

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

**This meeting  
may be filmed.\***



**please ask for** Sandra Hobbs  
**direct line** 0300 300 5257  
**date** 16 February 2017

## **NOTICE OF MEETING**

### **TRAFFIC MANAGEMENT MEETING**

Date & Time

**Tuesday, 28 February 2017 at 10.30 a.m.**

Venue at

**Council Chamber, Priory House, Monks Walk, Shefford**

Richard Carr  
**Chief Executive**

To: The Executive Member for Community Services:

Cllr B J Spurr

[Named Substitutes:

Cllr J N Young]

All other Members of the Council - on request

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

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

# AGENDA

## 1. **Members' Interests**

To receive from Members any declarations of interest.

### Reports

- | <b>Item</b> | <b>Subject</b>  | <b>Page Nos.</b> |
|-------------|---|------------------|
| 2.          | <b>High Street, Henlow - Consider Objections to Parking Restriction Proposals</b><br><br>To seek approval for the implementation of waiting restrictions in High Street, Henlow.  | 7 - 28           |
| 3.          | <b>Prince Regent Area, Dunstable - Consider Objections to Parking Restriction Proposals</b><br><br>To seek approval for the implementation of waiting restriction changes in Prince Regent area, Dunstable.   | 29 - 48          |
| 4.          | <b>West Parade, Dunstable - Consider Objections to Residents Permit Parking Proposal</b><br><br>To seek approval for the implementation of a residents permit parking scheme and associated waiting restrictions in West Parade, Dunstable.                             | 49 - 56          |
| 5.          | <b>St John's Street Area, The Baulk and Back Street, Biggleswade - Experimental One-way Traffic Orders</b><br><br>To seek approval to make permanent the existing experimental one-way traffic orders in St John's Street area, The Baulk and Back Street, Biggleswade. | 57 - 86          |
| 6.          | <b>High Street, Meppershall - Consider Objections to Proposed Raised Table</b><br><br>To seek approval for the construction of a raised table in High Street, Meppershall.  | 87 - 94          |
| 7.          | <b>Church Road and New Road, Linslade - Consider Representations to Proposed Waiting Restrictions and One-Way Order</b><br><br>To seek approval for the implementation of waiting and one-way restrictions in Linslade.   | 95 - 174         |

- |     |   |           |
|-----|---|-----------|
| 8.  | <b>Bideford Green, Linslade - Consider Objections to the Proposal to Introduce Waiting Restrictions</b>   | 175 - 210 |
|     | To seek approval for the implementation of waiting restrictions in the vicinity of Southcott School at Bideford Green, Linslade.  |           |
| 9.  | <b>Mancroft Road, Caddington - Consider Objections to Proposals to Install Traffic Calming Measures and to Introduce a 40 mph Speed Limit</b>   | 211 - 228 |
|     | To seek approval for the installation of traffic calming measures and a change to the speed limit in Mancroft Road, Aley Green, Caddington.   |           |
| 10. | <b>High Street, Silsoe - Consider the Implementation of Waiting Restrictions, Raised Features and Speed Limit Changes</b>   | 229 - 260 |
|     | To seek approval for the implementation of waiting restrictions, raised features and speed limit changes in Silsoe.   |           |
| 11. | <b>Chapel Road, Flitwick - Petition requesting Various Highway Improvements</b>   | 261 - 264 |
|     | It is recommended that a parking restriction proposal be considered in conjunction with other proposals in Flitwick during the 2017/18 financial year and that the lead petitioner be informed of the outcome of the meeting.                     |           |
| 12. | <b>Riverside, Leighton Buzzard - Petition Requesting Residents Parking</b>  | 265 - 268 |
|     | It is recommended that a parking restriction proposal be published in conjunction with other restrictions in the Leighton-Linslade area during the 2017/18 financial year and that the lead petitioner be informed of the outcome of the meeting. |           |
| 13. | <b>Proposed 20 mph Speed Limit and Raised Zebra Crossing - Billington Road, Leighton Buzzard</b>  | 269 - 282 |
|     | To seek approval for the implementation of a 20mph speed limit and raised zebra crossing in Billington Road, Leighton Buzzard following the publication of proposals.   |           |
| 14. | <b>Green Lane, Kensworth - Consider Objections to Proposed Disabled Parking Space</b>   | 283 - 290 |
|     | To seek approval for the introduction of a disabled parking space in Green Lane, Kensworth.   |           |

15. **Mill Road, Cranfield - Consider Objections to Proposed Raised Table** 291 - 298

To seek approval for the construction of a raised table in Mill Road, Cranfield.

16. **Mount Pleasant, Aspley Guise - Petition requesting Various Highway Improvements** 299 - 302

To note the receipt of a petition submitted to Central Bedfordshire Council and suggest a way forward.

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**Meeting:** Traffic Management Meeting  
**Date:** 28 February 2017  
**Subject:** High Street, Henlow – Consider Objections to Parking Restriction Proposals  
**Report of:** Paul Mason, Assistant Director Highways  
**Summary:** This report seeks the approval of the Executive Member for Community Services for the implementation of waiting restrictions in High Street, Henlow

**RECOMMENDATION:-**

**That the proposal to introduce No Waiting at any time on lengths of High Street, Henlow be implemented as published.**

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**Contact Officer:** Gary Baldwin  
[gary.baldwin@centralbedfordshire.gov.uk](mailto:gary.baldwin@centralbedfordshire.gov.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Arlesey  
**Function of:** Council

**CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal will improve road safety, traffic management and the amenity in the affected road.

**Financial:**

The works are being funded by the Minor Traffic Management schemes budget.

**Legal:**

None from this report.

**Risk Management:**

None from this report.

**Staffing (including Trades Unions):**

None from this report.

**Equalities/Human Rights:**

None from this report.

**Community Safety:**

None from this report.

**Sustainability:**

None from this report.

<b>Budget and Delivery:</b>	
Estimated cost: £2,500	Budget: Minor TM schemes
Expected delivery: April/ May 2017	

**Background and Information**

1. The Council has received a number of complaints from members of the public, Henlow Parish Council and Ward Members about parking on various lengths of High Street, Henlow. Traffic flows on this road are relatively high, particularly during peak times, and parked vehicles create conflict and delays.

2. The proposals cover the following lengths of road:-

High Street, Henlow (No.6 to Park Lane)

Parked vehicles obstruct access and egress from the haulage yard. Double sided parking further north creates vehicular conflict and causes tailbacks at peak times. The proposed restrictions are intended to address the main concerns, but retain parking on one side of the road.

High Street, Henlow (Town Farm Court to War Memorial)

Double sided parking creates vehicular conflict and causes tailbacks at peak times. New junctions have been built on the west side in recent years and parking close to them obstructs visibility for emerging drivers. There have been regular complaints of driveways on the east side being blocked by parked cars.

High Street, Henlow (The Limes and Old Barn Close)

Parked vehicles outside The Limes create vehicular conflict and causes tailbacks at peak times. The proposed restrictions are intended to address the main concerns, but retain parking on one side of the road.

3. The proposals were formally advertised by public notice in October 2016. Consultations were carried out with the emergency services and other statutory bodies, Henlow Parish Council and the Ward Members. Residents located in the areas where restrictions are proposed were individually consulted by letter and notices were posted on street.



## Representations and Officer Responses

4. A total of 18 representations were received in response to the proposals. These generally relate to specific locations on High Street and there are some more general observations. Copies are included in Appendix C.

### Restrictions in the vicinity of no.8, 10 and 12 High Street

6 representations were received about the proposal to extend the existing double yellow lines northwards to cover nos.8, 10 and 12 High Street which are opposite Welch's haulage yard. The main points are:-

- a) This will remove parking for those properties which have no off-street parking and will increase competition for the remaining spaces to the north of High Street.
- b) Henlow Parish Council has suggested that the restrictions only extend as far as no.8 which will improve traffic flow but not affect residents as much.
- c) The shortened restrictions will still ease access to the haulage yard.
- d) There are concerns about an increase in traffic speeds.

5. Officer response:-

- a) It is acknowledged that some properties on this length of High Street have no off-street parking and rely on being able to park on-road. The proposed restrictions are intended to retain as much on-road parking as possible.
- b) Parked vehicles outside nos.8-12 High Street cause a pinch point, which create significant delays and obscures visibility.
- c) The shortened restrictions would help larger vehicles turning right towards the A507, but parked cars outside nos.8-12 would still hinder left turning traffic.
- d) The width and alignment of the road, together with the parking that will be retained, should moderate.

6. Restrictions near Park Lane junction and no.31 High Street

2 representations were received specifically about the proposal to prohibit waiting across the frontage of the Deli and Tea Room, 31 High Street. The main points are:-

- a) The businesses need to accept deliveries on a daily basis.
- b) Two parking spaces could be allowed outside no.31 High Street.

7. Officer response:-

- a) The proposed waiting restrictions will not adversely affect deliveries as drivers are permitted to wait on double yellow lines to load/unload.
- b) This stretch of road is on the approach to the pedestrian crossing and parked vehicles can obstruct visibility of pedestrians. It is also opposite the Park Lane junction, so parked cars also affect turning movements. The yellow lines will effectively reserve space for delivery vehicles, whereas leaving the area unrestricted would mean that it would probably be taken up by parked cars.

8. Restrictions in vicinity of Town Farm Court and 49c High Street

5 representations were received about the proposal to prohibit waiting near the junction of High Street and Town Farm Court. The main points are:-

- a) There is general support for the proposals, but that they should be extended slightly further south to improve visibility for emerging drivers.

9. Officer response:-

- a) Parking is heavy on this stretch of High Street and the restrictions have been kept to a minimum to maximise the number of parking spaces. It is felt that the published restrictions offer a reasonable compromise between improving visibility for drivers emerging from Town Farm Court whilst retaining as much on-street parking as possible.

10. Restrictions in vicinity of The Limes and no.86/88 High Street

2 representations were received about the proposal to prohibit waiting near the junction of High Street and Town Farm Court. The main points are:-

- a) Parking has increased on the east side of High Street opposite The Limes residential home and sometimes cars block driveways. The area is also used for parking by large vans which obstruct visibility for residents exiting their driveways.
- b) The published proposal will mean that more vehicles will be parked on that side, so restrictions should be introduced on the east side as well.

11. Officer response:-

- a) Parking does take place on the east side of High Street, but the road widens slightly at that point, so is a reasonable place for vehicles to be parked. It is understood that residents on that side of the road have applied for H bar driveway protection markings which should help.
- b) It is felt that parking can be safely accommodated on the east side and the removal of parking on that side would lead to migration of parking to less suitable lengths of High Street.

12. General

3 representations were received about more general issues, as follows:-

- a) The restrictions will reduce the availability of parking for residents.
- b) The restrictions will result in an increase in traffic speeds, which is not desirable in a built-up area.

13. Officer response:-
- a) There have been longstanding concerns expressed by members of the public, Henlow Parish Council and Elected Members about parking on specific lengths of High Street. It is felt that the published proposals strike a reasonable balance between ensuring traffic is not unduly delayed and allowing on-street parking where it can be safely accommodated.
  - b) The implementation of double yellow lines on significant lengths of road does present drivers with a clear road, which can increase speeds. However, sufficient parking will be retained and there are other features, such as junctions and the pedestrian crossing to constrain traffic speeds.
14. It is felt that the proposed restrictions will address the road safety and traffic management issues that currently exist but retain as much on-street parking as possible. Consequently, it is recommended that the proposals be implemented as published with the exception of the modifications recommended.
15. If approved and implemented, the restrictions will be implemented in April/May 2017. The restrictions will be reviewed after 5 years to determine whether they should be retained, modified or removed.

**Appendices:**

Appendix A – Public notice of proposals

Appendix B – Drawing of proposals

Appendix C – Representations

Appendix A

# **PUBLIC NOTICE**



## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT VARIOUS LOCATIONS IN HENLOW**

Reason for proposal: For the general purposes of facilitating the passage of traffic and for improving the amenity of the area. The waiting restrictions are intended to address indiscriminate parking and to ensure that junctions are not obstructed by parked vehicles.

Effect of the Order:-

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

1. Clifton Road, north side, from its junction with High Street extending in a westerly direction to a point in line with the western property boundary of no.1 High Street.
2. Clifton Road, south side, from its junction with High Street extending in a westerly direction to a point approximately 6 metres west of the boundary of nos.5 and 7 Clifton Road.
3. High Street, east side, from a point in line with the north flank wall of no.6a High Street extending in a northerly direction to a point approximately 1 metre north of the north flank wall of no.12 High Street.
4. High Street, west side, from a point in line with the south flank wall of no.14 High Street extending in a northerly direction to a point in line with the boundary of nos.31 and 33 High Street.
5. High Street, east side, from a point approximately 2 metres south of the north flank wall of no.36 High Street extending in a northerly direction to a point in line with the south flank wall of no.38 High Street.
6. Park Lane, both sides, from a point in line with the front wall of no.36 High Street extending in an easterly direction for approximately 3 metres.
7. High Street, east side, from a point in line with the south flank wall of no.52 High Street extending in a northerly direction to a point in line with the south flank wall of no.64 High Street.
8. High Street, west side, from a point approximately 3 metres south of the north flank wall of no.49c High Street extending in a northerly direction to a point in line with the north flank wall of no.67 High Street.
9. High Street, west side, from a point in line with the southern property boundary of no.86a High Street, extending in a northerly direction to a point in line with the boundary of nos.87b and 87c High Street.

Details may be examined during normal office hours at the address shown below, viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices) or tel. 0300 300 5003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 22 November 2016. Any objections must state the grounds on which they are made.

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

Central Bedfordshire Council  
Priory House  
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Shefford SG17 5TQ

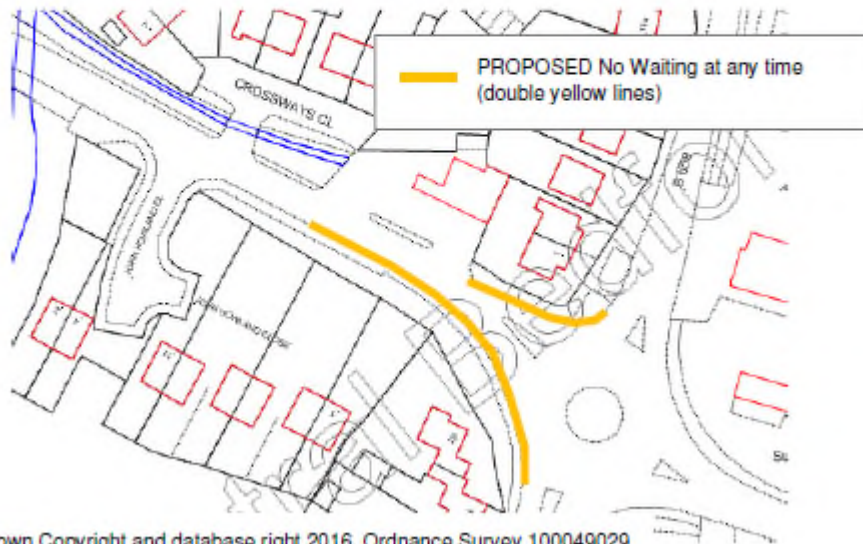
Marcel Coiffait  
Director of Community Services

28 October 2016

## Appendix B

### Clifton Road, Henlow

Parked vehicles are regularly parked on the immediate approach to the High Street roundabout and elsewhere in the general area of the used car centre. The proposed restrictions are intended to address the main concerns, but retain parking for customers of nearby businesses.



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High Street, Henlow (No.6 to Park Lane)

Parked vehicles obstruct access and egress from the haulage yard. Double sided parking further north creates vehicular conflict and causes tailbacks at peak times. The proposed restrictions are intended to address the main concerns, but retain parking on one side of the road.



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High Street, Henlow (Town Farm Court to War Memorial)

Parked vehicles obstruct access and egress from the haulage yard. Double sided parking further north creates vehicular conflict and causes tailbacks at peak times. The proposed restrictions are intended to address the main concerns, but retain parking on one side of the road.



High Street, Henlow (The Limes and Old Barn Close)

Parked vehicles outside The Limes create vehicular conflict and causes tailbacks at peak times. The proposed restrictions are intended to address the main concerns, but retain parking on one side of the road.



## Appendix C

At the meeting of Henlow Parish Council on Monday 28<sup>th</sup> November it was noted that the Council's comment to the No Waiting Proposals was a little unclear.

I am therefore instructed to confirm that Henlow Parish Council would confirm point 3 as:

Continuation of yellow lines at No. 6b to a point in line with the SOUTH flank wall of No. 8 High Street.

During the meeting of Henlow Parish Council on Monday 14<sup>th</sup> November, Councillors considered the options to introduce No Waiting at any time orders.

Councillors were pleased to accept all the proposed orders, except for Item 3 and would prefer the order to be as follows:

High Street, east side, from a point in line with the SOUTH flank wall of No. 8 High Street (in line with the dropped kerb) extending in a northerly direction to a point approximately 1 meter north of the north flank of no. 12 High Street.

Councillors felt that this would enable the traffic flow to improve without significantly impacting on residents.

Councillors also request that they are able to be present when the line marking is carried out.

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With respect to the proposed waiting/parking restrictions in High Street Henlow (no 6 to Park Lane), whilst I have some sympathy with the need to smooth the passage of traffic through the high street once again it appears that too much emphasis has been given to the motorist rather than those living in the high street and paying their share for the privilege of living in Henlow.

The proposed restrictions if successful will likely cause an increase in the volume of traffic through the high street when alternate controls to restrict traffic and encourage use of the main trunk routes such as the A1 would lessen the problem and play its part in making the high street a safer and cleaner environment.

Specifically the proposal will increase the competition for parking along the stretch of road between no 14 and no 36 high street and make worse the problem of entering and exiting our driveway at no 30 (and also at no 28) which due to the inconsiderate parking of vehicle owners visiting the shop / post office or the Henlow Deli which are all local to this point cause it to be either impossible as cars are invariably left blocking the drive or dangerous due to high sided vans or delivery vehicles parked close causing it to be difficult or impossible to see if the road is clear to pull out. Getting into the drive when it is blocked is another story.

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I really am very concerned about the loss of parking outside no 8-12 high street. Having lived and worked in Henlow all my life I travel that stretch many times a day. There's normally a good few gaps north of no 12 for cars travelling south to pull into to allow cars traveling north to pass. If the parked cars were forced to move north these gaps would close and cause a problem.



I would like to see some amendments to the proposed parking restrictions in Henlow as outlined in red below. I feel this is an appropriate compromise of loss of on street parking and perceived improvements in safety which I feel are rather overzealous.

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Effect of the Order:-

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

1. Clifton Road, north side, from its junction with High Street extending in a westerly direction to a point in line with the western property boundary of no.1 High Street.
  2. Clifton Road, south side, from its junction with High Street extending in a westerly direction to a point approximately 6 metres west of the boundary of nos.5 and 7 Clifton Road.
  3. High Street, east side, from a point in line with the north flank wall of no.6a High Street extending in a northerly direction **to the south flank wall of no 6 High Street in line with the dropped kerb. This will cause no loss of on street parking for no 8 and 10 High Street which have no available off street parking. If these spaces were removed it will push all the parked cars north, towards the Post Office and remove any available parking outside the shop. I also believe that parked cars at this location slows traffic on the way out of the village towards the A507.**
  4. High Street, west side, from a point in line with the south flank wall of no.14 High Street extending in a northerly direction **to the south flank wall of no 31 Street. This will leave one parking space outside the Henlow Deli. This business is an asset to the community and vehicles parking outside only do so for a very limited time. Due to other parking restrictions in the close vicinity, there are few available spaces as alternative.**
  5. High Street, east side, from a point approximately 2 metres south of the north flank wall of no.36 High Street extending in a northerly direction to a point in line with the south flank wall of no.38 High Street.
  6. Park Lane, both sides, from a point in line with the front wall of no.36 High Street extending in an easterly direction for approximately 3 metres.
  7. High Street, east side, from a point in line with the south flank wall of no.52 High Street extending in a northerly direction to a point in line with the south flank wall of no.64 High Street.
  8. High Street, west side, from a point approximately 3 metres south of the north flank wall of no.49c High Street extending in a northerly direction to a point in line with the north flank wall of no.67 High Street.
  9. High Street, west side, from a point in line with the southern property boundary of no.86a High Street, extending in a northerly direction to a point in line with the boundary of nos.87b and 87c High Street.
-

We are writing with reference to the recent letter received from Central Bedfordshire Council regarding the proposal to introduce "No Waiting" at various locations in Henlow.

We live at 10 High Street, Henlow and according to your letter would be directly affected by the proposed introduction of No Waiting at any time on the east side of the High Street going North from No. 6a High Street up to No. 12 High Street.

We strongly object to the introduction of the No Waiting restrictions extending up to and beyond No 8, 10 and 12 High Street for the following reasons:

- 1) Basically it would leave us with nowhere on the High Street to safely and conveniently park near to where we live. We have recently got married and intend to start a family soon and the proposed parking restrictions would mean that we would have nowhere to safely park in the future when taking babies or young infants to/from a car into our house.
- 2) We agree with the fact that a section of the High Street outside No 6a does need No Waiting restrictions to allow the heavy haulage lorries from Welch's Haulage yard to turn out onto the High Street and proceed towards the A507 but it does not provide any further benefits to the haulage traffic by extending the No Waiting restrictions up to directly outside Nos 8, 10 and 12 High Street.
- 3) We have lived in Henlow for over 2 years now and one of the main

problems causing obstruction to the haulage company entry/exit onto the High Street has been indiscriminate parking of vehicles on the High Street on the section of road outside No 6a. Cars parked directly outside Nos 8, 10 and 12 High Street present no obstruction whatsoever to the haulage traffic.

4) The introduction of the "No Waiting" restrictions would seriously devalue the future selling price of our house, with no other safe and convenient parking options being proposed or provided that we could put forward to potential buyers.

5) If facilitating the passage of traffic and improving the amenity of the area is the intention of these proposals then a speed calming measure of some sort would be more appropriate somewhere between The Crown roundabout and the start of Henlow village, as we have witnessed many vehicles considerably exceeding the speed limit travelling along the High Street in a northerly direction and to create a clearer section of road would only add to the speeding problem.

Surely one of the top priorities of the Council, to improve the passage of traffic along the High Street, would be to introduce vehicle weight restrictions to prevent heavy haulage traffic accessing the High Street at all?

It is a widely held opinion in the village that Welch's haulage business has expanded over the years and has long outgrown the village and nothing has been done to address the congestion and damage to the environment that these massive haulage vehicles have caused.

We have also had to endure foul and abusive language on numerous occasions from haulage vehicle drivers who have knocked on our door and sounded their horns late at night. In all of these instances we have been legally parked outside our house and not obstructing their exit in any way, the offending vehicle has been parked further up the High Street outside No 6a!! Once that vehicle had been removed they have always had an easy exit from the haulage yard and on no occasion have we had to move our vehicles to provide a clear exit for them.

We would appreciate your consideration of all of the above points when coming to a final decision about the proposed parking restrictions.

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We are writing to oppose the proposed waiting restrictions in Henlow (Reference GPB/001/HSH), primarily on the High Street from 14 High Street to 31 and 33. We are opposing this for several reasons.

Firstly, we purchased number 12 High Street in the summer of 2015. One of the reasons we purchased this property was because of de-restrictions on the road meaning we can park outside our house (we don't have a driveway). Although the proposal leaves a section of the road unrestricted, we believe this will not be enough due to the number of cars which park there; our neighbours also don't have a driveway so have to use the road to park both of their cars. The section that will be left de-restricted as part of this proposal are outside properties which have driveways or parking behind their houses and therefore do not require parking on the road outside their property.

Secondly, parking outside of numbers 8-12 does not affect the haulage yard, however parking beyond number 8 towards the Crown Pub does, and we agree that waiting restrictions are needed there. It is also worth noting that our house, and the others in our terrace, have been here well before the haulage yard. Our house was built in 1820.

Also, starting to restrict parking detracts away from the fact that we are a village and that is one of the integral reasons that we moved here.

Finally, we think that a far more important issue to address is the speed in which some people drive down the High Street. If anything, having cars parked on the road helps to slow these people down. We are surprised that there haven't been any accidents, that we are aware of, since we moved in due to people driving well over the speed limit along our road, especially late at night. This is a big concern of ours as we hope to have children in the future, whilst living in this house, but worry about accidents that could be caused due to speeding along the High Street.

If you are proposing to restrict parking outside of our property are you willing to offer an alternative location to park our cars?

We look forward to hearing from you.

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I wish to strongly object to this increased parking restriction:-

1. A number of properties on the high street are of Victorian origin and as such have no off road parking provision for residents.
2. Welch's Transport will be able to freely turn north up the high street causing further accident potential and traffic nuisance.
3. The staggered parking on the high street creates a very effective means to calm the speed of vehicles passing through the village
4. The 3 commercial premises Impact Interiors, Henlow Deli and the Post Office will have no space for customers to park as spaces will be taken by displaced residents, as such the businesses will suffer through reduced custom.

5. At peak times over half of the high street can queue and block up with traffic. The proposal will not solve this only enable motorists to reach the queue quicker. A sensible approach would be to improve access onto the A507 trunk road.

To conclude the proposed restrictions would increase both the volume and overall speed of traffic using the high street and potentially increase the risk for accident and collision with both pedestrians and other vehicles. It is also obvious to all that Henlow has no alternative parking provision for residents living in the high street. Forward thinking at the council would have exposed this problem, by all means create residents parking first and then apply the double yellows. This proposal is a persecution of car owners who are resident, and businesses on the high street.

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I would like to object to the parking outside 31 High Street changing to no waiting. I have several deliveries made to the shop everyday that would be impacted if the driver had to park across the road, lift fresh produce out of van, lock van and try to cross the busy road.

Please could a proposal of unloading only be applied to this space.

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We write in reference to the letter received re: proposed restrictions in High Street, Henlow involving double yellow line restriction.

We are the owners of 31 High Street, Henlow, let as a tea room and deli and write to request that part of the yellow lines are omitted to enable at least 2 vehicles to park in the frontage of the property as identified on your plan as green (4.).

There is a problem at the junction with Park Lane caused in our opinion by inconsiderate parking of vehicles close to the junction corner and likewise the junction of Chestnut Farm Road.

"Gridlock" usually occurs at peak times when vehicles waiting to turn out of Park Lane have vehicles parked on their offside and people coming out of Chestnut Farm Road have vehicles parked on their nearside. This causes tailbacks and frustration to drivers from all directions.

Apart from large commercial vehicles there is sufficient space for 2 cars to pass with parking in front of 31 High Street as indicated (green).

As regards yellow lines, we believe they should be extended into Chestnut Farm Road and Park Lane as marked (1), (2) and (5) allowing cars to turn in or out.

A further suggestion would be for yellow lines to allow 2 cars to be placed at point (3) as a 'passing bay' to enable vehicles to keep moving at peak times.

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Thank you for the opportunity to comment on your document for Proposed No Waiting Restrictions-Variou Roads, Henlow. I live in Bungalow xx High Street, and point 8 of your Proposal to introduce restrictions to indiscriminate parking to a point 3 metres South of the North flank wall of 49c High St. etc The attached photo's give a drivers view from the exit from Town Farm. In my opinion, the restriction should be increased to at least two car lengths.

I hope that these illustrates the difficulty we have in making our exit when we have no view of the oncoming traffic until the front of our vehicle is in the middle of the road. It is clear that drivers seeking a parking space have no interest or understanding of our difficulty, and the one certainty is that eventually there will be a serious incident. This could completely block the High Street leaving emergency vehicles with restricted or no access.

No doubt, all residents have devised their own strategy for reducing their risk of a collision, but it would be appreciated if your deliberations take this issue into consideration when making your decision.

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As a resident, at xx High Street I am aware of the need for measures to speed the traffic flow along the High St, especially at peak periods. It seems highly likely that the proposed measures will make a difference.

Please spare a thought for the residents of Town Farm Close who already live with the issue of trying to exit the Close when casual parking too close to our exit severely restricts the visibility, making this a dangerous manoeuvre made even more risky when your proposed measures increase the speed of the traffic in both directions and specifically coming from the south.

Can I suggest that as a Road Safety Measure, the No Waiting yellow lines be extended to a total of at least three car lengths beyond the north flank wall of 49c to give the residents at least a quick glimpse of vehicles travelling North.

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I would like to add our support of the proposed double yellow lines along Henlow Village High Street.

At present, with large cars parked on the corner of Town Farm Court, it is virtually impossible to exit our driveway with any vision one way (or both sometimes). The addition of yellow lines along the High Street, in close proximity to Town Farm, would ensure our family (and visitors) could actually observe the road when exiting to see if was safe. On numerous occasions now, we have pulled out onto the High Street unable to see down the High Street. I have been extremely close to hitting a motorcyclist who was completely hidden by vehicles parked on the corner of the Town Farm and the High Street.

Please let us know if you would like us, like our other neighbours have, to take photos of this as evidence. To us it seems an obvious requirement before a major incident occurs.

---

With regard to the recent proposals for no waiting lines I am in complete agreement with exception to point 8, high street west side, from a point 3 metres south of the north flank wall of 49c, I think this should extend further than 3 metres to maybe 6 metres . The reason being is the safety aspect of pulling out of Town Farm Court and turning right. If there are cars or worse still vans parked on the mentioned stretch it is near on impossible to see any oncoming traffic from the right and you have to inch out almost hoping for the best. Three metres of no waiting lines would make a slight difference to this problem but six metres would make all the difference and the road naturally widens from that point so the traffic congestion problem would also be lessened by extending this line. Hope this all makes sense??

---

I hope the recent photos below will provide support to the double yellow line proposals for Henlow High Street. The are taken outside 51 High Street and the entrance to Town Farm Court.

It has become virtually impossible to see when exiting TFC due to inconsiderate parking close to both sides of our entrance. I speak for all residents of TFC by saying that I and they would also support the extending of the double yellows further southwards from the TFC entrance so that your **item 9** reads '**. . . . from a point approximately 10 metres south of the north flank wall of 49c High Street extending in a northerly direction . . .**'

If I can be of any further assistance, please let me know.

---

Further to our conversation this week I would like to set out my concerns with regard to the proposed waiting restrictions on the west side of Henlow High Street.

I have lived at xx High Street for four years and over that period the parking has become more and more of a problem on the east side. I fully understand that there are many dwellings along the High Street which have no off road parking. However, the problems arise mostly from The Limes Care Home. Clearly, this was originally a private dwelling house and, as such, cannot cater for the amount of staff and visitor vehicles which now visit The Limes. Staff park over my dropped kerb both to the left and right of my driveway on a very regular basis. However, with very few exceptions, staff and visitors do NOT park on the west side immediately outside of The Limes.

I have every sympathy with the care home. They provide a much needed service for the elderly and infirm. However, the east side of the High Street, directly opposite to The Limes seems to have been adopted as an overflow car park for those vehicles which cannot be parked within the boundaries of The Limes. There are also very large work vans which, again, park on the east side of the High Street, although they live further south along the High Street and on the west side. Very large works vans together with 4x4's park on the east side close to both myself at 86A and my neighbour at 88. I have to be almost on the wrong side of the road when exiting my drive in order to clearly see both ways. All of the east side of the High Street has vehicles parked bumper to bumper where there are no restrictions. This causes severe congestion, particularly during the early morning rush hour. The west side, where the yellow lines are proposed, has no parked vehicles. The parking on the east side makes it very dangerous when trying to travel south along the High Street. It is also worth pointing out that vehicles travel at great speed from south to north as there are fewer restrictions and little in the way of parked vehicles. Again, this is very dangerous.

My feeling is therefore that if there are to be any yellow lines they should either be marked on both sides of the High Street from the southern boundary of my property (86A) or at least on the east side which has the worst problem with parking. I wonder if this problem has been looked at and observed at different times of the day on different days of the week. Often there are works vans parked from Friday evening until Monday morning so that I am unable to see safely to exit my drive for 2 full days and nights.

Marking yellow lines on the west side of the High Street will make matters much worse and congestion will build travelling south much further along the High Street going north.

If you check your records you will see that both myself at 86A and 88 have had H-Bars passed and these have been paid for. We applied for these to try to stop what is now a dangerous situation. This new proposal for double yellow lines on the west means that

we have almost certainly wasted our money as your Notice is encouraging parking on our side of the Street.

The Lollipop lady is mentioned in your Public Notice. She has not been consulted about this and finds herself taking risks when getting to the middle of the road to cross the school children as there are almost always vehicles parked all day on that particular part of east High Street.

I sincerely hope that you will take into consideration the points contained above.

---

As the owner of xx High Street Henlow SG16 6AB the road outside my property is affected by these proposed restrictions.  
Item 9 on the letter

These restrictions do not go far enough. The restrictions need to be on both sides of the road.

- The road is dangerous the cars parked on the east side cause many near accidents.
- The road is not wide enough to take 3 vehicles and many people try to drive past the parked cars, causing oncoming vehicles to have to stop and mount the kerb
- It is a bus route, and a large number of HGVs come through the village.
- When the schools end and the Lollipop Lady is present the back log of vehicles trying to get along the High Street can cause extreme congestion
- The number of cars going in and out of Old Barn Close, Lime Walk, and The Limes has increased
- The residences at, 86a and 88 High Street often have to pull out of their drives blind, caused by restricted vision caused by parked cars on the east side
- A number of cars are parked long term ie workers or residents who have no parking outside their houses

Most properties in this part of the High Street have ample of road parking, My drive can comfortably hold 5 cars, so I would be pleased to have restrictions outside my house. If Double yellow lines are not possible could time limited restrictions be implemented. This would stop long term parking

Safety is paramount

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I believe that the Council are considering double yellow lines being painted down part of the High Street or is this just hearsay?.

Fortunately I am able to park off-road, but many others will begin parking in side streets to the inconvenience of those tenants. There is also the consideration for the several businesses who depend upon their clients being able to park close to them, including The Engineers Arms, Wills Hair, Lazors and the Post Office/shop and possibly others. Indeed far from clearing the road of parked cars, there is an even greater need to slow the passing traffic down, which, in the absence of chicanes or speed cameras the parked cars are the only present deterrent to excessive speed.



I am aware that some people for their own personal agenda have made ongoing requests for yellow lines but may I voice concern for the other users, tenants and residents of the High Street, to whom the quality of their home parking and businesses would be detrimental.

Having only heard about the proposed yellow lines today, may I ask when the residents of the High Street were contacted to ask for their viewpoints.

---

I wish to put forward my comments on this proposal , comments based on 28 years living at number xx High Street.

My main concern is that the proposed lines would not only despoil the High Street but would also increase traffic speed - outside of peak times and make parking for residents almost impossible, largely caused by the previous introduction of the current double yellow lines.

The lines that were painted a few years ago between The Limes and No. 80, have given cars a clear run and speeds have definitely increased outside of peak time . The lines have also had the effect of concentrated the parking into the areas that your proposals are now aimed at, which no doubt, will also have a knock on affect that will need addressing in the future.

I would like to point out that very few cars park on the West side from 49c and 67, in fact I can say that I cannot remember anyone ever parking outside of our house. It is obvious that parking here would cause a blockage and in fact people currently park on the yellow lines on the other side where it makes sense to park rather than cause a blockage parking legally on our side to the Street.

I would also like to point out that the current lines were not painted to end outside number 80 as laid out on your plans, but were pointlessly extended to a point mid-way between 80A and 78, reducing 2 parking spaces to one for no apparent reason.

It seems to me that the bulk of the congestion comes from the area around the haulage yard , this bottle neck has a knock on affect further up the street and this is where the problem should be addressed.

I would also like to ask what proposals are being looked at for alternative parking for those currently needing to park in the affected areas if the proposals went through ? I and other residents without drives ,currently have to park opposite the Limes or in Park Lane , where are we supposed to park ?

We as a village are likely to have these ugly , relatively cheap solutions to congestion thrust upon us in an attempt to resolve a problem that only affects the village for a short period of the day but one that will also affect broader aspects of life in the village.

I for one would like to see a more comprehensive solution to the issues of traffic speed, congestion, road safety and parking for residents and visitors, in a way that improves the look of the village rather than detracting from it.

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Please see details below our grounds for objection to the plans to increase the parking restrictions in Henlow.

A major safety concern, since the introduction of the yellow lines the speed that vehicles travel up and down the High Street has substantially increased, especially every night where the High Street is treated as a race track.

Vehicle damage to wing mirrors and cars have increased due to the reckless drivers speed through our village

Accident risk to children and adults crossing the road, we have no police coverage or speed bumps so the risk of a serious or even fatal accident has greatly increased.

Parking and obstruction hazards that now occur as people ignore the double yellow lines and indiscriminately park as they can find no other parking spaces, as this is not constantly policed or overseen it has become the normal behaviour. Overnight we have numerous cars parked in restricted areas.

Residents being allowed to put cones in road to save parking spaces, this is happening as insufficient parking is available and no policing is around to stop this activity, this is detrimental to other residents.

Adding additional parking restrictions to these areas do not facilitate the passage of traffic or reduce the queues, in fact it makes it worse and the only places for the residents to park is near the schools and down the side roads limiting access and increasing congestion.

Having lived in the village for over 25 years it has always been difficult to park for those houses without a private drive.

When the first proposal was received to add yellow lines to the High Street on the left hand side between the Five Bells and the Engineers Arms, the reason given was that these yellow lines would be placed where residents had access to their own off street parking.

Since these have been introduced parking has been extremely difficult for those residents without a drive, in fact most days I have had to park in a side street or round the back of the village hall

Parking issue for the residents with non residents people parking in the few spaces that are available to the residents without drives, we do not have any rights to stop them parking there, but with a pub, hairdressers, clinic and village hall it is becoming very difficult.

The village hall car park is generally full and I don't think we have enough spaces in the village to restrict the parking even further especially for those residents without a driveway, unless something like resident permits and parking spaces were allocated for those residents It's seem unfair that we should be penalised in this manner and expected to park our cars in other streets, locations and I am sure those residents are frustrated at having a strangers car parked outside their home.

It has been proven that adding yellow lines does not make the High Street safer, it gives a clear route for those wishing to use the High Street as a race track, it promotes people to park illegally, out of frustration, and the fact that it is not constantly monitored.

I would like to see a proposal from the Council to add speed bumps to the High Street, offer residents parking permits/spaces or look at having one side of the High Street as parking and double yellow line the other.

It would not be fair and reasonable to the residents of the High Street to restrict our parking further without offering an alternative to those without driveways

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**Meeting:** Traffic Management Meeting  
**Date:** 28 February 2017  
**Subject:** Prince Regent area, Dunstable – Consider Objections to Parking Restriction Proposals  
**Report of:** Paul Mason, Assistant Director Highways  
**Summary:** This report seeks the approval of the Executive Member for Community Services for the implementation of waiting restriction changes in Prince Regent area, Dunstable

**RECOMMENDATIONS:-**

1. That the proposal to amend the existing Resident Permit Parking scheme in the Prince Regent area, so that most spaces are for resident permit holders only and the existing 2 hour limited waiting for general use will be removed, be implemented as published.
2. That the proposal to amend the existing No Waiting 7am to 7pm to No Waiting Monday to Friday 9am to 5pm in the Prince Regent area be implemented as published.
3. That the proposal to make minor amendments to parking restrictions as set out in this report be implemented as published.

---

**Contact Officer:** Gary Baldwin  
[gary.baldwin@centralbedfordshire.gov.uk](mailto:gary.baldwin@centralbedfordshire.gov.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Dunstable Central  
**Function of:** Council

**CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal will improve road safety, traffic management and the amenity in the affected road.

**Financial:**

The works are being funded by the Local Transport Plan as part of the Integrated Programme of works.

**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.

<b>Budget and Delivery:</b>	
Estimated cost: £6,000	Budget: LTP Integrated Programme
Expected delivery: May/June 2017	

**Background and Information**

1. The Council has received a number of complaints about the existing parking restrictions in the Prince Regent area of Dunstable. There are two main issues:-
  - a) The residents permit holder parking spaces are operational at all times, but allow drivers to park for up to 2 hours without a permit. This means that they are used by non-residents with the result that residents are often unable to find a place to park. Given the number of homes that have no off-street parking, this is a significant problem.
  - b) The single yellow lines that are generally in place opposite the resident permit holder places prohibit parking from 7am-7pm on all days. The purpose of the single yellow lines is to ensure that the roads remain reasonably clear of parked vehicles during the working day, but allow double-sided parking overnight. However, the operational days and times are seen as overly restrictive.
2. A preliminary consultation exercise was carried out that there was strong support the limit the parking bays to resident holder spaces only, with no allowance for short-stay general parking. There was also support for reducing the operational days and times of the single yellow lines with the favoured restriction being No Waiting Monday to Friday between 9am and 5pm.

3. Consequently, a proposal was published to amend the restrictions to those preferred by residents. The opportunity was also taken to make some relatively minor changes to changes, such as to convert some double yellow lines to the new single yellow line days/times.
4. The proposals were formally advertised by public notice in November 2016. Consultations were carried out with the emergency services and other statutory bodies, Dunstable Town Council and the Ward Member. Residents located in the areas where restrictions are proposed were individually consulted by letter.

