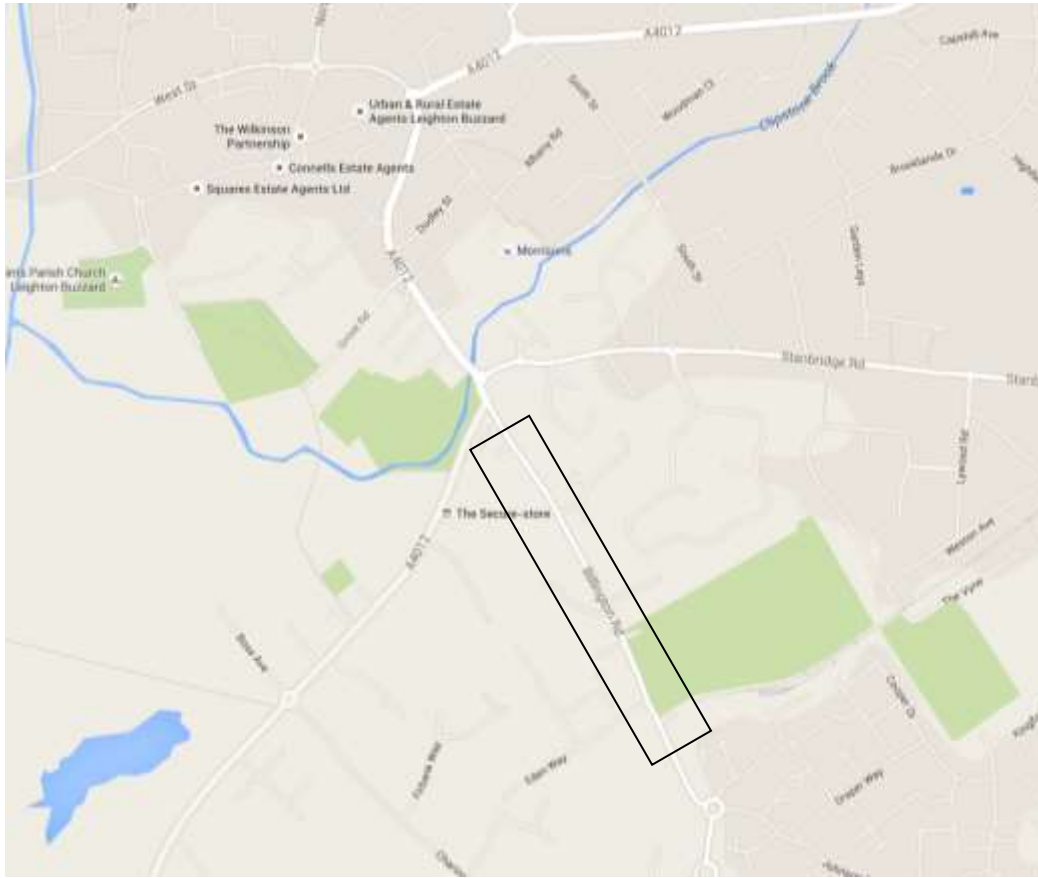
Appendices:

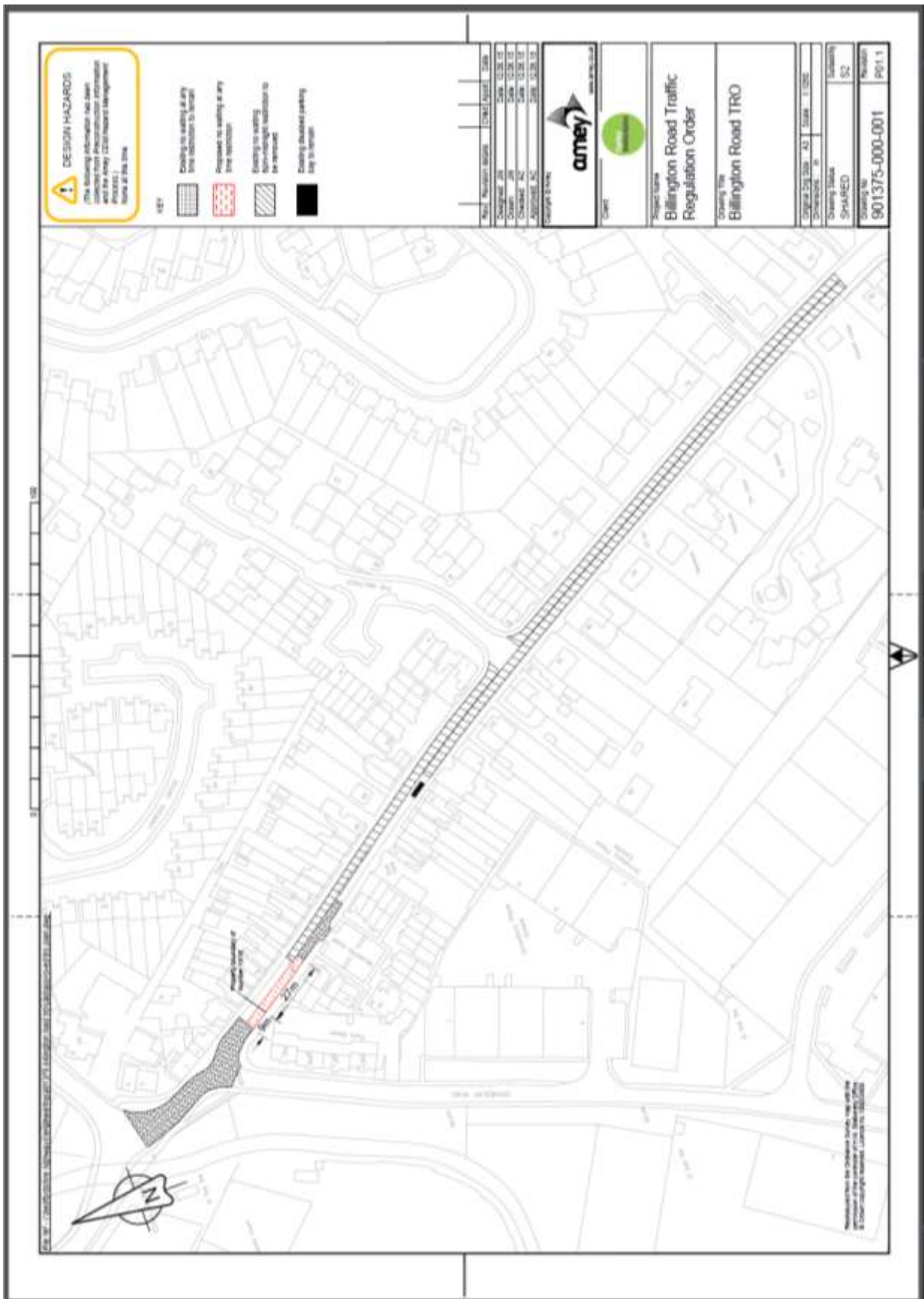
Appendix A – Location Plan and Drawing of Proposal

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
AND REMOVE THE EXISTING NO WAITING 6PM-MIDNIGHT RESTRICTION
ON BILLINGTON ROAD, LEIGHTON BUZZARD**

Reason for proposal: The proposed Order is considered necessary for improving the amenity of the area through which the road runs. The No Waiting 6pm to Midnight restrictions were introduced some years ago to address a specific issue that no longer exists, so can be removed. A short length of new double yellow line is proposed to ensure that the approach to the Grovebury Road junction remains clear of parked cars. It is also proposed to make an existing disabled badge parking space legally enforceable.

Effect of the Order:

To EXTEND the No Waiting at any time on the following length of road in Leighton Buzzard:-

1. Billington Road, south-west side, from a point approximately 9 metres north-west of the boundary of nos.13 and 15 Billington Road extending in a south-easterly direction for approximately 36 metres.

To REMOVE the existing No Waiting 6.00pm to Midnight on the following lengths of road in Leighton Buzzard:-

1. Billington Road, north-east side, from a point in line with the boundary of nos.23 and 25 Billington Road extending in a south-easterly direction to a point approximately 5 metres south-east of the boundary of nos.85 and 87 Billington Road.
2. Billington Road, south-west side, from a point in line with the boundary of nos.16 and 18 Billington Road extending in a south-easterly direction to a point approximately 6 metres south-east of the boundary of nos.85 and 87 Billington Road.

To INTRODUCE a Disabled badge holders parking space on the following length of road in Leighton Buzzard:-

1. Billington Road, south-west side, from a point approximately 1 metre north-west of the boundary of nos.12 and 14 Billington Road extending in a south-easterly direction for approximately 6 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 15 July 2015. 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 June 2015

Appendix C

Transport Manager
Central Bedfordshire Highways
Woodlands Annexe, Manton Lane
Bedford
MK41 7NU

7/6/2015

Dear Sirs

Re Public Notice reference NC/59946/901375/3.12

I object to the proposed extension of double yellow lines between Grovebury road and Billington Court on the grounds that it will deprive residents namely those living upto and including no. 21 and the ability to park their cars locally. We do not have any off road parking.

I have lived in Billington Road for over 20 years and never has the road been so busy.

In my opinion parking in this area is not causing any safety hazard to the approach to Grovebury Road junction as due to the wide footpath on this side on the road cars are able to park almost fully on the path and still leave ample footpath width for pedestrians.

Billington Road seems to be the forgotten road in Leighton Buzzard, over recent years many roads in Leighton have had traffic improvements, yet these roads have had no noticeable increase in traffic whilst Billington road has saw daily traffic movements increase a THOUSAND (1000) FOULD due to the building of new large estates like Sandhills.

I suggest you consider the following improvements:-

Enforcement of the 7.5 ton weight limit (the only exception is for access i.e. **Not a through road**) yet Buses use this road as part of their route.

Improve directions to the Town Centre at the moment they are not prominent enough at the Chartmoor/ Billington Road roundabout to direct traffic along Chartmoor road

Large estates have been built at the top end of Billington Road like Sandhills this has generated a large amount of extra traffic using Billington road as the route to town, something needs to be done to encourage / force them to us the sign posted route to the town i.e. Chartmoor road and alleviating congestion to the Billington / Grovebury road junction. One way of doing this could be by having NO ENTRY sign at the top of Billington road by the pelican crossing area to Pages park entrance.

Traffic calming measures are urgently required to stop vehicles speeding along Billington road.

I would suggest you consider doing a thorough traffic monitoring survey to confirm my opinions and suggestions

Yours Sincerely

From: XXXX
Sent: 24 June 2015 21:38
To: Central Beds Consultation
Subject: Lifting of restriction to parking 6pm until 12.00 am Billington Road

Dear Sir/Madam,

I would ask that the parking restrictions continue. I live at No xx Billington Road. In the recent past I have had inconsiderate drivers parking their car on the street outside my house so that it overhangs my drive. I cannot leave or enter my drive on those occasions. I believe that the elimination of this restriction will only further encourage such behaviour.

Please leave the restriction as it is.

Kind regards,

From: XXXX
Sent: 30 June 2015 14:07
To: Central Beds Consultation
Subject: Order 201 - changes to Billington Road parking

I am just writing re the proposed changes to Billington Road.
As a resident of the street I feel that the changes only address half the issues here. Billington Road is very busy and is also used by emergency vehicles. By removing the yellow line and allowing double parking this could cause traffic chaos as at peak times there are queues of traffic coming down into the town which extend beyond 43 Billington Road already. Many years ago, the proposal was to change the access into town at the top of Billington Road by changing the road layout so it would automatically go around the industrial estate. Width restrictions in the form of parking bays and planters were going to be added to Billington Road. I feel that unless these things are addressed you will only make the problem worse not better. People see this road as a race track and still use it as direct access into and out of town despite signs directing otherwise.
Whilst I am writing I would also like to voice my fears that a serious pedestrian accident will soon occur unless something is done to address the speed issue along Billington Road. Now Sandhills is so big the amount of children and families walking along Billington Road has increased dramatically and the highways agency has done nothing to reflect this high pedestrian area with reference to the speed and amount of traffic.

Regards,

From: XXXX
Sent: 14 July 2015 17:22
To: Central Beds Consultation
Subject: Proposed Waiting Restriction and Parking Places Variation Order No. 201 - Billington Road, Leighton Buzzard

Extending No Waiting at any Time Close to Grovebury Rd Junction.

This is a sensible proposal (although it might reduce trade at the corner shop!).

Removal of No Waiting 18:00 hrs to Midnight Both Sides Of Billington Rd.

Vehicles parked on both sides of the road would restrict the road to a single lane at those points. The D11 bus runs until 22:00 hrs and the road is frequently used in the evening by emergency vehicles, particularly ambulances (presumably taking patients in need of urgent emergency treatment). Parking close to the junction with The Maltings could create a potential

safety hazard. A speed restriction could reduce potential problems but none is proposed. I think parking on one side only would be more sensible. Please consider these points before the order is submitted for approval.

Introduction if Disabled Badge Holders Parking Space.

I support this proposal.

From: XXXX

Sent: 30 June 2015 20:37

To: Central Beds Consultation

Subject: Public notice - Billington Road

Good evening Bedfordshire town council.

I am contacting you on behalf of our household (number 15 Billington Road) with reference to the proposed changes to the street with the addition of double yellow lines opposite our house.

I called the office with the intention of speaking to the author of the letter, however he was out of the office at the time I called. I did however speak to a Gary Baldwin who was very helpful and explained to put across our objections in writing with the aim to refute the changes.

Below are the reasons why we are against the addition of the yellow lines and we are happy to discuss these at length should the council see the legitimacy of our objections:

1. It is purposed in the public notice that the addition of the double yellow lines will help increase the flow of traffic towards the junction ensuring the approach to the junction is clear. However, as a resident of the road and having watched this junction since living in this property I can assure you that parking on the opposite side of the road is NOT the cause of slow moving traffic flow. Traffic can move freely down this road regardless of cars being parked on either side as can be observed at busy times of the day.
2. Due to numbers of cars per household for the houses without dedicated parking there is not enough space on the road directly outside of our property to park safely. The spaces outside our house are often taken by people visiting the corner shop, and other residents of the road.
3. The opposite side of the road (the section which is purposed for double yellow lines) is safer for parking our vehicles. This is because the traffic slows down to approach junction.
4. In the last year MANY cars have been damaged/crashed into when parked directly outside our property due to high speed traffic entering Billington road from the town side of the junction. (Our car has been badly scratched, our neighbours car has been written off, I have lost my wing mirror, as has my dad, my mother in law and my father in law) - and this is only to name a few incidents in the last year. - To note not once has our vehicle or any friends or families been damaged on the opposite side of the road.
5. Due to the location of our properties we do not have the facility to build our own off road parking. As the rear of our property is blocked by another. As a result losing the ability to park here will devalue our properties greatly, and put off many potential buyers if we ever wish to sell. This purposed change is not something we were made aware of when purchasing this house.
6. We have a young baby and having the ability to park close to our home is not only convenient but safer for the mother having to juggle a car seat/pushchair and baby.

Our immediate neighbours also share the same views and I believe they are looking to also put across their points in writing for consideration.

As relatively new residents to Bedfordshire, and new to the property market as a young couple, this purposed change has really left us feeling disappointed. I really hope the council listen to our points and help us work towards a positive resolve for all involved.

>> I have received the notice about the "no waiting" restrictions on Billington Road.

>>

>> I am unclear on the notice. It states the "no waiting" is being removed as "a specific issue no longer exists". But you're replacing it with double yellow lines which means the same thing. I would be grateful for a clearer explanation.

>>

>> I have no issue with more double yellow lines. Crossing the road from my house (xx) is treacherous. I have to walk my son across the roads so he can get to school. The lines are not the solution. Cars turn into Billington road and put their foot to the floor as it is treated as the main road out of town.

>>

>> I have complained about this a number of times but keep being told that the developers need to sell houses to release funds. In my opinion this is the primary responsibility of the council. Why give planning permission for houses if the money is not there to improve the town's infrastructure??

>>

>> The residents of this road need a safe place for our children to cross to get towards the town for school.

>>

>> I would be interested to know the objective for this change. It is not clear in the document what you are trying to achieve.

>>

>> I would be grateful if you could look at this complaint and please pass it to the relevant people in the council. I will soon be writing to my MP on this but would like to give the council the opportunity to respond first. Action is required in this area before someone is injured or killed.

I would be grateful if you could forward my objections as follows:

1. By removing the line from outside mine and my neighbours homes and placing them further down towards Grovebury road, you are moving the parked cars further up.
2. We bought our houses in the knowledge we have off road parking in the lane and garages at the back. I am surprised anyone with the yellow line has complained as we have adequate parking.
3. Our houses are practically on the road. My experience when a car parks outside is this becomes the view from the window and impacts on lighting. One person where you are planning putting the lines has a land rover and I don't want this to be what I see by my window every day.
4. There will be parts of the road where there will be parked cars on both sides. Emergency vehicles have difficulty on this road as is. This will compound the issue.
5. The junction is fundamentally dangerous anyway. The whole thing needs looking at.
6. I have written on numerous occasions about how there is no safe place for my child to cross the road to get into town for school. Navigating his way through parked cars will only compound this issue. You mentioned making it safer to cross at the junction. I don't think I will be advising my child to attempt crossing at the busiest junction in Leighton Buzzard.
7. These plans will not stop people parking on the pavement outside my house so this argument is a moot point.
8. This is all further delaying tactics to the major issue of sorting out the problems on this road. I have been told for years now the funding is not available until the developers sell enough houses. What road restructuring will the council pay for?
9. Billington road needs changing. I have told the council and Amey previously that I am convinced there will soon be a serious accident. We see minor accidents and near misses every day. The noise and vibration through my house worsens month by month.
10. Finally, why can't you do something to bring in speed control at the very least? Drivers hare up this road at an horrendous speed but nothing is ever done.

Thank you in advance for considering my representations and I look forward to hearing from you.

We are sending this email with regards to the above reference Proposed Waiting Restrictions - Billington Road, Leighton Buzzard.

The proposal seems to be very good but unless the issue of the vehicles parking on the double yellow lines, across driveways and on dropped curbs is monitored and relevant action carried out such as fines and penalty points, the situation will not change. People just seem to abandon their vehicles and go to the shop on the corner of Billington Road with no concern whatsoever to local residents.

We live at 11 Billington Road and together with our neighbours at 9 Billington Road are the residents that are most affected. It a regular occurrence for us to ask owners to move their vehicles in order to use our driveway.

Speeding is also a serious issue along our road and this is particularly dangerous when manoeuvring our vehicle on or off the driveway as illegally parked cars impair visibility.

Finally. There is a 7.5 tonne weight limit on this particular part of the road but we have numerous amounts of HGV's and other heavy vehicles using this road as a short cut. The vibrations of these heavy vehicles often shake our bungalow and they cause further issues with the smooth flow of traffic along our road.

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Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 25 August 2015
Subject: Holmemead School Keep Clear, London Road, Biggleswade – Consider objection to waiting and stopping 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 at any time restrictions and no stopping Monday to Friday 8am to 4.30 pm on school entrance markings on London Road, Biggleswade.

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

CORPORATE IMPLICATIONS

Council Priorities:

To improve highway safety, facilitate the free flow of traffic and improve the amenity of streets for residents.

Financial:

The total cost of implementing the scheme will be approximately £5,000 and it is being funded by section 106.

Legal:

Central Bedfordshire Council is the highway and traffic authority for the road network in Central Bedfordshire. To be legally enforceable, any proposed waiting restriction or stopping restriction must be implemented under a Traffic Regulation Order (TRO).

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 is expected to increase the safety of pedestrians, cyclists and vehicle users.

Sustainability:

None from this report.

RECOMMENDATION(S):

That the proposal to install no waiting at any time and no stopping Monday to Friday 8am to 4.30 pm on school entrance markings along London Road, Biggleswade, be implemented as published.

Background and Information

1. During peak school opening and closing hours the pedestrian access to Holmemead Middle School is heavily used by parents dropping their children to and picking them up from school. The parents tend to stop outside the access and walk with their children down to the school, whilst often leaving their cars blocking the flow of traffic through London Road and blocking the adjacent bus stop. The restrictions are intended to address this indiscriminate parking, particularly at the start and the end of the school day. The proposed restrictions will ensure that the pedestrian access to Holmemead Middle School remains clear of parked vehicles during the school day and the bus stop is unobstructed.
2. The proposal was formally advertised by public notice in June 2015. Consultations were carried out with the emergency services and other statutory bodies, Biggleswade Town Council and Biggleswade South Ward Members. Residents living in the immediate area were individually consulted.
3. Six formal objections have been received. A copy of the correspondences are included in Appendix C and the main comments received are summarised below:-
4. The main points of the objections against implementing the no waiting at any time restrictions are:-
 - a) Car transporters require this area along London Road to deliver vehicles to the garage on the north side of London Road and do not have an alternative drop off point.
 - b) The restrictions on the south-western side of London Road will just cause vehicles to park on the north-eastern side of London Road.
 - a) The problem only exists during peak school hours and a permanent restriction is seen as unnecessary.
 - b) This will cause difficulty in taking young children to and picking them up from the school entrance.
 - c) Parents will instead park their vehicles on the opposite side of the road, causing them to cross the busy road with young children, creating a significant safety hazard.

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

The proposed restrictions essentially cover lengths of road either side of existing double yellow lines covering the access to the Council offices, which were introduced some years ago to assist drivers emerging onto London Road.

To the south the proposals are No Stopping on School entrance markings from Monday to Friday 8am-4.30pm which cover a pedestrian access to the school, also and a bus stop clearway marking to ensure that it remains clear of parked vehicles. These two restrictions will result in the loss of approximately 5 parking spaces.

To the north of the Council offices the proposals are for a No Waiting at any time (double yellow lines) between the existing yellow lines the zig-zag marking for the pedestrian crossing. The length of new double yellow line would be 36 metres but over half of that length is the dropped kerb access to the public house car park. Consequently, the restrictions would result in the loss of 3-4 parking spaces.

Car transporters and other delivery vehicles would be able to stop on the double yellow lines for the purposes of loading/unloading. In fact the double yellow lines would ensure that the length of road remained clear for that purpose.

It is acknowledged that the restrictions would probably result in some parents parking on the east side, thereby resulting in greater numbers having to cross the road. However, a pedestrian crossing is located nearby.