### **Representations and Officer Responses**

5. A total of 8 representations were received in response to the proposals. Two are outright objections and the others raise concerns and/or request various amendments to the proposals.

The main issues raised were as follows:-

- a) The response rate to our earlier consultation, at 28%, does not constitute a majority of residents and it could be considered that 72% want no change.
- b) A business owner in the stretch of Albion Street closest to High Street North objects to the proposal to allow permit holders to park there. This will mean that short-stay parking is not available for potential customers and for deliveries.
- c) There is abuse of the existing 30 minutes short-stay parking due to a lack of enforcement.
- d) A business owner in Victoria Street near to the Polish Church has asked for the 2 hour parking to be retained near to their premises for visitors.
- e) A business owner in Princes Street has asked for more short stay spaces for his customers as some prefer to park on road rather than in their private car park. He points out that he allows residents to use his car park overnight which assists the Council by providing additional parking capacity in the area.
- f) The removal of the 2 hour short stay parking will create problems for visitors, as they will need to purchase visitor tickets which would be expensive.
- g) There is a request for permit holders to be permitted to use the Regent Street car park.
- h) It has been requested that individual parking spaces to be marked out to encourage more considerate parking, which would maximise the spaces available.
- i) Parking on the footway in Albion Street, between Victoria Street and Princes Street obstructs pedestrians and others, particularly on Sundays, so parking should be prohibited on that length.
- j) There was a suggestion that the proposed changes do not apply to that length of Victoria Street, from Albion Street to West Street. The concern is that its exclusion would adversely affect those living on that road.

- k) The revised single yellow line restriction will allow parking by anyone overnight and at the weekend, so may become an attractive option for those visiting the town centre. This may also create problems for larger vehicles and for drivers accessing/egressing driveways. It will also result in footways being obstructed.
- l) Recent changes to the restrictions in Albion Street have created turning problems for larger vehicles.
- m) One resident has asked for a very minor adjustment of the yellow lines outside his home to discourage drivers blocking his driveway and effectively provide an additional parking space.

6. Officer response:-

- a) The response rate to the preliminary consultation was relatively low, but it is difficult to take account of those who do not respond to exercises of this type and it cannot be assumed that they support no change. Our consultations do give people the opportunity to state that they want no change. In addition, we wrote to all households in the area a second time to set out what changes are proposed, which provided an opportunity for residents to object to the proposed changes. Very few did that.
- b) One of the main objectives of the published proposals is an attempt to increase parking availability for residents. This stretch of Albion Street is mainly commercial, so will probably not be an attractive place for residents to park, particularly during the working day when spaces are more likely to be available elsewhere. Hence, by retaining the 30 minutes parking from 9am to 5pm, it is expected that there will be spaces for customers during those times.
- c) It is hoped that the Council will be able to increase patrols in the future due to the recruitment of additional enforcement officers.
- d) It is acknowledged that there are several businesses that will be disadvantaged by the proposed amendments. However, public car parks are available in nearby streets to cater for business customers and other visitors.
- e) 3-4 shared spaces have been retained in Princes Street for this business, but it is acknowledged that this may not meet his requirements. However, we are attempting to balance the needs of residents and businesses and the proposal is felt to be a reasonable compromise.
- f) Visitors will need to use visitor tickets or make use of Council-run car parks which are located reasonably close by. The majority of residents who responded to our initial consultation supported the change to permit holder only parking spaces.
- g) The off-street car parks are intended to be used by visitors, primarily those using adjacent businesses. If the spaces were taken up by residential permit holders this would affect the availability of spaces for shoppers and other visitors.
- h) Marking out individual spaces can be inflexible due to the varying lengths of cars. The markings are visually intrusive and represent a significant maintenance burden.



- i) It is acknowledged that some footways parking takes place and this has a negative impact on pedestrians and those in wheelchairs and with pushchairs. However, the proposal seeks to find a balance between access and mobility needs and the need for residents to park on-street. The alternative would be to have double yellow lines on all non-parking lengths of road, but this would be strongly opposed by residents.
  - j) There was an error on the notice, but other documents, such as the drawing provided, clearly indicated that this length of Victoria Street was included.
  - k) There is the potential for non-residents to park on single yellow lines, particularly at the weekend, to avoid car parking charges. However, many of the available spaces are likely to have already been taken up by residents. This will need to be monitored if the proposed changes are implemented.
  - l) Some relatively minor changes have been made to the restrictions in Albion Street relating to a planning application. These do have the potential to affect turning by larger vehicles, but there has only been one report of this creating problems. This will be kept under review.
  - m) The suggested change makes sense as it will effectively increase parking capacity. The change is so small that it can be enacted if the proposals go ahead.
7. Given the results of the previous consultation and the fact that very few of the approximately 500 households and businesses responded to the statutory notice, it can be assumed that there is a high level of local support for the proposed changes.
8. If approved and implemented, the restrictions will be implemented in May/June 2017. The restrictions will be reviewed after 5 years to determine whether they should be retained, modified or removed.

**Appendices:**

- Appendix A – Public notice of proposals
- Appendix B – Drawing of proposals
- Appendix C – Representations

Appendix A

# PUBLIC NOTICE



## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO AMEND THE WAITING RESTRICTIONS IN THE PRINCE REGENT AREA OF DUNSTABLE**

**Reason for proposal:** The proposed Order is considered necessary for improving the amenity of the area through which the road runs. This area of Dunstable has a residents' permit parking zone and also includes lengths of single yellow lines, which prohibit parking between 7am and 7pm. These times are considered to be overly restrictive, so it is proposed to change them to prohibit parking Monday to Friday from 9am to 5pm. This would enable residents to park on the single yellow lines all weekend and for additional periods in the early morning and early evening. In addition the unused taxi parking area in Albion Street near to its junction with High Street North is proposed to be replaced with short stay general parking. Several other minor changes to the existing restrictions are proposed to improve parking provision for residents.

**Effect of the Order:**

**To REMOVE the existing No Waiting 7am to 7pm and REPLACE it with No Waiting Monday to Friday from 9am to 5pm on the following roads in Dunstable:-**

1. Albion Street on four lengths of road between High Street North and Princes Street.
2. Edward Street on four lengths of road between Union Street and Albion Street.
3. Matthew Street on two lengths of road between Albion Street and West Street.
4. Princes Street on four lengths of road between Union Street and Albion Street.
5. Regent Street on two lengths of road between High Street North and Edward Street.
6. Victoria Street on three lengths of road between Union Street and Albion Street.
7. Winfield Street on three lengths of road between High Street North and Edward Street.

**To REMOVE the existing Limited 2 hours No return within 2 hours except Permit Holders and REPLACE it with Permit Holders Parking only on the following roads in Dunstable:-**

1. Albion Street on three lengths of road between High Street North and Princes Street.
2. Edward Street on six lengths of road between Union Street and Albion Street.
3. Matthew Street on two lengths of road between Albion Street and West Street.
4. Princes Street on seven lengths of road between Union Street and Albion Street.
5. Regent Street on one lengths of road between High Street North and Edward Street.
6. Victoria Street on six lengths of road between Union Street and Albion Street.
7. Winfield Street on three lengths of road between High Street North and Edward Street.

**To REMOVE the existing No Waiting 7am to 7pm and REPLACE it with No Waiting at any time on the following roads in Dunstable:-**

1. Edward Street, south-west side, from a point approximately 1 metre north-west of the north-west flank wall of no.27 Edward Street extending in a south-easterly direction for approximately 2 metres.

**To REMOVE the existing No Waiting at any time and REPLACE it with No Waiting Monday to Friday from 9am to 5pm on the following roads in Dunstable:-**

1. Edward Street, south-west side, from a point approximately 3 metres south-east of the north-west flank wall of no.87 Edward Street extending in a south-easterly direction for approximately 14 metres.
2. Edward Street, south-west side, from a point in line with the north-west flank wall of no.85 Edward Street extending in a south-easterly direction for approximately 9 metres.
3. Victoria Street, east side, from a point approximately 1 metre south-east of the north-west flank wall of no.4 Victoria Street extending in a southerly direction for approximately 18 metres.

4. Winfield Street, north-west side, from a point in line with the north-east flank wall of no.5 Winfield Street extending in a south-westerly direction for approximately 12 metres.

**To REMOVE the existing No Waiting at any time and REPLACE it with Permit Holders Parking only on the following roads in Dunstable:-**

1. Winfield Street, south-east side, from a point in line with the south-west flank wall of no.36 Winfield Street extending in a south-westerly direction for approximately 1 metre.

**To REMOVE the existing Limited Waiting 30 minutes No return within 2 hours 7am to 7pm and REPLACE it with 30 minutes Limited Waiting with No Return within 2 hours except Permit Holders on the following roads in Dunstable:-**

1. Albion Street, north-west side, from a point approximately 32 metres south-west of the front wall of no.39 High Street North extending in a south-westerly direction for approximately 59 metres.

**To REMOVE the existing No Stopping except Taxis and REPLACE it with 30 minutes Limited Waiting with No Return within 2 hours 9am to 5pm on the following roads in Dunstable:-**

1. Albion Street, north-west side, from a point approximately 13 metres south-west of the front wall of no.39 High Street North extending in a south-westerly direction for approximately 19 metres.

**To REMOVE the existing Disabled badge Holders only Parking and REPLACE it with Permit Holders Parking only on the following roads in Dunstable:-**

1. Victoria Street, Dunstable, south-west side, from a point in line with the boundary of nos.92 and 94 Victoria Street extending in a south-easterly direction for approximately 7 metres.

Further Details may be examined during normal office hours at the address shown below, viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices) or tel. 0300 300 5003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 16 December 2016. Any objections must state the grounds on which they are made.

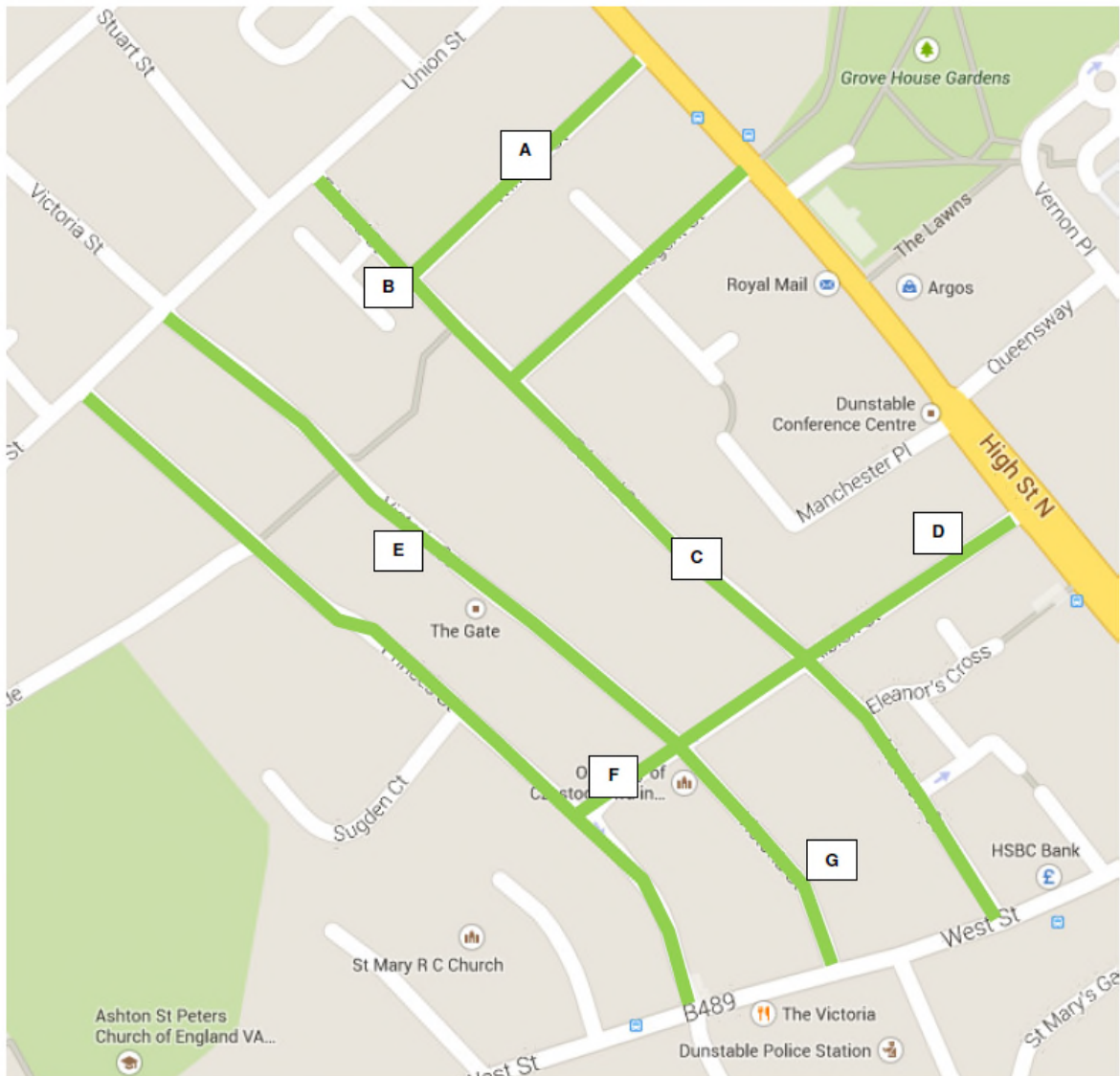
**Order Title:** If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of South Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.\*) Order 201\*\*"


Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

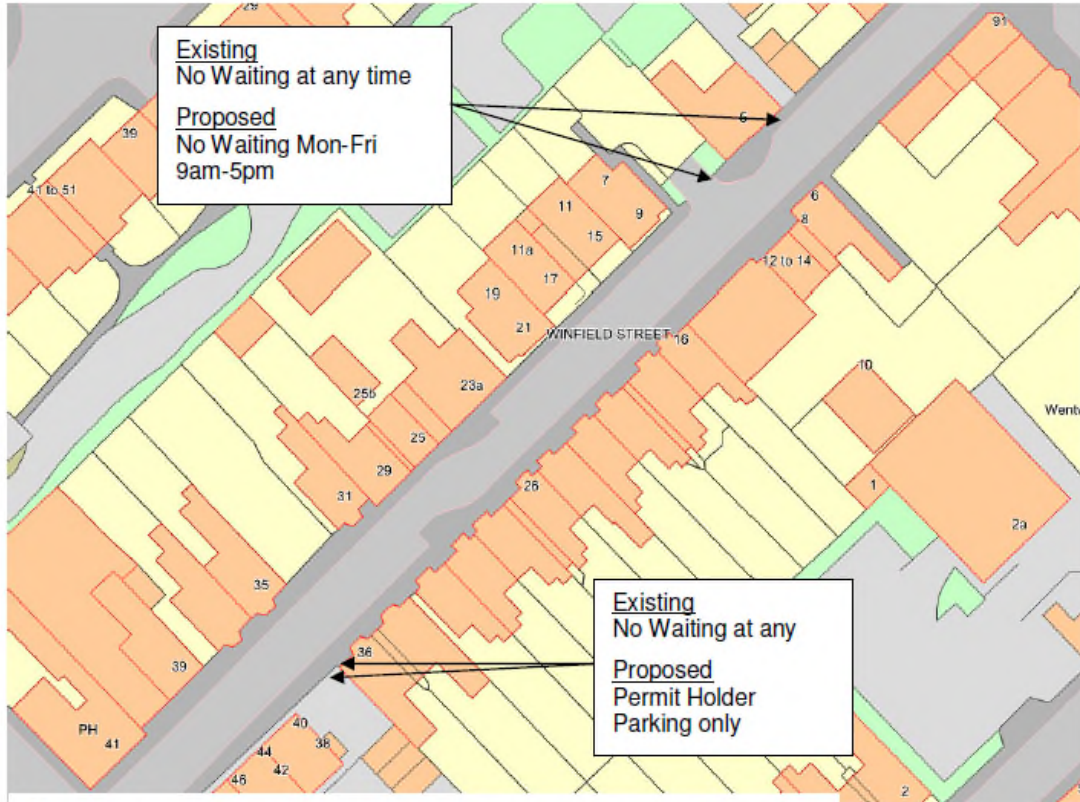
17 November 2016

Appendix B



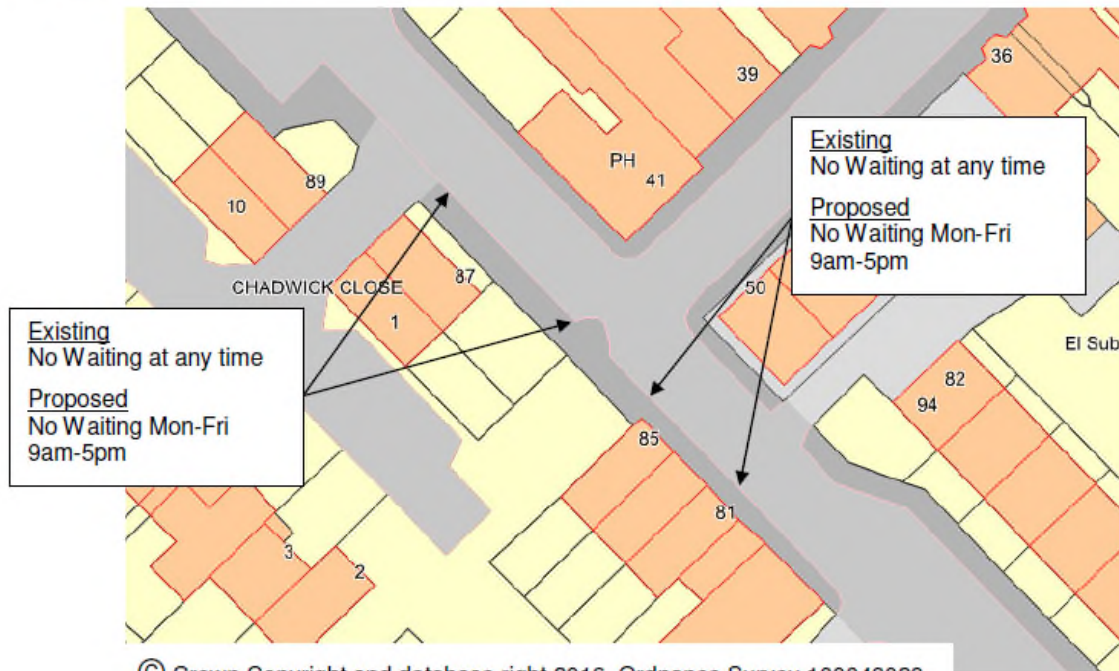
 Existing No Waiting 7am-7pm to be replaced with No Waiting Mon-Fri 9am-5pm AND existing shared permit holder and 2 hour parking bays to be replaced with permit holder only parking

Inset A – Winfield Street



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Inset B – Edward Street

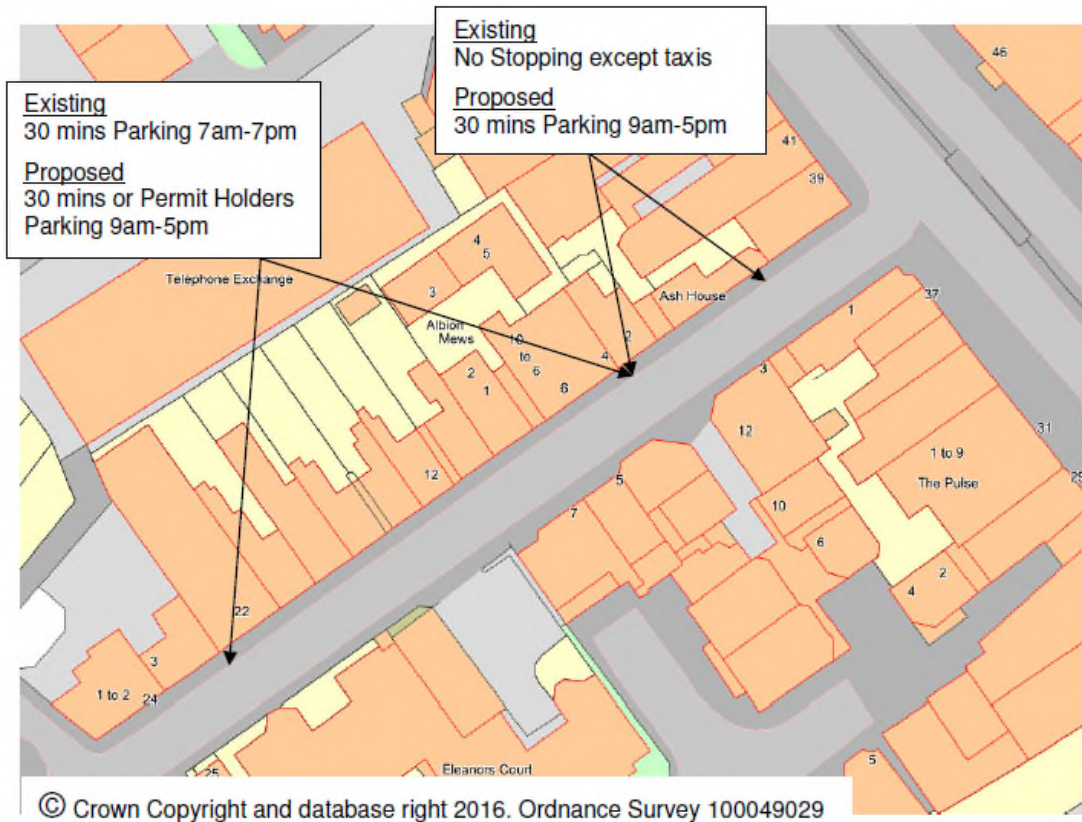


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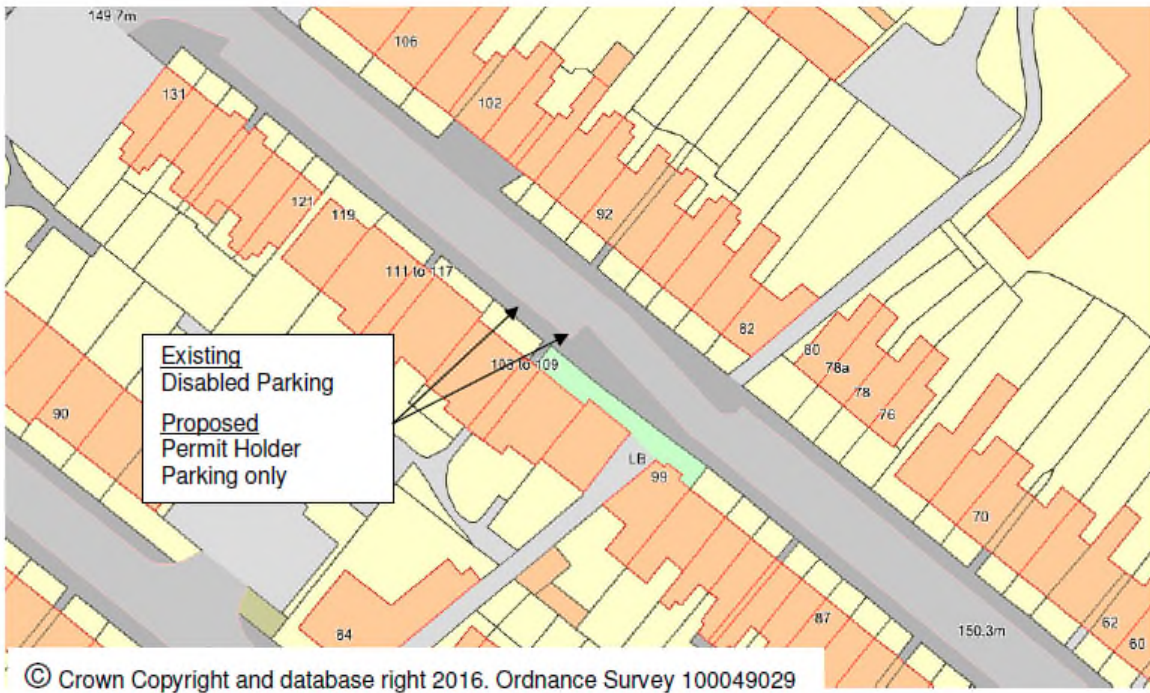
Inset C – Edward Street



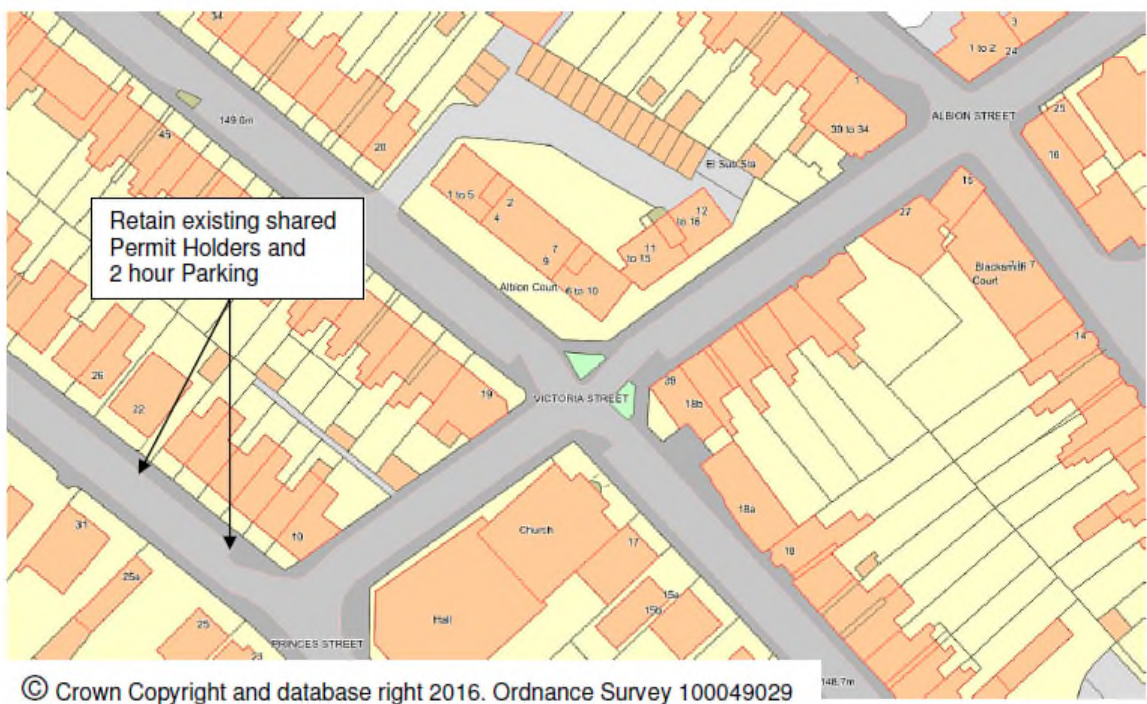
Inset D – Albion Street



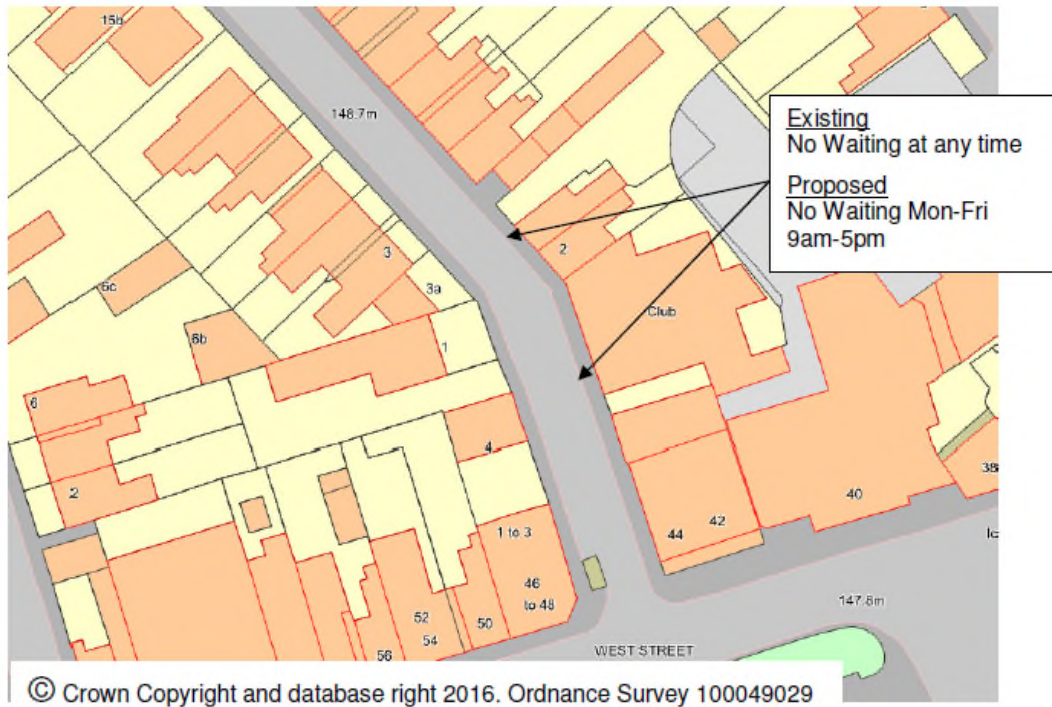
Inset E – Victoria Street



Inset F – Princes Street



Inset G – Victoria Street





## Appendix C

I have had a chance to look over the proposed changes to the parking restrictions in Prince Regent area, for the following reasons I would like to object to the proposed changes.

1. Albion ST consists of 10/14 spaces depending on how considerate people park as well as the vehicle type. During recent planning consent for flats/ HMOs I was assured that residence could not park in the street as no permits would be issued and wardens will patrol regularly. This is not the case. I will elaborate at a later point about the issue with the flats and HMOs, but I would point out at this stage that we do not see wardens often, we are lucky to see them more than once or twice a week.

2. People already park for anything up to 2/3 hours plus in a 30 minute restriction bay. This unfortunately includes some local shop owners which is, in my opinion, wrong in itself and self defeating in trying to increase footfall to our businesses. These people just do not and will not pay for parking, so please do not make false promises that will not be kept. If the road is full of permit holders the wardens would be more irrelevant that they already are.

People who cannot park in Albion ST or surrounding areas are parking in Eleanor's Court which as you are aware it is a residential flats for elderly people rather the pay for parking in Matthews Street Carpark etc.

3. On top of this two residents park all day, everyday along with two disabled badly holders (one a carer and one a resident). The road is often used by utility vehicles such as British Gas, Affinity Water etc on a regular basis.

If you open up the road to permit holders there will simply be no space for shoppers and people with local errands i.e. Eleanor's Cross, post office, banks and all other local businesses.

The shops in Albion ST also have many deliveries. How will this work when there is no spaces? In addition to this, the businesses need spaces for drop in customers including the Opticians who have disabled and elderly customers.

I do live locally, in Winfield Street and have no objections to the changes in the residential streets however Albion Street is not a residential street and the restrictions that have been proposed would be a disaster for the businesses in that road that are trying to survive.

Albion ST is the last commercial side street in the town centre. If it is opened up or permit holders it will cease to be. Running a business in this town has become tough enough, please to not make it any tougher.

I am happy to discuss further by phone. I am hoping you take my concerns in to serious consideration, I have been a shop owner for 25 years in the same street and have a real concern about my future there.

---

Further to our telephone conversation this afternoon, that as a business rate payer I wish to request for short stay parking to remain available near/opposite my business at Three Counties House, 18A Victoria Street (opposite the Polish Church) for my visitors to have somewhere to park for a short period, same as the Vets in Princes Street have requested and businesses within Albion Street.

I wonder also if it would be at all possible for these spaces to be restricted one way or another to businesses in the area/street due to the fact that shoppers in the town may take up these spaces?

Thank you for your consideration, and I look forward to hearing from you in due course.

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Thank you for your recent notification concerning the proposal to change the waiting restrictions in Princes Street, Dunstable.

I understand from the map, Inset F, that the current proposal for Princes Street is to retain the existing 'shared Permit Holders and 2 hour parking' slot which is directly opposite our entrance gate. While I am grateful for the recognition given to continue to provide some on-street parking for existing business premises, I am extremely concerned that the designated section to be retained is only long enough to accommodate up to 3 vehicles at any one time. Since this is to remain as a 'shared' parking facility between permit holders and non-permit holders, I feel that, with the shared area being so small, the likelihood of space being available for non-permit holders to use, is too low for me to have any confidence that clients of our business stand much chance of getting parked close enough to the surgery building for them to manage their dogs and/or cat baskets with any ease.

The need for parking space for people attending the Princes Street surgery is only during our daytime opening hours – our out-of-hours services for the people of Dunstable and Luton are provided at our surgery in Brook Street in Luton, where we are able to provide enough off road parking for animal owners to get close to the surgery door.

Since I came to join the Vet Practice here in 1986, we have always left our car park available for residents of Princes Street to use overnight, once the business closes at 6.30 p.m. on weekdays, at their own discretion and risk of course. In our car-park, there are up to 14 spaces for local residents to use, free of charge, if they wish. Almost every night, some of the residents make use of this facility, and on nights when there is a meeting in the Polish Catholic Church on Albion Street corner with Princes Street, the car-park is often full to capacity.

Please would you confirm if my interpretation of the Inset F map is correct, and if the 'shared parking' is only to include 3 parking spaces.

If this is indeed the case, please would you consider extending the 'shared parking' area to include a more significant portion of Princes Street, preferably commensurate with our 14 spaces which we have left available for the residents to use in the evenings. I believe that the period when parking in Princes Street is in highest demand is for overnight parking – during the daylight hours spaces are often to be found all along the length of the street. It does not seem sensible to me to have only 3 of those spaces potentially available to animal owners who, for various reasons, may need to be relatively close to the surgery building.

We do provide off-street parking for our clients in the car-park in our yard, but many of the clients, particularly the older people, would prefer not to have to turn in and manoeuvre around in the yard, but to park along the straight line of Princes Street.

If I can provide any further information please do contact me at the surgery on 01582 471177. I am sure some of the residents living close to the surgery will be able to confirm my comments.

Thank you for your attention.

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I know you are opposed to line painting in the bays to split up the parking area, but since living here we still have residents double parking so leaving half a space front and back of their cars so reducing the parking availability, could we not trial this in Regent Street as it would gain a space or 2 when drivers do not realise this effects their neighbours. I am aware you don't like the aesthetic look, I have discussed with neighbours and they would prefer the availability to park, rather than worry about more paint markings, that blend in after time.

Also can we have permit holders using the Regent Street Car park if we are Permit holders like the facility offered to the businesses in the area, who can have business permits. As you are aware with there being more cars than parking spaces, we still do not have enough parking on a Saturday, if the single yellow line is for Mon-Fri. We could have permits allowed on a Saturday in the car park this would give the residents a space to park.

Few more things I thought to ask re the parking proposal.

If the single yellow lines are restricted between 9-5pm mon to Friday will the sat and sun be unrestricted, therefore we can park on the single yellow lines.

Another question relating to parking on single yellow lines, as I am sure you are aware Regent Street is narrow and all the residents park partly on the kerb and part on the road in the evenings.

Technically we should not park on the kerb as this as I understand is against the law, unless planned for.

If unrestricted at the weekend will we be able to park half on the kerb and road to enable pedestrians and cars to pass by.

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Parking on pavement in Albion Street (N.W..Side between Victoria Street and Princes Street) is causing a serious obstruction to pedestrians particularly blind or disability scooter users and those with buggies. Even those without as the path is severely blocked. Meaning pedestrians having to use the road or cross over and back again. This is an issue particularly on Sundays. Also vehicles are parking fully on the footway on the corner of Albion Road and Prices Street behind the Polish Club where there is a double yellow line.

Please would the council consider changing the proposal for this small section to a continuous double yellow line to reduce the obstruction to pedestrians and vehicle movements especially emergency vehicles.

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Further to our phone conversation on Thursday 17 November (just before 3pm) I would like to submit some formal comments for your consideration.

The proposal to make parking bays for permit holders only, and to create new parking bays, will undoubtedly improve parking availability for all residents in the Prince Regent area.

However, I believe the proposal which will legally allow parking on the single yellow lines between 5pm and 9am on weekdays and all weekend will create new issues for some residents.

As discussed, the new proposal will effectively mean anyone can park on the single yellow lines outside of the restricted hours which will increase demand for parking on the single yellow lines.

There are pay-and-display car parks on Matthew Street and Regent Street, but I can't envisage visitors on a Saturday opting to use them when they can take advantage of free on-street parking which offers the same proximity to the town centre.

I believe the single yellow lines closest to the town centre, which will be the most attractive for visitor parking, need special consideration when it comes to the new proposal.

Specifically I am referring to Edward Street (the section from outside house No.4 along to outside house no.28). My preference for this section would be to implement double yellow lines (which can be found in other sections of Prince Regent) or the same restrictions proposed for Albion Street (the section from High Street North up to Edward Street/Matthew Street).

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On the whole I agree something needs to be done and the proposed ideas seem sensible.

I just have a few comments, and I suspect they may already have been considered.

1. Some of the roads are very narrow - in particular by number 6 on Victoria street. If cars can park on both sides in the evening and early morning, will delivery lorries, waste disposal lorries (who come by very early) or emergency vehicles be able to get through?
  2. After a long time, Dunstable is finally again becoming an 'upcoming' town and businesses are wanting to start here. Is there sufficient parking available for those visiting a corner shop or take away on their drive passed the town?
  3. Will visitor resident permits still be available for residents to purchase, and at a similar price to at the moment? With car park charges going up in price, and no longer offering 2 hour stops, we need to ensure that family and friends are still welcome to visit Dunstable
  4. Is more parking going to be available for those who wish to shop in Dunstable?
-

I am a resident of Princes Street, I have lived here for 14 years. Further to my phone call to Gary Baldwin voicing concerns regarding the proposed changes to parking in Prince Regent area I am writing to clarify the following concerns:-

1. Proposing to legally allow parking on single yellow lines between 5pm and 9am would mean cars will be parking on the pavement as the roads in this area are not wide enough to accommodate cars on the road where there are already marked parking bays, Whilst this would not cause excessive problems overnight it would be very inconvenient and unsafe in the morning for the many families walking young children to the local school in Leighton Court off of West Parade.

2. Not everyone who lives in the Prince Regent area is eligible for a parking permit, for example my daughter, she lives at home in Princes Street would like a permit but the V5 document for her car is in her boyfriend's name and he doesn't live at this address. This is inconvenient for her at present but at least she has up to 2 hours to park close to home. The new proposal to make the whole area Permit Holders only would make it impossible for her to park anywhere near where she lives!

3. The proposal to make more permit holder bays needs to be looked into as the extension of two bays in Albion Street has already caused problems for larger vehicles turning from Edward, Matthew and Victoria Streets into Albion Street as the new Parking spaces are too close to these corners meaning large vehicles cant make the turn. I am aware of this because we were due a coal delivery but the 18 ton truck couldn't access Albion Street which is the only road that leads to Princes Street in the one way system. The lorry had to reverse out and the coal was loaded onto a 7 ton truck the next day, this truck experienced exactly the same problem which resulted in the lorry having to park in Union Street and the driver along with my husband having to drag 20 bags of coal on a trolley the entire length of Princes street.

4. The most serious and worrying implication of making the majority of the Prince Regent area Permit holders only is there will be nowhere for visitors to any of the residents to park!

Since I have received the public notice I have observed the cars that have parked in my street and by far they are residents with permits or occasional visitors to these residents, not shoppers using the town centre as was stated by some residents. What does the council propose as alternative parking for such visitors? I put this question to Mr Baldwin who was happy to take my concerns on board but could not come up with an answer to where such visitors might park if the proposal goes ahead. I represent only one household but this proposal would affect me negatively in two ways, one is my daughter who visits with a 2 year old and a young baby needs to park close to where I live to manage to get two young children and their necessary paraphernalia to my house.

The second negative affect for me would be when my mum pops in to visit, she can't walk far due to arthritis in her knee/feet and as any public car parks are not within walking distance for her she would be unable to visit me without assistance.

I understand that parking In this area can be frustrating but I think the proposal to make the area Permit Holders only will create more problems than it solves, and I know several of my neighbours share my concerns regarding visitor parking.

I am aware that visitors permit books can be purchased at present but these are expensive and not a practical solution for regular visitors who may only be popping in for a cup of tea!