On-street parking is fairly chaotic at the start and end of the school day and the restrictions would ensure that the whole of the west side of London Road would be clear of parked cars thereby reducing vehicular conflict and improving visibility for pedestrians. The imposition of the restrictions to the south of the Council offices is the more critical in terms of pedestrian safety, particularly those movements associated with the school.

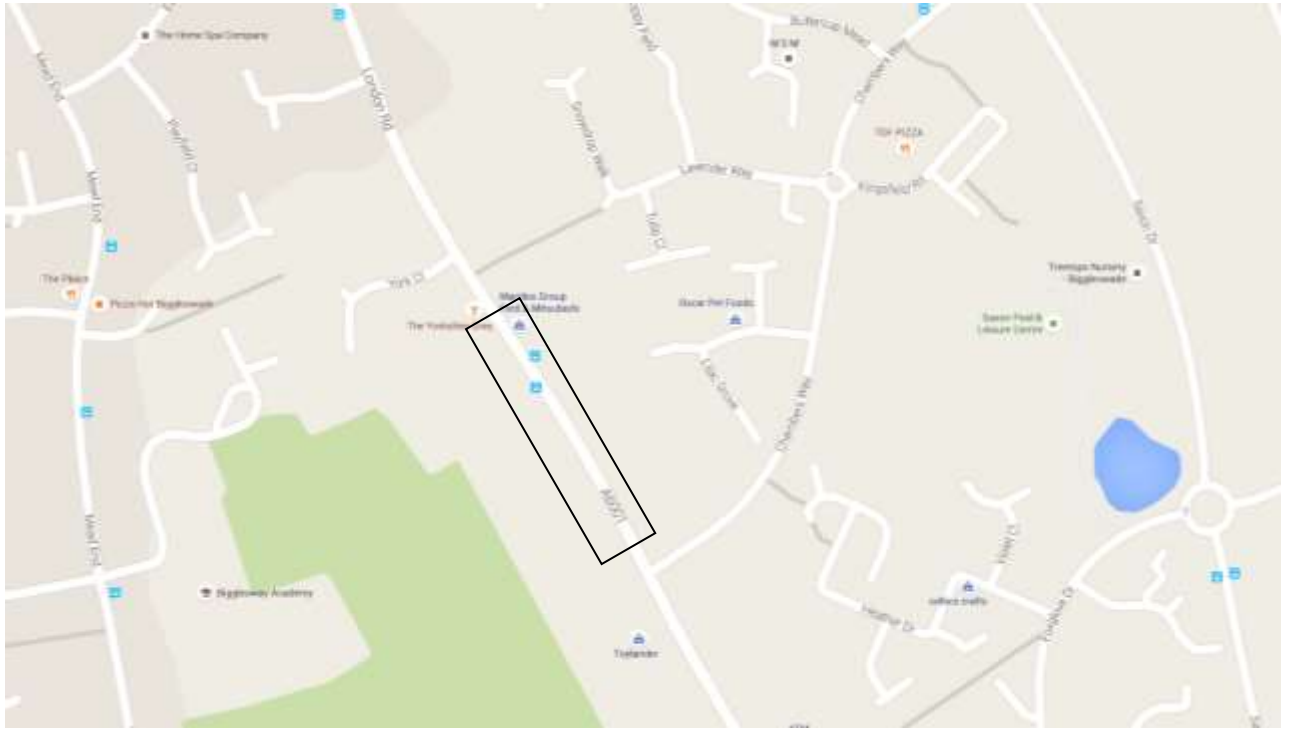
Conclusion

6. It is felt that they are justified on road safety grounds and will result in the loss of a relatively small number of on-street parking spaces. Therefore, it is recommended that the proposals be implemented as published.
7. 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



DESIGN HAZARDS
(The following information has been collected from Preconstruction information and the Arney CDM Hazard Management Process.)

- None at this time.

NOTES

- All dimensions in metres unless stated otherwise.
- Do not scale from this drawing.
- Setting out of all works to be agreed on site by Oveersing Organisation Engineer.
- Any proposed temporary works are to be reported immediately to the Oveersing Organisation Engineer.

KEY

- Existing road markings to remain
- Existing road markings to be removed
- P Existing post and no waiting plate to be removed to lip of site
- BS Existing bus stop flag to be removed and relocated

Rev	Revision details	Chkd	Apprd	Date
Designer: JW	Date: 12.06.18			
Drawn: JW	Date: 12.06.18			
Checked: AC	Date: 12.06.18			
Approved: AC	Date: 12.06.18			

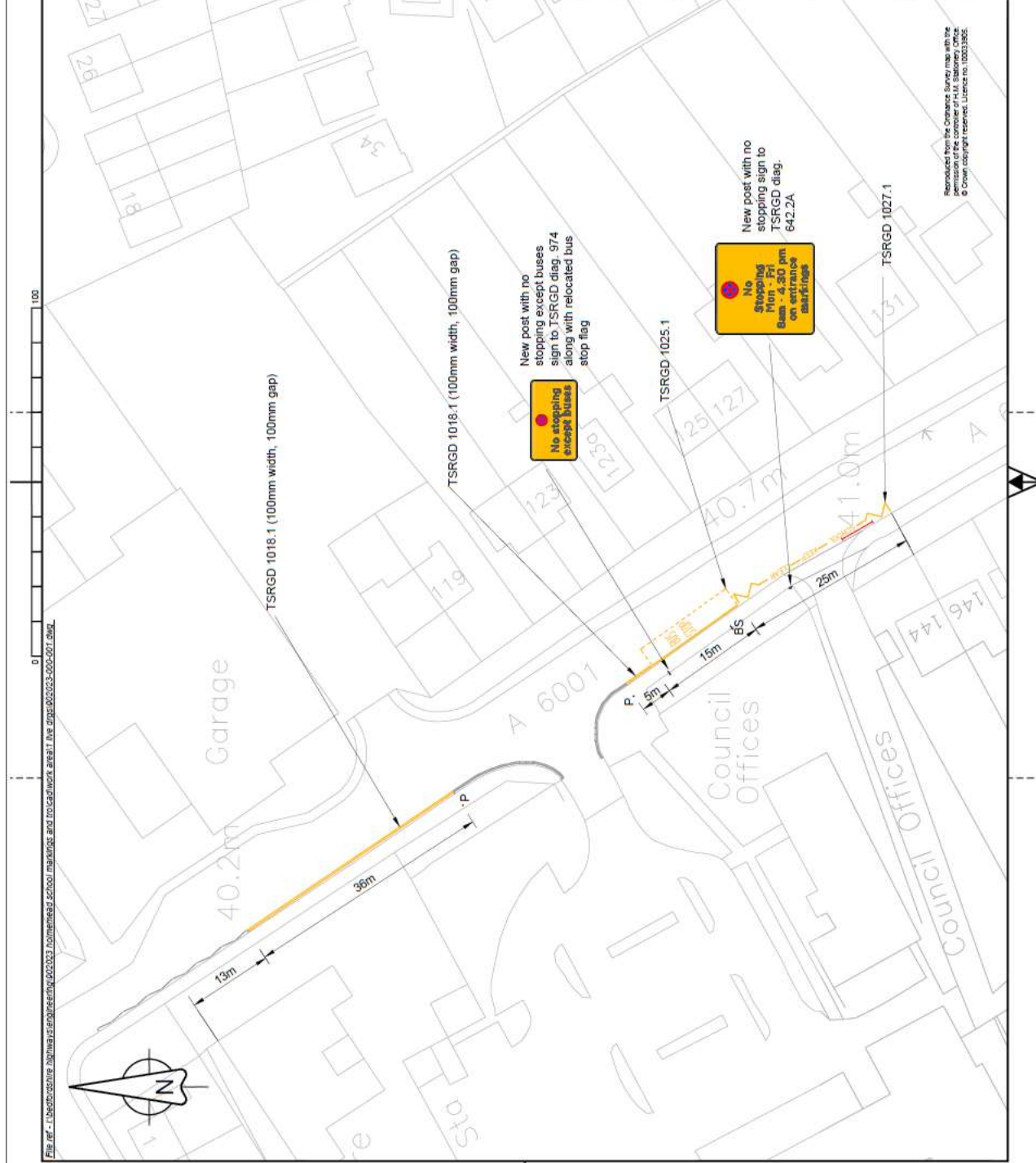


Project Name
Holmead School markings and TRO

Drawing Title
Holmead School Keep Clear and Bus stop markings

CONTRACT No: A3	Scale: 1:500
Dimensions: m	
Drawing Status	Subsidiary
SHARED	S2

Drawing No	Revision
902023-000-001	P01.1



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Appendix B

PUBLIC NOTICE



**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE
NO WAITING AND NO STOPPING ON SCHOOL ENTRANCE MARKINGS
ON LONDON ROAD, BIGGLESWADE**

Reason for proposal: The proposed Order is considered necessary for facilitating the passage of traffic on the road and for preserving or improving the amenity of the area through which the road runs. The restrictions are intended to address indiscriminate parking, particularly at the start and end of the school day. The proposed restrictions will ensure that the pedestrian access to Holmemead Middle School remains clear of parked vehicles during the school day and the bus stop is unobstructed.

Effect of the Order:

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

1. London Road, south-west side, from a point approximately 13 metres south-east of the north-west flank wall of The Yorkshire Grey public house extending in a south-easterly direction for approximately 36 metres.
2. London Road, south-west side, from a point approximately 25 metres north-west of the boundary of nos.144 and 146 London Road extending in a north-westerly direction for approximately 20 metres.

To introduce No Stopping Monday to Friday from 8.00am to 4.30pm on School Entrance Markings on the following lengths of road in Biggleswade:-

1. London Road, south-west side, from a point in line with the boundary of nos.144 and 146 London Road extending in a north-westerly direction for approximately 25 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 14 July 2015. 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

19 June 2015

Appendix C

Dear Mr Chapman

PROPOSAL TO INTRODUCE MARKINGS ON LONDON ROAD, BIGGLESWADE – DRAWING NO: 902023-000-001

We refer to the Public Notice recently published outlining details of the proposed order to introduce new road markings on London Road, Biggleswade.

As long established motor dealers situated at 115 London Road, we will be affected by this proposal and, therefore, we wish to comment on and object to parts of the proposal.

It is recognised that the primary purpose behind this proposal is to address indiscriminate parking in the area of the pedestrian access to Holmemead School and to ensure that the existing bus stop is unobstructed. We have no objection to the proposal to the south of the entrance to the Council's Offices. These appear to be sensible and will improve the situation, especially at the start of the school day.

However, we object strongly to the proposal to introduce 'No Waiting at any Time' on the 36 metre stretch of London Road outside the Yorkshire Grey pub, directly opposite our garage premises. As you will be aware we have constant deliveries of new cars on large car transporters. At present these vehicles draw up either on one side or the other of London Road directly outside our premises. Sometimes the transporter will park directly on the 36 metre stretch of road on which you propose to place a 'No Stopping' restriction.

As car transporters have become ever larger over the years it is simply not possible to get them to enter our premises and unload without blocking London Road and causing major disruption to other road users. Having been in the business on this site for 95 years, we are restricted by the confines of the site and the proximity of neighbours' dwellings. We try hard to minimise disruption to our neighbours by only utilising the roadway in front of our premises. This section of London Road is just wide enough to allow the traffic to continue to flow whilst a transporter delivery is taking place.

We are most concerned that our business may be adversely affected by this proposal. We employ 50 people on this site whose livelihood depends on our ability to trade. If a yellow line was applied and somehow, only transporters were allowed to stop there, it would not be a problem. However, we suspect that this is not possible!

We would welcome the opportunity to discuss this matter further with a representative of Central Bedfordshire Highways Department

Yours sincerely

From: XXXX
Sent: 21 June 2015 16:04
To: Central Beds Consultation
Subject: No waiting or stopping on London Road Proposal

Dear Sir/Madam

I write with regards to the Public notice regarding the proposed no waiting and no stopping on London Road in Biggleswade.

As a parent of children that attend the Pre School at Biggleswade Academy I do park in this area taking care not to block any residents drives or the bus stop. I have no choice but to drive

to the academy due to the location of where we live. These proposed changes will mean I will have difficulty in dropping my children into the pre school in the morning and at afternoon pick up.

I am concerned by these changes and would like to know what alternative parking arrangements there will be to enable me to drop my children off safely?

Kind regards

From: XXXX
Sent: 09 July 2015 21:55
To: Central Beds Consultation
Subject: Proposed waiting restrictions London Road, Biggleswade

To whom it may concern,

I am writing to comment on the proposed waiting restrictions on London Road, Biggleswade. This will make it a lot more difficult to drop off and collect my daughter from the pre-school nearby and I have a son at another school which I need to drive to in order to be there in time to collect him, I would almost certainly be late if this restriction is put into place.

I hope this is not approved.

Yours Sincerely

From: XXXX
Sent: 14 July 2015 12:18
To: Central Beds Consultation
Subject: Proposed waiting restrictions on London Road

Dear Sir,

I am writing regarding your proposal for restricting waiting on London Road. In general, I think it's a good idea, but your proposal is likely to encourage traffic to park on the other side of London Road. Having people crossing the road at peak times is not going to improve safety, and will do nothing to improve overall traffic flow.

You may succeed in removing parked cars from near the entrance to your office, but they will just park on our side of the road instead.

Perhaps you should restrict waiting during school hours on both sides of the road, but there is no need to completely ban parking as there is no problem in the evening or at weekends. Alternatively, it would be better if you could make some space for people to park for a short time without blocking traffic – for example, convert the grass verge outside your office to a waiting area.

Yours faithfully,

Dear Mr Chapman

Re: Proposed No Waiting at any time and No Stopping on School Entrance Markings London Road, Biggleswade.

Whilst we, the Governing Body of Biggleswade Academy, fully support the need to improve traffic issues along London Road itself, there are a number of concerns that arise in light of the initial proposal. It is our belief that minor adjustments to the proposed scheme could benefit the community as a whole through the application of a limited time parking restriction instead.

Our concerns are associated with Biggleswade Academy Pre-school which serves a large number of parents and children from Biggleswade and the surrounding villages, whose primary access route is via a walkway from London Road. As the children at the Pre-school range from two to four years of age it is naturally imperative that safety consideration for them are thoroughly considered as it is not something that children automatically consider for themselves at this age.

We believe that the restrictions within the current proposal may cause:

- Greater danger to parents and very young children, due to the increased risks associated with parking further from the Pre-school itself. Parents would need to travel alongside London Road with pushchairs and young children on foot, thereby creating an increased accident risk - surely a serious consideration that Central Bedfordshire Council should be striving to avoid.
- An increased degree of road crossing by parents and young children, on foot, which would cause issues with the flow of traffic during peak times. This is compounded by the fact that there is a lack of nearby safe pedestrian crossing places at the current time.
- Issues for working parents, who need to drive to work, denied access to suitable and safe parking places.
- Delays for working parents, who need access to our wrap-around care on their way to or from work.

Therefore, in relation to your recent Public Notice, we would like consideration of the following points to be addressed within the proposed traffic scheme for the benefit of the community as a whole:

- Restricted time parking, rather than no parking, during times of Pre-school 'Drop Off' ie Between the times of: 8.50am and 9.20am; 11.45am and 12.30pm; 3.00pm and 3.30pm
- Additional safe pedestrian crossings along London Road

Or:

- A designated 'Drop Off' zone specifically for parents of pupils attending the Pre-school

As we are sure is evident, our concerns are for the safety of the young children in our care and their parents, during what is an essential part of their educational journey.

Many thanks for your careful consideration of our concerns

Yours sincerely

Dear Mr Chapman,

Re: Your Ref NC/59947/902023/3.12, dated 22nd June 2015

We write with respect to your proposed scheme at the Holmemead Middle School Entrance, London Road, Biggleswade; although we also wish to advise you that Holmemead School no longer exists as it, and it's associated Pre-School are now part of Biggleswade Academy.

We agree that parking can sometimes be an issue in the vicinity for a few minutes at the start and end of the school and pre-school day; however we are very concerned that the proposed scheme will actually make the situation worse from a safety perspective. If the proposed scheme was to come into effect it will push all of the parking to the North-West side of London Road exposing occupants, many of them(although accompanied by parents/carers) under the age of 4 attending the Pre-School, to cross the busy road to access the public footpath toward the Pre-School and Academy gates.

Additionally, we feel the scheme is also likely to push parked vehicles further South East on London Road toward, and past, the Chambers Way junction. Parked vehicles already occasionally park to the South East of our property posing a safety issue to all road users, especially those exiting Chambers Way towards the town centre.

An element of the 'indiscriminate parking' as you refer in your Public Notice is caused by people leaving vehicles on the side of the road in the proposed area for the whole of the working day, therefore reducing space for parents/carers to drop children. As such we feel a limited waiting scheme would improve the current situation, not introduce the additional safety issues outlines above and provide a more amicable solution

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

Date: 25 August 2015

Subject: Greenfields and Bury Road Area, Shillington – Consider Representations to Proposed Waiting Restrictions

Report of: Paul Mason, Head of Highways

Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of waiting restrictions on Greenfields and Bury Road area, Shillington

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

Public/Exempt: Public

Wards Affected: Silsoe and Shillington

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety by better managing parking near to the lower school in Greenfields and on lengths of Bury Road.

Financial:

These works at Greenfields are being funded from planning obligation money (to support walking and cycling in Shillington) and via the rural match funding scheme in respect of Bury Road.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The proposal will improve road safety for all road users.

Sustainability:

None from this report

RECOMMENDATION(S):

- 1. That the proposal to introduce No Waiting at any time in Greenfields be implemented as published.**
- 2. That the proposal to introduce No Waiting at any time in the Bury Road area be implemented as published.**

Background and Information

1. The Council has received complaints, including from Shillington Parish Council, about parking on this length of road over a number of years. Several years ago the Parish Council submitted correspondence, supported by local residents, requesting parking controls on this road. The matter is also included in the Parish Plan as an item for action. Shillington Parish Council has reiterated its support for the published proposals.
2. The proposals are intended to improve road safety outside Shillington Lower School. The proposed measures include waiting restrictions at critical locations aimed at addressing indiscriminate parking during school times. There have been long standing concerns about parking on lengths of Bury Road, so the opportunity has been take to pursue restrictions on that road.
3. The proposals were formally advertised by public notice in June 2015. Consultations were carried out with the emergency services and other statutory bodies, Shillington Parish Council and the Ward Member. Residents living immediately adjacent were individually consulted by letter. Public notices were displayed on street.

Representations and Responses

4. For Greenfields, one written representation has been received, which was from Shillington Lower School and supports the restrictions. In the absence of any objections, it is recommended that the restrictions proceed as published.

For Bury Road, four objections have been received; all from residents living in the immediate area.

5. Copies of all correspondence are included in Appendix D. The main points of concern raised in relation to the Bury Road proposals are summarised below:-
- a) There are no real issues with parking on these lengths of road and the current parking does not create a road safety hazard.
 - b) The restrictions will result in parked cars being transferred into the side roads and/or to the east side of Bury Road.
 - c) Parking spaces should be provided to compensate for the space lost due to the yellow lines.
 - d) The proposed restrictions extend too far into Bedford Close and Woodmer Close and could be shortened.
 - e) The proposals will disadvantage elderly and disabled residents.
 - f) The proposed restrictions interfere with people's lives in contravention of the European Convention on Human Rights.

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

The Council has received complaints, including from Shillington Parish Council and local people, about parking on this length of road over a number of years. Parking is heavy during evenings and weekends in particular and due to the alignment of the Bury Road the parked vehicles cause conflict between opposing traffic.

The number of space lost will be relatively few, particularly considering that parking should not take place within 10 metres of a junction. The number of parking places lost would be 4 or 5 in total.

The provision of residential parking is not a priority for the Council and there is no budget currently available to create parking spaces in the area.

The double yellow lines extending into Bedford Close and Woodmer Close essentially cover the junctions where cars should not be parked.

Blue badge holders who meet the Council's eligibility criteria can apply for a designated disabled parking space.

The Council acknowledges that parking controls can affect residents' ability to park outside their home, but there is no right to park on the highway. The Council effectively has to balance its responsibility to manage the highway network and address road safety hazards, but not impose restrictions that will unduly inconvenience road users and residents. Given the relatively modest scope of the proposed restrictions, it is felt that a reasonable balance has been struck.