As a resident at 4, Victoria Street, Dunstable I wish to object to proposals for relaxing parking restrictions in the Prince Regent area. My objections are as follows

- The proposals are based on a poor response rate of 28% (according to the online consultation results) and therefore how can this be considered enough to change the current parking restrictions. By nature those who have had an issue will respond to a consultation, the opposite is true those who have not had an issue will be complacent. This therefore suggests that 72% of residents do not have an issue with parking.
- There are a total of 135 properties within the two stretches of Victoria Street, the response rate from Victoria Street is not split between the two streets however the total response is 53, so 39% of the residents of both streets responded. This is not a majority of residents.
- There are 115 properties on Victoria Street between Union Street and Albion Street, there are only 38 parking bays within the same stretch of road. There will be a parking issue. The consultation clearly states that 22% of respondents are concerned about parking on pavements. The proposal does not address this issue.
- The area of Victoria Street between West Street and Albion Street has 18 properties. There are 13 properties on this stretch that do not have off road parking, there are 12 marked parking bays. This does not constitute a parking issue. There are also two large car parks within a 5 minute walking distance from these properties as well as off road free parking outside the Victoria Pub and a further unrestricted parking bay for three cars on West Street.
- The proposal is to replace the existing parking restrictions with Permit Holders only parking on Victoria Street between Union Street and Albion Street thus reducing parking pressure by removing the parking for none residents. There is no such proposal for Victoria Street between West Street and Albion Street, therefore the proposal will increase parking pressure, the issue is simply being moved from one street to another.
- There is a proposal to remove the double yellow lines from outside of my property and replace with single yellow lines with restriction on parking Monday to Friday 9am – 5pm. Vehicles often currently park illegally in this area and this proposal will simply legalise dangerous parking.
- The road at this point is not wide enough to allow parking and subsequently motorists will park on the path, this is dangerous and forces pedestrians onto a road that is used as a 'cut through' particularly during rush hour. I have complained about this parking on several occasions and have photographic evidence of this happening over several years.
- The proposal to allow parking outside my property and that of my neighbour will allow vehicles to park within 120cm of our front doors and living room windows, exposing us to noise and pollution from vehicles parked here.

- With vehicles parked at this point there is no line of sight from the off-road parking at 4, Victoria Street. There will be considerable danger to other road users particularly cyclists who will not be visible to anyone exiting the driveway.
- Vehicle parked at this point will cause difficulty for the residents of 3a Victoria Street as the driveway is directly opposite the proposed parking. The road curves reducing visibility and residents will then need to consider parked vehicles directly behind.
- With additional parking there will be limited safe places to cross the street as vehicles will be on both sides of the road and pedestrians will not have a clear point to cross.

Overall I believe the proposals will have an adverse effect on the quality of life for residents of Victoria Street between West Street and Albion Street causing increased traffic issues and life threatening dangers to pedestrians and cyclists who will not be visible to drivers. The proposals do not solve the issues of parking it simply moves the issue to a smaller street, the proposals do not create any significant increase in parking spaces, it does reduce the opportunity for none residents to park locally and this will have an adverse effect on small businesses in the area as their customers will be unable to park freely, subsequently customers will simply go elsewhere. These proposals are bad for local residents, bad for businesses and bad for pedestrians.

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As part of the changes being undertaken within the area could I request a change to the parking outside the entrance to my house, xx Matthew Street?

At the entrance to my rear access I have a drop kerb with a single yellow line a 7 to 7 restriction with the works 'keep clear' in the road. The history of this is that this large space and the 7 to 7 restriction was for an ambulance to park in front of what was the doctor's surgery. Number 10 has not been a surgery for over 10 years and the request to reduce the space has been forwarded before but to no avail. In my reply to the questionnaire I again advised that by reducing my entrance to the width of the drop kerb, and applying a double yellow line, the bay to the north of my entrance will then take four cars and not the frustrating 3½ that it is at the moment! I am fortunate in that the only people that usually park there of a night are neighbours and as such they know I will knock on their doors if I require access. I am concerned that should the times be changed I will have problems with access and have no legal leg to stand on. For the record I do regularly use this access for a vehicle. I would point out that what is required is also to be seen at Blacksmith's Court, on Matthew Street, and 29 Albion Road.

I trust that this will be considered and so changed in the future.

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**Meeting:** Traffic Management Meeting  
**Date:** 28 February 2017  
**Subject:** West Parade, Dunstable – Consider Objections to Residents Permit Parking Proposal  
**Report of:** Paul Mason, Assistant Director Highways  
**Summary:** This report seeks the approval of the Executive Member for Community Services for the implementation of a residents permit parking scheme and associated waiting restrictions in West Parade, Dunstable

**RECOMMENDATION:-**

**That the proposal to introduce Residents Permit Parking in West Parade, Dunstable be implemented as published.**

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**Contact Officer:** Gary Baldwin  
[gary.baldwin@centralbedfordshire.gov.uk](mailto:gary.baldwin@centralbedfordshire.gov.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Dunstable Central  
**Function of:** Council

**CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal will improve road safety, traffic management and the amenity in the affected road.

**Financial:**

The works are being funded by the Local Transport Plan as part of the Integrated Programme of works.

**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.

<b>Budget and Delivery:</b>	
Estimated cost: £2,500	Budget: LTP Integrated Programme
Expected delivery: May/June 2017	

**Background and Information**

1. The Council has received a number of complaints about parking in West Parade, Dunstable. Parking is currently unrestricted in this road and it is on the edge of the existing Prince Regent residents' permit parking zone, so there could be some overspill from that area. Many properties in West Parade have no off-street parking, so on-street parking is heavy.
2. A preliminary consultation exercise was carried out that there was strong support for a residents permit parking scheme. Of the 52 households, 32 returned the questionnaire with 67% of respondents supporting a permit parking scheme.
3. Consequently, a proposal was published to introduce a residents' permit scheme and was formally advertised by public notice in November 2016. Consultations were carried out with the emergency services and other statutory bodies, Dunstable Town Council and the Ward Member. Residents located in the areas where restrictions are proposed were individually consulted by letter.

**Representations and Officer Responses**

4. A total of 4 representations were received in response to the proposals. Three are opposed to the scheme.

The main issues raised were as follows:-

- a) The main problem with parking in West Parade is with people who live in the adjacent Prince Regent area parking in West Parade either to avoid purchasing a permit or because there is insufficient space in their own road.
- b) There are no significant parking problems in West Parade, so this proposal is unnecessary.

- c) Parking is heaviest in the evening when residents are home from work and a permit scheme will not help in this situation.
- d) The level of support for a residents permit scheme is insufficient to justify proceeding with it.
- e) Concerns that this is an extra tax on the motorist, cost of visitor permits and cost of 2<sup>nd</sup> and 3<sup>rd</sup> permits.

5. Officer response:-

- a) It is planned that West Parade will be a separate permit zone from the existing Prince Regent one. This was requested by most residents during the earlier consultation and will help to reserve space for residents of West Parade only.
- b) In the earlier consultation, 83% of respondents said that they had experienced parking problems.
- c) It is a fact that for residents permit parking scheme to work successfully there needs to be non-resident parking, such as commuters or office workers, that can be displaced from the area to free-up space for residents. This non-resident parking is more likely to occur during the working day. The consultation results indicated that 64% of respondents experienced parking difficulties all day, with 44% saying they were after 4pm.
- d) The response rate of 67% is reasonable for a consultation of these types and gives a good guide as to residents' preferences.
- e) The principle of charging for permits is long established and most local authorities apply a charge at varying levels. Several years ago, the cost of the first permit was reduced to £10, but the others remained unchanged at £70 and £90. Visitor permits work out at £1.20 per day, which is not considered to be excessive. Those receiving visits from professional carers can apply for special permit for those visitors, which is free of charge.

- 6. Given the results of the previous consultation and the fact that only four households responded to the statutory notice, it can be assumed that there is a high level of local support for the proposed changes.
- 7. If approved and implemented, the restrictions will be implemented in May/June 2017. The restrictions will be reviewed after 5 years to determine whether they should be retained, modified or removed.

**Appendices:**

Appendix A – Public notice of proposals

Appendix B – Drawing of proposals

Appendix C – Representations

Appendix A

# PUBLIC NOTICE



**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE  
NO WAITING AT ANY TIME AND RESIDENTS PERMIT PARKING IN WEST PARADE, DUNSTABLE**

Reason for proposal: For facilitating the passage of traffic on the road and to improve the amenity of the area. The permit parking is intended to address non-resident parking and to help residents, many of which have little or no off-street parking, to be able to park in their street.

Effect of the Order:

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

1. West Parade, both sides from its junction with Princes Street extending in a south-westerly direction to a point approximately 1 metre south-west of the front wall of no.89 Princes Street.
2. West Parade, south-east side, from a point in line with the south-west flank wall of no.22 West Parade extending in a north-easterly direction to a point approximately 3 metres south-west of the boundary of nos.57 and 59 West Parade.
3. Leighton Court, both sides, from its junction with West Parade extending in a south-easterly direction to a point approximately 7 metres south-east of the front wall of no.20 West Parade.

**To introduce Parking for Residents Permit Holders only on the following lengths of road in Dunstable:-**

West Parade, for its full length, except for those lengths of road where waiting is prohibited.

**The following properties will be eligible to apply for a residents' permit to park in the lengths of road identified above for Residents Permit Holders:-**

West Parade, all residential premises. Any off-street parking areas would not be included in the resident permit zone.

Further Details may be examined during normal office hours at the address shown below, viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices) or tel. 0300 300 5003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 16 December 2016. Any objections must state the grounds on which they are made.

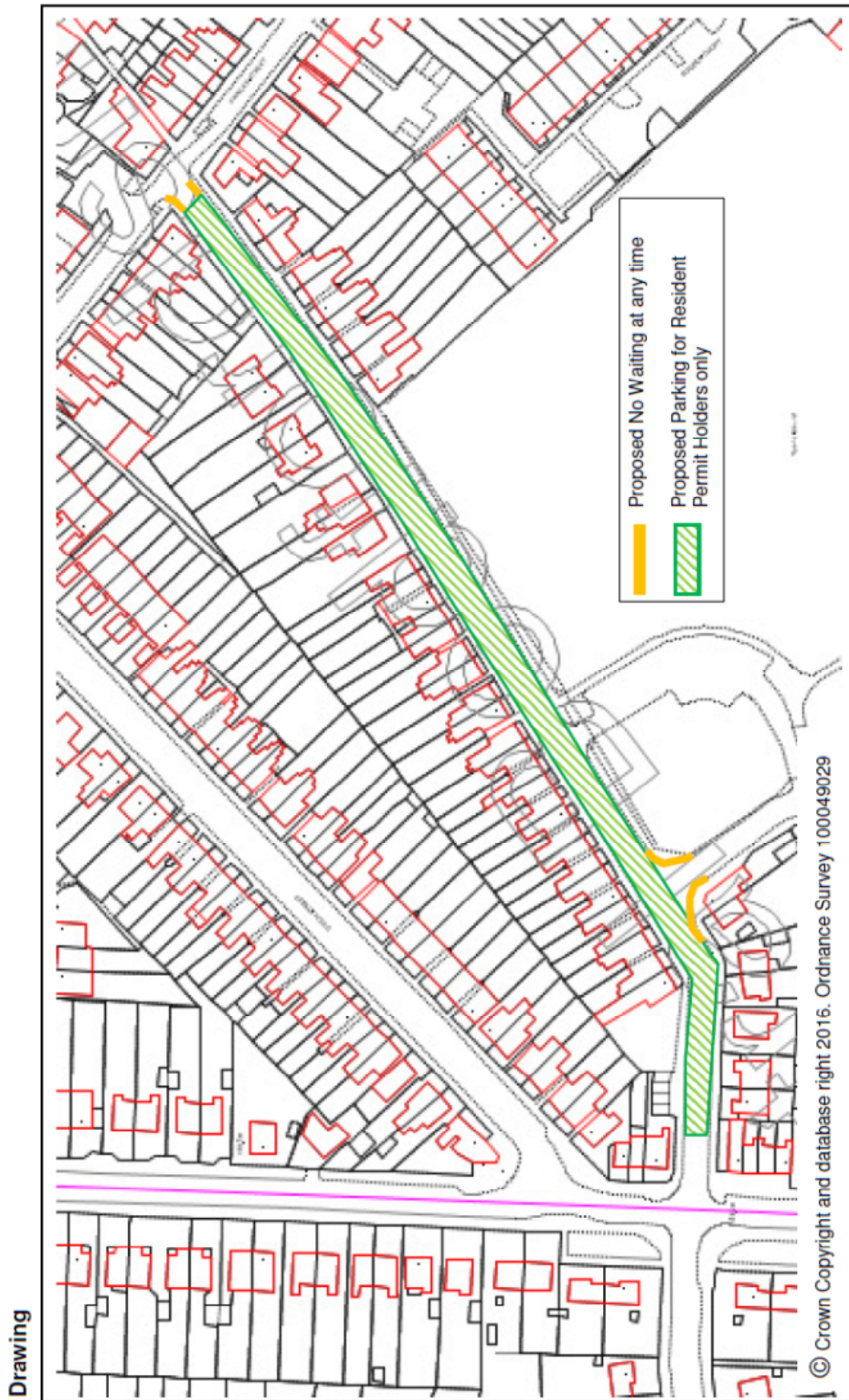
Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of South Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.\*) Order 201\*"

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

17 November 2016

Appendix B



## Appendix C

Please be advised that I strongly disagree with and do not want parking permits in West Parade.

It will not stop most of the parking problems as the permit holders in nearby streets will still be able to park here and they are the main offender with people who do not live in West Parade parking here.

It seems to be just another way to take money from residents who already pay road tax and council tax.

It will cause some residents hardship. There are 3 cars at 21 West Parade and frequent visitors. We never have problems parking, always park in the street if not outside the house.

I live at xx West Parade and we took in all of the voting forms and it was 50/50 of the forms we took in so I fail to see how you can say that 67% of residents would favour a permit.

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I was very disappointed to read the letter dated 14<sup>th</sup> November 2016 stating that West Parade was to proceed to the next step of a voucher parking scheme.

Having recently moved to West Parade, my wife and I didn't receive the questionnaire and thus were not able to respond. However, we would like it put on record that we do not experience significant parking problems on the street nor do we not support the introduction of Resident's Permit Parking.

The letter stated that it was felt there was sufficient local support to take a permit scheme to the next stage, however as only a little over 50% of questionnaires were returned - and three of the respondents don't actually live on West Parade - the level of local support for/against is difficult to gauge with any certainty. Given the total support for permit parking as a proportion of total questionnaires sent out is only 38.5% I believe it would be in the interest of residents if further enquiries were made before the next steps towards voucher parking are taken, especially as there may be newer residents such as ourselves who missed out on giving input.

My strongest objection is the cost of visitor parking - £30 for 25 one-day permits. My wife and I have a small baby and receive frequent, often fairly short visits from parents and in-laws to help out on top of the usual friends and relatives who drop by. As a single income family who manage on a tight budget, we could afford £10 per year for our car, however a cost of £1.20 per visit is extortionate and one that will quickly mount up. It could easily end up costing us £18-20 a month or over £200 for the year. For these reasons if the scheme were to go ahead, I would urge you to please consider reducing the cost of the visitor permits and not introduce the enforcements 24 hours a day.

It seems that the majority of parking issues in West Parade are caused by vehicles from Princes Street parking in the road. Will there be any distinction between the permits of Princess Street and West Parade? If there isn't, resident's parking permits will make no improvement to this part of the problem.

I would also dispute whether introducing voucher parking will reduce inconsiderate parking, as Parking in Princes Street, Victoria Street and surrounding roads with permit parking is frequently haphazard and inconsiderate, more so than in West parade.

Thank you for taking the time to consider my views. I look forward to your response.

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I have received your letter with regard to the above proposal for our road.

Whilst I am not totally adverse to this scheme, given the problems with parking in the road, I do have some concerns which I hope you can address.

I only have one car in my household so the cost of a permit is minimal, even though it will not guarantee one a parking space.

I work shifts and sometimes this means I arrive home between 0100-0330 hrs.

Currently with the parking as it is, I find myself having to 'dump' my car where I can as all I want to do is get to bed ready for the next shift later that day! This means I am sometimes having to 'dump' my car on the proposed 'No waiting at any time' area as that is all that is available. I appreciate the permit parking will hopefully allow for extra space but is this scheme purely for the residents of West Parade, or will it enable residents of Princes Street, Victoria Street, etc., who were also included in the proposed plans last year, to enable them with a 'permit parking' to park on West Parade? If it is, it is not really solving the current problem as they all park here anyway.

I do not want to place myself into a position where I am walking the streets at whatever time of the night my shifts end, just to find a parking space. You can guarantee those non residents who currently park on West Parade will, no doubt, commence their parking habits in Leighton Court, another area where at least I can 'overflow' into if needs must, but prefer not to as I do not live on Leighton Court and do not feel it is fair to those residents.

I appreciate this is a headache for you and whatever decision is made will not be acceptable to all, but I have to think about what this will mean to me and concerns I have to my safety.

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I am writing in response to the letter I received regarding the introduction of residents parking on West Parade. I was very disappointed by the proposed outcome of introducing parking permits at all times along the road especially because we did not get a chance to respond to the questionnaire as we moved to West Parade over the summer. Also we do not experience a problem with parking outside our house.

The most difficult part of the scheme would be the cost of visitor parking. If the scheme runs at all times every time I had a visitor to the house it would cost me £1.20. I have a small baby and we are a one income family so you can imagine the effect this would have on our financial position due to the weekly support that I need from friends and family.

Since reading the letter I have been increasingly studying whether there is in fact a problem with parking in our road. I can without a doubt say that there are always spaces along the whole stretch of the road during 'office hours'. The busiest times are when people return from work but as I have mentioned we have always been able to

park on the road, thus a scheme that runs at all times seems unnecessary. Not only unnecessary but a huge inconvenience when visitors such as parents and in-laws come to help with looking after the baby in the day.

I can see that it does get busier along the road, usually after 6 pm, when people have returned from work. I would conclude therefore that it is actually residence that are using the road to park at this time. This would mean that the residence of West Parade would end up paying for parking in their own road, which currently we don't have to pay for but the problem would not actually be solved. I surmise that perhaps it is residence of roads such as Princes Street and Union Street where there are houses on each side of the road and less parking along it that are having to go further afield to park as they can not find parking in their own road or in fact they prefer not to pay for parking so park in West Parade. If this is the case, how would it be differentiated between a permit for West Parade and a permit for surrounding roads? If there is no differentiation then again it would not relieve the parking on West Parade but merely increase the cost of living here.

Looking at the percentages of respondents for the road and percentage of people who want permits to park at all times it does not show a majority. 61.5% are not necessarily in favour of the scheme running at all times. I would urge you therefore to please reconsider the scheme going ahead. My preference would be that it would not go ahead at all as we do not experience a parking problem and therefore do not want to incur annual expenditures for something that we will not benefit from.

If the scheme did go ahead it seems over the top to implement it at all times. I would ask you to consider a scheme that allowed for 3 hrs free parking. This would allow for visitors but for those using the road to park overnight or all day.

Another consideration would be to only have the scheme implemented after 6pm. If this was the case would you be employing parking wardens to issue tickets over night?

If the scheme was implemented please consider reducing the cost of the permit for the second car as if the permits are just for West Parade residents two sides of parking on the road means that each house could be afforded two spaces and so such a jump in price, I assume to put people off having a permit for a second car, is not needed to the same degree.

A wider view of parking in the area also needs to be considered. We are privileged to have parking on both sides of the road for the majority of West Parade with houses only on one side of it for the most part as well. If resident's parking only is implemented at all times I then it may cause extra stress for those who are dropping their children off for the school run because they can't park for a couple of minutes in the road for fear of getting a ticket. I can imagine that this could cause further congestion in and around Leighton Court. Also if it is made that only residents of West Parade can park in the road what about the roads such as Princes Street that don't have enough parking on their road, it would cause further problems and erratic parking in this road. If roads such as Princes Street could purchase permits for West Parade then it will not actually solve the problem of reducing the amount of cars parking on the road over night.

In conclusion the scheme does not seem fully considered and supported by the majority of residents and would cause extra stress and financial cost to our household. Please could you respond to my concerns and reconsider implementing the scheme.



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**Meeting:** Traffic Management Meeting  
**Date:** 28 February 2017  
**Subject:** St John's Street area, The Baulk and Back Street, Biggleswade – Experimental One-way Traffic Orders  
**Report of:** Paul Mason, Assistant Director Highways  
**Summary:** This report seeks the approval of the Executive Member for Community Services to make permanent the existing experimental one-way traffic orders in St John's Street area, The Baulk and Back Street, Biggleswade.

**RECOMMENDATIONS:-**

1. That the existing experimental one-way traffic order on St John's Street, Rose Lane and Sun Street, Biggleswade be made permanent.
2. That the existing experimental one-way traffic order on The Baulk, Biggleswade is not made permanent and two-way traffic be restored.
3. That the existing experimental one-way traffic order on Back Street, Biggleswade be made permanent.

---

**Contact Officer:** Gary Baldwin  
[gary.baldwin@centralbedfordshire.gov.uk](mailto:gary.baldwin@centralbedfordshire.gov.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Biggleswade North and Biggleswade South  
**Function of:** Council

**CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal will improve road safety, traffic management and the amenity in the affected roads.

**Financial:**

The works are being funded by section 106 funding associated with Kings Reach development.

**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.

<b>Budget and Delivery:</b>	
Estimated cost: £40,000	Budget: Section 106
Expected delivery: June 2017	

**Background and Information**

1. Temporary one-way traffic orders were introduced in the following roads in Biggleswade to improve traffic management while the Stratton Street bridge works were carried out:-

1. St John's Street, Rose Lane and Sun Street;
2. The Baulk;
3. Back Street.

These have been kept in place on a experimental basis and the purpose of this report is to determine whether these arrangements should made permanent or removed.

2. St John's Street, Rose Lane and Sun Street

There have been longstanding concerns about traffic movements in St John's Street, particularly involving conflict with buses and larger vehicles. A petition expressing concerns about traffic volumes and road safety was considered by this meeting on 11 August 2014. As a result, a proposal was published to introduce a one-way traffic order and associated waiting restrictions. Objections to that proposal were considered at the 25 August 2015 meeting.

The decision was as follows:-

- (i) that the proposal to introduce a 7.5 tonnes HGV weight restriction be implemented as published, subject to the eastern relief road being open;

- (ii) that the proposal to introduce a one-way traffic order on St John's Street, Rose Lane and Sun Street be implemented initially on a 6-month experimental basis to commence after the reopening of the Stratton Street railway bridge;
- (iii) that the proposal to introduce No Waiting be implemented on a 6-month experimental basis after the reopening of the Stratton Street railway bridge;
- (iv) that in relation to decisions 2 and 3 above, following the experimental period of 6 months, the proposals as amended through consultation will be brought back through this process for determination.

3. The Baulk and Back Street

It was decided that whilst the High Street was closed to traffic during the Stratton Street bridge works traffic movements would be improved if The Baulk was made one-way from High Street to Drove Road and Back Street became one-way from London Road to Station Road. On-street parking is relatively high in both roads and Back Street is narrow. Consequently, there are sound traffic management reasons for these roads to operate as one-ways. As with the St John's Street area, it was felt that the temporary one-ways worked well and there would be value in seeing how the restrictions operated under normal traffic conditions.

4. It is permissible for local authorities to introduce such restrictions on an experimental basis for a maximum period of eighteen months. It is usual practice to run the trial for six months, during which time interested parties may submit objections and other representations on the experimental orders. At the end of the six month trial the Council needs to decide whether to make the arrangements permanent or remove the restrictions. The trial period ran from 6 June 2016 to 5 December 2016.

**Representations and Officer Responses**

5. St Johns Street, Rose Lane and Sun Street

A total of 19 representations were received, including one from Biggleswade Town Council, about the experimental one-way traffic and waiting restrictions. Of those who submitted representations, 9 support the one-way working and others have comments to make. Only one outright objection was received.

The main issues raised were as follows:-

- a) Most of those who responded are concerned about increased traffic speeds and road safety issues due to the removal of opposing traffic. Many asked for traffic calming features and/or a 20mph speed to be installed.
- b) Loss of parking in Sun Street and obstructive parking in Gladstone Close.
- c) Issues around congestion and capacity at the Rose Lane traffic signals.
- d) Use of the roads by traffic, including HGVs, wishing to reach the east side of Biggleswade despite the introduction of a 7.5 tonnes weight limit.
- e) Inadequate one-way signage at the Sun Street/St John's Street junction leading to non-compliance.

6. Officer response to the above points:-

- a) There is always the possibility that the removal of opposing traffic that results from the introduction of one-way working can result in higher traffic speeds. The provision of additional double yellow lines, which was necessary in this case, may also bring about an increase in speeds. The additional yellow lines were needed to ensure that larger vehicles were able to safely manoeuvre through roads, particularly Sun Street, which were likely to see a significant increase in traffic flows.

Traffic speeds were collected in the three roads in May 2014 while they were still operating two-way. The counts were repeated in October 2016 whilst the roads were operating as one-way. This is a summary of are the results:-

Road	BEFORE speeds	AFTER speeds	BEFORE flows (Average 7 day total)	AFTER flows (Average 7 day total)
St John's Street	25.94mph (mean)	27.40mph (mean)	6170 vehicles	5019 vehicles
	30.15mph (85 <sup>th</sup> %ile)	32.70mph (85 <sup>th</sup> %ile)		
Rose Lane	24.76mph (mean)	22.00mph (mean)	2184 vehicles	3055 vehicles
	27.53mph (85 <sup>th</sup> %ile)	26.40mph (85 <sup>th</sup> %ile)		
Sun Street	23.70mph (mean)	24.20mph (mean)	1926 vehicles	4613 vehicles
	26.45mph (85 <sup>th</sup> %ile)	28.20mph (85 <sup>th</sup> %ile)		

St John's Street shows an increase in speeds, which is entirely expected due to the removal of opposing traffic and some on-street parking. There is scope to restore some on-street parking at the Rose Lane end which may bring speeds down a little. The reduction in traffic flows is due to the re-distribution of westbound traffic to Rose Lane and Sun Street.

Rose Lane has seen a slight decrease in speeds, which is likely to be as a result of increased traffic flows and vehicles queueing for the traffic signals. There has been an increase in traffic flows.

Sun Street shows relatively small increases in speeds. The removal of opposing traffic and loss of some on-street parking are likely to be the main reasons for higher speeds, but the significant increase in traffic flows has probably helped to moderate speeds. It is possible to increase the number of on-street parking spaces, which should help lower speeds.

- b) The yellow lines have been reviewed and it is possible to remove some of them to allow more on-street parking. It is possible to remove some of the yellow lines at the Rose Lane end of Sun Street. At the St John's Street end it is possible to introduce half-on/half-off footway parking on the south side, which allows some of the double yellow lines to be removed from the north side. The reduction in parking in Sun Street appears to have resulted in double-parking in Gladstone Close, which obstructs the footway on one side. It is proposed to promote double yellow lines on one side to address this. In addition, it is possible to amend the yellow lines in St John's Street and, to a lesser degree, in Rose Lane to increase parking capacity.
- c) The operation of the Rose Lane traffic signals will be kept under review and if necessary adjustments to the timings could be made. On Rose Lane, it should be possible to amend the road markings to provide a two-lane approach, which will increase capacity.
- d) It is likely that there will be some non-compliance with the 7.5 tonnes weight limit. However, this should improve when directional signs on the Biggleswade Eastern Relief Road are amended to encourage greater use of the new road. This work is imminent.
- e) Some changes could be made to the layout of the Sun Street/St John's Street junction, which will make it possible to improve the no entry signing. The junction layout changes and better signage should lead to better compliance.

7. The Baulk

A total of 13 representations were received about the experimental one-way traffic order. Of those who submitted representations, 6 support the one-way working and have comments to make. 4 objections were received.

The main issues raised were as follows:-

- a) The one-way working has resulted in longer journey times and delays at the London Road/ Drove Road junction, particularly at school times.
- b) The start of the one-way should be set back further at the Chestnut Avenue end to ease access/egress for vehicles serving schools and other facilities at that end of The Baulk.
- c) There is regular non-compliance, particularly those living in some of the side roads.
- d) There has been an increase in traffic speeds.
- e) If it reverts to two-way parking should be permitted on one side of the road only.

8. Officer response to the above points:-

- a) Traffic that previously turned right from Drove Road into The Baulk when heading towards the town centre is now forced to continue and turn right at the London Road junction. At busy times, such as at the start and end of the school day, there could be some delays for drivers. It is likely that some locals will find alternative routes to avoid this, but this is not ideal since some of the alternatives are through residential streets.

- b) This could lead to potential road safety issues with drivers leaving London Road and Chestnut Avenue and heading east on The Baulk unexpectedly encountering traffic heading towards them. It would lead to a more complex signing arrangement which could be confusing to drivers.
- c) Whilst the one-way is operating on an experimental basis the signage is of a temporary nature, which whilst obvious to drivers, is not ideal. Additional signs and road marking would be installed if the arrangement was made permanent. Significant changes would need to be made to the Drove Road/ The Baulk junction, to make it difficult for drivers to enter at that end. The junction is wide, so would need to be narrowed, possibly by incorporating a contra-flow cycle facility.
- d) It is possible that there has been a slight increase in speeds, but the layout of parking creates a chicane effect which works well at moderating speeds.
- e) A permit scheme is currently being implemented, which effectively creates a chicane effect which is considered helpful as a speed-reducing measure. We need to review this over a period of time before deciding whether amendments are needed.

9. Back Street

A total of 7 representations were received about the experimental one-way traffic order. Of those who submitted representations, 4 support the one-way working, but have comments to make.

The main issues raised were as follows:-

- a) The signage at the London Road/Dells Lane end is confusing and has resulted in hazardous situations.
- b) A business at the London Road end would like the start of the one-way working adjusted to allow them two-way access/egress.

10. Officer response to the above points:-

- a) The current traffic signs are temporary and would be improved and supplemented with road markings to clarify the requirements. Other modifications could be made to improve the operation of the restriction and introduce contra-flow cycling.
- b) It is possible to set back the start of the one-way working a short distance which would accommodate the business' requirements and simplify the signage.

11. The overall response to the one-ways in the St John's Street area and Back Street have been generally positive with most of those people who submitted written comments requesting changes to make them work better and/or safer. Few people have submitted outright objections or have asked for them to be removed.

12. Appendices G and H show draft proposals to make the one-ways permanent in the St John's Street area and Back Street. These have been designed to make them operate more safely, increase on-street parking capacity, improve compliance and accommodate cyclists. The St John's Street area alterations could be achieved without further statutory consultation. The exception would be the suggested yellow lines in Gladstone Close which would require a fresh proposal. The proposals for Back Street include change to the one-way to incorporate contra-flow cycling and amendments to the parking restrictions. These have not been formally published, so would need to be before implementing.
13. The response to the one-way in The Baulk has been less positive. Since the doctors' surgery was closed and returned to private housing, the traffic and parking situation in The Baulk has eased. The imminent introduction of a residents permit parking scheme will also help manage parking.

In addition, the one-way has resulted in traffic issues at the London Road/Drove Road junction, which create delays and additional vehicular conflict.

Making the one-way arrangements permanent in The Baulk would entail significant and costly highway works at its junction with Drove Road.

All of these factors mean that the case for making the one-way working in The Baulk permanent is not as strong as the other two. Hence, it is recommended that two-way working is restored in The Baulk.

**Appendices:**

- Appendix A – Public notice for St Johns Street area
- Appendix B – Drawing for St Johns Street area
- Appendix C – Written representations on St John's Street area
- Appendix D – Written representations on The Baulk
- Appendix E – Written representations on Back Street
- Appendix F – Written representations on Old Road proposals
- Appendix G – Draft proposals for improvements St John's Street area one-way
- Appendix H – Draft proposals for improvements Back Street one-way

Appendix A

# PUBLIC NOTICE



**CENTRAL BEDFORDSHIRE COUNCIL (ST JOHN'S STREET, ROSE LANE, SUN STREET, THE BAULK AND BACK STREET, BIGGLESWADE) (ONE WAY TRAFFIC) EXPERIMENTAL ORDER 2016 and 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) (EXPERIMENTAL VARIATION NO.1) ORDER 2016**

Notice is hereby given that on 23 May 2016 Central Bedfordshire Council made Experimental Orders under Section 9 and 10 of the Road Traffic Regulation Act 1984 as follows:-

Effect of the Experimental Orders:-

**To introduce One Way Traffic in the direction described on the following lengths of road in Biggleswade:-**

1. St John's Street, from Sun Street to Rose Lane;
2. Rose Lane, from St John's Street to Sun Street;
3. Sun Street, from Rose Lane to St John's Street;
4. The Baulk, from Chestnut Avenue to Drove Road;
5. Back Street, from London Road to Station Road.

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

1. St John's Street, on three lengths as described in the order, between Sun Street and Rose Lane;
2. Rose Lane, on three lengths as described in the order, between St John's Street and Sun Street;
3. Brunswick Gardens, on two lengths as described in the order, near Rose Lane;
4. Sun Street, on five lengths as described in the order, between Rose Lane and St John's Street.

Reason for Experimental Orders: The proposal is for the purposes of carrying out an experimental scheme of traffic control. The roads have been subject to one-way working and, in the case of St John's Street, Rose Lane and Sun Street, additional waiting restrictions, for the duration of the Stratton Street bridge reconstruction to aid traffic flows on alternative routes. The Council wishes to assess how the arrangements operate when the bridge re-opens and traffic patterns return to normal. Implementing these as Experimental Orders will enable the Council to monitor the scheme and modify or remove it at any time should the need arise.

It is proposed that the Experimental Orders will be in operation for up to 18 months. Central Bedfordshire Council will be considering in due course whether the provisions of these Orders should be continued in force indefinitely. Within a period of 6 months beginning with the day on which the Orders came into force any person may object to the making of Orders to make their effects permanent.

Date of Operation: The Experimental Orders will come into operation on the 6 June 2016.

Further Details may be examined during normal office hours at the address shown below, viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices) or tel. 0300 300 5003.

Comments The Experimental Orders can remain in operation for up to 18 months. Before their effects can be continued in operation by permanent Orders all objections lodged during the trial of the Experimental Orders will have to be considered. Any comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 5 December 2016. Any objections must be in writing and state the grounds on which they are made.



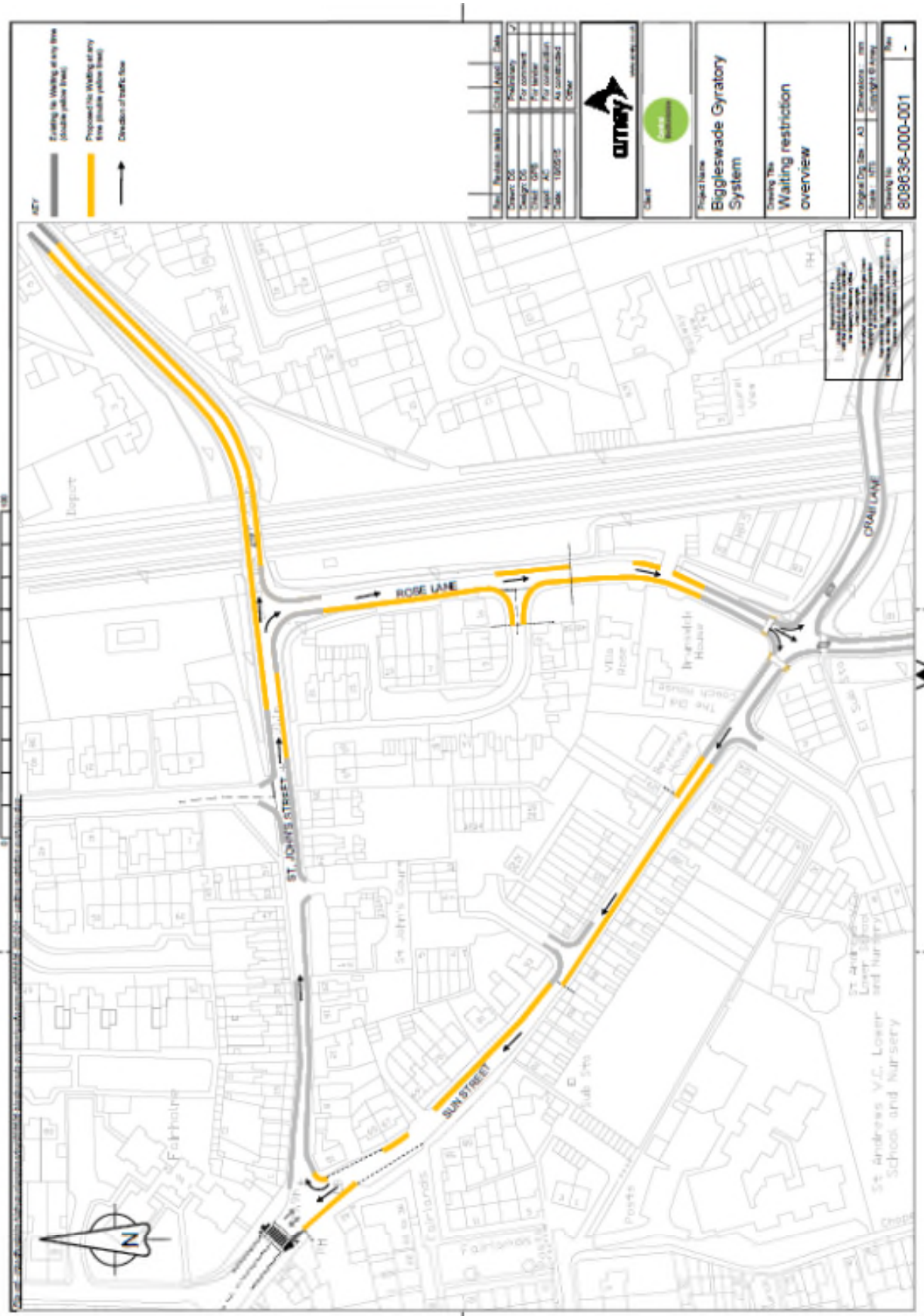
High Court Challenge: Any person who wishes to question the validity of the Orders or of any provision contained therein on the ground that it is not within the powers of the relevant Section of the Road Traffic Regulation Act 1984 or on the ground that any requirement of that Section had not been complied with in relation to the Orders may, within 6 weeks of the 23 May 2016 make application for the purpose to the High Court.

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

27 May 2016

Appendix B



## Appendix C

The Town Council were told at the Biggleswade Joint Committee, by the Chair Cllr M Jones, they could comment on the review of the one-way systems in Biggleswade. The Town Council would like to make the following observations;

Happy with the proposals for the Sun Street, St Johns Street Gyratory to remain with the following points;

Introduction of a 20mph zone, policing of the HGV ban, Junction of Sun Street and Fairfield Road requires additional yellow lines to stop cars parking on the turning area and sight lines, crossing in Sun Street is very poorly lit, cars coming from Shortmead Street direction have an obscured view of the crossing from the Chip Shop side and its often the case that you cannot see pedestrians. Additional yellow lines outside preen on Sun Street.

Yours sincerely

Rob McGregor  
Town Clerk

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Many thanks for your email below and the stay of execution. I am pleased to attach the results of the Residents petition which I have now completed as far as possible, some of the houses on the list are either not occupied or the resident never comes home despite repeated visits.

You will see that to date I have collected 37 resident signatures and had a 100% positive response to the two questions I asked on the petition, namely;

Q 1. Are you in favour of the new one way system YES or NO?;..... the response to date is 100% YES.

Q 2. Would you like to see some form of Traffic Calming YES or NO?;....the response to date is 99.9% YES and 1 NO.

The reason for the NO at #26 was that this resident has experience of 'speed bumps' and said that they do not work and make more noise.

I am sure you will find the attached self explanatory in that the one way system is a great success and some form of traffic speed calming is desperately needed and necessary.

I look forward to hearing from you and in the meantime wish you and your colleagues a very safe and peaceful Christmas and a healthy and happy New Year.

PS; I have noticed that there are some roads in Biggleswade are sign posted '20MPH Zones', it wouldn't cost much to paint out the 3 and paint on a 2 on our existing 30 MPH speed limit signs?

Further to all of our previous correspondence concerning the above I am sure you are getting bored hearing from me but I took it upon myself to draft and print off a flyer (at my own expense) which I then posted through every door in St Johns Street & St Johns Court (Copy attached for your information) this was put together from the data kindly prepared by Beds Police Traffic Management Unit in response to my letter to John Boucher, Chief Constable and I have to say their response has been excellent.

Subsequently I have raised a petition and followed this up over the last four weeks by knocking on doors during the cold winter evenings when most residents are home from work to solicit their opinion and signatures.

I have continued to canvas the residents and collect signatures and will continue to do so, I hope to have completed this exercise by your deadline of the 6th December, ref your letter of the 1st June 2016 requesting feedback and comments.

To date I have collected 23 resident signatures and had a 100% positive response to the two questions asked on the petition, namely;

Q 1. Are you in favour of the new one way system YES or NO?; the response to date is 100% YES.

Q 2. Would you like to see some form of Traffic Calming YES or NO?; the response to date is 100% YES.

As you know I have written to you on more than one occasion expressing my total support of the new one way system which in my opinion was very well executed and has been a tremendous success albeit we still suffer the odd articulated over 7.5T lorries. In my previous correspondence I also expressed our concern over the speed of the traffic now that there is no natural calming effect of the old two way traffic on a very narrow road.