7. Bedfordshire Police has raised no objections to the proposals.

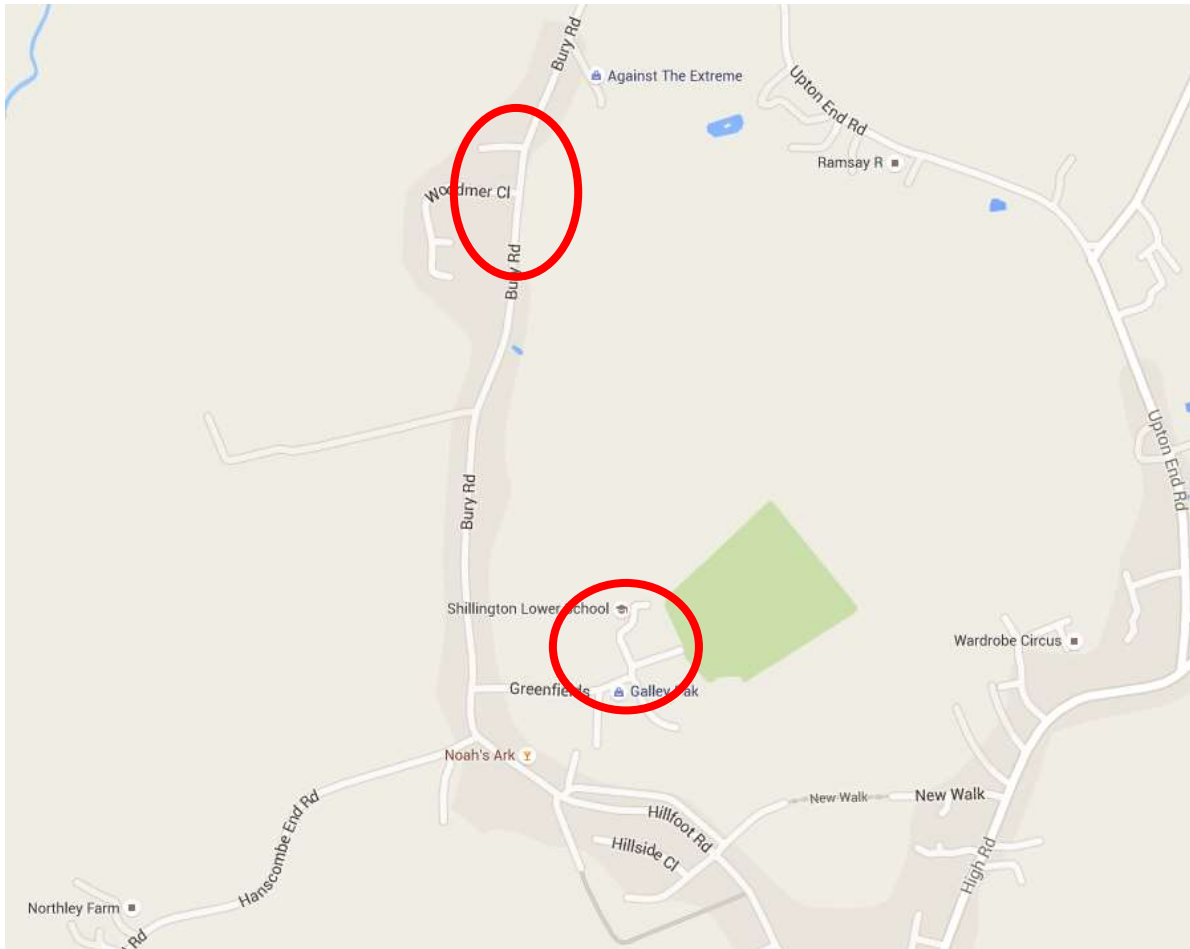
Conclusion

8. There have been long standing requests for waiting restrictions from the Parish Council and residents. It is felt that they are justified on road safety grounds and will result in the loss of a relatively small number of on-street parking spaces. Therefore, it is recommended that the No Waiting proposals be implemented as published.
9. If the approved the works are expected to take place within the current financial year.

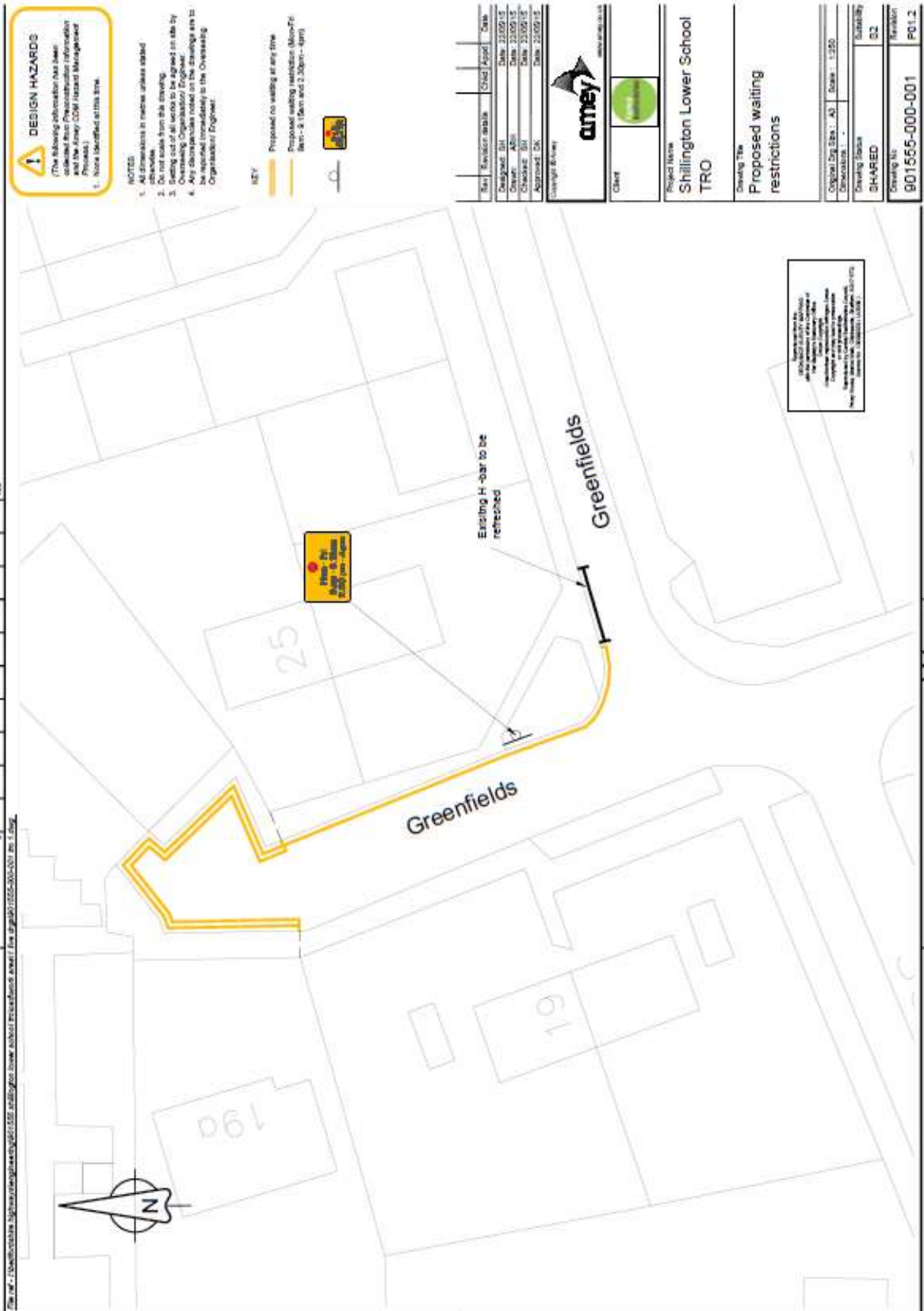
Appendices:

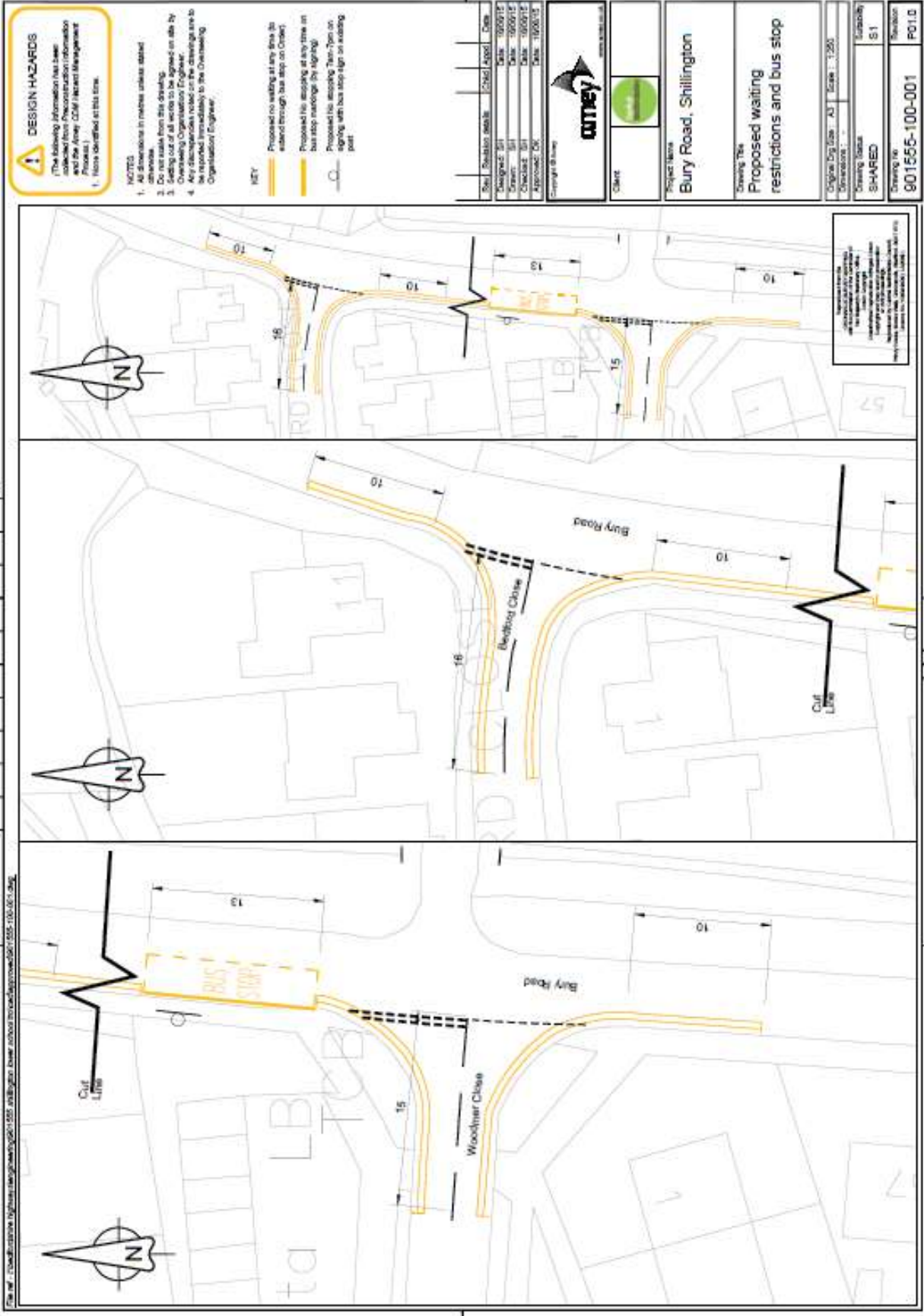
- Appendix A – Location plan
- Appendix B – Drawings of Proposals
- Appendix C – Public Notice of Proposals
- Appendix D – Representations

Appendix A



Appendix B





Appendix C

PUBLIC NOTICE



CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE WAITING RESTRICTIONS IN GREENFIELDS AND BURY ROAD AREA, SHILLINGTON

Reason for proposal: The proposed Order is considered necessary for facilitating the passage of traffic on the roads. In Greenfields, the restrictions are intended to address indiscriminate parking, particularly at the start and end of the school day. In the Bury Road area the restrictions are intended to ensure that the junctions of Bedford Close and Woodmer Close are kept clear of parked vehicles to prevent obstruction and improve visibility for emerging drivers.

Effect of the Order:

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

1. Greenfields (north section), all sides, from a point in line with the boundary of nos.19 and 19a Greenfields extending in a clockwise direction across the front of the school to a point in line with the northern property boundary of no.25 Greenfields.
2. Bury Road, west side, from a point approximately 3 metres south of the rear wall of no.11 Bedford Close extending in a southerly direction to a point in line with the boundary of no.1 Woodmer Close and no.57 Bury Road.
3. Bedford Close, both sides, from the west kerblines of Bury Road extending in a westerly direction for approximately 16 metres.
4. Woodmer Close, both sides, from the west kerblines of Bury Road extending in a westerly direction for approximately 15 metres.

To introduce No Waiting Monday to Friday from 8.00am to 9.15am and from 2.30pm to 4.00pm on the following length of road in Shillington:-

Greenfields (north and east sections), east and north sides, from a point in line with the northern property boundary of no.25 Greenfields extending in a southerly then easterly direction to a point approximately 2 metres west of the front wall of no.27 Greenfields.

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 21 July 2015. 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 2015"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

26 June 2015

Appendix D

Greenfields



Greenfields,
Shillington,
Hitchin,
Herts SG5 3NX

Tel/fax:
01462 711637

email:
shilling@cbc.beds.sch.uk
website:
www.shillingtonlower.co.uk

July 2015

Re; Proposal to introduce waiting restrictions in Greenfields

To whom it may concern,

Traffic and parking around schools across the country is an on-going problem. Residents in the Shillington Lower area have expressed concern about the speed of traffic in Greenfields and the inconsiderate and potentially hazardous parking at the start and end of school. The school have on numerous occasions requested that parents drive and park considerately and make use of the car park at the top of Greenfields. In spite of such requests, parking remains an issue and to that end Central Bedfordshire Council are proposing to introduce waiting restrictions to coincide with the start and end of the school day.

Shillington Lower School believe that the safety of its pupils is paramount and hope that the introduction of waiting restrictions will create a much safer approach to the school. We hope local residents and parents of children attending Shillington Lower understand the need for such a proposal.

Bury Road area

In reference to the proposal to painting double yellow lines on the corners of the road into Bedford Close and along Bury Road, I have reservations as to the extent that it is being done and the lack of thought behind the consequences of doing this.

Firstly in relation to the distance into Bedford Close that is being proposed will remove 2 available places for parking for residences in the Close, one being directly outside me house. Very little consideration by the county planning office was given when it approved the Bedford Close development for parking in the first place and to remove 2 more would worsen an already bad situation, given that the other part of the plan to double yellow Bury Road would then remove the parking usually used when parking within Bedford Close is unavailable makes the proposal seem very poorly thought though.

I have no objection to running the double yellow lines to the inside up to the pavement where my drive and feel this would still give the benefit of allowing the visibility coming out of required.

In addition to the loss of an obvious overspill of cars from Bedford close double yellowing Bury Road will remove a large area for parking of cars of residences from Bury Road itself, making passing on Bury Road more difficult potentially increasing the risk of RTA's. I suggest that before consideration of doing implementing this plan that alternative parking is provided, ideas for this could be through creating a new layby area on the west side of Bury Road between Bedford Close and Woodmer Close or as the plan will remove parking places for my residence and No 10 Bedford Close to provide designated spaces on the grassed area between Woodmer Close and Bedford Close.

Having been a resident of Bedford Close for 9 years I have no knowledge of any incidences of accidents on the bend in the Bury Road where Bedford Close is or encountered difficulties in driving up Bury Road at this point so I would disagree with the justification cited and could name two or three worse places in the village for road traffic and potential RTA's.

To conclude before making rash decisions such as this the council has a duty to consider all the implications and if required make alternative arrangements for those directly affected.

I would like to object to this proposal on the following grounds:

I cannot recall seeing any other double yellow lines in the whole of Shillington, there are much worse parking /access problems in Church Street, and further down Bury Road. I do not understand why this part of the village has been selected for this treatment. I am not aware that there have been any accidents in this particular area.

The imposition of yellow lines will not solve the problem but will simply shift it elsewhere. Parking restrictions alone is not a solution, alternative parking needs to be provided if cars are no longer able to park in this area. Perhaps using the area in front of where the garages are in Woodmer Close as a Car park, or creating parking bays in front of the old people's bungalows opposite could be considered?

As residents of No. xx Bedford Close we would like to raise objection to the **extent** of the 'no waiting at any time restrictions' proposed around Bedford Close.

We agree that the junctions would benefit from parking restrictions to allow visibility for pedestrians to cross where the kerbs are dropped and for cars to egress onto Bury Rd.

However, if the current proposal is implemented around Bedford Close, there are going to be cars 'displaced' and looking for new places to park which currently do not exist.

The particular concerns for our property and the area generally are as follows:

1. We will lose the space on the road outside our house used as parking by our visitors.

We believe this is a safe place to park at over 9 metres from the junction of what is a small cul de sac, and that it is necessary to park here as our property was only built with a single garage and one driveway space.

We do not want to be pushed further into the close to park as this will cause us to park outside our neighbours front doors using road space needed for their visitor parking.

2. By restricting parking to this extent, homeowners along Bury Rd may begin to park in Bedford Close where we are already limited on parking.

3. By preventing parking on the western kerb of Bury Rd around the bus stop, vehicles may then be parked along the eastern kerb which has no proposed parking restrictions – This seems equally as dangerous as the current situation.

We would like to suggest the following is considered:

- A. The double yellow lines do not extend 16 metres into Bedford Close – 9 metres would seem sufficient to give visibility approaching the junction.

This would leave us a space outside our house to prevent us parking on Bury Rd and adding to that worsening parking problem.

- B. More thought is given as to where vehicle owners of terraced properties in Bury Rd, and visitors to Bury Rd and Bedford Close will park if restrictions are enforced.

Ideally parking would be created elsewhere in the vicinity such as on what is currently the eastern verge opposite the bus stop.

However, even in the unlikely event of funding being available, this would give rise to drivers and passengers crossing the road from the inside of the bend to reach the pavement which would be dangerous.

Therefore, it seems logical to leave sufficient kerb space without restrictions to park say two cars on the west kerb of Bury Rd, albeit in excess of 10 metres from each junction.

- C. The hedge plant growing on the eastern kerbside opposite Bedford Close is significantly reduced as it currently restricts visibility around the bend when pulling out to pass parked cars and buses at the bus stop.

Hopefully our comments are constructive and will be considered to help reach a compromise situation for residents and other road users.

I write to formally register an objection against the proposed waiting restriction in the Woodmer & Bedford Close area of Bury Road, Shillington. I note that the closing date for objections was 21/07/15 and I submit this to your office and hope in the interests of democratic expression you will allow this objection. The reason for the slight delay in registering the objection is due to my only having found out

about the proposal from street signage on 25/06/07. Whilst the council advertisement process has no doubt complied with statutory duties, as a homeowner material affected by the proposal I am disappointed that no direct communication with me was pursued which would have allowed me to comply with the defined timeline.

I specifically object to the proposal in respect of Bedford Close and its junction with Bury Road. The stated rationale for this proposal is:

"In the Bury Road area the restrictions are intended to ensure that the junctions of Bedford Close and Woodmer Close are kept clear of parked vehicles to prevent obstruction and improve visibility for emerging drivers."

My specific objection is to 15 meter extension of the restriction area from the mouth of the junction of Bury Road/Woodmer Close into Woodmer close. The objection is based on the following grounds:

1 - There is insufficient safety need, nor evidence of such a need to support the proposal - As a resident of 57 Bury Road, Shillington I am ideally placed to be able to judge the risks involved in turning into Bury Road. I do not consider the risks significant and make the manoeuvre on a daily basis . I question on what basis, what road traffic collision reports, what injury data, and what evidence the proposed scheme is based.

2 - The cost of the works is not in the public interest, not representing good value for money - In an age of austerity, this scheme does not appear to be in the interests of the public purse, does not appear to be focused on road safety hotspot data, and ostensibly appears to be unnecessary.

3 - The proposal increase road safety risks for residents in Bury Road - In compiling the scheme I question the consideration applied by the engineers to the secondary effect of the scheme. It can be reasonably anticipated that vehicles displaced by the proposals will move onto Bury Road, increasing congestion and road safety risk on Bury Road. In essence the scheme seems poorly conceived in managing safety and congestion in the Bury Road in entirety and if a problem does in fact exist, is simply displacing it. If there is evidenced risk, then measures, such as the creation of additional off street parking should be preferred as such schemes would actually manage the threat as opposed displacing it.

4 - The proposal disadvantages the elderly and disabled. The occupants of the properties in the area of 1 to 9 Woodmer Close are generally elderly with a number exhibiting disabilities. The equality impact of the proposal is a significant disadvantage being caused to them and their ability to park adjacent to their homes. I question whether an equality impact assessment of the scheme has been conducted to proper effect and as such whether the proposal is compliant with Equality Act obligations.

5 - Necessity - This area of Shillington is an area exclusively made up of residential properties and as such parking is not due to some secondary attraction in the area. In essence the proposals appear to be an unnecessary imposition of restriction which interferes with people's rights to private life as protected by Article 8 (private life) and protocol 1 (peaceful enjoyment of property) of the European Convention of Human Rights.

I would be most grateful for reply to my objection, a review of the proposal in line with statute and sight of a summary of all relevant data which supports the proposal. If this data is not forthcoming via this approach I am happy to apply via freedom of information.

Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 25 August 2015
Subject: Etonbury Academy, Stotfold Road, Arlesey – Consider Representations to Proposed Waiting Restrictions
Report of: Paul Mason, Head of Highways
Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of waiting restrictions outside Etonbury Academy, Stotfold Road, Arlesey

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

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety by better managing parking outside Etonbury Academy.

Financial:

These works are being funded from Section 106 monies.

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 Stopping on School Entrance Markings Monday to Friday 8am to 4.30pm outside Etonbury Academy be implemented as published.**
- 2. That the proposal to introduce No Waiting at any time outside Etonbury Academy be implemented as published.**

Background and Information

1. There have been long standing issues with parking outside the school, both on the road itself and in the school lay-by. There are already yellow lines in place, but these are not fully compliant with current Regulations and are not supported by the required legal order.
2. The proposals are intended to improve road safety outside Etonbury Academy. The proposed measures include adjustments to the no stopping on school entrance markings to ensure that they cover the appropriate length of road and that they are legally correct. There are already double yellow lines in the lay-by outside the school, which is not highway, but they are not supported by a traffic regulation order (TRO). A TRO is being promoted to enable the restrictions to be enforced and the school has agreed to this as it is their land.
3. The proposals were formally advertised by public notice in June 2015. Consultations were carried out with the emergency services and other statutory bodies, Arlesey Town Council and the Ward Members. Public notices were displayed on street.

Representations and Responses

4. One written representation has been received, which was from Arlesey Town Council and wish to object to the Order until alternative parking arrangements are made at drop off and pick up times as they don't feel it will solve the parking problem at the school.

5. Central Bedfordshire Highways' response to the objection is as follows:-

The restrictions are already in place, so the proposals are unlikely to bring about a significant change in parking practices outside the school. However, by ensuring that the restrictions have the correct legal backing will ensure that effective enforcement can take place. This will tackle parking by those who choose to ignore the existing yellow lines and park in a hazardous manner outside the school gate.

There is space for parents to park in Stotfold Road, but not immediately outside the school. Then provision of off-road parking is not a priority for Council funding. Even if such parking was provided, there would still be a need to manage parking outside the school.