In the email reply below you state that you have wait for an accident or injury, that is an absolutely outrageous statement.

I will forward the residents petition on completion and submit it to you by 6th December, in the meantime please accept this email as majority resident support for the one way system and the introduction of some form of traffic calming; maybe a 20 MPH speed limit sign, that shouldn't cost too much.

I look forward to being kept abreast of your progress regarding this matter.

With regards to your letter of the 1<sup>ST</sup> June 2016 ref GPB/001/SJ, concerning the new one way system around St John's St, Rose Lane and Sun St congratulations on a job well done.

I have lived at No.xx St John's St in excess of fourteen years and have lost count of the number of accidents I have witnessed directly opposite my house (the narrowest part of the street at 13 feet) where oncoming traffic had collided, on one occasion a lorry and bus were actually jammed together causing hours of delay and police attendance, the bus window was actually broken and it was fortunate no passengers were actually injured.

I also applaud your decision to limit the area to 7.5 tons which has drastically reduced the noise and nuisance factor of large articulated lorries using the street.

Since implementation of the one way system I have not witnessed any accidents to date and it does make the road much safer for children to cross.

As with all positives there is always a negative and my observation is that since the introduction of the one way system up St John's St the traffic is now travelling much faster due to no oncoming traffic and I would encourage you to introduce some form of speed restriction devices, e.g. speed camera, bumps or flashing 30MPH sign come to mind.

Overall my family, neighbour and I are delighted that the one way system has come into force and long may it remain. Many of my neighbours agree and I shall encourage them to write or I may organise a petition in support of the new system.

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

---

The bridge has now been open for a month and the "Northern" gyratory triangle around Rose Lane seems to still work well.

Thank you for your reply which is encouraging. One suggestion for the future, that you provide two lanes at the Rose Street traffic lights, one for turning right and one for left and ahead. Sometimes it works out that way depending on where people position themselves and it seems to make sense to do it officially.

---

Now that the High Street bridge is back in operation and traffic flow on the above routes has reduced to "normal" flow, in general I find the scheme an improvement. I do however, have a couple of safety concerns regarding the Rose Lane one-way section.

1. The parking area currently permitted from St. John's Street end to just before Brunswick Close is dangerous and needs to be restricted further away from the Brunswick Close junction or preferably removed completely. Vehicles are parking as close to the double yellow lines as possible. Traffic has to move right over to the offside of the Lane to avoid them. Large vehicles, such as buses ect. have in fact widened the road on the hedgerow side where there is no path. Consequently they pass Brunswick Close Junction on that side of the lane.

Due to the over hang of the hedgerow and slight lane curvature, visibility is restricted and vehicles exiting Brunswick Close have no choice but to edge out into Rose Lane offering a greater risk of collision. Removing this area of current allocated parking would eliminate the hazard.

2. Drivers of vehicles transiting the one-way system have speeded up, feeling confident that they do not have to concern themselves with oncoming traffic, and some trying to "beat the lights" at the cross roads. Some sort of traffic calming is needed to control them and reduce the likelihood of accident and injury.

3. Some HGV drivers still appear to be unaware of the 7 and 1/2 ton weight restriction or prefer to ignore it.

I do hope that you find the above observations helpful and sincerely hope that the proposals suggested are acted upon should the one-way system become permanent.

---

As a long-term resident of Sun Street I have monitored the trial scheme with interest and have made my thoughts very clear to both the town council and to Amey who are conducting the consultation. At no point since the beginning of the trial has the speed of traffic been monitored on Sun Street. On what basis then are you claiming that 'these problems seem to have eased'? I have contacted Amey on several occasions and have been repeatedly fobbed off with future dates for speed measurement, none of which have happened.

I can categorically state that there is still a continuing problem of very high traffic speeds on Sun Street and that the phasing of the traffic lights is still, in my opinion, contributing to the problem. At a residents meeting last year we were promised that the scheme would not result in increased traffic volume or speed in the long run. We were also told that HGVs would be restricted and that the council had recommended a 20mph speed limit. None of this has happened.

I have copied Amey and my local councillor on this email in an attempt to highlight the fact that this issue is still not being addressed. I would appreciate an answer regarding the source of your information and would suggest that future articles on this issue should be based on fact and not hearsay, rumour or one person's opinion.

I am writing once again to request an update on the situation in Sun Street/St John's Street/Rose Lane, Biggleswade. As I am sure you are aware speed-measuring equipment was recently in place in the area for one week. I would like to know when the data from this equipment will be processed and what benchmark you will be comparing the data with. I would also like to know what the possible outcomes are and how any conclusion will be reached.

I wish to state again that there is a continuing problem of speeding in Sun Street. Unfortunately, since I am unable to record individual number plates, the police are not able to take any action or even take note of the problem. This leaves myself and fellow residents with no way of officially voicing our concerns, which is very troubling.

We are living with the constant threat of a serious accident. Indeed there was an incident involving parked vehicles at the end of the road just last week. Sun Street is not a main road and it is my opinion that it cannot and should not cope with the current volume and speed of traffic. I am not qualified to offer a solution but I believe that restoring some of the parking which was removed at the start of the trial would help to reduce speed. I will also repeat that I believe the timing of the traffic lights at the crossroads needs to be addressed to prevent people from 'racing the lights' from the Chestnut Avenue end of the railway bridge. There is also no priority at all for pedestrians on this crossroads, which is used by many schoolchildren twice a day.

Finally I would like to inquire when there will be a further council meeting to discuss the consultation, and whether the public will have access to the meeting or the minutes. Thank you for your attention, I look forward to receiving a response.

---

I also live in Sun Street and agree with Xxxx on all points. It feels like I'm living on the A1 in the mornings & evenings the speed the cars travel down the street. The parking in the street has been reduced and we are still have lorries over 7.5t driving down the road. The street is used by lots of children coming home from school it's only a matter of time before a serious accident in the street .

I have not seen any sign of speed checking and feel that the police would make a tidy sum if they came to our street.

---

May I add my support to Xxxxxx's comments. In the absence of any quantitative information my own experience is that speeds and volume of traffic have increased making Sun a Street less safe and less pleasant to cross with children. Indeed I have found myself having to flag down traffic in a number of occasions just to cross the road safely with my children on the way to and from school.

As a regular cyclist I have also experienced more aggressive high speed driving and on several occasions come within inches of motorists intent on travelling at speed down the road.

I believe that the original statement about the trial one way system has given us a legitimate expectation that the speed and volume of traffic would be properly evaluated and the failure to take this forward is completely unacceptable.

---

I have some very serious concerns about the speed of traffic using Sun St. I have also raised issue with the crossing near the fish and chip shop. This crossing can be obscured at times when vehicles park close to the crossing. I have used the crossing as a pedestrian and often drive through the crossing. I can assure if your coming from Shortmead St it is very difficult seeing someone going onto the crossing.

It needs some traffic calming of some sort to slow traffic down. I am sure your aware this a route used by many school children and parents going to St Andrews.

I have seen many near misses and as I am sure your aware with any Risk process high numbers of near misses and then its highly likely there will be a serious incident.

I have to add that I cycled along there the other day on my way back home from the Town Centre and was almost forced off the road by someone trying to force past me in a van.

In principle I am ok with the one way system however so appropriate traffic calming needs to be put in place and also a 20 MPH speed limit. I would be in favour of this across the town but in particular along this type of road that is in close proximity to housing and Schools.

Its factually correct that reducing the speed increases road safety and reduces noise and pollution. I would be quite happy to meet with the CBC officers on site and some residents if that would help facilitate this process.

---

At present we are attempting to sell our property on Sun street, I use attempting as we feel that it is has not been a favourable situation to entice buyers. This is mainly due to the sheer amount of increased traffic down Sun street. The road is now a main artery road feeding both ends of Biggleswade. In the 6 years I have lived in Sun street I have never had any issues with the passing traffic, until now!

It not only is dangerous (as previously stated) from the speed people now travel it also is a non-stop humdrum of noise into my home.

If you could please inform me when the road will be changed back to its previous, more sensible layout and when the bridge works, causing the traffic flow, will be complete?

---

I am emailing you again re. the Sun Street One Way System not because anything has changed but because the situation does not seem to be remedied in any way. I understand that there is still some kind of review/consultation period in place but I just want to make you aware that we still have huge continuing problems with traffic speeding and also major parking issues for the residents.

No concern for the safety and well being of the residents seems to have been taken at all. The quality of life down our street has been sacrificed as a result of back handers and monetary incentives paid to possibly Central Beds but certainly Biggleswade Town Council by the various building companies erecting the vast amount of new homes whose residents are using our street and not the Eastern bypass to access the A1.

This situation is appalling.

I recently read an article in the Biggleswade Chronicle which stated that Bloor Homes were contributing over £36,000 for local highway improvements, money which should be used to improve the safety of the residents who have to suffer the one way system and the huge increase in traffic using our streets from the new housing developments. Some kind of speed deterrent needs to be put in place very quickly before someone is seriously injured or killed and parking needs to be restored to residents which would also help to alleviate the issue of speeding traffic.

I was very disappointed although not at all surprised to receive your letter this morning regarding the continuation of the one way traffic order and parking restrictions. I'm afraid that no sensible resident of the affected streets believed the original false claim that it was simply a temporary trial system. I think most of us understood that despite any objections or concerns we might have the decision for a permanent system had already been made and the phrase 'temporary' was only ever included in an attempt to placate residents.

As I'm sure your records will show I have already voiced my concerns on several occasions regarding various aspects of the one way system. I appreciate that usage of it may well change once the rail bridge re-opens but my two major concerns will not. There is still nothing in place to deter the numerous motorists who continue to use it as their own personal race track (which when there was oncoming traffic and more parked cars to slow motorists rarely happened) and there is still a severe shortage of parking for local residents. The speeds some motorists seem to be able to achieve along Sun Street are incredible and still no monitoring of traffic speeds or any attempt at road safety measures. Will it take severe injury or the death of a pedestrian before this issue is taken seriously?

As the new housing developments on the edge of Biggleswade continue to develop more and more motorists will use the one way system rather than the Eastern Bypass as their most direct route to the A1. Large lorries considerably over 7.5 tons constantly use the system and there has been nothing put in place to stop this (and yes I know the answer to that is that it is the responsibility of the police to monitor this but why the hell should they when they didn't install the crap system in the first place?). My whole house shakes when the lorries and buses come past.

---



Does the 'trial basis' include monitoring of traffic flow and speeds because if so there is no mention of this in your letter. If this is not included why not?

It seems to me there is no regard whatsoever for the safety or quality of life of residents along these streets and that both of these are being sacrificed to accommodate the huge influx of residents and their cars in the new housing developments who clearly take priority over existing residents.

---

Further to reading the article in the Biggleswade Comet regarding the one-way system currently operating in Biggleswade, I would like to add that I think it is perfect.

We live in Brunswick Place which is the apartment block at the lighted junction of Rose Lane and Sun Street. With the lights working on a sensor system which obviates long queues waiting for them to change. However, The system does seem to have given some drivers a licence to speed (sometimes excessively) around the system of St. John's St., Rose Lane and Sun St. The entrance / exit to Brunswick Place is on the apex of the bend in Rose lane making it difficult, due to the wall and foliage of the adjacent property, to see any approaching traffic when pulling out. There have been a few near misses.

I have contacted Central Beds requesting some kind of traffic calming measures along these roads and also enquired whether some kind of mirror could be erected opposite Brunswick Place which would enable drivers when exiting to observe approaching traffic. I received a reply from Mike Amphlett but his reply did not seem too favourable. I have had a letter published in the Biggleswade Chronicle on the subject and, following an article on Look East News about speeding in Biggleswade, I have written to the Police Commissioner of Bedfordshire on the subject.

Whilst I, like many others some of whom were sceptical at the outset, would like the one-way system to remain as a permanent feature, could you please also look into putting some kind of traffic calming measures in practice for the safety and quiet enjoyment of residents and motorists alike.

I thank you for your time in reading this email and look forward to hearing from you.

---

Again, due to the very narrow parts of St John Street and lots on-street parking, the gyratory system in the streets has made driving through them much safer and easier. Drivers no longer have to weave in and out of parked cars. Observations that I'd like to highlight are;

1. cars approaching from Potton Road over the railway bridge still occasionally drive straight on into St John Street (against the one way system), to take a short cut into Birch Road. I have almost had head-on collisions on a number of occasions, some quite recent
2. driving from Potton Road into Rose Lane at the traffic lights, some motorists are confused which way to turn for the town centre as there is no obvious main route, perhaps a sign (left into Chestnut Avenue/ Crab Lane) would be helpful

3. drivers sometimes form two lanes side by side at the lights while queuing, despite the road markings indicating that there should only one car width. It would make sense to adjust the road markings to allow for two queues as the traffic can queue can be as far back as the railway bridge at busy periods

---

Secondly, St. Johns Street. This small back street was never designed to take the volume of traffic it now is forced to endure since we have introduced the one way system in town. The road is used as a cut through to Potton road and Asda. The pavement on the side of the cottages built over a hundred years ago is still the original size, which is not suitable anymore forcing people to step into the road to let pedestrians walking towards them pass.

And thirdly, parking. All along both sides of the road are parked cars forced to park extremely close to the pavement with their wing mirrors out leaving even less room on the pavement for people to walk.

What would be good (although I know will probley never happen) would be to widen the pavement for safety reasons, make the road a one way in the opposite direction leading towards sun street, and provide a parking space paid with parking permits for the residents of the said street. (but that's just a dream!)

---

I am against the one way system staying as it is.

As a resident of Son Street I find it very difficult to park near my house.

No one parks properly down Son Street so it is sometimes impossible to park, if someone is having work done you can have 3 vans taking up the whole of the road.

We have lost wing mirrors and been hit by people trying to get in and out of spaces. There are bays outside the vicarage but are always taken up leaving the risk to park half in half out. I note now there is a traffic warden, regularly patrolling the area. It is not fair to run the risk of a ticket just to park near your own home.

If the weather is bad, its after 7pm or a weekend we sometimes have to drive in a circle upto 5 times to find a parking space.

There is simply not enough spaces for the amount of houses.

The Rose Lane bridge is not wide enough to accommodate the buses that now go through that way. We've seen wing mirrors hit and seen roadrage. The amount of people trying to "beat the lights" or even trying to squeeze through after a bus has taken us time (to try and avoid hitting cars) The lights go green then back to red again.

I recently had steroid injections in my back and am still in pain, we went out to do some shopping and had to park up Fairfield Road. I am currently signed off work & cannot be on my feet that long.

As you can see I am strongly against keeping Sun Street a one way street.

---

Comments on current consultation:

We believe the triangular system for St John's street and Sun street works well is safer and should be made permanent.

---

I live in Gladstone Close, and I fully support the one way traffic in St Johns Street, Rose Lane and Sun Street. It has been a big improvement since the trial began.. However; I am writing this as we who live in Gladstone close would like the No waiting/double yellow lines extended to our street. Since the trial began, we have cars parked on one side of the road and cars parked on the pavement on the other side. A fire engine would not be able to pass; the weekly waste collection has been altered and pedestrians have to use the road. Highways Dep are aware of the problem as we have sent letters, emails, photos... Something has to be done before an accident happens. We have a lot of families with children who walk to school every day.

---

In reply to your letter dated 1st June, I am writing to advise you, that as a resident with a car in Sun Street, I am very happy with the one way system as it is at the present time.

My only comment would be that there is obviously more notification needed at the bottom of Sun Street to indicate the one way system. Every week lorries and cars can be seen driving toward the traffic lights, which eventually will cause a horrific accident. I would like to suggest that traffic calming measures may be beneficial, as some motorists treat the road as a race track!

I hope the present system remains, with one or two refinements!

---

I agree with Sun Street, St Johns Street & Rose Lane Biggleswade one-way system.

## Appendix E

The Town Council were told at the Biggleswade Joint Committee, by the Chair Cllr M Jones, they could comment on the review of the one-way systems in Biggleswade. The Town Council would like to make the following observations;

The Baulk Should remain as a one-way system, Council do not agree with Paul Salmons comments that traffic driving the wrong way is a reason to revert, this is a police matter. If the TMC are minded to revert for that reason, the Baulk should have parking one side only with the introduction of yellow lines.

Yours sincerely

Rob McGregor  
Town Clerk

---

WHEN OH WHEN will The Baulk in Biggleswade become a 2 way road again. My petrol consumption has gone up since having to go up to London Road junction, also have you been there when cars are trying to get to Stratton School, and the traffic going up to the new A1 retail park. The corner there has always been a hazard at the best of times, but now it is chaos. So when can we expect to go both ways up and down The Baulk, after all the situation with the parking for the Ivel Clinic doctors is no longer there since they moved 12 months ago.

When the Ivel Clinic medical centre was in The Baulk yes it was awkward to park, but now those premises have been turned into houses again, things are so different.

The parked cars aren't constantly pulling in and out now making it so much more safer to drive both ways.

If locals have to continue having to go up Drove road, they will carry on to the A1 retail park and the Biggleswade market square shops will loose their trades and will close one by one making Biggleswade a ghost town. The bus station will become redundant as people won't be shopping in the Square any more. Biggleswade will be a lonely place.

Not everyone has cars, just bicycles or they walk, they won't be able to shop if there aren't any shops in town.

---

Comments on current consultation:

We believe the Baulk system should only be maintained, if at all, one way from beyond the exits from Clare Court and Copelands access... or maybe the schools' access points particularly if that area is being converted to provide further parking. This is to allow the frequent traffic, and particularly emergency vehicles swifter access in both directions; it will also save emissions in this highly polluted cross roads area to be reduced... otherwise the many delivery and regular transport vehicles have to make an additional 1/3 mile trip round the Baulk/Drove Road/London Road triangle instead of 1-200 yards, 3/4 junctions, starts and stops instead of one. If this proposal cannot be modified, we are against maintaining this as one way, despite its value where the road is more constricted.

---

I'm less sure of the one-way system in The Baulk simply because the alternative to get into town is to turn right on to London Road at the end of Drove Road. While the bridge was out the turn was not too bad as the road was relatively quiet. If The Baulk one-way system remains then is there maybe a case for the London Road Junction to be made into a mini- roundabout?

Have you modelled the scenario of reversing the flow along both or either The Baulk and Back Street?

---

I am emailing you regarding the current temporary one-way system around Biggleswade regarding the Back Street and The Baulk. I am a commuter and regularly walk along The Baulk and Back Street to access the train station. At least 3/5 mornings in the week I experience hazardous manoeuvres by drivers and cyclists.

The Baulk:

Regularly cyclists cycle in the opposite direction on the Baulk. This is because it is too far to cycle round Drove Road and the London Road to access the High Street! They have no regard to the one way system. Also ,There are a number of access points onto the Baulk from private roads, schools and houses, for example The Avenue, and because the drivers think the road is quiet they therefore again access the London Road by going up the Baulk disregarding the one way system. this causes many very near misses! Several of which I have experienced. The ambulance service from Crab Lane use this road regularly and surely safety of these vehicles should be considered! Please return the Baulk back to a two way system in order to provide a safer walk to work to school and improved road safety for all vehicles to Prevent further accidents and altercations! It continues to remain dangerous as it is.

I hope you will consider the points s a matter of urgency and consider all road users safety.

---

I have been a resident of The Baulk for 41yrs.

I do not agree with The Baulk, Biggleswade becoming one-way.

It already has 7.5 ton weight limit restriction on The Baulk.

We still have people driving up the wrong way in cars, HGV & motorbikes ignoring the signs.

I await your reply on this matter.

---

The system in Back Street is excellent as is The Baulk however this also tends to accentuate speeding.

---

I have been a resident of The Baulk since November 2006 and it became clear to me shortly after moving in that some sort of traffic flow restriction was desperately needed on this road which has been used as a 'rat run' and a race track in both directions for all the years that I have lived here. I have seen no end of near misses involving speeding vehicles, using the on-street parking areas as chicanes, and it is nothing short of a miracle that no serious injury has been caused to the many pedestrians (including numerous school children) that pass through the road on a daily basis.

Due to the increasing volume of traffic accessing Biggleswade as the population has increased over the years, The Baulk has become unfit for purpose as a two-way road and the one way restriction needs to become permanent.

The dangerous way in which many speeding drivers have used the road prior to the restriction plus the sheer volume of traffic experienced has created an overwhelming need for a permanent solution to reduce that flow and by extension the level of danger and noise pollution on the road. The Baulk is a road in which many families with young children now live and of course large numbers of pedestrians utilise.

It is also important to note that no fewer than THREE schools are accessible from The Baulk (Ivel Valley, The Lawns pre-school, Lawnside Lower) and significant numbers of young children walk along the road to access them every day as well.

There is no question that the introduction of the one way scheme has achieved this desperately needed improvement: the amount of vehicles using the road has massively reduced and the feeling of safety has increased commensurate to that reduction. As has the general road noise level which has improved the general quality of life for residents as well.

I have also seen no indication of any adverse effect on traffic flow on surrounding roads as a result of this restriction being introduced.

I would strongly urge the council to make the one-way scheme permanent on our road as it has been such a significant and positive benefit for residents. I very much hope that my comments are taken into account when the decision as to whether to make the restriction permanent is made.

There is only one common sense solution here and that is for the one-way system on The Baulk to become permanent.

---

I would like to comment as follows:-

1. I agree that the one-way system in The Baulk is a good idea and ideally should stay. I do think that some sort of traffic calming should be in place as some people speed up The Baulk far too fast.
  2. There needs to be proper signage, as at the moment the flimsy metal signs that are held in place by sandbags are not adequate. Several times they have been either knocked down or turned completely round the wrong way. At one point they were even all piled up outside the library. This is dangerous. Also the signs that show "no right turn" need to be more prominent as I have seen several cars on many occasions take a right turn which is again dangerous.
-



I live at no. xx the Baulk, Biggleswade and would like to report that the volume of traffic in the road has decreased by at least 50%, previous to the bridge works, due to the narrow nature of the road cars have driven down the road at speeds far in excess of the speed limit simply to beat the oncoming Traffic so they did not have to give way . The front door of my house is very close to the road as the pavement is narrow, I have to be very careful leaving the house as cars often mount the pavement to pass one another on the street, in fact a 7.5t truck damaged my wall on one occasion causing extensive damage whilst driving on the pavement to pass other cars who failed to give way to the driver.

Since the one way system has been in place the traffic has been light as befits a narrow side street, Many Mothers and Children use the street to access the High street which is now much safer since the one way system, the road is no longer used as a Rat Run by cars and lorries using the Bulk to access the High street from Potton and visa versa, in previous times articulated lorries were a common site in the Baulk.

The one way system is a positive for myself, my wife and my neighbours at xx the Baulk who have 2 x children 3 and 5 years old, I am fully in favour of keeping the one-way system in place.

---

Although not a resident in The Baulk Biggleswade I do very frequently visit my daughter at number 84. The temporary introduction of the one way system has transformed what was dangerous 'Rat Run' into a quiet 'Back Water'.

'On Street Parking' has eased making the road much safer and in addition the 'One Way System, has vastly improved entry and exit form The Baulk.

With less vehicles using the road, pollution and noise is considerably reduced.

I will gladly support residents to make 'The Baulk' a permanent one way street.

---

One of the householders has just given me your letter re the one way system remaining in place.

Would it be possible to move the start of the one way system on the Baulk from Chestnut Avenue to the entrance to Ivel Valley Primary Site, The Lawns, Maythorn, Ivel Valley Hub & the Mental Health clinic. It would be a lot easier for everybody to manoeuvre during school hours and for the people attending the mental health clinic as they don't seem to pay much attention to the one way system!

---

I've personally been unsure why this road was made one way and my experience over the last twelve months has shown that it has created more issues with traffic flow than it has solved. Namely;

1. traffic driving to the town centre from the east side of the town (Spring Close, Drove Road, Hitchmead Road, Stratton Way areas) plus any through traffic is now limited to either using Rose Lane/ Crab Lane gyratory (adding to regular traffic) or use the Drove Road/ London Road junction. This latter junction is a real congestion point even at quiet times of day as it is exceptionally difficult to turn right to the town centre as a large proportion of traffic coming along London Road from the south, turns into Drove Road, therefore blocking the ability for exiting traffic to turn towards the town. The congestion at this junction is also compounded as it is the main access to Stratton Upper School via

Eagle Farm Road, which also joins at this junction. This junction as a whole would benefit from a review, either traffic lights or a roundabout

2. Local traffic has been using the residential streets as a rat runs to avoid these two routes. Namely, the Lawrence, Havelock and Edward Roads. These roads are narrow and with many parked cars, but my main concern is that these roads are pedestrian and vehicle access to Lawnside Lower School and as such these roads have become very dangerous for young children walking to school. Residents have even put up a handmade sign asking drivers to reduce their speed

3. Since the Stratton Street bridge closed, the Ivel Medical Centre has moved from its premises on The Baulk to a new surgery with parking facilities on Chestnut Avenue. The former surgery in The Baulk has now been converted back into houses. Therefore this has reduced the strain on on-street parking and deliveries on The Baulk as staff and patients no longer use it

4. Recently it has been announced locally by the town council, that a piece of land on The Baulk near Copelands Residential Home and The Lawns Nursery School, will be available for off street parking, again reducing on-street parking

5. Unlike the other roads in the temporary road system, I have frequently observed vehicles driving the wrong way along this road. It is also often reported on the local social media group 'We Love Biggleswade' on Facebook that other residents of the town have the same experience. Unfortunately, this is a a accident waiting to happen either for pedestrians not looking both ways before crossing or a head on collision

6. This road is wide enough for two way traffic, and has been able to for all the time that I've lived in the town. Converting back to two way will ease congestion at Drove Road/ London Road junction

In summary, as a daily user of the roads in Biggleswade, I find that Back Street and the Sun/ St John Streets systems work very well, and with minor adjustments will be a vast improvement to traffic flow if they are made permanent. However, I would very much like to see the reinstatement of The Baulk to two way traffic which will ease congestion at nearby junctions and also be safer for both drivers and pedestrians.

## Appendix F

The Town Council were told at the Biggleswade Joint Committee, by the Chair Cllr M Jones, they could comment on the review of the one-way systems in Biggleswade.

The Town Council would like to make the following observations;  
Happy with proposals for Back Street to remain one way.

Yours sincerely

Rob McGregor  
Town Clerk

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I am emailing you regarding the current temporary one-way system around Biggleswade regarding the Back Street and The Baulk. I am a commuter and regularly walk along The Baulk and Back Street to access the train station. At least 3/5 mornings in the week I experience hazardous manoeuvres by drivers and cyclists.

Back Street:

This works well as a one way street as the road is narrow and has prevented accidents on or across the bridge. However the access to the road again is unclear and needs re configuring if to remain ! Accessing and exiting the businesses on the corner has again caused difficulty as ease of access to the London Road/Dells Lane prevents drivers going round the one way street! Again I have seen and vans use this system well only to be met by a car in the wrong direction. This current signage is inadequate as gets moved regularly and often not put back in the right place causing confusion. The small loop road outside the Retreat is where the difficulties arise on a regular basis!

I hope you will consider the points as a matter of urgency and consider all road users safety .

---

Have you modelled the scenario of reversing the flow along both or either The Baulk and Back Street?

---

Comments on current consultation:

Back Street one way system should also remain in force for safer passage and parking.

---

The system in Back Street is excellent as is The Baulk however this also tends to accentuate speeding.

---

We are property owners of the formerly residential and now commercial properties at 4 and 4b London Road.

For the purposes of the severely delayed Biggleswade bridge repair, there has been a temporary one way restriction to Back street for bridge repair, which has affected our property requiring exit to be only via the town centre of Biggleswade.

To preserve access and exit from the property, as well as to lessen traffic load through the town, we are concerned at the ongoing one way temporary diversion affecting the properties current and future use (commercial and residential).

We would like to know when the property will be returned to two way access.

Should there be a plan to make the one way status for Back street permanent, we would look to request that the one way status applies after the access and exit from our property.

Please understand that we have been exceptionally tolerant of the severely delayed bridge works and restrictions on access and exit to the property.

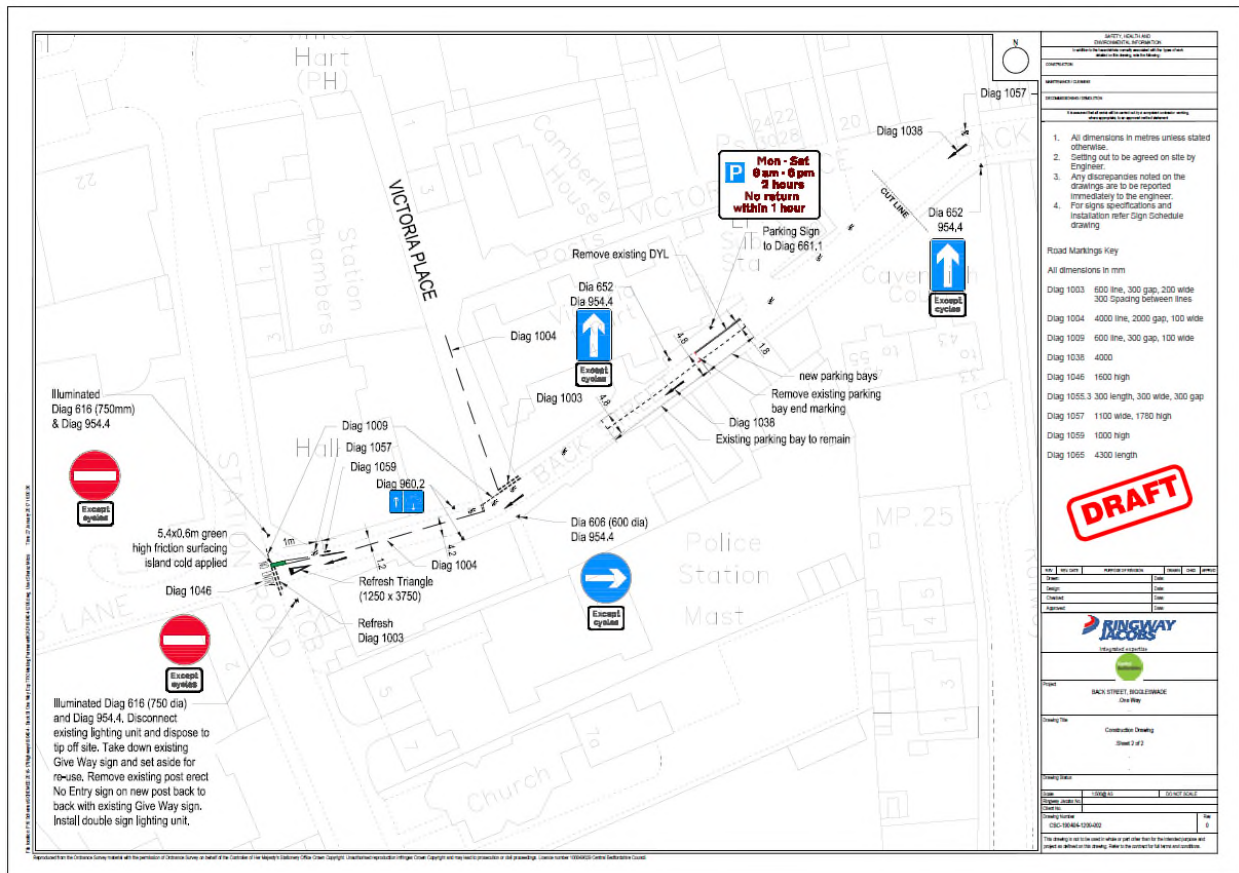
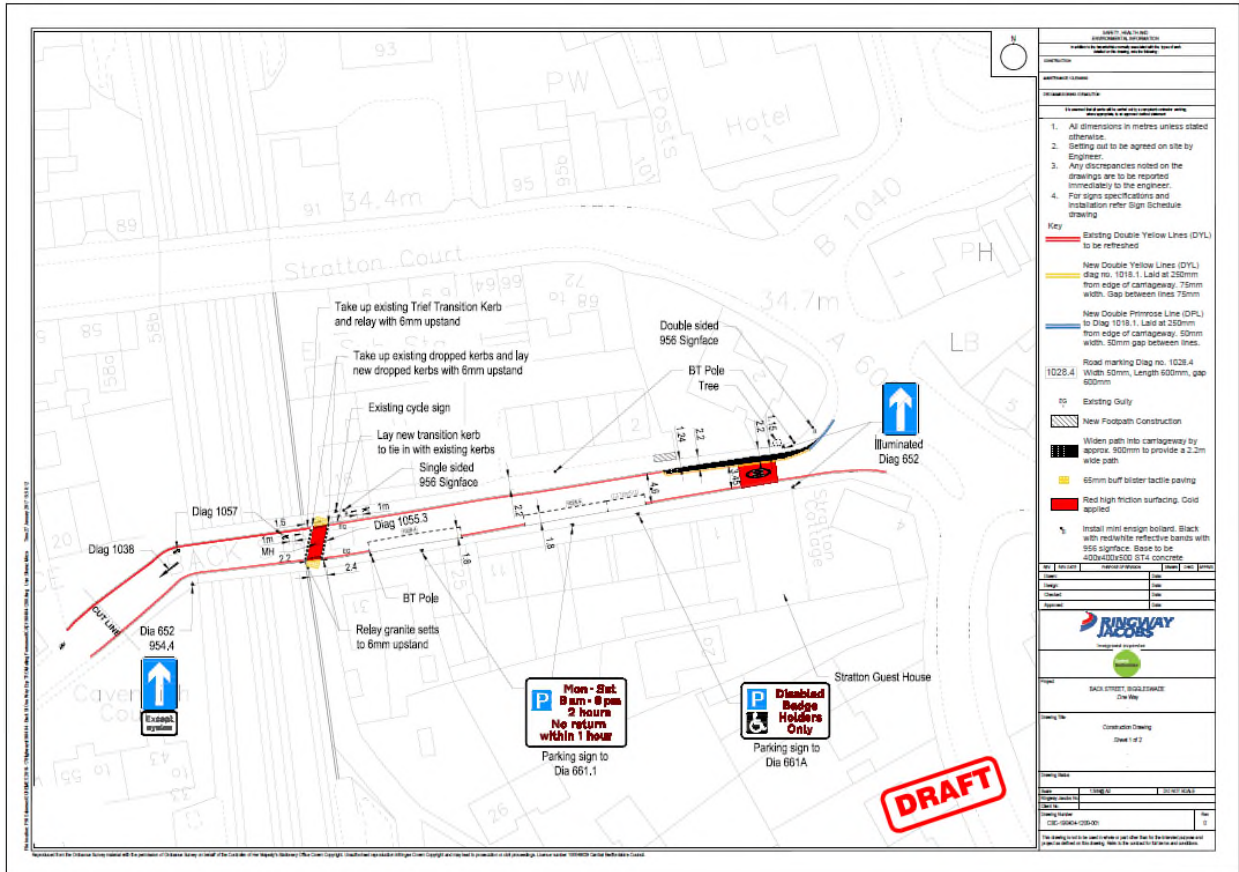
Please could you give an update on the status of the temporary one way restriction affecting the property, and on plans to remove it or other plans in place.

---

The new one way system is a huge improvement. It is a very narrow road with a very tight junction with Station Road. The one way street has made it much safer for drivers and pedestrians. After a few initial mishaps, I've always seen drivers observing the one way signs.



Appendix H



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**Meeting:** Traffic Management Meeting  
**Date:** 28 February 2017  
**Subject:** High Street, Meppershall – Consider Objections to Proposed Raised Table  
**Report of:** Paul Mason, Assistant Director Highways  
**Summary:** This report seeks the approval of the Executive Member for Community Services for the construction of a raised table in High Street, Meppershall

**RECOMMENDATION:-**

**That the proposal to construct a raised table in High Street, Meppershall be implemented as published.**

---

**Contact Officer:** Gary Baldwin  
[gary.baldwin@centralbedfordshire.gov.uk](mailto:gary.baldwin@centralbedfordshire.gov.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Shefford  
**Function of:** Council

<b>CORPORATE IMPLICATIONS</b>
<p><b>Council Priorities:</b> The proposal will improve road safety, traffic management and the amenity in the affected road.</p> <p><b>Financial:</b> The works are being funded under section 278 associated with an adjacent residential development.</p> <p><b>Legal:</b> None from this report.</p> <p><b>Risk Management:</b> None from this report.</p> <p><b>Staffing (including Trades Unions):</b> None from this report.</p>

**Equalities/Human Rights:**

None from this report.

**Community Safety:**

None from this report.

**Sustainability:**

None from this report.

**Background and Information**

1. The Council has published a proposal to construct a raised table at the junction of High Street and the access road to a new residential development. The feature would lower traffic speeds in the vicinity of the newly constructed junction, thereby improving road safety. The location is in the centre of the village, so would have wider benefits in moderating traffic speeds and creating a safer environment.
2. The proposal was formally advertised by public notice in November 2016. Consultations were carried out with the emergency services and other statutory bodies, Meppershall Parish Council and the Ward Members. Residents located in the areas where restrictions are proposed were individually consulted by letter and notices were posted on street.

**Representations and Officer Responses**

3. A total of 2 representations were received in response to the proposals. These are included in Appendix C and the main points raised are as follows:-
  - a) The new junction and raised table will remove valuable parking spaces on this length of High Street where there is a high demand for on-street parking.
  - b) Concerns about drainage associated with the raised table as the fall of the road could result in water flowing into adjacent driveways.
  - c) Larger vehicles passing over the raised table could create structural damage to adjacent properties, some of which were built many years ago. This will be exacerbated when construction traffic starts using the junction.
  - d) The raised table is being provided to compensate for an inadequate vision splay for drivers emerging from the new junction.
4. Officer response:-
  - a) The new junction is to be sited very close to the existing access to Meppershall village hall, which will disappear. Hence, parking is already limited on this stretch of road. The raised table itself does not place any restriction on parking and it is felt that the overall impact on parking would be negligible.



- b) The proposals are subject to technical checks to ensure that they meet the required highway standards. If necessary, the existing highway drainage system will be improved to cater for any additional requirements.
  - c) There is no evidence that raised highway features create structural damage to adjacent buildings as a result of ground bourn vibrations. The height and profile of the proposed table will meet current Regulations and guidance. The Council cannot guarantee that there will not be increased vibration resulting from the implementation of the works, but the terms of the section 278 agreement will generally mean that the developer would pick up any costs associated with vibration and damage.
  - d) The provision of the table will create road conditions by which the speeds in the vicinity of the proposed junction will equate to 20mph when considering visibility splays at the junction. The visibility splay required for a speed of 20mph equates to 2.4mx 25m where as the visibility which is obtainable at the proposed junction is 2.4m x 39m. The raised table was proposed by the developer at a very early stage of the planning process and was shown on the drawings provided at the public exhibition.
5. It is felt that the proposed raised table will assist with the safe operation of the new junction and will provide wider benefits to road safety in the village. Any negative impacts are expected to be minimal.

**Appendices:**

Appendix A – Public notice of proposals

Appendix B – Drawing of proposals

Appendix C – Representations

Appendix A



# PUBLIC NOTICE

## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INSTALL A RAISED TABLE JUNCTION IN HIGH STREET, MEPPERSHALL**

Notice is hereby given that Central Bedfordshire Council, in exercise of its powers under Section 90 A-I of the Highways Act 1980 and all other enabling powers, propose to construct a Raised Junction Table in High Street, Meppershall. These works are being promoted as part of a highway improvement scheme associated with an adjacent residential development.

**A Raised Table Junction at a nominal height of 75mm, approximately 37 metres long and extending approximately 10 metres into the new side road, including ramps, extending across the full width of the road is proposed to be sited at the following location:-**

High Street, Meppershall, from a point north-east of Fildyke Road extending in a north-easterly direction to a point approximately 3 metres south-west of the boundary of nos.19 and 21 High Street.

Further Details may be examined during normal office hours at the address shown below, viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices) or tel. 0300 300 5003.

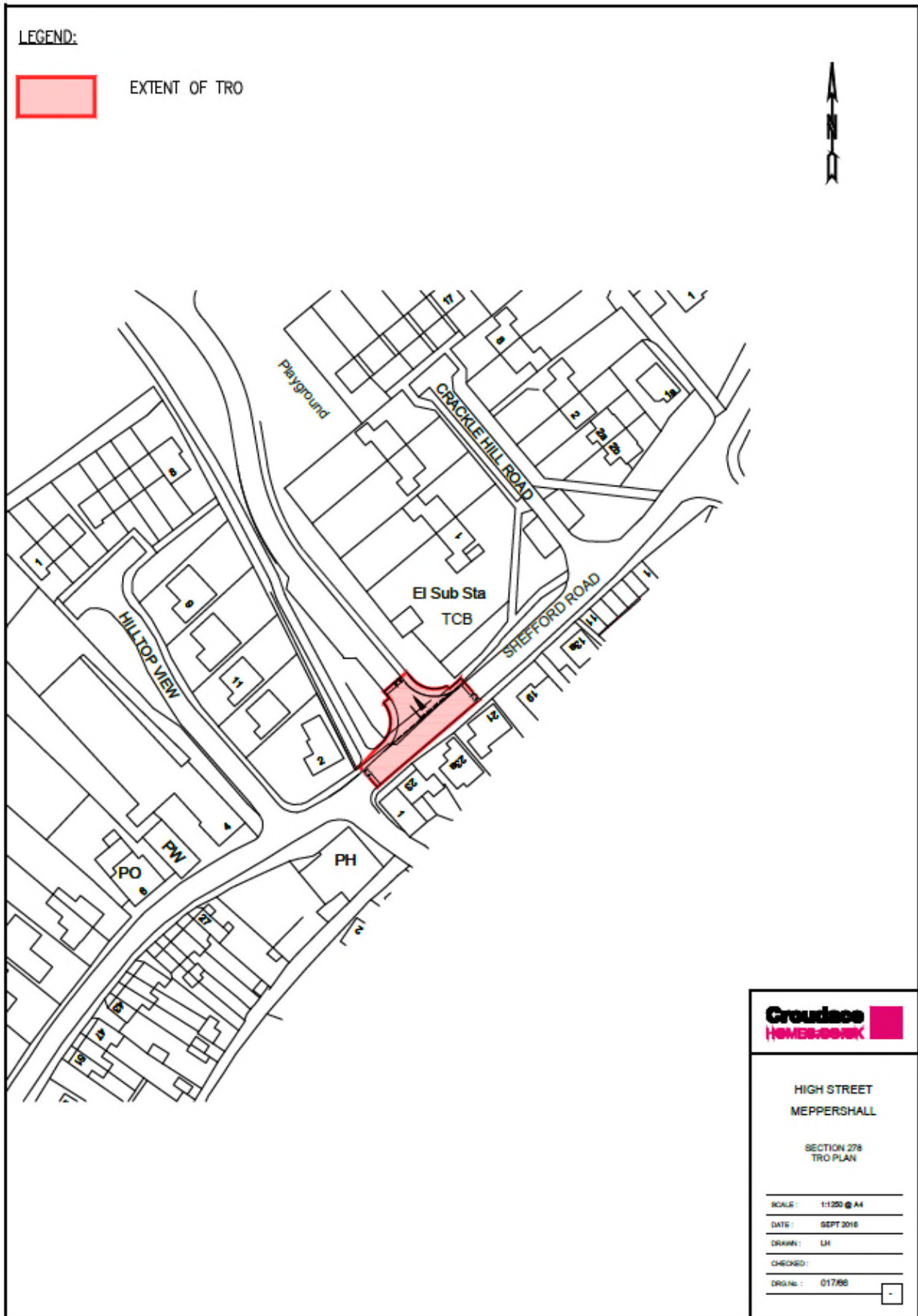
Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 9 December 2016.

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

11 November 2016

Appendix B



## Appendix C

Thank you for your letter dated 9.11.16 regarding the proposed raised table immediately outside my residence at the above address.

Presumably this is to be read in conjunction with the planning application proposed for the village hall site and beyond.

Whilst I agree that traffic calming is required in the village. The choice of location is questionable.

The plan shows this to be in the location of the new access to the housing development. The access road to my knowledge was further to the right and seems to have been pushed closer toward hilltop view. Numbers 21, 23a and 23 and number 1 Fyldke Road often park along the high street in the location of the proposed raised table. Each property only has one off street parking bay, which as you are aware is well below current standards for current living and the size of the properties.

We are therefore concerned regarding parking, if we can no longer park outside our property because there will be a junction opposite making it dangerous than where we used to park. There appears to be four bays on the left of the new access road. I made the same comments on that application that there are not enough bays proposed and the road junction will become congested.

Are there proposals to put yellow lines so that vehicles can park on the cross over? I am also concerned regarding drainage from the raised table falling towards our drive which already slopes towards the building. Please confirm how this will be dealt with?

I look forward to hearing from you

---

I am the owner of property at x High Street, Meppershall SG17 5lx.

I wish to show my concerns to the proposed raised layout for this section of road.

As I have already stated in my objection, this raised platform may cause extra vibrations as HGV's pass over the end of this platform which may cause structural damage to my house foundations as the property is of 1913 construction with step out brick foundations. Can your engineers confirm that this will not occur due to the construction of this raised platform as I am now in the process of getting a structural engineers report on my property for future reference. If it can be proven in court that this structure could cause damage then this letter will give you confirmation of my intent to claim against your council for any future damage that this structure may cause. To date I have had no contact from yourselves or the developer over my concerns with this layout proposal. The engineers report will be with me in the next few weeks along with photo evidence both externally and internally of my property for future reference.

The only reason that I can see for going for this raised layout is to try to reduce the speeds along this part of the road as the developer has less than the required vision splays according to your standard requirements. Along with this proposal. All early construction traffic will be using the access nearest my property which again may cause damage to my property.

Can you again assure me that this construction traffic will not cause damage while in progress as again a claim may be forthcoming in the event happening.

I await some sort of reply forthwith.

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**Meeting:** Traffic Management Meeting  
**Date:** 28 February 2017  
**Subject:** Bideford Green, Linslade – Consider objections to the proposal to introduce waiting restrictions in Bideford Green, Linslade  
**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 the vicinity of Southcott School at Bideford Green, Linslade.

---

Contact Officer: Steve Lakin  
[steve.lakin@centralbedfordshire.gov.uk](mailto:steve.lakin@centralbedfordshire.gov.uk)  
Public/Exempt: Public  
Wards Affected: Linslade  
Function of: Council

#### **CORPORATE IMPLICATIONS**

##### **Council Priorities:**

The proposal is designed to improve road safety, traffic management and the amenity in Bideford Green within the vicinity of Southcott school and is in accord with Objective C of the authority's Local Transport Plan, "*Increase the number of children traveling to schools by sustainable modes of transport*".

##### **Financial:**

The works are being funded by the Local Transport Plan as part of the Integrated Programme of works for 2017-18.

##### **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 safety for all road users.

**Sustainability:**

None from this report.

**RECOMMENDATION:**

**That the proposals to introduce waiting restrictions in Bideford Green, Linslade are implemented as published.**

**Background and Information**

1. The Council has received a number of complaints about school-run parking in the vicinity of Southcott Lower School in Linslade. An example report that documents the current situation is included as Appendix A.
2. Officers conducted several site visits during the autumn term in 2016 to observe the issues first hand. Officers also met with interested members of the Town Council and agreed to bring forward proposals to regulate the available highway space and encourage more responsible parking behaviours.
3. The following restrictions were proposed:
  - Extension of 'No waiting at any time' restrictions to additional sections of Bideford Green.
  - Extension of 'No stopping on School Entrance Markings' to cover the entrance to the Bluebell Nursery.
4. These proposals were formally advertised in September 2016. Consultations were carried out with the emergency services and other statutory bodies, Leighton-Linslade Town Council and the CBC Ward Members. Public notices were displayed on street and published on the traffic consultations section of CBC website (<http://www.centralbedfordshire.gov.uk/council/public-statutory/notices.aspx>). A copy of the Public Notice is provided at Appendix B.

**Summary of Representations**

5. Over 20 representations were received. These included a formal response from Leighton Linslade Town and from Bedfordshire Police, who raised no objections to the proposals. Copies of all correspondence received are included in Appendix C. Names and address of correspondents are redacted in line with privacy guidelines.



6. While generally supportive, most respondents expressed concern that the proposed measures:
- i) Do not adequately address road safety issues associated with the school run, in particular the school's poor pedestrian accessibility.
  - ii) Are insufficient to deal with parking pressures and would have the effect of displacing demand to other sections of Bideford Green and on to Soulbury Road.
  - iii) Will worsen road safety by encouraging greater vehicle speeds and increasing pedestrian use of roads with inadequate or missing footways.

The main points raised by correspondents are summarised below in paragraphs 7-9.

7. No Stopping on School Keep Clear restriction

Several correspondents requested that the existing timed restriction covering Monday to Friday between 8am and 4.30 pm be extended cover Saturday mornings between 9am and 12am as parking continues to be a significant problem whenever events, such as football club practices, games and tournaments, are hosted by the school.

One correspondent proposed extending the restriction so that it operated for 24 hours, 7 days a week. Another respondent requested that the timing of the restriction be reduced to say 8 to 9.30am and 3- 4.30pm as this would better coincide with the school run period, allowing adjacent property owners to park outside of these hours.

8. No Waiting at Any Time restriction

Correspondents requested that the proposed double yellow lines be extended in the following locations:

- i) Around the bend, as the proposed parking for 5-6 cars at this point would adversely impact sight lines. Specifically. *“the presence of parked vehicles and those vehicles in the process of entering/leaving a parking space will reduce the width of the carriageway”*.
- ii) To cover the entrance to the pathway between number 448 and the back garden of number 447 Bideford Green. It was noted that the existing H-bar marking covering the entrance is frequently ignored. The result was that children crossing at this point had to walk out into the road from behind parked vehicles in order to check for approaching traffic.
- iii) To cover all of Bideford Green within a 500m radius of the school entrance as this would encourage parents to park and walk.

9. Other requests/ recommendations:

- i) That a surfaced, adjacent to carriageway footway be provided within the green space to allow children to alight from vehicles in safety.
- ii) That, in addition to the above, the road is widened into the green space to facilitate traffic movement.
- iii) That a 2m wide strip of the existing green space is hardened using grasscrete to provide a parking area.

- iv) That the road is narrowed to a single lane between no. 435 and the school entrance to allow for a part of the carriageway to be converted into a footway on the section where no such provision exists.
- v) That traffic calming measures are introduced to reduce speeds and that a 20mph speed limit is considered.
- vi) That the footpath between 427 to 435, which is in a particularly poor condition, is resurfaced.
- vii) That action is taken to address the issue, widespread across Bideford Green, of vehicles parking on the footways / margin strips.
- viii) That authority and the school take action to encourage parents to use modes of transport other than the private car.
- ix) That the school takes action to encourage parents to park away from the school gate and walk the rest of the way (Park and Stride), for example making use of the car park at the Tesco Express at Coniston Road.
- x) That the authority offers "H" bars to householders in the vicinity of the school who experience problems with obstructive parking and that existing H bar markings are refreshed at the same time.
- xi) That the authority takes action to enforce the restrictions.

### **Central Bedfordshire Highways' response**

#### 10. No Stopping on School Keep Clear restriction

Officers note that there were no objections to the extension of the School Keep Clear markings to cover the entrance to the Bluebell Nursery. Officers are of the view that the timing of the restriction, covering the period when the majority of pupils arrive and depart both the lower school and nursery, remains appropriate.

#### 11. No Waiting at Any Time restriction

Officers are of the view that the proposed extension of the 'No Waiting at Any Time restriction' is a proportionate response to existing school-run parking pressures and will have the effect of improving road safety. The scheme reflects existing parking behaviour whilst seeking to address those areas where parked vehicles are observed to be hazardous for other road users.

#### 12. Other requests

i) – iii) Officers acknowledged that the metalled 'margin' that forms part of the property frontage within Bideford Green is of insufficient width to function as a footway and therefore see merit in the proposal to provide a suitably surfaced footway within the existing area of greenspace. However, this would be a matter for negotiation between the authority and Southcott Management Association, who are the landowner for this area of green space.

iv) The option of creating a new section of footway within the existing carriageway was discounted due to the road topography at this location.

v) Officers are of the view that the proposed measures will not adversely increase vehicle speeds and that any traffic calming measures should be considered as part of a wider Local Transport Plan scheme to create a 20mph zone covering Bideford Green and Knaves Hill.

vi) Officers have recorded the poor condition of various highway footpaths. These will be prioritised for refurbishment in accord with the authority's structural maintenance policy.

vii) Central Bedfordshire Council introduced an authority-wide restriction on verge and pavement parking in 2014 in recognition that the damage caused places an additional strain on limited maintenance budgets and that obstructive parking directly compromises the safety of vulnerable road users.

The authority is committed to taking action where the problem of verge and pavement parking is considered most acute, subject to a request from the local ward member(s).

viii), ix) While the authority remains committed to the objective of increasing the number of children walking and cycling to school the amount of officer time available to progress this is very limited.

x) The provision of new and the re-lining of existing H bars will be instructed as part of the scheme's construction.

xi) The issue of parking outside of schools is an important key focus for the work of the authority's Civil Enforcement Officers, who have visited the area twelve times in the last year.

## **Conclusion**

13. If the proposals are approved, the associated works will be scheduled to take place over the period July to September 2017.

## **Appendices:**

- Appendix A – Issues report
- Appendix B – Public notice of proposals
- Appendix C – Representations

## Appendix A: Complainant Report

### Parking around Southcott School

The following photos were taken on one recent day (12 May) randomly selected in the afternoon – by no means the worst but an example – showing the main safety issues especially for children. These do not cover other issues such as

- The inconvenience to residents by inconsiderate parking
- The problems for delivery drivers at school times getting past double parked cars
- The damage to the road and extended private drive opposite the school caused by school traffic bearing in mind that this is a cul de sac and every car arriving has to turn round to exit Bideford Green



Cars parked round bend and service strip which provides the only “footpath” especially in wet weather (note the vegetation obstructing this which forces parents/children into the road



Entry/exit from Bluebell Day Care Centre directly on to road (note presently awaiting reregistration/decision by Southcott Lower School to run its facilities in the meantime). Also used by some to and from Southcott School



Double yellow lines by private drive area routinely ignored and not enforced



Chicane parking around the sharp bend where there is limited visibility of oncoming traffic (either direction)



Typical scene up Bideford Green from the bend. In dry weather many will walk up the grass (privately owned amenity land) but less so in wet when the service strip on the other side of the road is more used. Note the three point turn being undertaken emphasising that this road is a cul de sac





Similar scene with use of service strip as pavement



Cars leaving. If work was not being done on left hand side, there would be continuous parking all the way down the right side. Some parents choose to get their children out on to the road because of the concrete posts



Cars parked immediately opposite a road junction where there is limited visibility for cars exiting by the double white line because of vegetation. Often the line of parked cars goes even higher up Bideford Green



Note also the car parked on the grass off the “main” Soulbury Road – there are sometimes more



How safe is it for these children and parents?



# PUBLIC NOTICE

## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME AND NO STOPPING ON SCHOOL ENTRANCE MARKINGS IN BIDEFORD GREEN, LINSLADE**

Reason for proposal: For avoiding danger to persons or other traffic, for facilitating the passage of traffic on the road and for preserving the amenity of the area through which the roads run. The waiting restrictions are intended to address indiscriminate parking in the vicinity of Southcott Lower School and Bluebell Children's Centre to create a safer environment for road users and residents.

Effect of the Order:

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

1. Bideford Green (main section), west and south sides, from a point approximately 5 metres north-east of the boundary of nos.510 and 511 Bideford Green extending in a north-easterly then north-westerly direction to a point approximately 3 metres north-west of the rear wall of no.167 Bideford Green.
2. Bideford Green (second south-west spur), both sides, from its junction with Bideford Green (main section) extending in a south-westerly direction to a point approximately 4 metres north-east of the boundary of nos.168 and 169 Bideford Green.
3. Bideford Green (main section), north-east side, from a point approximately 4 metres north-west of the rear wall of no.167 Bideford Green extending in a south-easterly direction to a point approximately 5 metres south-east of the boundary of nos.427 and 428 Bideford Green.
4. Bideford Green (main section), north-east side, from a point approximately 3 metres north-west of the rear wall of no.431 and 432 Bideford Green extending in a south-easterly direction for approximately 12 metres.
5. Bideford Green (main section), north-east side, from a point approximately 2 metres north-west of the south-east flank wall of no.435 Bideford Green extending in a south-easterly direction for approximately 12 metres.

### **To introduce No Stopping on School Entrance Markings from Monday to Friday between 8.00am and 4.30pm on the following length of road in Linslade:-**

1. Bideford Green (main section), south-east side, from a point in line with the boundary of nos.510 and 511 Bideford Green extending in a north-easterly direction for approximately 63 metres.

Further Details may be examined during normal office hours at the address shown below, viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices) or tel. 0300 300 5003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 30 September 2016. Any objections must state the grounds on which they are made.

Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of 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

6 September 2016

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\*

The Central Bedfordshire Council (the "Council") in exercise of its powers under sections 1(1), 2(1) to (3), 4 (2) and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 ("The Act") and all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of schedule 9 to the Act, hereby makes the following Order:

1. This Order shall come into operation on xxth day of (Month) 201\* and may be cited as "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\*\*"
2. As from the date upon which this Order comes into operation, the provisions of the "Bedfordshire County Council (District of Mid Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008" shall be varied as follows:-

To add No Waiting at any time on the following length of road in Linslade:-

- (i) Bideford Green (main section), west and south sides, from a point approximately 5 metres north-east of the boundary of nos.510 and 511 Bideford Green extending in a north-easterly then north-westerly direction to a point approximately 3 metres north-west of the rear wall of no.167 Bideford Green.
- (ii) Bideford Green (second south-west spur), both sides, from its junction with Bideford Green (main section) extending in a south-westerly direction to a point approximately 4 metres north-east of the boundary of nos.168 and 169 Bideford Green.
- (iii) Bideford Green (main section), north-east side, from a point approximately 4 metres north-west of the rear wall of no.167 Bideford Green extending in a south-easterly direction to a point approximately 5 metres south-east of the boundary of nos.427 and 428 Bideford Green.
- (iv) Bideford Green (main section), north-east side, from a point approximately 3 metres north-west of the rear wall of no.431 and 432 Bideford Green extending in a south-easterly direction for approximately 12 metres.
- (v) Bideford Green (main section), north-east side, from a point approximately 2 metres north-west of the south-east flank wall of no.435 Bideford Green extending in a south-easterly direction for approximately 12 metres.

To add No Stopping on School Entrance Markings from Monday to Friday between 8.00am and 4.30pm on the following length of road in Linslade:-

- (i) Bideford Green (main section), south-east side, from a point in line with the boundary of nos.510 and 511 Bideford Green extending in a north-easterly direction for approximately 63 metres.

GIVEN under the Common Seal of the Central Bedfordshire Council  
this xxth day of (Month) 201\*

THE COMMON SEAL of THE )  
CENTRAL BEDFORDSHIRE COUNCIL )  
was hereunto affixed in the presence of: )

Signed .....



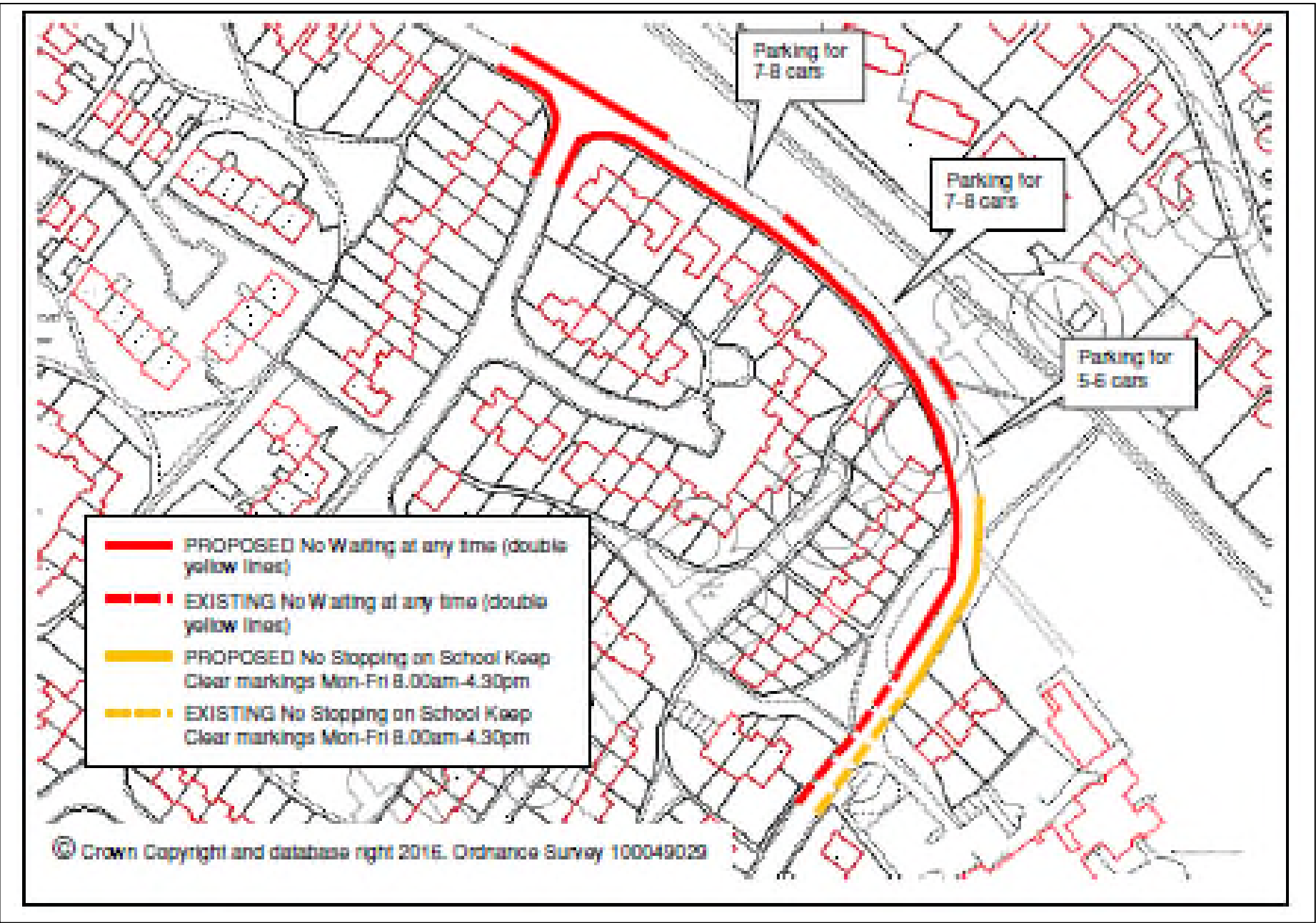
## Statement of Reasons

The proposed restrictions are for avoiding danger to persons or other traffic, for facilitating the passage of traffic on the road and for preserving the amenity of the area through which the roads run. The waiting restrictions are intended to address indiscriminate parking in the vicinity of Southcott Lower School and Bluebell Children's Centre to create a safer environment for road users and residents.

The No Waiting at any time (double yellow lines) is intended to keep the inside of the bend and the west side of Bideford Green clear of parked vehicles. The parked vehicles create vehicular conflict and obscure visibility for drivers. The restrictions would also be applied to the junction adjacent to no.167 and 427 Bideford Green and two short lengths of road to create passing places for opposing traffic and improve visibility for pedestrians crossing the road. Parking spaces would be marked between the passing places.

The No Stopping on School Entrance Markings would extend the existing markings north-westwards to cover the new children's centre access and footpath link.

Further details can be found on the attached draft Traffic Regulation Order and Public Notice.





## Appendix D

**From:** The Headteacher  
**Sent:** 26 September 2016 09:15  
**To:** Traffic Consultation  
**Subject:** Bideford Green - parking proposals adjacent to the entrance to Children's Centre

Dear Sirs

**Proposal to introduce additional 'no waiting at any time' restrictions on Bideford Green and to extend the 'no stopping on school entrance' markings to cover the entrance to Children's Centre**

The current parking restrictions adjacent to Southcott Lower School have caused us concerns about the safety of our children for some years.

We are supportive of these proposals to restrict the areas near to the school in which vehicles can park.

We do have a reservation relating to the break in the proposed double yellow lines labeled 'Parking for 5-6 cars'. The road is a bend at this point with associated reductions in sight lines. The presence of parked vehicles and those vehicles in the process of entering/leaving a parking space will reduce the width of the carriageway. We would prefer this length of road to be included in the provision for double yellow lines. However, we do not want this reservation to detract from our support for the plans.

Yours faithfully

[REDACTED]

Headteacher

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**From:** [REDACTED] [mailto:[REDACTED]@yahoo.co.uk]

**Sent:** 22 September 2016 14:08

**To:** Traffic Consultation

**Subject:** Bideford Green

Dear Sir/Madam,

The proposals for the alterations on this road will not add to the safety of the children or parents. The problem is much wider than just the short section of the road in front of the school.

The major issue is that there is NO pavement on either side of the road between No 435 and the school entrance. Therefore everyone has to walk in the road.

It is obvious that the original road and footpath were not built for the amount of pedestrian and vehicle traffic that use the road today. The footpaths are too narrow even for a pram/pushchair with a child walking alongside.

I recently walked the road and a mother had no alternative than to push a pushchair in the road so that the second child could walk on the pavement. In most cases parents do not use the footpaths but walk down the road amongst traffic.

With regard to parking on the road. At the present time because of the narrow road and the concrete posts on the edge of the green area, parents let children out of cars into the middle of the road amongst traffic. On many occasions I have had car doors opened as I approached.

It is made worse by the fact that many of the cars are 4x4s or people carriers. This further restricts the width of the road. Driving against the flow of the line of parked cars means that if a car comes down the hill towards the school on the outside of these cars, there is no way of passing each other except by pulling onto the narrow pavement amongst the children and parents.

A recent count was 25 cars parked on the approach to the school, plus 4 cars parked on the inside of the bend, these are normally parked there all day and 3 cars parked on the double yellow lines. Children are also dropped off within the 'hashed' marking area at the school entrance. It would not be possible for emergency vehicles to get through.

A few cars park on Soulbury Road. If the proposals are implemented more cars will park on the verge of this road and cause traffic issues on this bus route.

The proposals will not overcome any of the present issues, nor address the problem on a Saturday morning when football playing takes place. with the same traffic problems this brings. Full time daily enforcement of the new proposals would be required.

The restrictions proposed will only mean that parents will park further away from the school on the approach side and beyond, where there will be no restriction. All this is doing is moving the congestion elsewhere. Already many of the vehicles travel beyond the school and park, and turn in the cul-de-sac between No's 462 and 472.

If parents have further to walk they will either stop and drop off in the restricted area, or walk down the road amongst traffic, causing more safety issues.

As I pointed out above there were 25+3+4 vehicles that on a given day would be affected directly for which 22 spaces are planned by the proposals.

I would suggest that there is a need to widen the road on the approach to the school and this can easily be done by selectively removing the concrete posts, and either making it possible to let passengers out onto a footpath ,or making 'off road' parking spaces. This, and a footpath to the school gates would certainly lead to a safer method of getting children to school.

A further issue would be the introduction of a speed restriction methods.

This is not a criticism of the proposals. It is good that the council is proposing to implement some much needed changes in the area, however I don't believe the proposals go far enough. More consideration needs to be given to how children get safely from their parents' cars into the school grounds, not just where cars can and cannot park. This would take away much of the present congestion.

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**From:** Mark Saccoccio [mailto:Mark.Saccoccio@leightonlinlade-tc.gov.uk]  
**Sent:** 30 September 2016 14:13  
**To:** Traffic Consultation  
**Subject:** Bideford Green, Linslade

Dear Sirs,

At its meeting held Thursday 29<sup>th</sup> September, the Planning and Transport Committee agreed to make the following comments in respects of the proposed parking changes to Bideford Green, Linslade. Whilst in principle the Committee supports the proposal, more should be done to:-

- i) Encourage parents to use other modes of transport other than the private motor vehicle and when this is not possible, to encourage parents to use alternate parking at say Tesco Express at Coniston Road. It is recommended that the school should be encouraging parents to seek legal alternative parking solutions.
- ii) As a consequence of displacing traffic, this will have a knock-on effect on adjoining roads. The Committee were keen to encourage the use of painted "H" bars across drives that would become more prone to school /railway parking issues.
- iii) The Committee were of the opinion that Soulbury Road could become a greater issue and the Principal Authority should be mindful of this.
- iv) The Committee was of the opinion that parking remains a problem on Saturday mornings also.
- v) The introduction of measures to ensure that no waiting/stopping is properly enforced.

Yours faithfully,

Mark Saccoccio

**Mark Saccoccio BSC (Hons) MRTPI CiLCA**  
Town Clerk

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**From:** [REDACTED] [mailto:[REDACTED]@btopenworld.com]  
**Sent:** 27 September 2016 11:47  
**To:** Traffic Consultation  
**Subject:** Bideford Green, Linslade

Good morning,

I am writing to comment on the proposal to introduce no waiting at any time and no stopping on school entrance markings in Bideford Green, Linslade.

I live at [REDACTED] Bideford Green, Linslade, and consider that I have an obligation to comment on your proposals.

In other words Southcott Lower School and the residents living on that part of Bideford Green.

I believe that the proposals do not go far enough because all you will be doing is moving the car parking and congestion further up the road, towards my house (457 Bideford Green) and further around the corner to the end of the cul-de-sac.

So we also need to have placed outside our drive-ways the 'White Lines' that were placed out-side some of the houses in that section of the road. Houses with 'White Lines' (**which need to be re-painted** 448,449,450,451,452,453 and 503,504,505,506,507,508 and 509.

Houses that will **require** 'White Lines' are from houses 454 upwards and houses 502 upwards towards the end of the cul-de-sac.

In addition to the school-week – Monday to Friday. You have not taken into consideration the use of the school playing-field on a Saturday by people who are granted use of this field, by the school, to play foot-ball.

It is not just a little knock-about each week but proper foot-ball matches and the number of cars arriving to participate are a very large number and they remain parked all around the school street for most of the morning (9am-12noon). The school car-park is not available for any of the Saturday morning cars (the school place a sign out-side the gates stating this), so we have to take the full volume of cars parking all the way up towards my house (457) and all around the bend, alongside the Bideford grass area (sometimes cars are parked on both sides of the road, making it very difficult to drive past them to either leave or return home).

**You will need to place restrictions on Saturdays also**, when there are events in the school playing field (I am sure the parking sign can state these requirements).

Yours sincerely,  
[REDACTED]

**Please acknowledge receipt**

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-----Original Message-----

From: [REDACTED] [mailto:[REDACTED]@btinternet.com]  
Sent: 10 September 2016 12:09  
To: Traffic Consultation  
Subject: Bideford Green Linslade Proposed Waiting Restrictions

I wish to comment on the above proposals as follows:

1. There is a pathway that many children who walk from other parts of the estate use and then have to cross the road to the main school entrance. The path is between number 448 and the back garden of number 447 Bideford Green. The present yellow lines do not cover this path and vehicles park from the end of the existing yellow lines up to it resulting in children having to walk out into the road behind parked vehicles to see if anything is coming. There is so much vehicle movement at the start and end of the school day with vehicles going past this path end to turn around further up the cul de sac that I feel children that are doing the right thing by walking to school are put in danger. Could the yellow lines be extended to cover this path?
2. On Saturday mornings for a considerably longer period than on a school day there is the same amount of parking around the bend as the local children's football team Southcott Owls uses the school field for their games. The school will not let the cars park in their grounds even though I have explained the problem. If they did there would be sufficient parking. Could the restrictions be extended to include Saturday mornings between 9.00 and 12. The problem is worse on a Saturday morning because there is more resident car movement at these times as it is a weekend.
3. The new measures will result in parents parking further round the cul de sac as was the case before the Bluebell Childcare entrance opened. When they parked on both sides of the road it meant residents found access difficult especially when leaving or entering their drives. Could H bars be put in front of all the drives around the cul de sac and the entrances to the pathways?

As a local resident I am very pleased that something is to be done to prevent the parking around the bend as I am constantly concerned that I will knock a child down because I don't have clear visibility when I am driving into or out of the cul de sac.

[REDACTED]  
( [REDACTED] Bideford Green)

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-----Original Message-----

From: [REDACTED]  
Sent: 10 September 2016 14:21  
To: Traffic Consultation  
Cc: [REDACTED]  
Subject: Bideford Green, Linslade waiting restrictions

I am pleased that at last the council has recognised the impact of parking at school times, weekend football and evening lettings on the flow of traffic through to residential properties past the school.


A path from the entrance to the school and the footpath that across the green also needs to be considered, also on the opposite side of the road as pedestrians have not footpath on either side of the road along this stretch of road. Instead they are forced to walk along a private road and dodge any vehicles moving. In the evening people are walking from the footpath along the road to the entrance of the school and it is dark. The school is regularly let in the evenings and some of these bookings are children groups.

At present you are just restricting parking from school entrance to the footpath on the green at school hours only, this needs to be extended to 365 days as it is dangerous parking on a bend, especially one with NO FOOTPATH. Unless a footpath will be constructed within the next few months.

Kind regards,

  
Bideford Green

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**From:**   
**Sent:** 29 September 2016 17:30  
**To:** Traffic Consultation  
**Subject:** NO WAITING AT ANY TIME AND NO STOPPING ON SCHOOL ENTRANCE MARKINGS IN BIDEFORD GREEN, LINSLADE. Proposed order 201.

Dear Highways department,

We would like to comment on the "No waiting at any time and no stopping on school entrance markings in Bideford Green, Linslade"/proposed order 201.

We are generally in favour of this proposal but we would like to make a few suggestions as follows:

- The footpath between 427 to 435 is in a particularly poor condition and needs resurfacing. It is very difficult pushing a pushchair along this section as the wheels get directed towards the road by the broken surface.
- When crossing from the footpath outside 434 Bideford Green to the adjacent footpath across the grass/green leading to Soulbury Road there is extremely poor visibility round the bend. Would it be possible for the path on the Soulbury Road side of Bideford Green to be extended to a safe crossing point with good visibility in both directions. We believe this crossing point would be approximately opposite 431 to 432 Bideford Green. It would also be beneficial if this path could be extended down to the Bluebells Nursery entrance on the Soulbury Road side of Bideford Green.
- Generally across Bideford Green there is an issue with vehicles parking on the footpaths, which are particularly narrow, meaning it is unsafe to walk with a pushchair or holding a young child's hand as sometimes you have to go onto the road to fit around parked vehicles. Is it possible to ban vehicles parking on the footpath, or enforce such regulations if they already exist? We feel this will be more of an issue if waiting restrictions are implemented around the school entrances as the parking will be displaced further up Bideford Green.

Many thanks in anticipation.

Kind regards,

[REDACTED]  
Bideford Green

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**From:** [REDACTED]

**Sent:** 30 September 2016 14:29

**To:** Traffic Consultation

**Subject:** No waiting at anytime and no stopping on school markings in Bideford Green, Linslade

In response to your public notice, whilst the proposal is excellent news and long overdue, I have one major reservation, as at present the few traffic restrictions that are in place are consistently ignored. If these proposed measures are implemented, are they going to be regularly policed, as if not, I can see them also being ignored.

[REDACTED]  
Bideford Green

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**From:** [REDACTED]

**Sent:** 24 September 2016 14:31

**To:** Traffic Consultation

**Subject:** Bideford Green Restrictions

Hi,

I live at [REDACTED] Bideford Green so have to run the Southcott School gauntlet every day. Whilst your new plan looks very nice and neat and tidy I actually don't think you have put much thought into the actual situation on Bideford Green. It is all well and good to sit in the planning department and draw nice lines on a map with felt tip pens but quite another to experience what goes on in the real world. I'm sure parents of children at Southcott are very nice law abiding citizens most of the time however during the school pickup times they seem to turn into reckless, lazy and selfish people who have a total disregard for their surroundings and complete lack of consideration for the residents. As an example please see attached photo which shows someone picking up their little darling with a clear disregard for the current restrictions, after all why would you walk any further than you have to.

So I would urge you to come and take in the sights and sounds of pickup time at Southcott School, which may hopefully enable you to apply some common sense and reconsider your proposals.

I have three specific issues with your proposal:

- The complete lack of respect and responsibility of parents currently suggests to me that your proposals will make no difference what so ever to the ever present threat of injury or worse on that corner.





2. You are proposing to have a Monday to Friday restriction in one area (shaded yellow on your sketch map. The school has regular Saturday football matches and other sports events at weekends and prohibits parking on their premises. The same problem prevails indeed it is worse as the parking can be all day. We would like the yellow areas to be redesignated as red ie full restriction.

3. Considering the areas shaded red are permanent, this could cause issues for the residents in front of these lines. Could you consider restricting the times of no parking?

Thank you for the opportunity to make our comments and hope that they will be given full consideration.

Kind regards

[REDACTED]  
[REDACTED], Bideford Green

---

**From:** [REDACTED]  
**Sent:** 29 September 2016 21:11  
**To:** Traffic Consultation  
**Subject:** No waiting / double yellow lines Bideford Green

Dear sirs,

While i appreciate that the way inconsiderate school parents park is highly dangerous to both pedestrians and drivers and i welcome any measures put in place to reduce the dangers i am not happy at the increase in problems it will cause for us who live a little further up past the school.

I have lived at 450 Bideford Green for nine years now and in that time my sons car which was parked on the road outside my house has been damaged three times by other drivers who did not even stop to admit to the damage.

We were forced to pay £3000 to have our single drive converted to a double so as to get both family cars off of the road.

I have witnessed on numerous times parents using my driveway to turn around and i have lost count of the number of times i have been blocked in and was late for work because parents had actually parked across my driveway.

When tackled about it they swear or shout abuse or use the excuse " i will only be a minute"!

My neighbour even had her car hit and damaged by a parent on her own driveway by a parent using it to turn around on. They drove off without owning up.

If you stop parents parking before the school where do you think they are going to park instead? Yes, further up the road and they will then cause more nuisance for myself and everyone who lives further up Bideford Green.

You will just be pushing the problem further up the road not curing the problem.

If my house is on fire i would like to think that a fire engine could get to my house instead of being hindered by inconsiderate foolish drivers who double park and restrict access just because they are too lazy to walk their children to school.

Please let me know your proposals to prevent nuisance and danger further up Bideford Green?

Can you put signs up to say no school parking past the school zig zags?

I cannot be the only resident to have concerns and i await your reply.

Kind regards

█  
Bideford Green

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-----Original Message-----

From: █  
Sent: 13 September 2016 16:04  
To: Traffic Consultation  
Subject: PARKING RESTRICTIONS - BIDEFORD GREEN LINSLADE

Dear Sirs,

Thank you for your advisory letter concerning the proposed parking restrictions surrounding Southcott School on Bideford Green.

My wife and I live at █ Bideford Green which is one of the houses most affected by the parking issue. We are in favour of the proposals and have one or two questions as a result:

- 1) When we have family visiting or electrician, gardener, etc, they would normally park directly outside our house. Presumably the double yellow lines will mean they will in future need to park on the other side of the road in one of the designated 'parking for 5-6' cars zones?
- 2) The school used to, as a matter of courtesy, put a note round local residents when an 'event', such as a sports day, was due. That no longer happens. It would be more helpful if they wrote to parents of children attending the school to encourage them to not use their cars unless really necessary. Unlikely to have much effect unfortunately!
- 3) Most important point of all is that the restrictions are to apply Mon-Fri but the real 'chaos' ensues at weekends for football matches, sports events etc, when parking issues become much more severe. These events can last for hours and real chaos can be expected, making it virtually impossible for ambulances or fire engines to navigate through. There is the additional factor of increased local traffic at weekends. It would therefore be more helpful if these restrictions applied all week (7 days).
- 4) It can be predicted that people will just park round the corner, in closes AND especially along Soulbury Road. This latter has happened for these extended 'events' and would obstruct main road traffic, buses etc.

As I say, we support the proposals but would ask you to also consider the points we have raised above. The present proposals will help but may not solve the 'real' problem sufficiently.

█  
Bideford Green

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**From:** [REDACTED]  
**Sent:** 09 September 2016 10:34  
**To:** Traffic Consultation  
**Subject:** Proposal to introduce school entrance markings in Bideford Green, Linslade

Dear Sir

**Re: Consultation for the proposal to introduce No Waiting at any time and No Stopping on School Entrance markings in Bideford Green, Linslade**

Further to your recent Public Notice in regard to the above, I would like to register my total support for your proposal.

The proposal addresses a long standing safety issue associated with traffic in that immediate area.

I have two questions in relation to the proposal:

1. Will the existing No Waiting and No Stopping markings that exist closer to Southcott Lower School be 'refreshed'? I feel this will aid the appearance of the 'whole picture'.
2. Through your procedures, are the relevant 'policing authorities' made aware of the additional restrictions in the area?

Thank you

Yours faithfully

[REDACTED]  
Bideford Green

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**From:** [REDACTED]  
**Sent:** 26 September 2016 14:51  
**To:** Traffic Consultation  
**Subject:** Proposed Waiting Restrictions, Bideford Green, Leighton Buzzard.

Dear Sirs,

I refer to the published consultation dated 6<sup>th</sup> September relating to the proposals to introduce additional waiting restrictions in Bideford Green, Leighton Buzzard; if made, this is the order that would be titled: "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\*\*"

Firstly I would like to say that, as a resident of Bideford Green in the section beyond Southcott School, I welcome the initiative to control parking around the bend beside the school as I frequently have to pass this area going against the flow of parents/guardians arriving to drop off or collect children, and I have often had to drive onto the path adjacent to the houses to allow a vehicle travelling in the opposite direction to pass. This is dangerous for pedestrians, and I believe we should be encouraging more parents & guardians to walk their children to school, so your efforts to alleviate this problem by restricting parking and introducing passing zones is welcome.