6. Bedfordshire Police has raised no objections to the proposals.

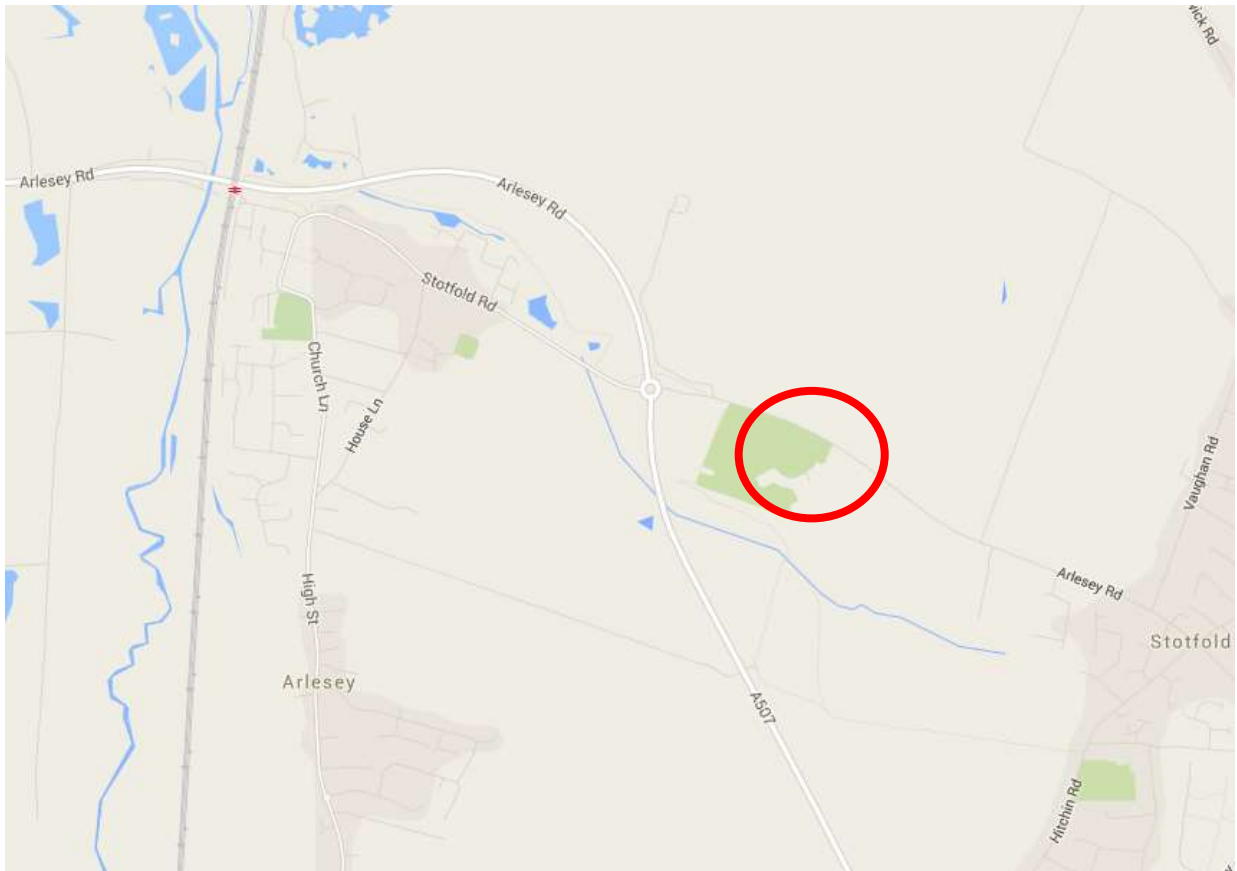
Conclusion

7. The proposals are supported by Etonbury Academy as they wish to support better management of parking outside the school. The proposals will not have a significant impact on parking activity outside the school, but they will enable enforcement of the restrictions to take place. Therefore, it is recommended that the proposed waiting restriction proposals be implemented as published.
8. If the approved the works are expected to take place within the current financial year.

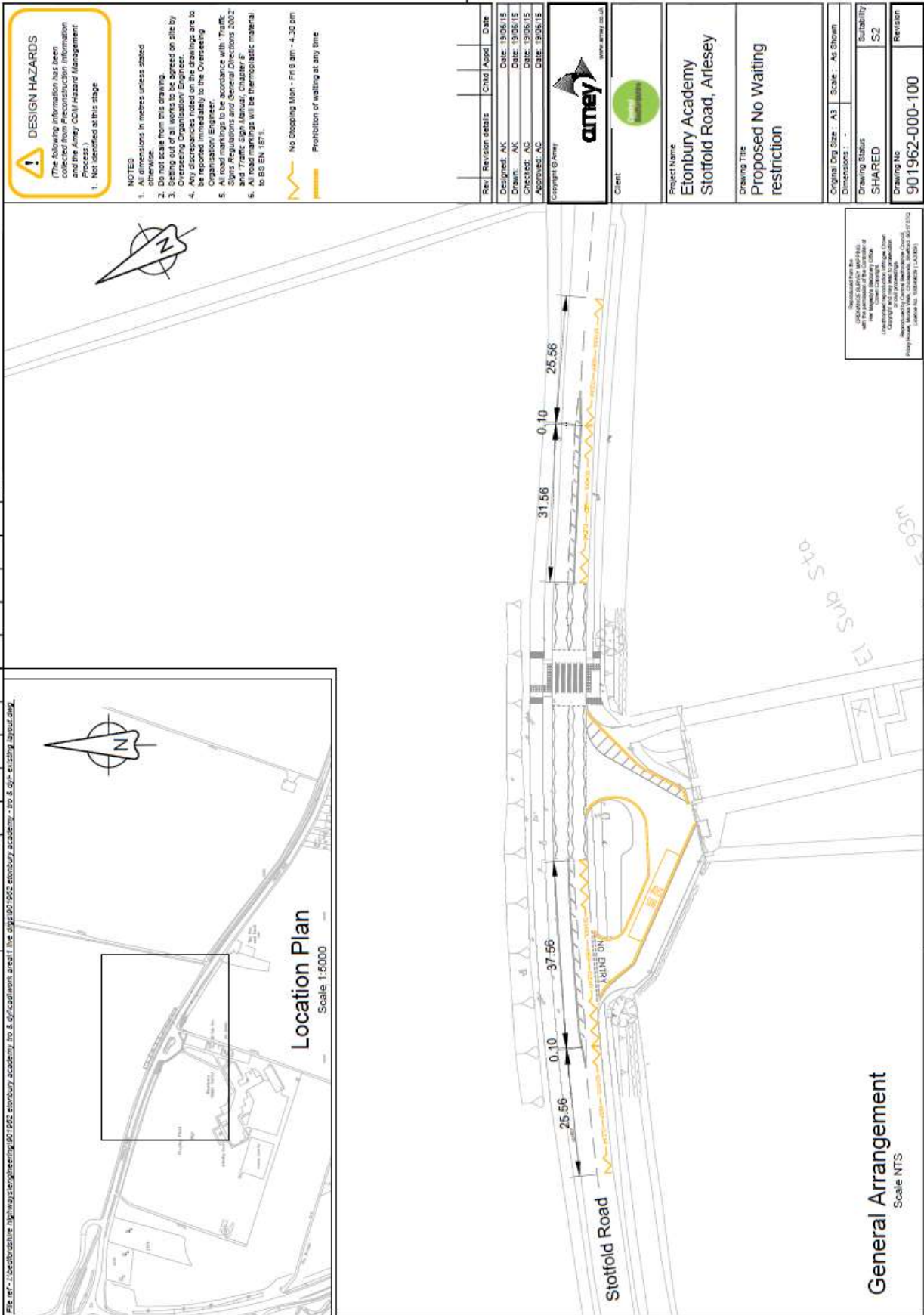
Appendices:

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

Appendix A



Appendix B



Appendix C



PUBLIC NOTICE

**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE
NO STOPPING ON SCHOOL ENTRANCE MARKINGS
NEAR ETONBURY ACADEMY, STOTFOLD ROAD, ARLESEY**

Reason for proposal: The proposed Order is considered necessary for facilitating the passage of traffic on the road and for preserving or improving the amenity of the area through which the road runs. The restrictions are intended to address indiscriminate parking adjacent to the school entrance during the school day. The double yellow lines are already in place but it is proposed to include them in a legal order to make them enforceable. The school entrance marking restriction is already in place, but it is proposed to amend the length and configuration of them.

Effect of the Order:

To introduce No Waiting at any time on the following lengths of road in Arlesey:-

1. Etonbury Academy layby adjacent to Stotfold Road, both sides, for its full extent.

To introduce No Stopping Monday to Friday from 8.00am to 4.30pm on School Entrance Markings on the following lengths of road in Arlesey:-

1. Stotfold Road, south-west side, from a point approximately 30 metres south-east of the north-western end of the Etonbury Academy layby extending in a north-westerly direction for approximately 63 metres.
2. Stotfold Road, south-west side, from a point approximately 24 metres south-east of the south-eastern end of the Etonbury Academy layby extending in a south-easterly direction for approximately 57 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 21 July 2015. 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

26 June 2015

Appendix D

Arlesey Town Council considered the No Stopping on School Entrance Markings near Etonbury School at their meeting on Tuesday 7 July 2015 and they wish to object to the Order until alternative parking arrangements are made at drop off and pick up times as they don't feel it will solve the parking problem at the school.

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Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 25 August 2015
Subject: Consideration of the following petitions that have been submitted to the Council: Bideford Green – Leighton Buzzard
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: Leighton Buzzard / Linslade
Function of: Central Bedfordshire Council

CORPORATE IMPLICATIONS

Council Priorities:

None from this report

Financial:

There is currently no highways budget allocated to undertake any work at this location.

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:

None from this report

Sustainability: None from this report.

RECOMMENDATION(S):

It is recommended that the Executive Member for Community Services note the petition.

Background and Information

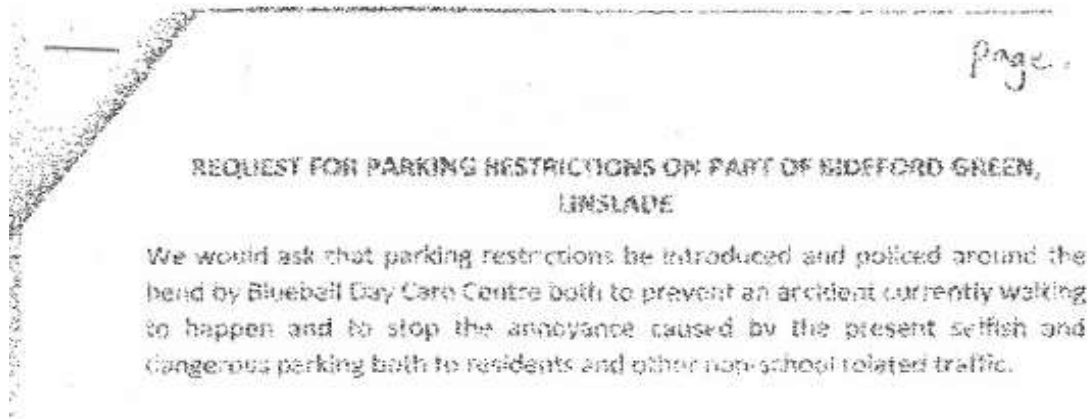
1. A petition containing 102 names has been received from local residents of Bideford Green in Leighton Buzzard. (See Appendix A)
2. The petitioners are requesting waiting restrictions to be implemented; in particular on the bends near to the school (Southcott Lower School) and especially The Bluebell Day Care Centre. (See Appendix B)
3. Bideford properties do have the option for off road parking however, the majority of properties have more than 1 vehicle per household. Some properties have H Bar markings.
4. Due to the narrow layout of the road, entering and exiting Bideford Green, especially near to the Day Care Centre is becoming increasingly problematic for residents due to the increase in non-residential vehicles parking ether side. This becomes problematic at school drop off and pick up times.
5. Parking issues between parents and residents of Bideford Green has resulted in disputes and heightened tension. (See Appendix C)