I have two concerns about the suggestion, however.

1) There is a similar problem with indiscriminate parking associated with various events held within the school, most notably the regular Saturday football club, but also various fundraising events held by the school PTA including summer and Christmas Fayres. The proposal to extend the “no stopping on school entrance markings” during the school day from the area outside nos. 510/511 Bideford Green for a distance of about 83 metres (the solid yellow line on the plan associated with the notice) will not prevent parking in this section outside of school hours. In my experience, it is impossible to tell when approaching in a north-easterly direction whether there are cars coming round the bend from the section adjacent to nos 427-432, and if there are cars parked adjacent to the grassy areas that this restriction covers, it is only possible to avoid oncoming cars by driving onto the pavement and the private parking land. Given the introduction of the restriction on the section of the road opposite the school entrance, an area which normally has residents’ cars parked in it, I can foresee the possibility that residents will park overnight and at weekends on the school entrance section, thereby increasing the incidence of this hazard. I would ask you to give serious consideration to amending the proposal to make this also “No waiting at any time”, i.e. to change the solid yellow section on the plan to solid red. (I am not suggesting changing the existing school entrance section, only suggesting changing the proposed section).

2) It is likely that the introduction of these restrictions will cause people to look for other places to park. There are already one or two drivers who choose to park their vehicles on Soulbury Road adjacent to the path in front of the school grounds (the area of Soulbury Road that is underneath the box saying “Parking for 5-6 cars” in the plan associated with the notice). These drivers, aware that this presents an obstruction of the busier Soulbury Road, often park with their wheels on the grass verge, causing damage to the verge. I fear that the introduction of these restrictions will increase the number of drivers who park on Soulbury Road. I would ask you to give consideration to also introducing restrictions on the south-west side of Soulbury Road in the vicinity of Southcott School.

Regards

 Bideford Green

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**From:** [REDACTED]  
**Sent:** 29 September 2016 19:48  
**To:** Traffic Consultation  
**Subject:** Ref: Proposed waiting restrictions - Bideford Green Linslade

We are residents of Bideford Green and have these comments to make on the proposed waiting restrictions:

1. The proposed double yellow lines extending from 434 to 167 Bideford Green are unnecessary - the traffic and parking issues only occur during a limited period of time in the morning (8.30 - 9.30 am) and afternoon (3 - 4 pm) and so full restrictions for 24 hours a day are not needed. In fact we rarely have any problems with access during these times anyway or are aware of any danger to pedestrians immediately outside our property. The proposed restrictions would in fact disrupt our activities as visitors and deliveries to our property would not be able to park. This is not acceptable.
2. The provision of specified parking areas on the other side of the road is also not desirable as this will encourage commuter parking as drivers will see these as recognised parking spaces, whereas currently we have no issues with commuter parking.
3. The implementation of these restrictions will only have the effect of pushing parking further back up the hill towards Derwent Road and so extending potential parking issues and lengthening congestion more widely on Bideford Green.
4. The impact will also be to have traffic stopping on Soulbury Road if they cannot park on Bideford Green, causing further congestion and blocking on a major traffic route.

Our recommendation would be as follows:

1. To introduce limited no waiting time zones (single yellow lines) that only apply for 1 hour in the morning and 1 hour in the afternoon instead of the double yellow lines proposed; parking within the immediate vicinity of the junction at 427 Bideford Green is already illegal, so double yellow lines are not required.
2. To introduce no waiting at any time markings from 434 Bideford Green around the bend to 510 Bideford Green, as this is the area most impacted by the school traffic and
3. To introduce the proposed no stopping extension outside the school.

Beyond these measures nothing further is necessary in our view. The current proposals are far too drastic.

Regards

[REDACTED]  
Bideford Green, Linslade

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-----Original Message-----

From: [REDACTED]  
Sent: 13 September 2016 10:25  
To: Traffic Consultation  
Subject: Waiting Restrictions - BIDEFORD GREEN

To Traffic Management Team

I refer to the above proposed "No Waiting Restrictions" covering the road area around Southcott Lower School.

I found your MAP most interesting and helpful to gauge the actual length of road involved in the " DOUBLE YELLOW LINES" scheme.

Having looked closely at the MAP of the proposed NO WAITING restrictions near the foot path and the school playing fields, as a

local resident and regular motorist I should like to make one major observation which I feel needs to be addressed to avoid the risk of

another BLIND SPOT and subsequent accident.

The proposed plan to allow 5-6 cars on the bend of the road seems rather excessive and could easily cause a BLIND SPOT for those drivers

coming down from the top of the estate.

No more than 2-3 cars should be allowed, but better still no cars whatsoever in this section of the road under your proposal.

[REDACTED]  
Bideford Green

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-----Original Message-----

From: [REDACTED]  
Sent: 19 September 2016 18:03  
To: Traffic Consultation  
Subject: waiting-restrictions-bideford-green\_tcm3-18744

This is not an objection to the proposal, merely an observation.

The proposal is to add "no waiting at any time" areas and extend the "No Stopping on School Entrance Markings" area.

At the moment there is a small area of double yellow lines (virtually opposite the school) and any time I have been past the school at drop off/pick up times there is always one or two cars parked on these double yellow lines.

If the new and extended areas are not 'policed' their restriction will almost certainly be ignored by those who feel "the restriction does not apply to me".

Regards,

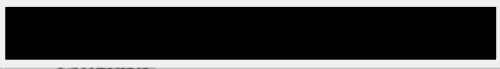
 Bideford Green.





12 September 2016

Mrs Rosemary Palmer



Leighton Buzzard  
Beds

Dear Mrs Palmer



Re – Parking ; Southcott School

I refer to your letter regarding the parking problems emanating from the siting of the school. We did, incidentally, meet years ago when watching our sons play rugby for Cedars School !

Having examined the map one would assume that the proposed measures will alleviate the problem though a more satisfactory proposal would be to provide 'pick up/drop off' points rather than parking spaces. Numerous cars park anything up to 30 minutes before school opening and closing times. I still have grave doubts about access for large emergency vehicles e.g. ambulances or fire engines, at these busy times.

The timing of your letter comes on a day after my wife and I were stuck in our car at the junction with *427 Bideford Green* on our way home. Traffic could neither move up or down the road nor into or out of this junction at no. *427* and a lot of abuse was being exchanged by inconsiderate drivers. It took us at least 10 minutes to get to our own drive just 20 yards away. It is common to see vehicles moving up the road three abreast and using the footpath, with others using private driveways to turn around in.

Many years ago the school advised residents whenever weekend or exceptional functions were held - i.e. sports days etc. Such advice has not been forthcoming for a long time.


If either yourself or Clive wish to speak to me please don't hesitate to contact me. Thanks for the work you have both done on behalf of residents.

Yours sincerely

  
Clive Boote





  
Linslade  
Leighton Buzzard  
Beds  
LU7 2TZ

Traffic Management Team  
Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford  
SG17 5TQ

16 September 2016

Dear Sir

Re: Proposal on no-waiting and no-stopping restrictions at Southcott Lower School

Thank you for your letter on the proposed scheme which I fully endorse and which has been long overdue. However, I do have some concerns on the scheme.

1. On exiting the private access road to houses 435 to 443 (see drawing). I believe cars coming down on the wrong side of the road cannot be seen until we drive into the main road, therefore could the parking designated for 5 - 6 cars be reduced to 3 or 4 cars?
2. What proposals if any are there in place to prevent our private access road and driveway to the garages (hatched area) becoming a school carpark?
3. Enforcement: Unless this scheme is regularly enforced, it will be a waste of time. The existing double yellow lines are completely ignored and are parked on on a regular basis and since the lines were installed in 2009 I have only been aware that on one occasion was there any attempt at preventing parking.
4. Has any consideration been given to reducing the speed limit to 20 miles per hour as in existing schools in the Leighton Buzzard area.

Yours faithfully



**From:** [REDACTED]  
**Sent:** 30 September 2016 14:29  
**To:** Traffic Consultation  
**Subject:** No waiting at anytime and no stopping on school markings in Bideford Green, Linslade

In response to your public notice, whilst the proposal is excellent news and long overdue, I have one major reservation, as at present the few traffic restrictions that are in place are consistently ignored. If these proposed measures are implemented, are they going to be regularly policed, as if not, I can see them also being ignored.

[REDACTED]  
Bideford Green  
Linslade  
Leighton Buzzard  
LU7 2UA

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**Meeting:** Traffic Management Meeting  
**Date:** 28 February 2017  
**Subject:** Mancroft Road, Caddington – Consider objections to proposals to install traffic calming measures and to introduce a 40 mph speed limit in Mancroft Road, Aley Green, Caddington  
**Report of:** Paul Mason, Assistant Director Highways  
**Summary:** This report seeks the approval of the Executive Member for Community Services for the installation of traffic calming measures and a change to the speed limit in Mancroft Road, Aley Green, Caddington

**RECOMMENDATIONS:-**

- a) That the proposal to install traffic calming measures in Mancroft Road, Aley Green, Caddington be implemented as published.
- b) That the proposal to introduce a 40 mph speed limit in Mancroft Road, Aley Green, Caddington be implemented as published.

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**Contact Officer:** Steve Lakin  
[steve.lakin@centralbedfordshire.gov.uk](mailto:steve.lakin@centralbedfordshire.gov.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Caddington  
**Function of:** Council

**CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal will improve road safety and amenity for local residents.

**Financial:**

The works are part funded by Central Bedfordshire Council's Local Transport Plan as part of the Integrated Programme of works and part funded by Caddington Parish Council.

**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.

<b>Budget and Delivery:</b>	
Estimated cost: £35,000	Budget: LTP Integrated Programme
Expected delivery: July – September 2017	

**Background and Information**

1. This scheme has been designed at the request of Caddington Parish Council and is part of the Rural Match Funded programme of works for 2016-17. This programme helps local town and parish councils fund transport infrastructure schemes in their area with matched funding from Central Bedfordshire Council. This allows town and parish councils to deliver local infrastructure improvements which would not normally be prioritised as part of the Local Area Transport Planning process.

When requesting a scheme, the issue the Parish Council asked to be addressed was *“vehicles travelling at excessive speeds past residential properties in a road with a 30 mph limit”*. The application noted *“vehicles are travelling at excessive speed past houses with elderly and young residents. I have carried out speed checks and found over 100 plus vehicles to be speeding in one hour, at speeds up to 59 mph.”*

2. The proposals include a combination of gateway and vertical traffic features that are designed to reduce speeds in line with the 30 mph speed limit in the residential section of Mancroft Road, Aley Green. The proposals also feature a change to the speed limit for the rural section of Mancroft Road where recorded 85<sup>th</sup> percentile speeds are 38 mph. A copy of the scheme drawing is provided at Appendix A.
3. The proposal was formally advertised by public notice in October 2016, copies of which are provided at Appendix B. Consultations were carried out with the emergency services and other statutory bodies, Caddington Parish Council and the Ward Members. Notices were posted on site and advertised on the traffic consultation section of Central Bedfordshire’s web site.

## Representations and Officer Responses

4. At total of 11 responses were received, copies of which are provided at Appendix C. Most respondents objected to the change in the speed limit and several objected to the traffic calming features. Two respondents suggested that the number of features should be increased and questioned the choice of location. Most but not all respondents shared the Parish Council's concern about inappropriate speeds and several referenced incidents of pets being run over and cars being damaged by vehicles being driven at recklessly inappropriate speed.
5. The basis for objections to the traffic calming measures were as follows:
  - i) That the package of measures would be ineffective in reducing speeds.
  - ii) That the measures would be unsightly, to the general detriment of the semi-rural hamlet of Aley Green and likely to generate obtrusive noise.
  - iii) That the installation of speed humps would result in an unacceptable increase in exhaust pollution as vehicles slow down and accelerate away from each feature.
  - iv) That speed humps cause damage to cars driven within the speed limit as well as those being driven above it.
  - v) That the measures penalise the majority of drivers for the reckless actions of a few.
  - vi) That rumble strips are not a deterrent to excessive speed and create unwanted noise as well as being uncomfortable for cyclists and those using mobility scooters/wheelchairs, etc.
6. The basis for objections to the change in speed limit on the section of Mancroft Road between Pipers Lane and Tipple Hill Lane were as follows:
  - i) That the increase in speed limit would encourage even greater speeds.
  - ii) That the safety of residents who cycle and walk along the section of road, which has no footway, few safe refuges and poor street lighting, would be compromised. Several respondents referred to the regular use of this road by ramblers, dog walkers and horse riders.
  - iii) That Mancroft Road has street lighting along its full length and that a 30mph speed limit is therefore appropriate.

7. Respondents also took the opportunity to offer suggestions and raise other areas of concern, which included:
- i) That the verge vegetation along the rural section of Mancroft Road restricts visibility of walkers.
  - ii) That the road is susceptible to flooding, which creates an additional safety hazard.
  - iii) That a 20mph speed limit would be more appropriate to those sections of Mancroft Road of limited width and where vehicles are lawfully parked.
  - v) That the authority should consider seeking special permission from the DfT to paint 30 mph repeater signs directly on the road on the rural section of Mancroft Road.
  - vi) That a design height of 75mm for road humps is insufficient to deter the most determined speeders.
  - vi) That the authority should make public its justification for the proposals and publish data on how many vehicles use the road daily; the percentage travelling in excess of the speed limit, and at what speed; and how many excessive speed related accidents there have been within say the past 10 years.

### **Central Bedfordshire Highways Response**

#### 8. Traffic Calming Measures

The package of measures incorporates a range of features that have proved effective in other locations. The positioning of features has been carefully considered to control speeds whilst minimising the potential for noise disturbance. An important consideration is the affordability of the scheme and hence the number and location of features has been agreed with the Parish Council. Lighting is also a key determinant of the scheme cost and the location of existing street lights was a consideration when siting raised features.

#### 9. Change in Speed Limit

Officers are of the view that the current 30mph speed is unsuitable for the section of Mancroft Road which is mainly rural in character. This is supported by the evidence collected from automated traffic counters that show the 30mph speed limit has a low compliance.

The long stretch of 30mph limit covering Mancroft Road and particularly the relatively undeveloped length is frequently ignored by drivers as they fail to see the need for such a low speed limit. The introduction of a 40mph transitional limit on the open stretch of road would give greater emphasis to the 30mph limits on those lengths where it is really needed and would be retained. The required speed limit signage would more clearly identify to drivers the respective speed limits and is expected to result in better compliance with them.

10. Suggestions and other Concerns

Officers are aware of the lack of protection afforded to pedestrians on the section of Mancroft Road without a footway and will consider bringing forward a separate safety scheme to help mitigate this.

The issue of inadequate road drainage has been relayed to the Area Team for their consideration.

The suggestions relating to a 20mph speed limit and the use of 30mph repeater signs have been noted but are unlikely to be progressed at this time.

Road humps are constructed to a standard detail that accords with national guidance.

The authority collects a range of information to inform policy and operational decisions. Speed and accident data falls into this category and can be made available on request.

**Next Steps**

11. If approved, the measures will be implemented over the period July to September 2017.

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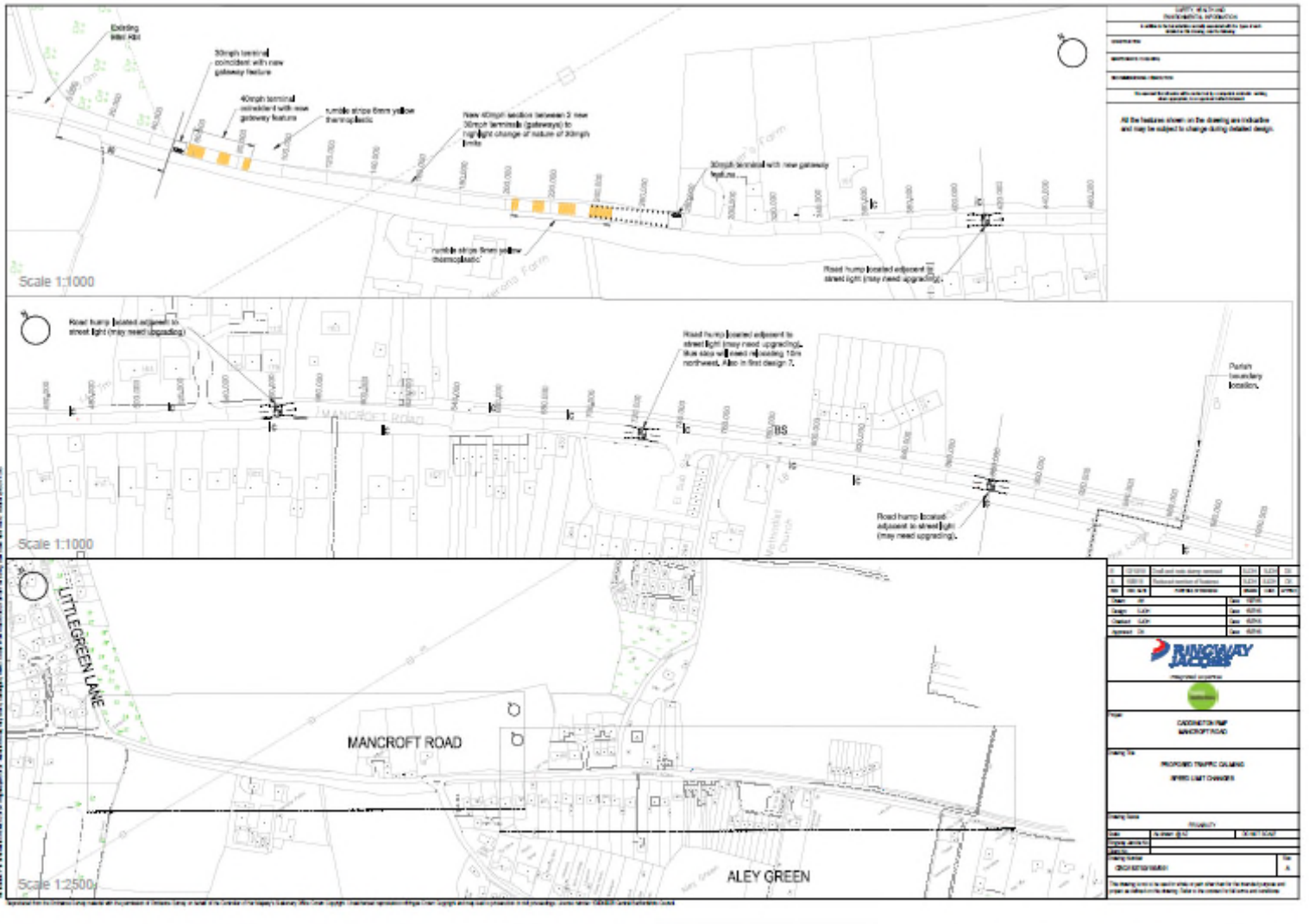
**Appendices:**

Appendix A – Public notice of proposals

Appendix B – Drawing of proposals

Appendix C – Objections and other representations

# Appendix A





Appendix B



# PUBLIC NOTICE

## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INSTALL TRAFFIC CALMING MEASURES IN MANCROFT ROAD, CADDINGTON**

Notice is hereby given that Central Bedfordshire Council, in exercise of its powers under Section 90 A-I of the Highways Act 1980 and all other enabling powers, proposes to construct road humps, rumble strips and gateway features in Mancroft Road, Caddington. These proposals are part of a scheme to reduce traffic speeds and create a safer environment for all road users. As part of the scheme a length of the current 30mph speed limit is proposed to be replaced by a 40mph limit.

### **Road Humps at a nominal height of 75mm and approximately 3 metres long, including ramps, extending across the full width of the road except for drainage channels are proposed to be sited at the following locations in Caddington:-**

1. Mancroft Road, at a point approximately 50 metres south-east of its junction with Pipers Lane.
2. Mancroft Road, at a point immediately north-west of its junction with Tipple Hill Road.
3. Mancroft Road, at a point approximately 55 metres north-west of the Methodist Church.
4. Mancroft Road, at a point approximately 100 metres south-east of the Methodist Church.

### **Rumble Strips in sets of varying numbers at a nominal height of 6mm are proposed to be sited at the following locations in Caddington:-**

1. Mancroft Road, centred at a point approximately 75 metres south-east of its junction with Little Green Lane and covering an overall length of approximately 30 metres.
2. Mancroft Road, centred at a point approximately 140 metres north-west of its junction with Pipers Lane and covering an overall length of approximately 45 metres.

### **Gateway Features comprising wooden gates at the side of the road to emphasise the start of the 30mph speed limit is proposed to be sited at the following location:-**

1. Mancroft Road, at a point approximately 57 metres south-east of its junction with Little Green Lane.
2. Mancroft Road, at a point approximately 90 metres north-west of its junction with Pipers Lane.

Further Details may be examined during normal office hours at the address shown below, viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices) or tel. 0300 300 5003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 22 November 2016.

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

27 October 2016

# PUBLIC NOTICE

## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A 40MPH SPEED LIMIT IN MANCROFT ROAD, CADDINGTON**

Reason for proposal: The speed limit is part of a road safety scheme and is being promoted in combination with other speed reducing measures. This length of road currently has a 30mph speed limit which is considered unsuitable for a road which is mainly rural in character.

Effect of the Order:

### **To introduce a 40mph Speed Limit on the following lengths of road:-**

Mancroft Road, Caddington, from a point approximately 57 metres south-east of its junction with Little Green Lane extending in a south-easterly direction for approximately 222 metres.

Further Details may be examined during normal office hours at the address shown below, viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices) or tel. 0300 300 5003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 22 November 2016. Any objections must state the grounds on which they are made.

Order Title If made will be "Central Bedfordshire Council (Mancroft Road, Caddington) (40mph Speed Limit) Order 2016"

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

27 October 2016

## Appendix C

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-----Original Message-----

From: Andrew Whiting [[mailto:andywhiting\\_ko@yahoo.co.uk](mailto:andywhiting_ko@yahoo.co.uk)]

Sent: 23 November 2016 10:03

To: Steve Lakin

Subject: Consultation re. Caddington - Mancroft Rd, Aley Green traffic calming

Steve,

With regard to the above consultation, I am the Locum Clerk to Caddington Parish Council, and the Council wanted me to formally register their support for the scheme with you.

Thank you  
Andrew Whiting  
Locum Clerk to Caddington Parish Council

---

**From:** [REDACTED]  
**Date:** 23 November 2016 at 18:07:31 GMT  
**To:** [traffic.consultation@centralbedfordshire.govt.uk](mailto:traffic.consultation@centralbedfordshire.govt.uk)  
**Subject:** Mancroft Road speed bumps and limit

Dear Sir/madam,

I am writing to express my concerns with regard to the traffic calming measures you have proposed for Mancroft Road.

As a resident, the traffic travels way too fast along this road so every effort needs to be made to ensure that the traffic is slowed down. The speed bumps could ideally be situated in front of number 163 Mancroft Road and perhaps another 150 yards further down but your idea to move the speed limit up from 30 to 40 is absolutely the wrong one. As a resident, I know how fast the traffic moves along this road and I'm concerned that there will soon be an accident, if not a fatality. Therefore, please consider your proposals and do everything in your power to slow down the speed of the traffic.

In my opinion, more speed bumps are required perhaps as many as five.

Yours faithfully,

[REDACTED]  
Mancroft Road,  
Aley Green,  
LU1 4DR

---

**From:** [REDACTED]  
**Date:** 22 November 2016 at 19:23:20 GMT  
**To:** [traffic.consultation@centralbedfordshire.govt.uk](mailto:traffic.consultation@centralbedfordshire.govt.uk)  
**Subject:** Proposed traffic calming in Mancroft Road. Caddington and Aley Green Bedfordshire

Hello

I have only just been made aware - tonight- that there are plans afoot to introduce Traffic Calming in my Road - Mancroft Road. Because this affects all residents I am amazed that we have not all been written to, so we could all be properly informed.

However I am Pleased that measures are being discussed. I wonder how much noise the rumble strips may generate, but the one thing that has frightened me is raising the speed limit in part, to 40 mph. This is really dangerous. I feel that for those who speed anyway down our road, raising the limit will make them feel that they can go even faster. In addition we have horrendous pot holes in the road which always worsen every winter. We could do with those being properly fixed so we don't get so much surface water hanging around in them. Yet another hazard!

The speed limit in Mancroft Road should be no more than 30mph. We have many residents who walk along this road, dog walkers and horse riders and I fear for theirs and other drivers and road users safety, if the speed limit is raised.

Please reconsider this part of your proposal as it is potentially a hazard .

Thank you

[REDACTED]  
Mancroft Road

---

**From:** [REDACTED]  
**Sent:** 23 November 2016 13:34  
**To:** Traffic Consultation  
**Subject:** Mancroft Rd. Aley green. Lu1

Dear sirs,

I am writing to protest at the proposed speed increase on a section of the above mentioned road, from 30 miles per hour to 40. This road is dangerous at the best of times and if it has been raining hard is subject to flooding. A lot of the drivers that use this road as a 'rat run' do not slow down even in these dangerous conditions.

There have been many pets killed along the proposed stretch of road and parked cars that have been damaged due to high speed and recklessness. I feel that an increase would just make matters worse. Thank goodness that no human fatalities have occurred as yet.

Also, the proposed speed humps would not, as I am aware, help the situation at all. I have lived on a road with this type of traffic 'calming ' measures before and most road users seem to approach at speed and slam on their brakes or increase their speed to navigate them. Which results in a lot of noise one way or another. My argument there is, late at night or early morning, it is disturbing to residents sleep.

Thank you for taking the time to read my objections.

I remain yours faithfully,

██████████. (Mrs.)

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**From:** ██████████  
**Sent:** 17 November 2016 20:12  
**To:** Traffic Consultation  
**Subject:** Proposed traffic calming and speed limits - Mancroft Road, Caddington

Good evening,

I would like to register my objection to the raising of the speed limit from 30 mph to 40mph for Mancroft Road, my reasons are I regularly drive along this stretch of road, there is no footway, I regularly pass pedestrians and horses along this section and I believe that an increase in the speed limit will substantially increase the risk of a collision as vegetation regularly 'hides' people or animals and with the increased speed the risk of death or injury is greatly increased.  
Something which is borne out in countless studies and government statistics.

I do however fully support the uses of traffic calming along Mancroft Road, indeed would like to see calming along the entire length of Mancroft Road as when I walk along it in the evening with my dog I regular see people driving at speeds far greater than the current 30 mph speed limit.

As for my ability at being able to judge motor vehicle speeds, I was a traffic police officer for 14 years and was heavily involved in speed prevention, detection and prosecution. I believe that due to the narrow width of Mancroft Road when vehicles are lawfully parked the limit should be lowered 20 mph.

██████████  
Sutton Gardens  
Caddington  
LU1 4EA

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Traffic Management team  
Central Bedfordshire Council  
Priory House  
Monks Walk  
Chicksands  
Shefford  
Bedfordshire  
SG17 5TQ

Dear Sir or Madam

Having read your proposals for traffic calming measures along Mancroft Road I wish to strongly object as I believe they are unnecessary, unsuitable, unsightly and would be to the general detriment of the semi rural hamlet of Aley Green.

I have lived in Mancroft Road for the past 24 years and during this time I have driven, cycled, ridden a moped and walked along this road during the day and at night - alone, with family and friends, with dogs, a baby in a pram or with small children and in all this time I have never experienced vehicles being driven at excessive speed. Generally drivers will slow down when passing and give a wide berth. I am not aware of any excessive speed related accidents. From the data you have collected to support your proposals I would like to know on average how many vehicles use the road daily, what percentage were in excess of the speed limit, what the excessive speeds captured were and how many excessive speed related accidents there have been within the past, say, 10 years.

I do believe there is a general overuse of speed humps in an endeavour to effect a traffic calming solution. Mancroft Road lies at the bottom of a valley and as such the increased exhaust pollution from vehicles slowing down for the speed humps and then accelerating on to the next one will have a tendency to hang in the valley which is definitely not desirable. There will be an increase in noise pollution for the same reasons of the decrease and subsequent increase in speed when negotiating the speed humps. Speed humps damage cars that are driven within the speed limit as well as those being driven above it. Therefore, the vast majority of drivers are penalised for any reckless actions of the very few.

Rumble strips are not a deterrent to excessive speed and they create a lot of unwanted noise (please note my comment above) as well as being uncomfortable for cyclists and those using mobility scooters/wheelchairs, etc. I do not believe that increasing the speed limit to 40 mph on a section of the road in an attempt to make drivers reduce their speed on the 30mph sections will be effective at all, nor will the use of wooden gates at the side of the road. I do not understand the comment "This length of road currently has a 30mph speed limit which is considered unsuitable for a road which is mainly rural in character". Mancroft Road has street lighting the full length of the road and it therefore has the correct 30mph speed limit.

Lastly, and on a purely personal yet practical note I have a very low slung specialist car which has 85mm ground clearance and is 2.1m wide. I am already prevented from driving it along Markyate Road near Slip End, Lowther Road, Houghton Regis Central and many other roads because of speed humps. Indeed the situation is such that I often have to survey a route beforehand in a different vehicle to ensure that my car will be able to be driven over these obstacles without causing it costly damage.

If you would like to discuss any of the points I have raised I will be happy to meet with you.

I look forward to hearing from you.

Yours faithfully

█  
█ Mancroft Road  
Aley Green  
Bedfordshire  
LU1 4DR

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**From:** █  
**Sent:** 01 November 2016 19:17  
**To:** Traffic Consultation  
**Subject:** Proposed traffic calming measures and 40 mph zone on Mancroft Road, Caddington

In connection with the proposals above, whilst I can see the logic in wanting to put in a short 40 mph, in order to enable the proposed new 30 mph zone at the start of the housing in Aley Green to stand out and to tie in with the other restrictions. However whilst the stretch of road between Little Green Lane and Pipers Lane is rural, it is used by horses, cyclists and pedestrians. Bearing in mind there is no pavement and it is a narrow road with no street lighting, I feel it would be dangerous to create this 40 mph stretch, and the whole of Mancroft Road should remain at 30 mph.

Although you are not permitted to use 30 mph repeater signs, I believe it's possible to apply for an exemption to have 30 mph markings painted on the road, and if so would suggest this is done along that stretch of road.

I am however fully in support of the other works proposed such as rumble strips, road humps and gateway features.

Regards,

█

█ Elm Avenue, Caddington, Luton LU1 4HS

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**From:** █  
**Sent:** 22 November 2016 20:22  
**To:** Traffic Consultation  
**Subject:** Speed and Calming Measures Proposed in Mancroft Road, Aley Green, Caddington

I would like to register my concern that you propose to raise the speed to 40 mph from 30 mph between Pipers Lane and Tipple Hill Lane. This is not safe. As a pensioner who has lived at █ Mancroft Road for over 35 years, I find this irresponsible on your part. The speed through Mancroft Road should be 30 mph and no more.

I also find it hard to accept the traffic calming humps as I understand traffic emissions can be a problem causing the air to be polluted.

I do not understand why we have not been informed individually of these proposed changes. We have not had any notification from you. I certainly would not be able to read notices taped to poles to ascertain an answer to your proposals.

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 20 November 2016 20:33  
**To:** Traffic Consultation  
**Subject:** Traffic calming and speed limit proposals Mancroft Road, Caddington

Dear Central Bedfordshire

We are delighted that Central Bedfordshire are wishing to address the concerns of residents who live in Mancroft Road, Caddington specifically speeding drivers. However upon closer examination of Central Bedfordshire proposals both my Husband and as so very disappointed to see the proposals are a lost opportunity to address the underlying issue.

Therefore we wish to object in the strongest possible terms to the detail of what has been proposed. Firstly the positioning of the road humps and secondly the proposal to increase in speed limit in Mancroft Road, Caddington.

My husband and I have both be pro active volunteers in the Caddington Speed Watch operations to monitor driving speeds on certain stretches of Mancroft Road. The stretch of road particularly abused by drivers is between Pipers Lane and Tipple Hill Lane. We wish to suggest that either a third speed hump is critical somewhere at the point of house number 163 Mancroft Road in order to slow drivers PRIOR to entering the hazard of the built up area, not once drivers are within the hazard. Or, the proposed locations of the speed humps are reconsidered. The positioning of the speed hump by Tipple Hill Lane will be located too far into the hazard. Also street parking just south of Tipple Hill Lane, also tends to act as natural street calming/natural chicane. So a speed hump so close to this, would not be as effective.

The proposal to increase the speed limit within the HAZARD, where there is no street path, poor lighting and no safe refuge for pedestrians to seek safety from approaching vehicles is considerably ill advised and not thought through.

We therefore we are asking Central Bedfordshire to please reconsider the proposals to ensure time and money is used as effectively as possible.

Yours faithfully

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 17 November 2016 21:39  
**To:** Traffic Consultation  
**Subject:** Traffic calming proposals Mancroft Road

Sir,  
We are finally hoping, after 40 years of trying, to get some traffic calming measures installed in Mancroft Road, Aley Green. However, the proposal to increase the speed limit to 40mph (from 30mph) along part of the road, is completely ridiculous and the reasons given are tenuous to say the least. If car drivers cannot obey a 30mph at present, then I doubt that a change from 40mph to 30mph is going to change their behaviour. The only thing that might do that is to introduce the traffic calming measures as specified, although I doubt that a height of 75mm is going to deter the most determined speeders.  
I agree with the proposals in the main, with the exception of the increase in the speed limit.

Kind regards  
[REDACTED]  
Resident of Mancroft Road

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**From:** [REDACTED]  
**Sent:** 23 November 2016 16:28  
**To:** Traffic Consultation  
**Cc:** Cllr Richard Stay; Cllr Kevin Collins; Clerk to Caddington Parish Council  
**Subject:** Response to Consultation to Install Traffic Calming Measures in Mancroft Road, Caddington

Hi,  
Please find attached our response to this consultation – we did send it yesterday but there was a problem with our email so you may not have received it – hence the re-submission.

We wish to also draw your attention to the fact that we only became aware of this major development in our road due to a neighbour over last weekend. In this day and age, simply posting a notice up on a pole several hundred yards away from us is not going to attract our attention, and we do not read any local press so would not see any statutory notices. We understand others have also only just become aware of this Consultation.

When such a major Proposal for a road is being put forward, we believe that Notice should be delivered to every household in the road. If this was done, then we would have responded much sooner.

Regards,  
[REDACTED]

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Tel: [REDACTED]  
[REDACTED] Mancroft Road, Aley Green, Luton, Bedfordshire, LU1 4DR

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**Response to Consultation to Install Traffic Calming Measures in Mancroft Road, Caddington**

Respondents:  Mancroft Road, Aley Green, Luton LU1 4DR

**22 November 2016**

As residents of Mancroft Road of over 20 years, we are broadly in favour with the proposed changes to implement Traffic Calming Measures in Mancroft Road. We have observed vehicles regularly speeding at 40-50 mph along the stretch of Mancroft Road on which we live, so wholeheartedly endorse any measures to reduce speed. We have also seen a steady increase in the amount of traffic using Mancroft Road as a 'rat-run' to access the B4540 and then the A5 and M1, and we anticipate that with the development of Chaulington this will increase exponentially over the next few years.

However we have two objections to the Proposal as it stands

**1. 40 mph limit** – The proposal to increase the speed limit on a section of 222m of Mancroft Road from 30 mph to 40 mph seems illogical in the context of the aim of the scheme viz. Traffic Calming Measures. The Department for Transport recommends that *'the minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes of speed limit along the route'*<sup>1</sup>. As has been widely acknowledged and observed by a number of police forces<sup>2</sup>, many motorists treat posted speed limits as minimums rather than maximums, and therefore to re-assign a very short section of highway to a higher than current speed limit on the justification that *"The speed limit is part of a road safety scheme and is being promoted in combination with other speed reducing measures"* seems curious – since when has increasing a speed limit led to an overall average speed reduction? And to what aim would raising the limit to 40 mph for just 222m be? It will almost certainly lead to confusion as drivers leave a 30mph zone for a 40mph zone for a distance that they would cover at 40mph in about 12 seconds before entering a 30mph zone again.

Additionally to state that *"This length of road currently has a 30mph speed limit which is considered unsuitable for a road which is mainly rural in character"* fails to recognize the following:

- a. The entry to Heron Farm is along this section (at approximately 150m south-east of Little Green Lane), and as well as a 20 tonne lorry being based there with frequent movements in and out of the farm, the farm also has a number of agricultural machines and vehicles accessing this section of road;
- b. With reference to the map, at approximately 240m south-east of Little Green Lane on the southern side of Mancroft Road, there is access to a very well used public footpath used by dog-walkers and ramblers, with a subsequent increase in the number of pedestrians moving along this section of road, which has no pedestrian footpath;
- c. Families with young children cycling from one end of Mancroft Road to the other are also common;
- d. The whole of Mancroft Road, including this section, also has a reasonable amount of equestrian traffic as there are a significant number of horses kept in the area.
- e. School buses run along this road twice a day, and stop along this section to allow children to board or alight.

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<sup>1</sup> Department for Transport Circular 01/2013 – Setting Local Speed Limits

<sup>2</sup> [Northumbria Police – Speeding facts](#)

Therefore to increase the speed limit to 40 mph is not going to enhance the safety of road users either in vehicles or on foot. **The Proposal to increase the speed limit to 40mph should be dropped.**

**2. Location of speed hump at a point immediately north-west of its junction with Tipple Hill Road**

– This location is not appropriate, and instead **we propose that the speed hump should be re-located to a point approximately 490m south-east of Little Green Lane**, which is the start of where there are dwellings on both sides of the road when travelling in a south-easterly direction. This would place the speed hump approximately 90m after the first hump 50m south-east of Pipers Lane, and act as timely reminder to drivers travelling south-easterly that the speed limit is 30mph as they enter a built-up area with intermittent pedestrian footpaths.

The proposed location of the Tipple Hill speed hump is somewhat superfluous, as at most times of the day there are vehicles parked on at least one, if not both, sides of the road restricting travel in either direction to single lane in any case.

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**Meeting:** Traffic Management Meeting  
**Date:** 15 February 2017  
**Subject:** High Street, Silsoe - Consider the implementation of waiting restrictions, raised features and speed limit changes in Silsoe

**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, raised features and speed limit changes in Silsoe.

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Contact Officer: Nick Shaw  
[nick.shaw@centralbedfordshire.gov.uk](mailto:nick.shaw@centralbedfordshire.gov.uk)  
Public/Exempt: Public  
Wards Affected: Silsoe  
Function of: Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

Enhancing Central Bedfordshire;  
Protecting the Vulnerable; Improving Wellbeing;  
A More Efficient and Responsive Council.

**Financial:**

The works are being funded by a S106 contribution.

**Legal:**

None from this report.

**Risk Management:**

The scheme proposed will reduce the risk of serious injury to all road users in Silsoe.

**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:**

This scheme will improve the environment and encourage sustainable travel as a realistic travel choice in Silsoe.

**RECOMMENDATIONS:**

- 1. That the proposals to implement raised tables on the High Street and Barton Road, Silsoe be implemented as published.**
- 2. That the proposals to introduce new speed limits on various roads in Silsoe be implemented as published.**
- 3. That the proposals to implement and amend parking restrictions on the High Street and Park Avenue, Silsoe be implemented as published.**

**Background and Information**

1. This scheme has been developed using a S106 developer contribution which was received “...for the purposes of improvements to the pedestrian environment within High Street Silsoe”. This scheme proposes to enhance pedestrian movement and experience in the High Street by address the issues of pavement parking; footway accessibility; pedestrian desire lines, sight lines and crossing points; pedestrian safety and general improvements to the pedestrian experience of the High Street.
2. A public exhibition and residents survey was undertaken to determine the level of local support for various measures to enhance the pedestrian environment seeking preferences for some preliminary proposal ideas identified by CBC engineers and officers. There was strong support for restrictions in some roads, but a mixed reaction from other areas. It was acknowledged that in some areas there may not be widespread support for parking controls, but it was decided that proposals would be published for most roads to give residents the option of accepting or rejecting the preferred option.
3. The proposals were formally advertised by public notice in December 2016. Consultations were carried out with the emergency services and other statutory bodies, Silsoe Parish Council and the CBC Ward Member. Public notices were displayed on street. The details of the proposals and a document detailing the wider scheme were published on the CBC website.
4. The following restrictions were published:-
  - Introduction of raised tables: High Street (x3) and Barton Road (x1).
  - Speed limit changes: 20mph – Central area of the High Street; Ampthill Road, Church Road Bedford Avenue, Vicarage Road, Poplar Close, Fir Tree Road, Holy Walk, The Orchards, West End Road, Yew Tree Close, Park Avenue, The Rowans; 30mph extension – Barton Road; 40mph buffer – Barton Road and High Street.

- Waiting restrictions on High Street and Park Avenue, Silsoe.

## Representations and Responses

5. A total of 16 representations have been received. A proportion of these relate to several specific issues, as follows:-
  - a) Extending the proposed 20mph speed limit to incorporate additional areas
  - b) Additional raised tables – (Park Avenue and Ampthill Road)
  - c) Objection to waiting restrictions near the shop
  - d) Additional HGV/weight restrictions
  - e) H-bars.
  - f) Speed enforcement issues
  - g) Extensions of double yellow lines (Park Avenue)
  - h) Noise and air pollution
6. In addition, there are a small number of representations received from other roads raising a variety of issues. Whilst some of the representations object to the proposals, a high proportion express support for the scheme. Many of the comments outlined in the representations detail how the respondent feels that the scheme could be altered and improved.
7. A formal response has been received from Silsoe Parish Council who have been involved and consulted on the development of this scheme from a very early stage.
8. Copies of all correspondence are included in Appendix D. The main points of concern raised are summarised below:-
9. Extending the proposed 20mph speed limit to additional areas
  - Agreement with the speed limits being applied for in Silsoe but was wondering whether Ampthill Road and Newbury Lane could be included?
  - The proposal would be greatly improved by starting the 20mph limit on Ampthill Road before Fir Tree Road.
  - All of Ampthill Road should be included in the 20mph speed limit
10. Additional raised tables – (Park Avenue and Ampthill Road)
  - Consideration of raised tables along Ampthill Road to slow the traffic as most drivers take no notice of existing village speed limits.
  - installing some speed bumps to slow the cars down or installing a pavement or path for pedestrian usage would surely be the best solution
11. Objection to waiting restrictions near the shop
  - Loss of trade
  - Parked cars naturally calm traffic
  - Vehicle speeds will increase
  - Yellow lines are visually intrusive

12. Additional HGV/weight restrictions

- There should be a ban on HGVs in Silsoe north of Park Avenue
- There should be a weight restriction for vehicles entering Wrest Park

13. H-Bars

- Concern that the new restrictions will encourage people to park near driveways making exiting and entering difficult.

14. Speed enforcement issues

- The reduction in the speed limit is an excellent idea but needs to be done in conjunction with speed enforcement by the police

15. Extensions of double yellow lines

- Extend the double yellow lines in the central area on the High Street to guard against poor parking
- Extend the parking restrictions on the south side of Park Avenue

16. Noise and air pollution

Comments from residents that were concerned that the scheme proposal will increase levels of noise and air pollution

17. Silsoe Parish Council Comments

Further to several meetings with you and a period of public consultation with the residents of Silsoe; the Parish Council have considered the above Pedestrian enhancement scheme. The Parish Council have discussed the proposal and plans put forward by Central Bedfordshire Council and agree in principal to the proposal, subject to the final details being agreed.

18. Bedfordshire Police has raised no objections to any of the proposals.

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

19. Extending the proposed 20mph speed limit to additional areas

It can be seen that there may be benefits to extending the 20mph speed limits to other areas. However, in order to extend the 20mph speed limit along Ampthill Road then there would be a need for a significant amount of additional traffic calming measures in order to comply with DfT guidance and legislation. This would be outside the scope and budget of this S106 funded scheme.



20. Additional raised tables – (Park Avenue and Ampthill Road)

It is acknowledged that additional traffic calming measures on Ampthill Road could be of benefit. Unfortunately this scheme is unable to concentrate on Ampthill Road separately as the S106 legal agreement clearly states:

*“for the purposes of improvements to the pedestrian environment within High Street Silsoe”.*

A number of measures were considered for this area. A number of these had to be discounted due to the proximity of listed buildings that are reported to have structural movement issues. It is highly likely that adding a raised table here would exacerbate these issues for these properties.

There is no scope for adding a footpath along Park Avenue as the verge that people walk on is privately owned and not public highway.

21. Objection to waiting restrictions near the shop

The single yellow lines have been chosen to be taken forward as means of dealing with the congestion in the village centre which was a source of much concern for the parish council and local residents.

In order to strike a balance of keeping traffic moving and not restricting trade for the village shop that single yellow lines were the best solution. In the resident survey this was also the most favourable solution from respondents.

By restricting parking at the peak-hour times only would enable traffic to flow at a suitable speed. The volume of two-way traffic and the physical environment at these times will encourage drivers to negotiate the centre of the village at low speeds. At times when there is a reduced flow in each direction, vehicles would be able to park in this area. This would act as informal traffic calming when the bi-directional balance of traffic is reduced.

We are aware of the conservation area in Silsoe and therefore have planned to implement any lining in the conservation area in the colour of primrose.

22. Additional HGV/weight restrictions

The design of the scheme proposes several raised features in the norther part of Silsoe. It is felt that these are sufficient to discourage larger vehicles using this as access/exit route.

It would not be possible for us to implement a weight ban on vehicles legitimately accessing Wrest Park in line with business activities.

23. H-Bars

It is accepted that there the scheme could be enhanced by the judicious use of H-bar markings at vehicle cross-overs. We will work with the parish council and local residents to implement these as necessary.

24. Speed enforcement issues

This scheme has been designed specifically to enhance the pedestrian experience of the High Street. The principal means of doing this is by reducing the speed of traffic through the village. It is anticipated that the speed reduction measures proposed will be self enforcing and help drivers to comply with the speed limit. This will therefore reduce the need for enforcement of the speed limit for the Police.

25. Extensions of double yellow lines

The scheme has been designed to try and keep parking restrictions to a minimum in order to aid the low speed flow of traffic at peak times without impeding the trade of the local shop. It is unusual that drivers park over vehicular entrances to the highway. To help facilitate access and egress we note these concerns and will look to add H-bar markings to help prevent access issues.

On Park Avenue the scheme has proposes to install the proposed double yellow lines to enable access and maintain visual splays for pedestrians and drivers. The proposal recognises some need for parking and has allowed for some parking away from the junction. Utilising informal parking in this way will help to reduce the speed of vehicles exiting Wrest Park and approaching the centre of the village where there is likely to be higher levels of activity and vulnerable road users.

26. Noise and air pollution

It is accepted that the scheme as proposed will marginally increase noise and air pollution levels. We are confident that these small increases will be well within acceptable levels set by DefRA.

**Conclusion**

27. The scheme proposed aims to enhance the High Street for pedestrians utilising S106 money from the development of the former Cranfield University land. This scheme has been achieved with input from the CBC ward member, Silsoe parish council and local residents over a long period of time.
28. The published proposals for Silsoe are based on residents' preferences from the earlier preliminary consultation exercise. With a few exceptions, few outright objections to the proposals have been received from the scheme. The proposal has been generally well received and therefore it is recommended that the published proposals be implemented.
29. If approved, the works are expected to take place during the second quarter of financial year commencing in April 2017.

30. **Appendices:**

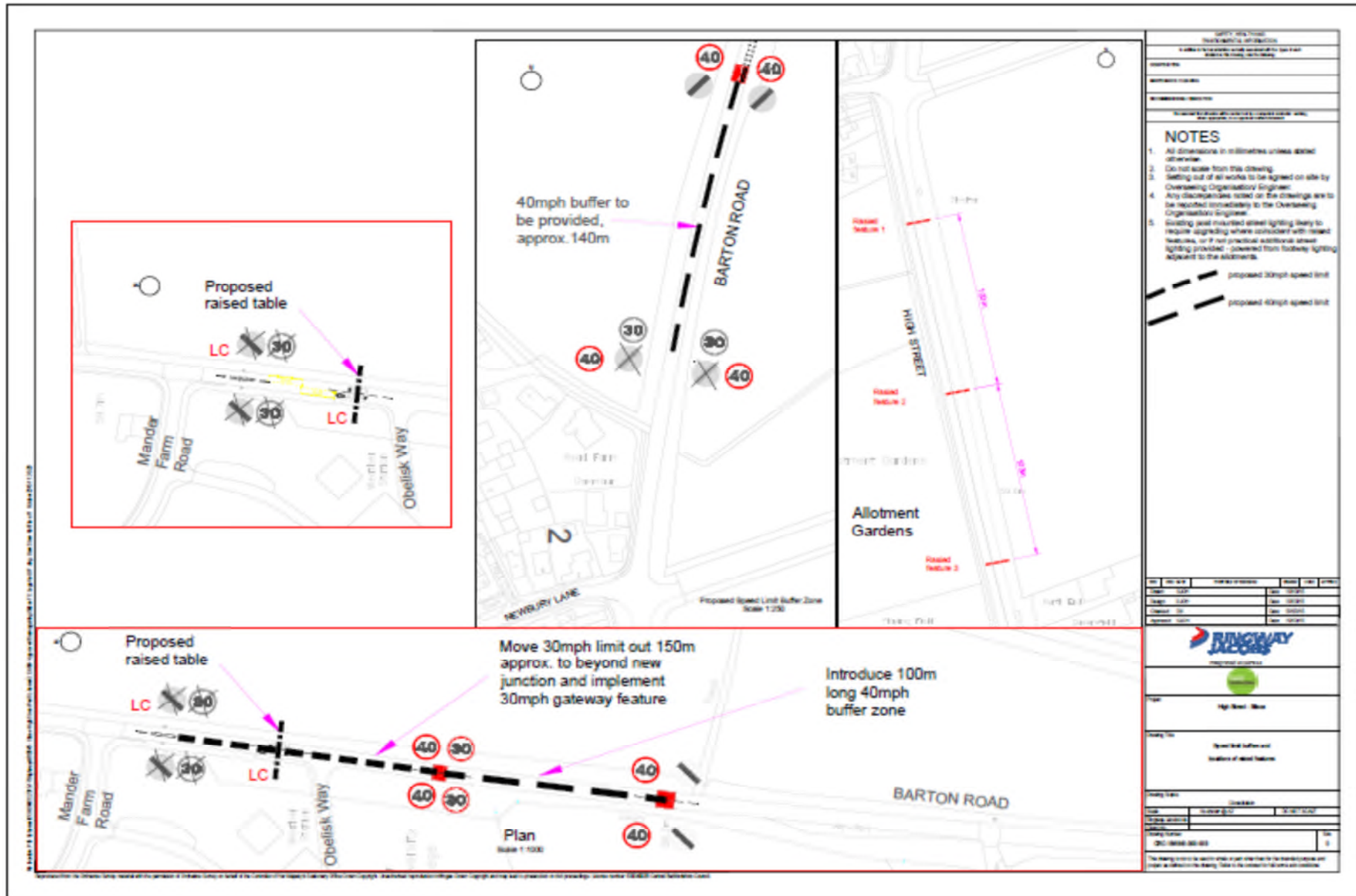
Appendix A – Drawings of Statutory Consultation Proposals

Appendix B – Further Scheme Information

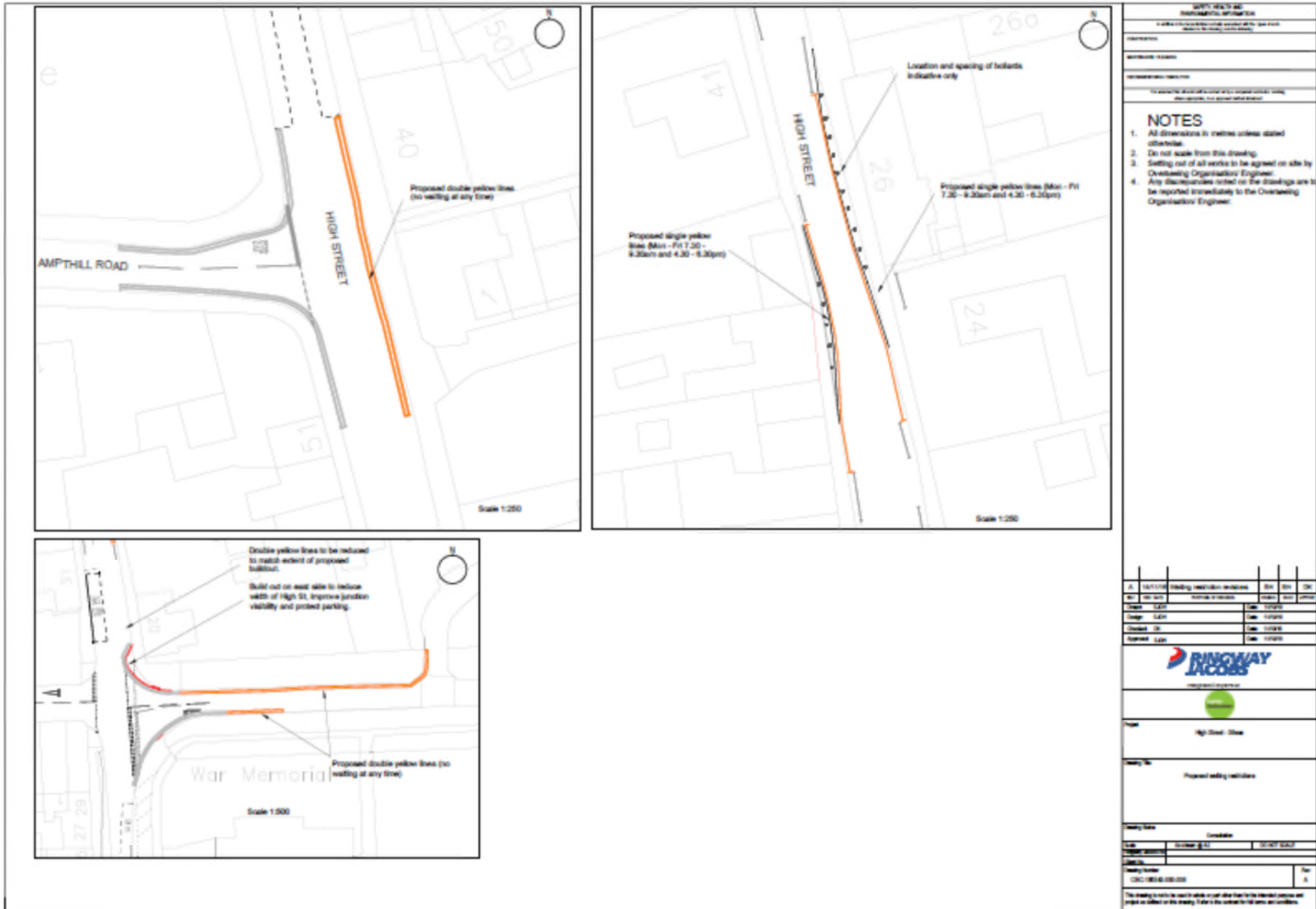
Appendix C – Public Notice of Proposals

Appendix D – Representations

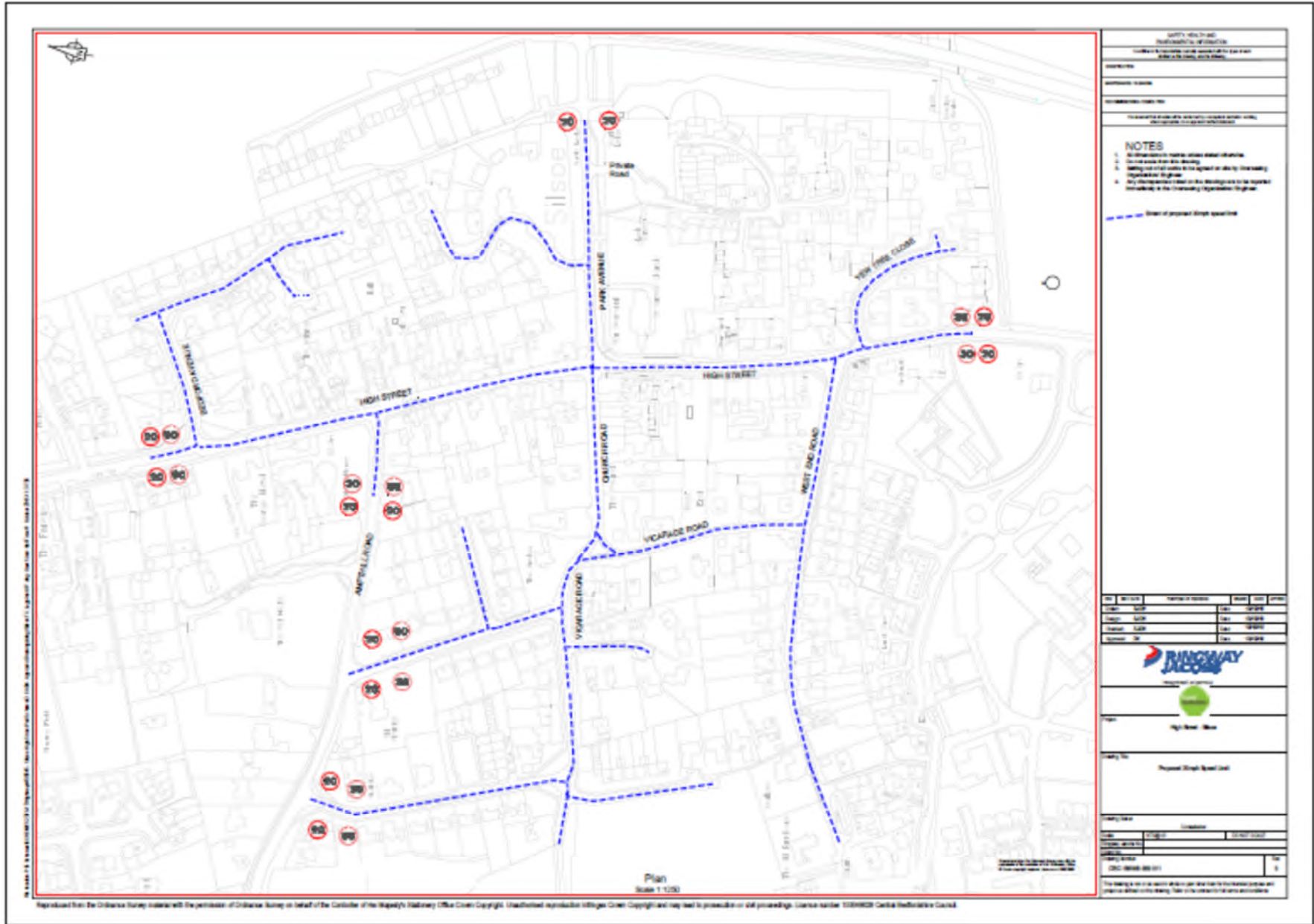
# Appendix A - Raised tables and 40mph buffer



# Appendix A - Waiting restrictions



# Appendix A - 20mph speed limit



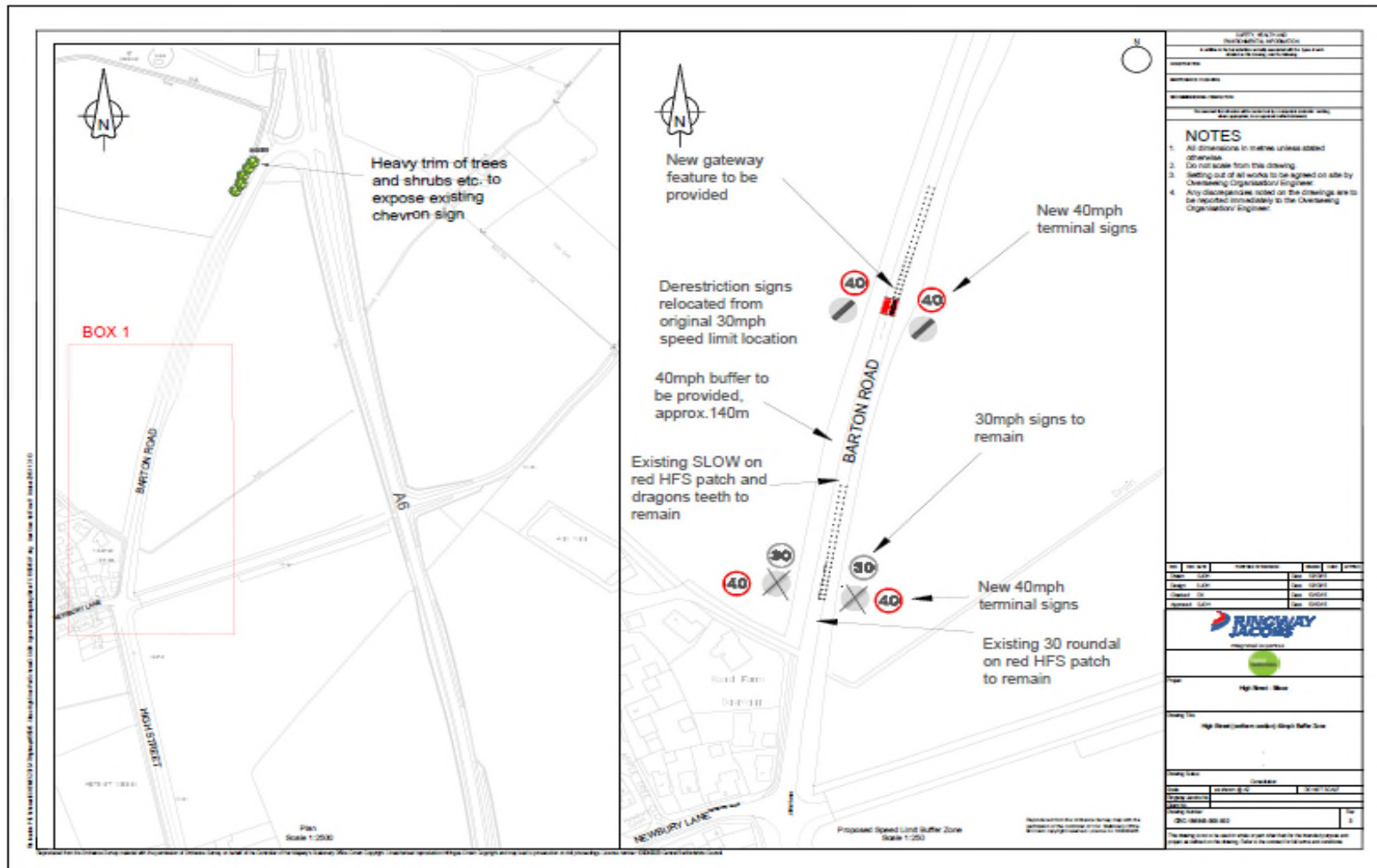
## Appendix B - Further Scheme Information

### High Street (Northern section)

Proposal: Introduction of a 40mph speed limit buffer to help reduce the speed of traffic approaching the village from the north.

The proposal includes:

- 40mph speed limit on the approach to the village
- Trimming foliage and vegetation
- Implement 'Dragons teeth'
- 40mph roundel on carriageway

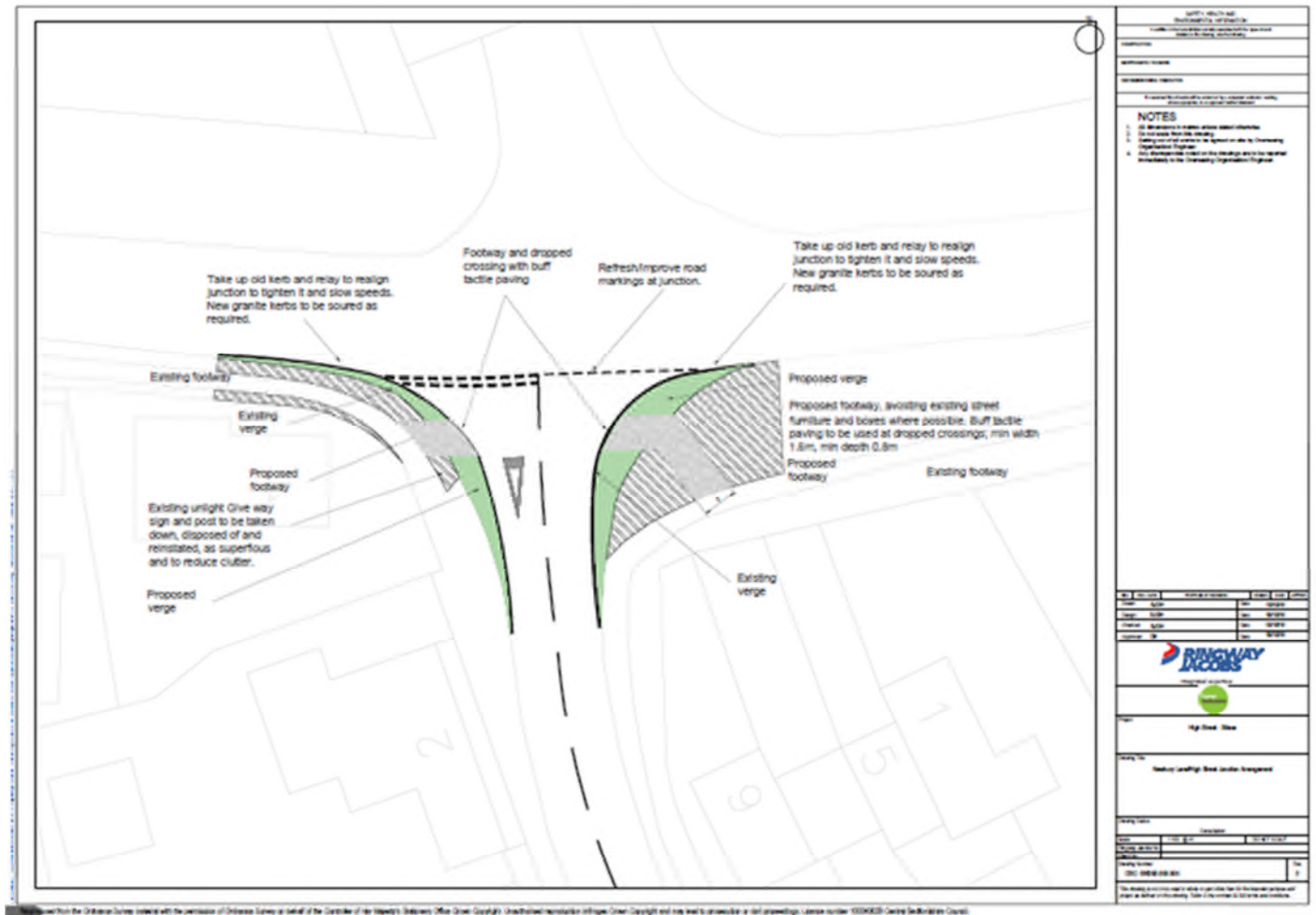


# Newbury Lane/High Street junction

Proposal: Tightening the junction and re-aligning the footway to reduce vehicle speeds and improve crossing the side road for pedestrians.

Raising the junction as a whole was considered but would be quite costly due to the size of the junction.

Reducing the speed using raised tables near the allotments would have greater speed reduction benefits.





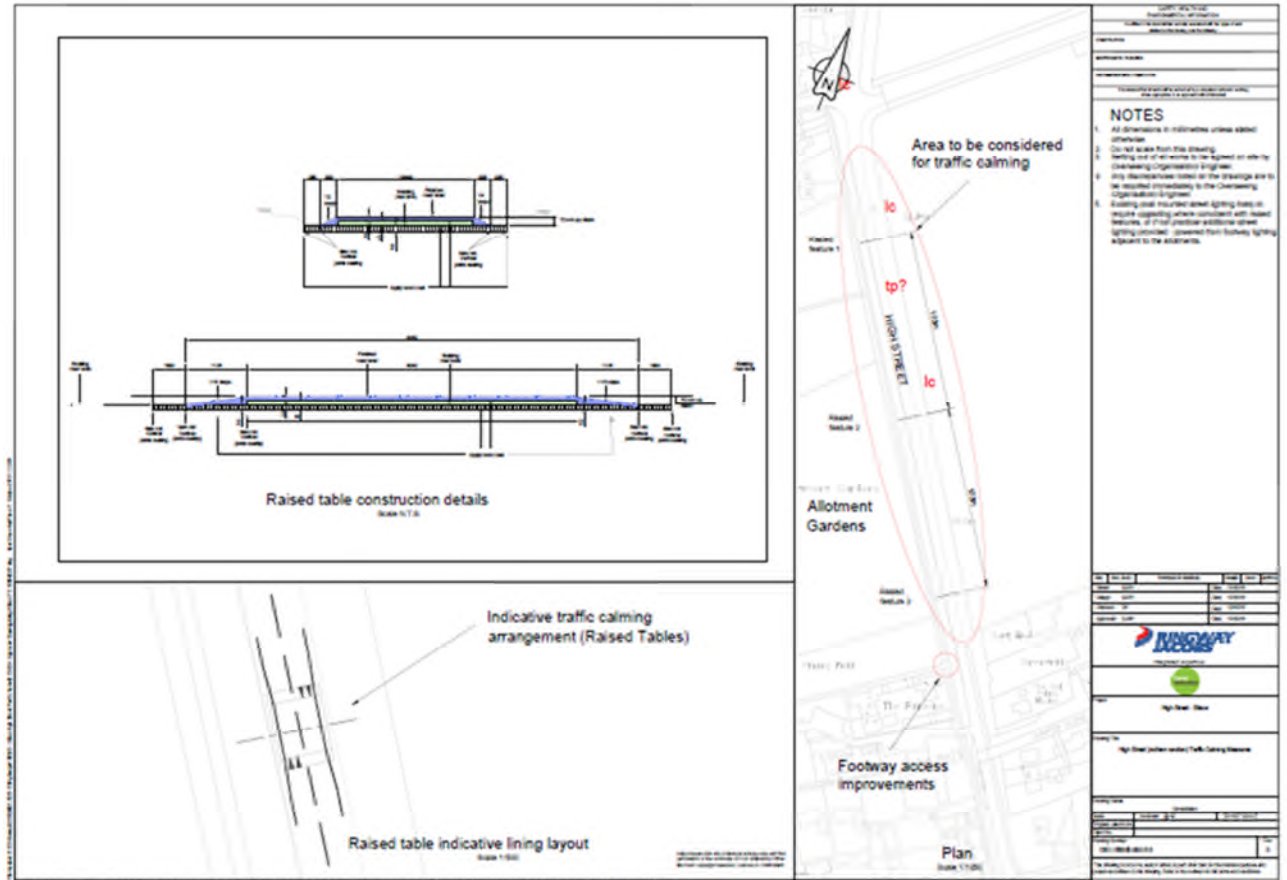
# High Street (near the allotments) Traffic Calming Measures

Proposal: Implement three raised tables to reduce the speed of vehicles along this section of the High Street.

The majority of residents that attended the exhibition and filled in the survey agree that physical measures to reduce the speed of traffic at this location are necessary.

Most residents supported the raised table option. This is something that we would agree with from a Highways perspective as raised tables do not rely on the bi-directional flow of traffic in order to be most effective.

In addition there are no residential properties in the area that would be affected by slight increases in noise or vibration.



# Ampthill Road/High Street Junction

Proposal: Improving visibility at the junction by implementing double yellow lines opposite Ampthill Road junction

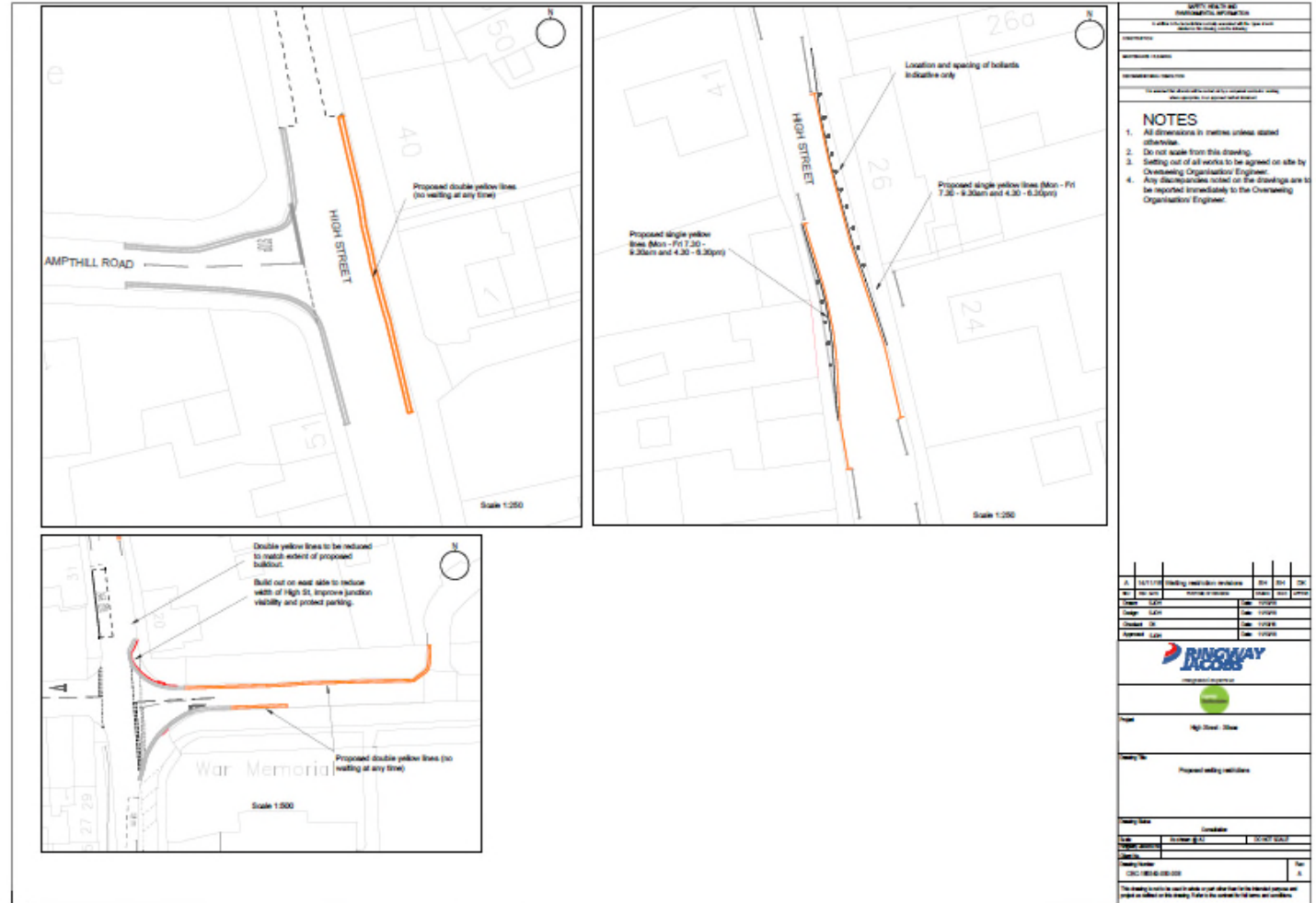
# Silsoe Village Centre

Proposal: Single yellow lines and bollards - Pedestrians can be protected in this area by implementing bollards which will prevent vehicles mounting the kerb. Also this option will help to improve pedestrian sightlines and make it easier to cross the road to access the local convenience store.

A particularly sensitive area in the village, this will help to reduce congestion in this section of the High Street.

Included in this is the removal of the protected parking island adjacent to 43 High St.

The parking restrictions option is favoured by people who attended the exhibition and returned the survey. This will enable peak time congestion to be reduced with a minimal impact on the trade of the convenience store.



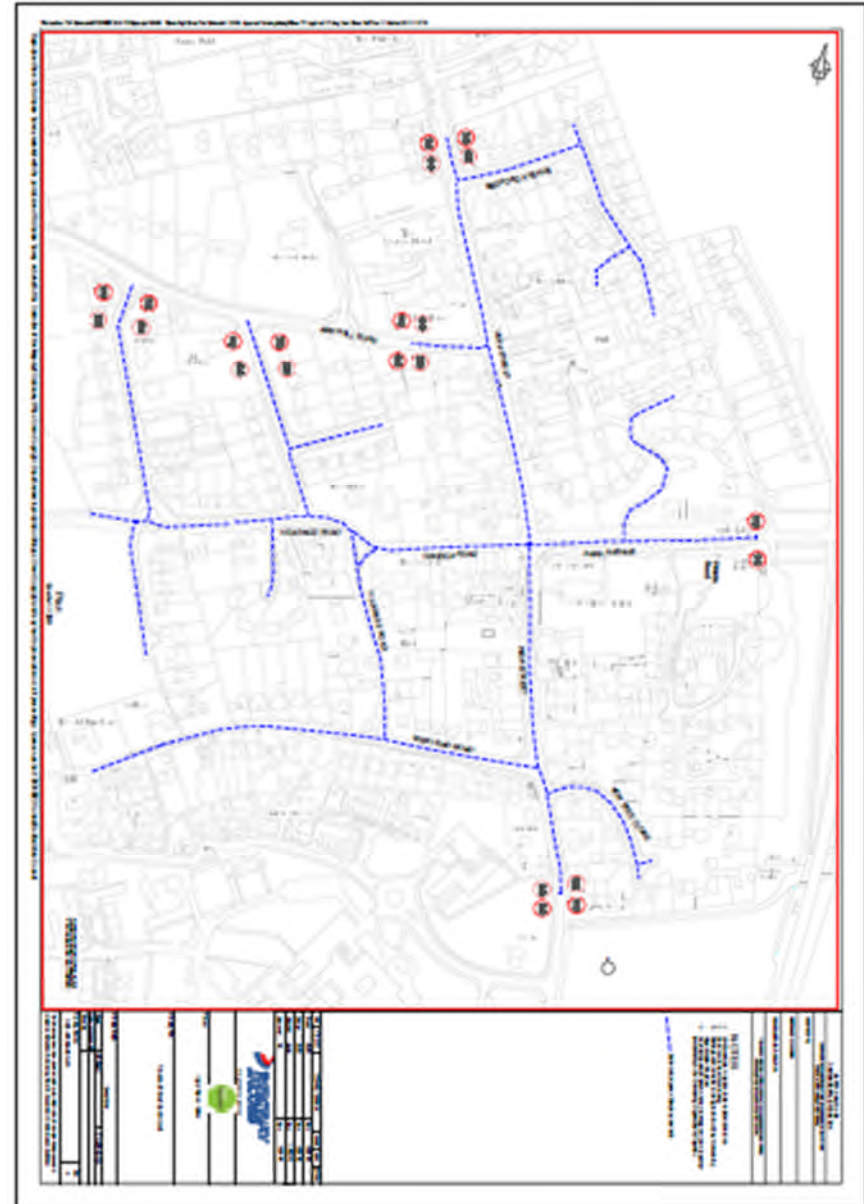
## 20mph Speed limit in the Central Area of Silsoe

Proposal: Introduce a 20mph speed limit in the central area of Silsoe that sees the most amount of activity.

A 20mph speed limit to be in place between the High Street/Bedford Avenue junction and the Yew Tree Close/High Street junction.

This proposal provides us with the opportunity to include other roads in the vicinity also which is what will be consulted upon.

A large majority of Silsoe residents agree that the centre of the village should be subject to a 20mph speed limit.



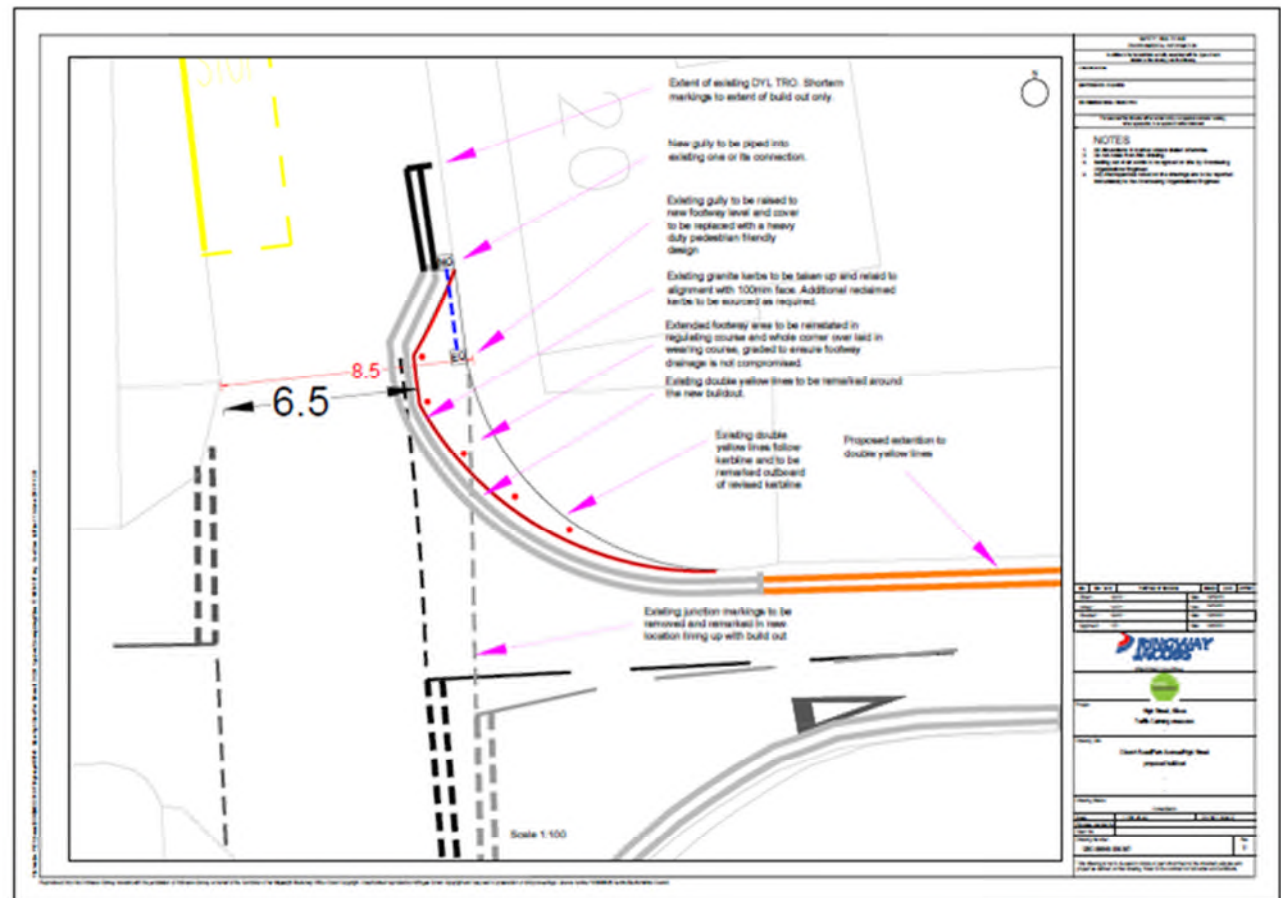
## Church Road/Park Avenue Junction

Proposal: To extend the kerb-line and advance the give-way line on the Park Avenue junction be taken forward. improve sightlines for vehicles to be able to see pedestrians and other traffic, as well as help to reduce the speed of traffic in the part of Silsoe where there is the highest levels of pedestrian activity.