6. Recommendation

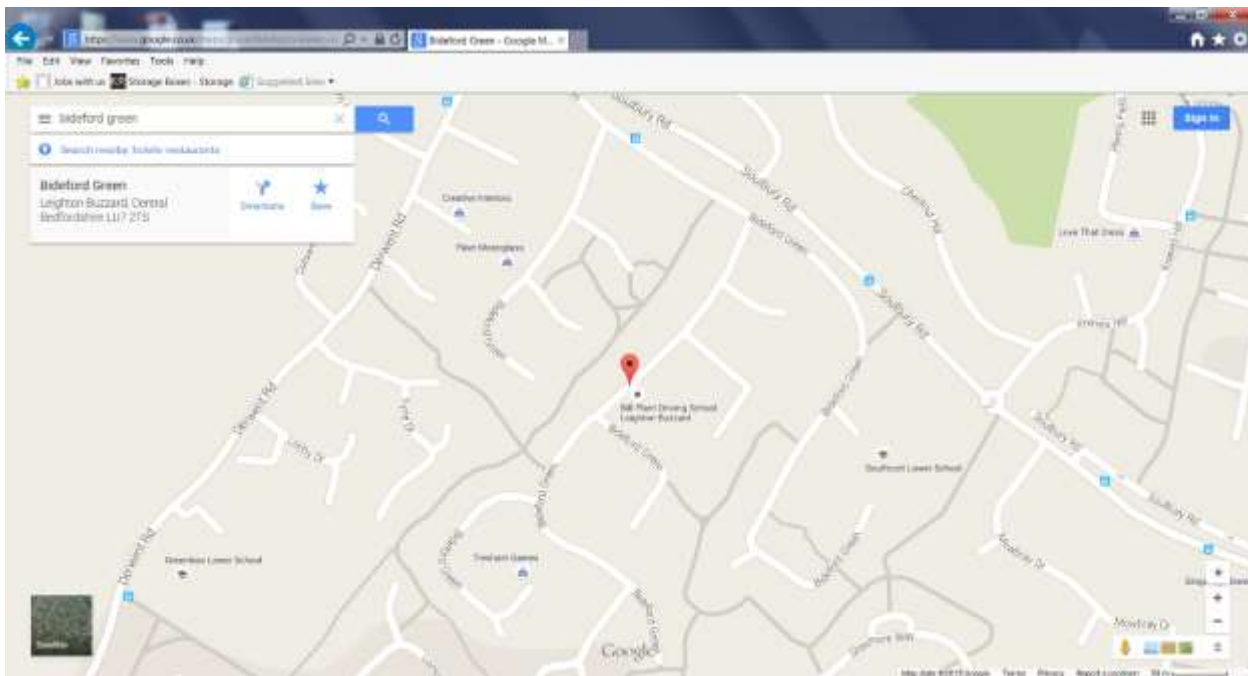
It is recommended, that should funding be made available, a parking study for certain geographical areas within Bideford Green and surrounding areas be implemented, with suggestions (if any) considered.

Appendices:

Appendix A:



Appendix B:



Appendix C:



ANDREW SELOUS MP
House of Commons, London SW1A 0AA
Tel: 020 7219 6134 Fax: 020 7219 1741
Surgery Appointments: 01 582 662 021
Email: andrew.selous.mp@parliament.uk
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Mr Marcel Coiffait
Central Bedfordshire Council
Priory House
Monks Walk
Chicksands, Shefford
SG17 5TQ

18 May 2015

Dear Marcel,

MRS ROSEMARY PALMER OF 482 BIDEFORD GREEN, LINSLADE, LEIGHTON BUZZARD, LU7 2TZ

I write on behalf of my constituent Mrs Palmer who has raised with me her concerns and those of her fellow residents in Bideford Green about the problems of parking and access around the Bluebell Day Care and Southcott School, Linslade.

Please could I ask you to consider all the points of concern that my constituent has raised with me regarding this issue and let me what steps can be taken by the Council to resolve this issue to assist me in writing back to Mrs Palmer.

I look forward to hearing back from you.

Many points were raised by the residents when approached and in addition to those made above, there was strong feeling that:

1. It was wrong that residents should feel trapped in their houses and unable to drive in or out around school times.
2. Although approaches had been made by several individuals to the school, nothing to alleviate the situation had happened even though the school may have included requests in communications with parents. Something more needed to be done by the relevant authorities.
3. There would be an accident involving a child at some point soon as things are getting worse and the dangers are very clear for everyone to see.
4. This is a situation which was being ignored or conveniently forgotten about when proper action was urgently required.
5. The parking problems are getting worse and not better as was hoped when a new school was opened within the new housing developments in Leighton Buzzard.

Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: July / August 2015
Subject: Consideration of the following petitions that have been submitted to the Council: The Pyghtle - Westoning
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: Westoning

Function of: Central Bedfordshire Council

CORPORATE IMPLICATIONS

Council Priorities:

None from this report

Financial:

There is currently no highways budget allocated to undertake any work at this location.

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:

None from this report

Sustainability: None from this report.

RECOMMENDATION(S):

It is recommended that the Executive Member for Community Services note the petition.

Background and Information	
1.	A petition containing 16 names has been received from local residents of The Pyghtle, a small cul de sac off Sampshill Road in Westoning close to local amenities. See Appendix A
2.	The petitioners are requesting residents parking permits as a result of non-residents using the location as an over flow parking area.
3.	The Pyghtle properties do have the option for off road parking however, the majority of the householders have more than 1 car and therefore parking availability along the narrow road leading to the properties is at a premium.
4.	Many of the properties surrounding The Pyghtle also have the provision for off road parking however, these residents also own more than 1 vehicle per household, thus some of residents seek alternative locations to park their vehicles within the vicinity of their home. The Pyghtle appears to be the location that they choose to park. See Appendix B.
5.	Due to the constricted layout of the road entering and exiting The Pyghtle is becoming increasingly problematic for residents due to the increase in non-residential vehicles parking ether side. This restriction was recently escalated as an ambulance was unable to access the cul de sac with their vehicle following an emergency call. The residents had to physically move a non-residential parked car out of the way so the ambulance could gain access.
6.	Parking and the free flow of traffic to and from the cul de sac has increased anxiety and disputes amongst residents and non-residents alike. The residents are keen for a residents parking permit zone to be considered and implemented. See Appendix C.
7.	The Parish Council having been sent details by the residents of The Pyghtle is of the view that a residents parking zone will simply move the issue of parking congestion onto another location and exasperate residents nearby, thus not solving the issue long term.
Recommendation	
8.	It is recommended that should funding be made available, a parking study for certain geographical areas within Westoning be implemented with suggestions (if any) considered.

Appendices:

Appendix A

I acknowledge and understand that the fees listed below will be imposed if the Residential Parking Scheme is introduced.

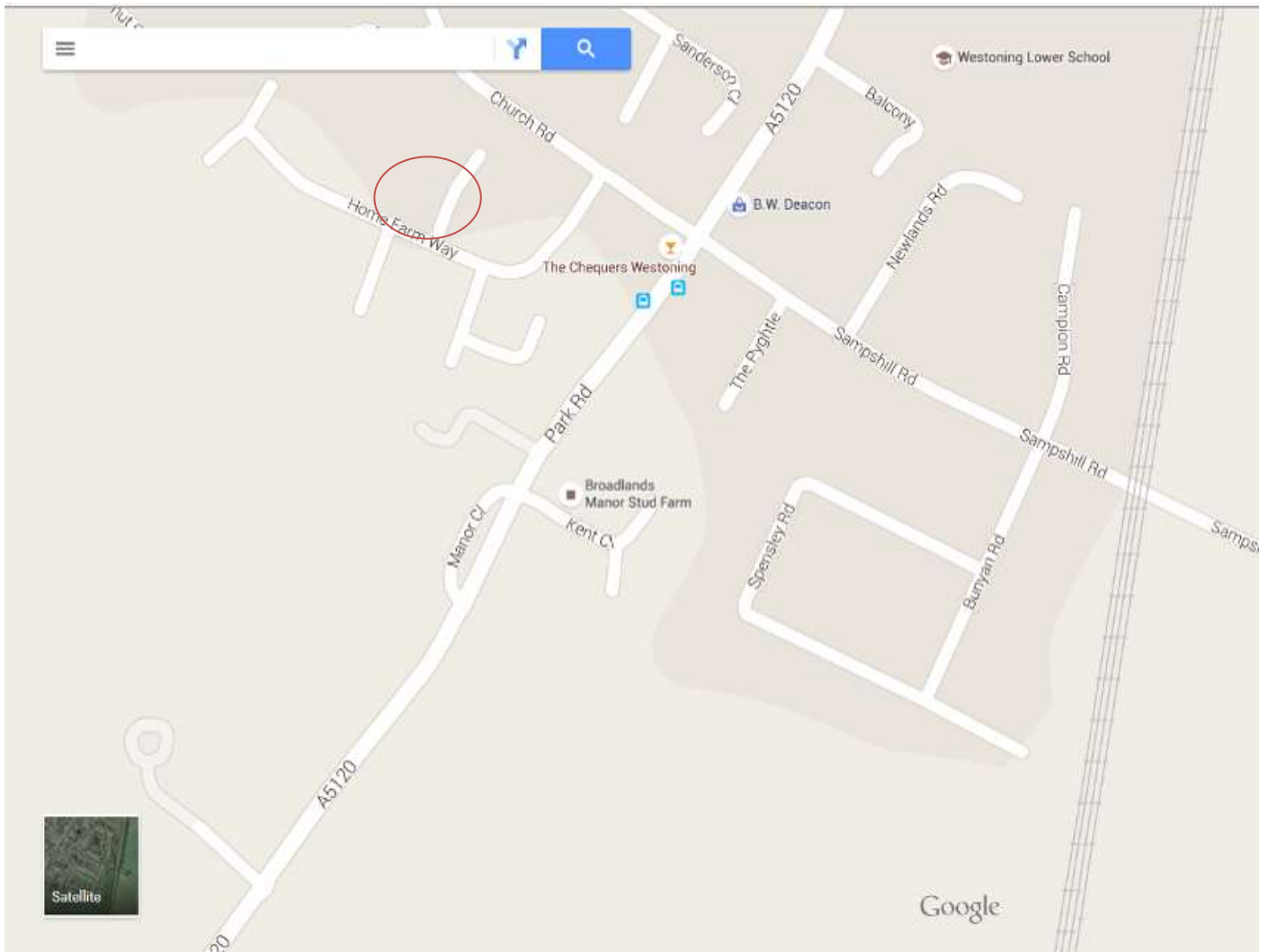
THE PYCHLE, WASTONING, BEDS MK45 5LJ
No charge for cars parked on your drive

Charges for resident's parking permits are as follows:

- 1st vehicle in household - £10
- 2nd vehicle in household - £70
- 3rd vehicle in household - £90
- Book of visitor permits - £30

Example for two cars with visitor permit = £110 pa = £2.11pw.

Appendix B



Appendix C



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