A large proportion of residents expressed favour for raising the whole of the junction.

However, during the public exhibition it came to light that there are already issues with movement and deterioration of the Grade II listed properties opposite the Park Avenue junction. These are thought to be caused by the traffic accessing Wrest Park.

It has therefore been necessary to eliminate this option from being taken forward and to proceed with this option.



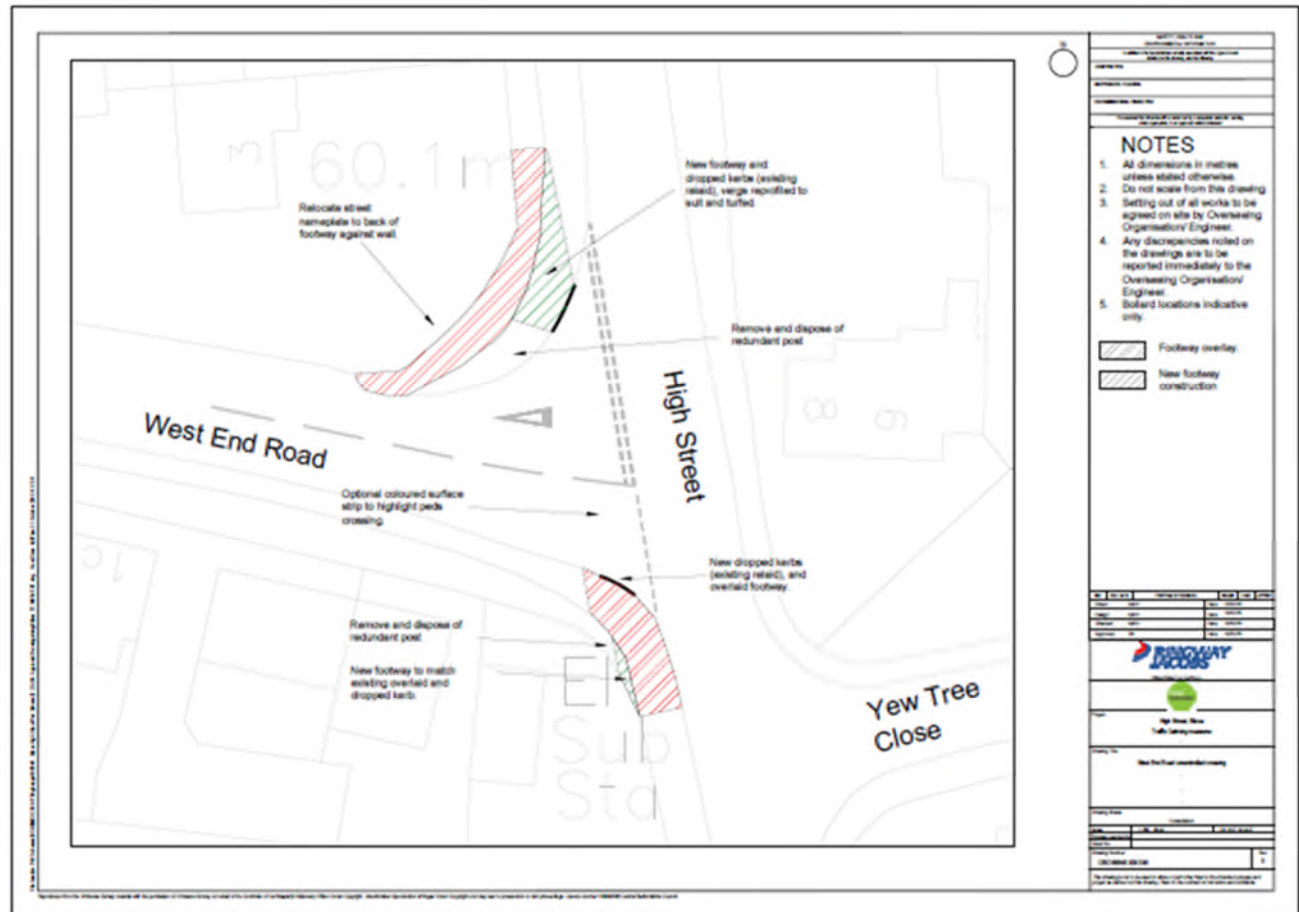
## West End Road/High Street Junction

Proposal: re-align footpath and add drop kerbs. It is advantageous to re-align the footpath as there is a clear 'desire line' for pedestrians who cross the side road (West End Road).

West End Road is a low-flow and low speed road. Consequently measures are of lesser overall benefit.

The raised table option is favoured by residents although there were some mixed views as to whether there should be anything at all done at this location. In addition, a raised table for the dimensions needed would be quite visually intrusive and an expensive option.

As we are looking to implement a raised table close by on Barton Road this could be seen as superfluous and something that could be sacrificed.

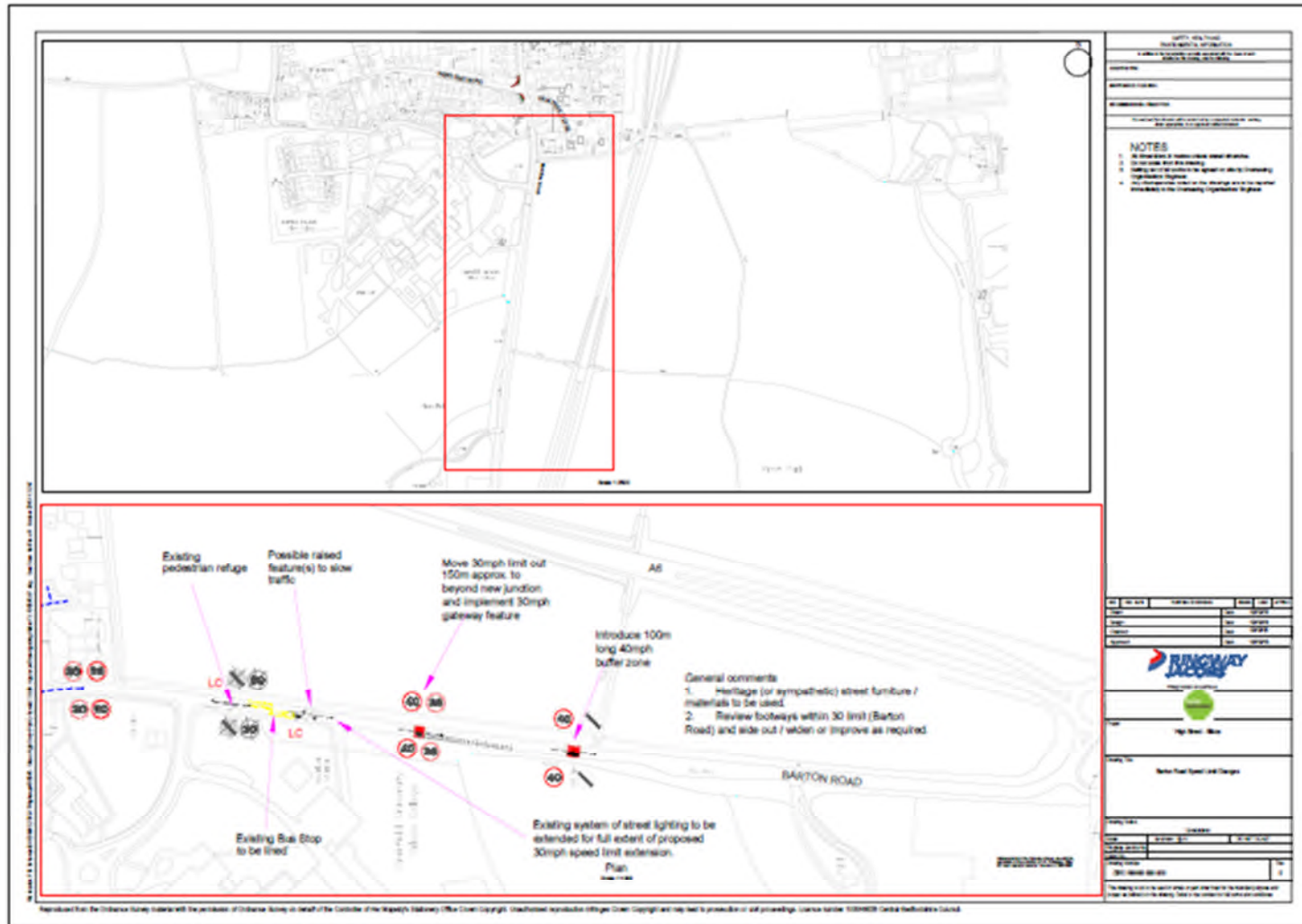


## Barton Road Speed Limit Changes

Proposal: To introduce a 40mph speed limit buffer, extend the 30mph speed limit and provide a raised table to help reduce the speed of vehicles approaching the village from the south.

The proposal includes:

- 40mph speed limit buffer zone on the approach to the village
- Move out the 30mph speed limit to cover the Obelisk Way junction
- Raised table to slow vehicle speeds
- Roundels on carriageway



Appendix C – Public notices of proposals

# PUBLIC NOTICE



**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INSTALL  
RAISED TABLES IN HIGH STREET AND BARTON ROAD, SILSOE**

Notice is hereby given that Central Bedfordshire Council, in exercise of its powers under Section 90 A-1 of the Highways Act 1980 and all other enabling powers, propose to construct Raised Tables in High Street and Barton Road, Silsoe. These proposals are part of a scheme to reduce traffic speeds and create a safer environment for all road users.

**Raised Tables at a nominal height of 75mm and approximately 8 metres long, including ramps, extending across the full width of the road are proposed to be sited at the following location in Place:-**

1. High Street, at a point approximately 75 metres south of its junction with Newbury Lane.
2. High Street, at a point approximately 178 metres south of its junction with Newbury Lane.
3. High Street, at a point approximately 281 metres south of its junction with Newbury Lane.
4. Barton Road, at a point approximately 78 metres south of its junction with Mander Farm Road.

Further Details may be examined during normal office hours at the address shown below, viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices) or tel. 0300 300 5003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 6 January 2017.

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

1 December 2016

# PUBLIC NOTICE



## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NEW SPEED LIMITS IN VARIOUS ROADS IN SILSOE**

**Reason for proposal:** The 20mph speed limit proposal is intended to reduce traffic speeds in the centre of the village and create a safer environment for pedestrians. The 30mph and 40mph speed limits are intended to reduce the speed of traffic entering and leaving the built-up area. The new speed limits are part of a road safety scheme and are being promoted in combination with other speed reducing measures.

**Effect of the Order:**

### **To introduce a 20mph Speed Limit on the following roads in Silsoe:-**

- High Street, from 30m north of Bedford Avenue southwards to 70m south of Yew Tree Close
- Ampthill Road, from High Street westwards for 50m
- Church Road
- Poplar Close
- The Orchards
- Park Avenue
- Bedford Avenue
- Fir Tree Road
- West End Road
- The Rowans
- Vicarage Road
- Holly Walk
- Yew Tree Close

### **To extend the 30mph Speed Limit on the following length of road in Silsoe:-**

1. Barton Road, from a point approximately 200 metres south of its junction with West End Road extending in a southerly direction for approximately 150 metres.

### **To introduce a 40mph Speed Limit on the following lengths of road in Silsoe:-**

1. Barton Road, from a point approximately 350 metres south of its junction with West End Road extending in a southerly direction for approximately 100 metres.
2. High Street, from a point approximately 102 metres north of its junction with Newbury Lane extending in a northerly direction for approximately 140 metres.

**Further Details** may be examined during normal office hours at the address shown below, viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices) or tel. 0300 300 5003.

**Comments** should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 6 January 2017. Any objections must state the grounds on which they are made.

**Order Title** If made will be "Central Bedfordshire Council (Various Roads, Silsoe) (20mph Speed Limit) Order 201\*\*" and "Central Bedfordshire Council (Barton Road and High Street, Silsoe) (30mph and 40mph Speed Limits) Order 201\*\*"

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

1 December 2016



# PUBLIC NOTICE



## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE AND AMEND THE WAITING RESTRICTIONS IN HIGH STREET AND PARK AVENUE, SILSOE**

Reason for proposal: The waiting restrictions are intended to address indiscriminate parking and to ensure that junctions and other critical lengths of road are not obstructed by parked vehicles.

Effect of the Order:

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

1. High Street, east side, from a point approximately 12 metres north of the south flank wall of no.40 High Street extending in a southerly direction for approximately 34 metres.
2. High Street, west side, from a point approximately 4 metres south of the boundary of nos.39 and 41 High Street extending in a southerly direction for approximately 28 metres.
3. Park Avenue, north side, from a point approximately 6 metres east of the front wall of no.20 High Street extending in an easterly direction to its junction with The Rowans.
4. Park Avenue, south side, from a point approximately 15 metres east of the front wall of no.20 High Street extending in an easterly direction for approximately 14 metres.

### **To remove the existing No Waiting at any time on the following length of road in Silsoe:-**

1. High Street, east side, from a point approximately 3 metres north of the south flank wall of no.20 High Street extending in a northerly direction for approximately 3 metres.

### **To introduce No Waiting Monday to Friday from 7.30am to 9.30am and 4.30pm to 6.30pm on the following lengths of road in Silsoe:-**

1. High Street, east side, from a point approximately 4 metres south of the boundary of nos.26 and 28 High Street extending in a southerly direction for approximately 37 metres.

Further Details may be examined during normal office hours at the address shown below, viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices) or tel. 0300 300 5003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 6 January 2017. Any objections must state the grounds on which they are made.

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

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

1 December 2016

## Appendix D - Representations

1)

Proposed speed limit restrictions for Silsoe.

I am in agreement with the speed limits being applied for in Silsoe but was wondering whether Ampthill Road and Newbury Lane could be included.

I live just off Ampthill Road and when I am taking the dogs for a walk notice that cars do speed down this road.

I also notice that Newbury Lane is the same.

---

2)

This proposal would be greatly improved by starting the 20mph limit on Ampthill Road before (to the West of) Fir Tree Road. This would:

1. Reduce cost. The set of signs at Ampthill Road/ Vicarage road would not be needed.
2. Simplify. Essentially the whole village would become a 20Mph zone, rather than the whole village apart from a bit of Ampthill Road.
3. Increase pedestrian safety. With the village school now moved to the south of the village, children from the north of Ampthill Road will be crossing Ampthill Road on their way to school. This road is subject to a high volume of fast traffic, particularly in morning and evening rush hours, both on their way to/from Wrest Park and also rat-running to avoid congestion at the Clophill Roundabout. If this traffic is not significantly slowed there will soon be a serious accident.

You should also consider raised tables along Ampthill Road to slow the traffic as most drivers take no notice of existing village speed limits,

---

3)

Dear Sirs

We were very concerned to read the following comments at [http://www.centralbedfordshire.gov.uk/Images/silsoe-additional-info\\_tcm3-20501.pdf](http://www.centralbedfordshire.gov.uk/Images/silsoe-additional-info_tcm3-20501.pdf)

***'Church Road/Park Avenue junction***

*A large proportion of residents expressed favour for raising the whole of the junction. However, during the public exhibition it came to light that there are already issues with movement and deterioration of the Grade II listed properties opposite the Park Avenue junction. These are thought to be caused by the traffic accessing Wrest Park. It has therefore been necessary to eliminate this option from being taken forward and to proceed with this option.'*

Is anything being considered to remedy the problems that these cottages are suffering from? It is wrong, and somewhat ironic, that a conservation area is being subject to such a volume of traffic. While our house, 20 High Street, has experienced no problems of that nature thus far, this may change with the size and increasing number of large vehicles using Park Avenue past the south side of our house, as well as those who ignore the sign to turn left but turn right, passing the west face of our house. Why can the High Street from Park Avenue northwards not be a lorry ban area as in Maulden Road, Flitwick where the lorries turning out of the industrial estates must turn left? An even better solution would be to have a weight restriction on vehicles accessing Wrest Park. With this comment in mind about the deterioration of the cottages in mind, we would like assurances that the proposed works will have no impact on the structure of our house or any damage to it while the work is being carried out, or indeed afterwards. We would also like an assurance that if the house, which was repainted this year, is soiled during the work, it will be put back to its current state.

Can you confirm whether or not there are plans to put measures in place to prevent vehicles mounting the pavement outside the High Street face of our house, and between our drive and that of number 24. A major problem is motorists parking on the pavement, blocking the pavement to pedestrians, those with pushchairs and those in mobility scooters. Some drivers mount the pavement at speed which could be lethal to anyone coming out of our High Street gate (and in particular to our young grandchildren), and some leave their engines running while they visit the shop, causing noise and fumes to penetrate our windows. There needs to be a much higher kerb or bollards to ensure vehicles park on the road, not the pavement.

Another issue caused by parking between the H-bars for number 24's drive and our H-bar is that when we come out of our drive, it is frequently impossible to see what, if anything, is approaching because of vans and lorries parked. We therefore have to creep out hoping that no cars are coming. It is an accident waiting to happen. In addition, if a vehicle is overhanging the H-bar, something else which frequently happens, and there is a vehicle parked across the road, the manoeuvre to turn right is an extremely tricky one, often involving reversing.

We notice too that there is no H-bar drawn on the plans for our parking spaces outside the Park Avenue side of our house. Please can you confirm that this has not been overlooked.

---

4)

I strongly object the plans to apply waiting restrictions on the High Street Silsoe and on Park Avenue Silsoe. This will have a large impact on my business as these are our peak times, and may force us to close, which will be another service that Silsoe will lose. We have already lost a lot of trade since the High Street was narrowed.

The main probably is that the road should not have been narrowed in the first place, as parked cars is a natural form of traffic calming. At present you have vehicles parked along this part of the road, which makes vehicles slow down, but if the parking restrictions come into place then vehicles will be going through the High Street at high speed.

I am here at all different times of the day from 0600 to 2130 and have see vehicles going through at 0600 at speed of 60mph plus when there are no vehicles parked around this part of the road, whilst at the peak times, (the waiting restriction times) they are having to slow down to let each other past.

Yellow lines are ugly and would not look at all nice in this beautiful part of the conservation area of Silsoe.

---

5)

I am writing to make an objection to the proposed pedestrian enhancements for Silsoe Village Centre.

As a High Street resident, I see on a daily basis the traffic congestion problems. The proposed waiting restrictions between 7.30-9-30am and 4.30-6.30pm may offer some help, although I feel will largely be ignored and difficult to police. But throughout the rest of the day there will be congestion in the area of the shop. Sometimes, the only way to relieve this congestion and to allow two vehicles to pass is for one vehicle to mount the pavement. Not an ideal solution.

The introduction of pavement bollards along this stretch of the High Street will only make matters worse, as there will be no way of allowing two cars to pass. Surely it would be better to have some kind of priority system in place.

---

6)

Dear Traffic Management team,

I am writing to you with regard the consultation currently taking place on the traffic management proposals for Silsoe. I agree with the majority but have one concern about the Amptill Road/ High Street proposal to put double yellow lines opposite the junction. I agree that these lines are needed, but would ask that you consider the impact this will have on Amptill Road. It is likely that people will park there instead - just on from the yellow lines. This is a busy road and it can be dangerous when people park close to the junction, as cars do come around the corner quite fast.

We live on Ampthill Road quite close to the junction and are concerned that people will just park outside / opposite our house making crossing the road dangerous, making this a hazardous junction for vehicles, and also restricting access to our driveway or making it difficult to enter/exit safely.

Please can you consider this when finalising the proposed measures. By putting the new double yellow lines in without considering this, does this just move the problem to Ampthill Road?

Thanks in anticipation.

---

7)

Dear Traffic Management Team,

I am a resident of Ampthill Road in Silsoe. Whilst I welcome the new speed limits proposed for the village, I'm very disappointed that the proposed 20mph limit on Ampthill Road does not start from a point to include all of Ampthill Road.

There has been a huge increase in traffic in the past 2 years or so. Some of this is due to the new estate in the village and the revival of Wrest Park and the businesses sited there, but a significant amount is due to rat runners avoiding the Clophill roundabout and cutting through the village. The morning and evening rush hours are extremely busy and sadly, most of the vehicles are speeding.

Many children from the northern end of Silsoe use Ampthill Road to walk to school and this has now increased this term due to a new footpath being opened up along Mander Farm Road to connect to the roads to the new school (which is just about to open). They have to cross Ampthill Road to travel down either Fir Tree Road or Vicarage Road to access the new footpath. The crossing points will not be within the 20mph zone and there is a blind bend in the road (near The Maples) which makes crossing very dangerous, especially when vehicles are speeding. This has always been a difficult road to cross at these points.

Many cars also cut through Vicarage Road and on to Church Road to avoid the congestion at the High Street T-Junction. There is no footpath on Church Road. Although this is within the 20mph zone, the best way to discourage drivers cutting through is to make these roads Access Only. Surely this is a fairly inexpensive way to calm traffic? In fact, I wonder if the entire village should become Access Only?!

I'm pleased that something is being done to address the traffic problems in our village but with the building of the large estates in Steppingly and Ampthill, even more traffic will be cutting through. Until the Clophill roundabout functions more smoothly, this problem will just continue to grow.

In summary, please move the 20mph zone to include the whole of Ampthill Road!

---

8)

Dear Team,

Enclosed are documents setting out our objections regarding the 20mph speed restrictions with reference to Ampthill Road. We fully support the overall proposals but feel that the residents of Ampthill Road, and those attempting to cross it, have been overlooked.

The new proposed crossing to allow Primary age children to cross outside no 34 giving them access to the new village school adds even further weight to the need to extend the 20mph limit at least as far as the Maples.

If extended there would be no need for 2 sets of restriction signs on Fir Tree Road or Vicarage road.

I received unanimous support from the residents I was able to contact at this time of year. I am very happy to discuss any issue with you at your convenience.

I would appreciate a brief acknowledgement of this submission by e-mail.

Yours sincerely

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9)

The new proposed speed limits in various roads in Silsoe refers.

The village has seen a dramatic increase in both pedestrian and vehicle traffic over recent years, creating a risk for pedestrians of all ages.

The proposal to reduce various speed limits from 30 mph to 20 mph is an excellent proposal on the face of it. However this needs to be done in conjunction with speed enforcement, something that i have never seen take place in Silsoe by police. The odd group of civilians have undertaken speed checks, but it counts for nothing in reality.

A case in point was when the speed limit was changed back from 50 mph to 30 mph along the High street from The George Hotel to where the old Lord Nelson Pub was in Newbury Lane. Just about every motorist travels this section at 50 mph, despite the speed limit being only 30 mph. The speed board that lights up when motorists exceed 30 mph will testify to this - it looks more like a disco board than a speed board at most times in the day and night.

While i welcome the move, i think it will be a waste of time, money and effort if no speed enforcement is carried out to get the message home and change motorists behaviour in Silsoe

---

10)

Further to my original email below I now attach a second sketch which shows-

The pedestrian view from the existing crossing point on the north side of Ampthill Road / High Street Silsoe has a very limited line of sight. At best 16m for the pedestrian and even at 20 mph this gives very limited time to abort a crossing. The sight line with a pushchair is even less.

In practice the driver can't see until he is about 15m from the stop line and only 12m from the crossing point.

I think this should be addressed as part of any planned works.

**From:**

**Sent:** 19 December 2016 18:01

**To:** 'traffic.consultation@centralbedfordshire.gov.uk'

**Subject:** Silsoe Traffic Controls

The proposals do not address the risk to pedestrians at the junction of Ampthill Rd. & High St.

There are to very real risks which can be observed every day.

The parking restriction opposite Ampthill Rd. will help drivers, but not improve protection to pedestrians.

The attached sketch shows the two issues.

1. Traffic from the north turning into Ampthill Rd. is tempted by the layout to cut the corner.
2. Traffic from the south turning into Ampthill Rd. is tempted to drive too fast due to the wide bend and can bear-down on pedestrians at speed. Pedestrians tend not to cross on the corner because the road is so wide. They cross where show on the sketch.

---

11)

Dear CB TRAFFIC MANAGEMENT TEAM

When we acquired our house in the 90s we had very little parking outside our house as it was concentrated on the opposite side of the road.

When the path widening works and realignment of the kerb were put in place some 5 years ago all this changed and ever since we have constant lorries and cars parked up the kerb directly in front of our house. Not only causing an obstruction of the path but anti social behaviour such as engines left running while someone pops into shop. During the consultation for these proposals we supported the works to aid our neighbours, along with the yellow lines that were shown on the proposed plans outside our house. The yellow lines did Not materialise and our quality of life within our home has been greatly effected since.

Now that the new proposals are being tabled we see that even greater congestion is being placed outside our house, with restrictions being put in place around us but not directly adjacent to our house.

We really would like to stress the importance that the yellow lines are continued from no.39 to to the edge of our driveway entrance and people encouraged to park down park road where the impact of car parking will not cause congestion, obstructions or unsocial behaviour.

We feel that as a council you should not just listen to those who shout the loudest or are in positions of influence but to the individuals whose home lives are greatly effected.

Thankyou for your considerations we look forward to hearing back with some positive proposals.

---

12)

Dear Sir/Madame

I have read the proposals on your website relating to :

**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INSTALL RAISED TABLES IN HIGH STREET AND BARTON ROAD, SILSOE**

And

**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NEW SPEED LIMITS IN VARIOUS ROADS IN SILSOE**

And write to say that they have my whole hearted support.

However I do have serious concerns about the proposed no waiting proposals (CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE AND AMEND THE WAITING RESTRICTIONS IN HIGH STREET AND PARK AVENUE, SILSOE) as a compelling argument for having parked cars in the High Street, in my experience, is that they slow the traffic down considerably as it has to stop to let other vehicles past in the other direction. Without them this area I believe will simply turn into an unimpeded and inviting chicane racetrack for all the speeders coming through our village. Therefore regrettably I have to say I cannot support this element of the proposals.

However the first 2 are excellent - thank you,

---



13)

Hi there

I would like to give feedback on the proposals from Nick Shaw on the Silsoe High Street Pedestrian Enhancement Scheme.

In general I welcome all of the proposals. However I feel there are some important omissions.

The first is the Ampthill Road/ High Street junction. This is a dangerous junction at rush hour in Silsoe. Despite the 30 mile speed limit, we have commuters to and from Wrest Park speeding down Ampthill Road and pulling out in front of oncoming cars. I hope something more can be done here. I am no traffic expert and the only thing I can think of is speed bumps down Ampthill Road and a raised roundabout at the junction. Or maybe you could change the speed limit. As you come down Ampthill Road towards Silsoe, the road becomes more residential when you reach Newbury Lane. Perhaps at this point the speed limit should decrease to 20 mph?

The most important omission to me is that of the other end of Park Avenue. This is where the Wrest Park speeding traffic enters the Wrest Park Estate. As you walk from the High Street down Park Avenue there is no pavement, just a muddy sort of trail through the grass. I notice that most people do walk on the road here, although it is possible to get off the road and walk on the muddy trail. But when you come to the gatehouse lodges there is no other option to get into Wrest Park other than to walk around the railings and into the road. Unfortunately cars speed up and down here taking no notice of the speed limit. Back in December 2015 my daughter was nearly hit by a car as we were walking down here. Since then I have spoken with many people about this situation including David Taylor of Wrest Park Estates, English Heritage and Central Beds Highway Dept. David Taylor has taken the situation very seriously and has installed a speed bump on the private road on the other side of the gatehouse lodges. Now something needs to be done the other side on Park Avenue. I think this pedestrian enhancement scheme is the perfect place to introduce some measures here. I am quite saddened that nothing at this location has been included. I attended the public exhibition back in February and made my views known to Nick Shaw, Paul Salmon and the parish councillors. Either installing some speed bumps to slow the cars down or installing a pavement or path for pedestrian usage would surely be the best solution.

I hope you will look into the above points.

---

14)

Hello Nick

I'm glad to see you're still involved in the Silsoe project, and I can see that a lot of work has gone into the proposals.

There is just one aspect I would like to comment on, which is relating to Park Avenue.

I can see that you're proposing double yellow lines on the north side of the entrance, and my wife and I fully agree with this. But in addition to this **I really think that serious consideration should be given to extending the double yellow lines on the south side of Park Avenue, and to 10 metres past the entrance to The Rowans.**

As I'm sure you are well aware, this area is extremely busy due to all the traffic to and from Wrest Park (**108,760 visitors in 2015** according to English Heritage - probably more this year!), and also to and from Wrest Park Enterprise (about **60 companies**). Allowing parked cars in the first part of the aptly named (!) Park Avenue mean that traffic is constantly backing up, which then causes a knock on effect on the High Street. In addition, the frequent careless parking (please see attached) opposite the entrance to The Rowans means it can be difficult at times for refuse and delivery vehicles to enter and exit The Rowans.

By introducing single yellow lines on the High Street this problem will only be made worse. **This junction is a complete bottleneck, especially at rush hour, and in the dark it is very dangerous.**

A lot of this could be solved by having double yellow lines on both sides of Park Avenue until at least past The Rowans entrance – to the Gatehouses would be even better!

---

15)

I have reviewed the proposed changes and I welcome them all with one exception.

I don't feel that the restrictions around the shops in the High Street are strong enough or that you have addressed the issue of speeding traffic entering and leaving Wrest Park.

I would like to see a speed table added to Park Avenue to help enforce the proposed 20mph limit in the village and a chicane set up around the shop and barbers to regulate flow and priority for one way.

Please consider my suggestions.

---

16)

Your proposals are totally unacceptable and will not solve the problem of Wrest Park Estates/English Heritage access.

1. Raised tables/speed humps massively increase environmental air/noise pollution
2. Bedfordshire police refuse to enforce 20mph speed limits - 20mph is impossible at peak times anyway
3. Reducing width of High Street will make situation more dangerous - you never learnt from last modifications to road width made outside village shop
4. Silsoe Conservation Area deserves better than looking like a Tesco carpark

4. CBC has no interest in improving road safety, you cannot even maintain the existing road network to a safe standard The above is yet another example of a not fit for purpose organisation, spending taxpayers money like a financial junkie - just a puppet on a chain, agreeing to whatever multi million pound organisations/developers tell you to do.

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**Meeting:** Traffic Management Meeting  
**Date:** 28 February 2017  
**Subject:** Chapel Road, Flitwick – Petition requesting Various Highway Improvements  
**Report of:** Paul Mason, Assistant Director Highways  
**Summary:** This report is to note the receipt of a petition submitted to Central Bedfordshire Council and suggest a way forward.  
**Recommendation:** It is recommended that a parking restriction proposal be considered in conjunction with other proposals in Flitwick during the 2017/18 financial year and that the lead petitioner be informed of the outcome of the meeting.

---

**Contact Officer:** Paul Salmon  
[paul.salmon@centralbedfordshire.gov.uk](mailto:paul.salmon@centralbedfordshire.gov.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Flitwick  
**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

The petition is in relation to the safe and efficient use of the highway network.

**Financial:**

Work will be funded from minor traffic management and parking budgets.

**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.

<b>Budget and Delivery:</b>	
Estimated cost: Depends on measures	Budget: Unallocated
Expected delivery: To be determined	

**Background and Information**

1. A petition organised by a local resident has been received, signed by 15 people, requesting the Council to take the following actions to address traffic and parking issues in Chapel Road, Flitwick:-
  - Introduce a 20mph speed limit
  - Mark the pavement area to clearly identify it
  - Install clear signage for cycle path
  - Introduce am/pm type parking restrictions
  - Carry out more regular parking enforcement
  
2. Chapel Road is residential and is relatively narrow without kerbed footways. The road has a prohibition of motor vehicles restriction at the Windmill Road end to stop Chapel Road being used as a through route in that direction. This is likely to reduce the number of drivers using the road and there is no suggestion that this should be removed.
  
3. A 20mph speed limit could be introduced, but the width of the road and volume of on-street parking means that actual speeds are already low. It is questionable whether a mandatory 20mph limit would have any real impact on traffic speeds. This is not currently a priority for the Council.
  
4. Whilst there are no formal footways, there are already markings to indicate the area to be used by pedestrians. The condition of the markings is poor, so it is recommended that these be renewed.
  
5. Given the width of the road, it is not possible to accommodate a designated cycle lane, but the un-kerbed, marked footways could be and probably are used by cyclists. Due to the low traffic speeds it is felt that cyclists can safely travel along Chapel Road alongside motorised traffic without there being any serious road safety concerns.

6. Observations indicate that on-street parking in Chapel Road is relatively heavy during the working day, which when considering the location of the railway station, suggests that some of the parked cars could belong to commuters. Hence, there appear to be grounds for considering a parking scheme aimed at reducing non-resident parking. This would need extensive public consultation to determine the level of resident support. Flitwick Town Council has submitted a list of possible locations for parking restrictions and this includes Chapel Road.
7. If parking restrictions were introduced, the Council's civil enforcement officers would visit Chapel Road on a regular basis. At present the only restrictions are close to Steppingley Road and these are probably well observed as they are double yellow lines. Consequently, the road probably receives little enforcement attention.
8. The current budget and staff resource for the consideration of on-street parking restrictions is fully committed, but it will be possible to pursue this in the 2017/18 financial year.
9. If approved and implemented, the restrictions will be reviewed after 5 years to determine whether they should be retained, modified or removed.

**Appendices:**

Appendix A – Petition and accompanying correspondence  
Appendix B – Location plan

## Appendix A

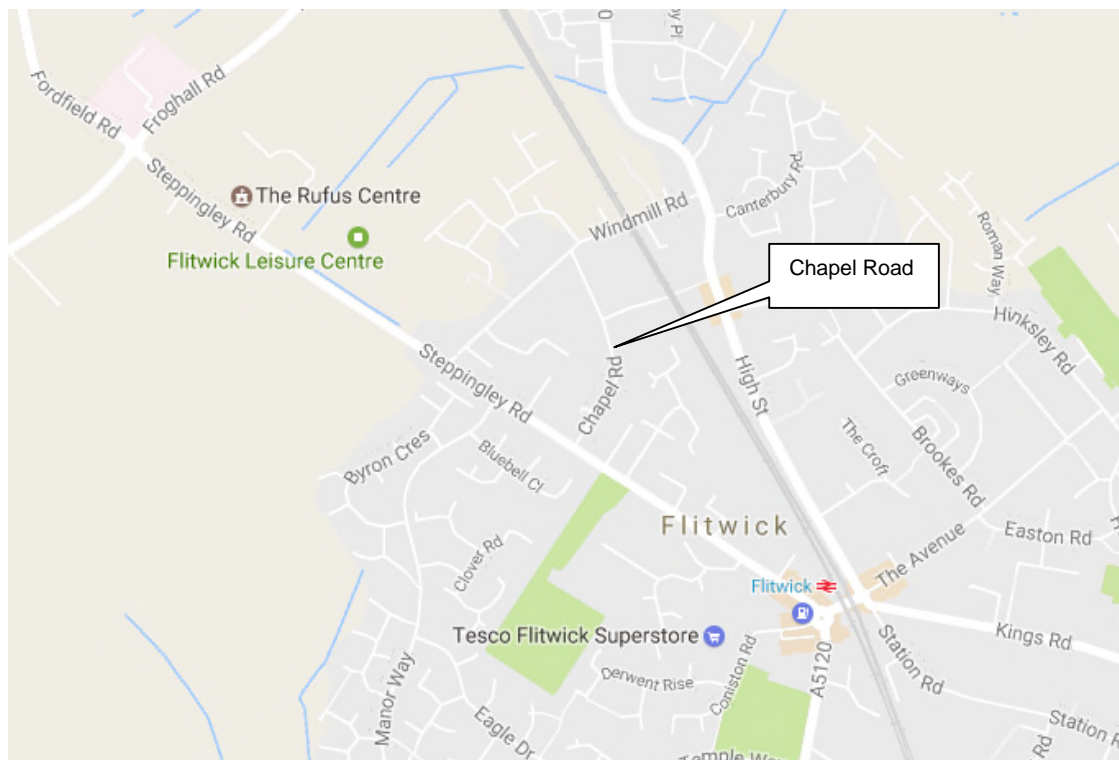
We as residents of Chapel Road Flitwick, the only road in Flitwick affected by commuter parking which has no formal pavement, and the only road with a blind turn into and out of Steppingley Road, request the following as supported by Flitwick Town Council Community Services Committee and suggested by County Traffic Management Officers:

- A 20 mph speed limit
- The pavement area to be marked out clearly and identified as pavement
- Clear signage of designated cycle path
- The yellow line now at Steppingley Road end to be extended along the road
- Parking restricted to 8am to 1 pm one side in the morning and 1pm to 8 pm the other side of the road in the afternoon
- The camera van to visit the road regularly to monitor parking

Enclosed please find our petition which we trust will be passed to your legal department to address the changes which we have requested if that is required. We want to ensure that residents will be safe but not penalised for parking in the road, and that commuters will be deterred from parking and causing danger.

We do not believe that our request is 'similar to other requests' due to the unique differences pertaining to our road which are highlighted on our petition, and would like our petition to be prioritised.

## Appendix B





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**Meeting:** Traffic Management Meeting  
**Date:** 28 February 2017  
**Subject:** Riverside, Leighton Buzzard – Petition requesting Residents Parking  
**Report of:** Paul Mason, Assistant Director Highways  
**Summary:** This report is to note the receipt of a petition submitted to Central Bedfordshire Council and suggest a way forward.  
**Recommendation:** It is recommended that a parking restriction proposal be published in conjunction with other restrictions in the Leighton-Linslade area during the 2017/18 financial year and that the lead petitioner be informed of the outcome of the meeting.

---

**Contact Officer:** Paul Salmon  
[paul.salmon@centralbedfordshire.gov.uk](mailto:paul.salmon@centralbedfordshire.gov.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Leighton Buzzard North  
**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

The petition is in relation to the safe and efficient use of the highway network.

**Financial:**

Work will be funded from minor traffic management and parking budgets.

**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.

<b>Budget and Delivery:</b>	
Estimated cost: £1,500	Budget: Minor Traffic Management
Expected delivery: During 2017/18 financial year	

**Background and Information**

1. A petition has been received, signed by 50 people, requesting the Council to introduce residents parking in Riverside, Leighton Buzzard. The petition was submitted by a resident of that road. It has also been signed by residents of Wentworth Drive, suggesting that they too would like to be included.
2. Residents permit parking is normally used in roads located close to railway stations and town centres where most properties have little or no off-street parking. A permit scheme will stop all-day parking by non-residents and increase opportunities for residents to park in their own street. These conditions do not apply to Riverside, so a residents' permit scheme might not be the most appropriate solution.

Observations indicate that on-street parking in Riverside is relatively light during the working day, but is heavy overnight and at the weekend. This strongly suggests that the majority of parked cars belong to residents. Most properties in Riverside have off-street parking, but there are a large number of homes in Plantation Road that do not and it is likely that residents of that road park in Riverside if space outside their own homes is taken. The main concern is related to parked vehicles close to the Plantation Road/Riverside junction.

3. The imposition of extensive parking controls in Riverside and Wentworth Drive is likely to result in drivers seeking unrestricted parking in other roads that do not currently experience parking pressures. That would simply transfer the current issues to other residential roads in the area. Hence, it is recommended that double yellow lines be considered at the junction of Plantation Road and Riverside, which would address the most critical concerns. This would still allow on-street parking to take place where it can be safely accommodated.
4. The Executive Member will recall that, whenever possible, the Council seeks to process requests for small scale parking controls in area-based batches in the interests of cost effectiveness. It is suggested that this approach be adopted in this situation. The current budget and staff resource for this work is fully committed, but it will be possible to pursue this in the 2017/18 financial year.

- 5. If approved and implemented, the restrictions will be reviewed after 5 years to determine whether they should be retained, modified or removed.

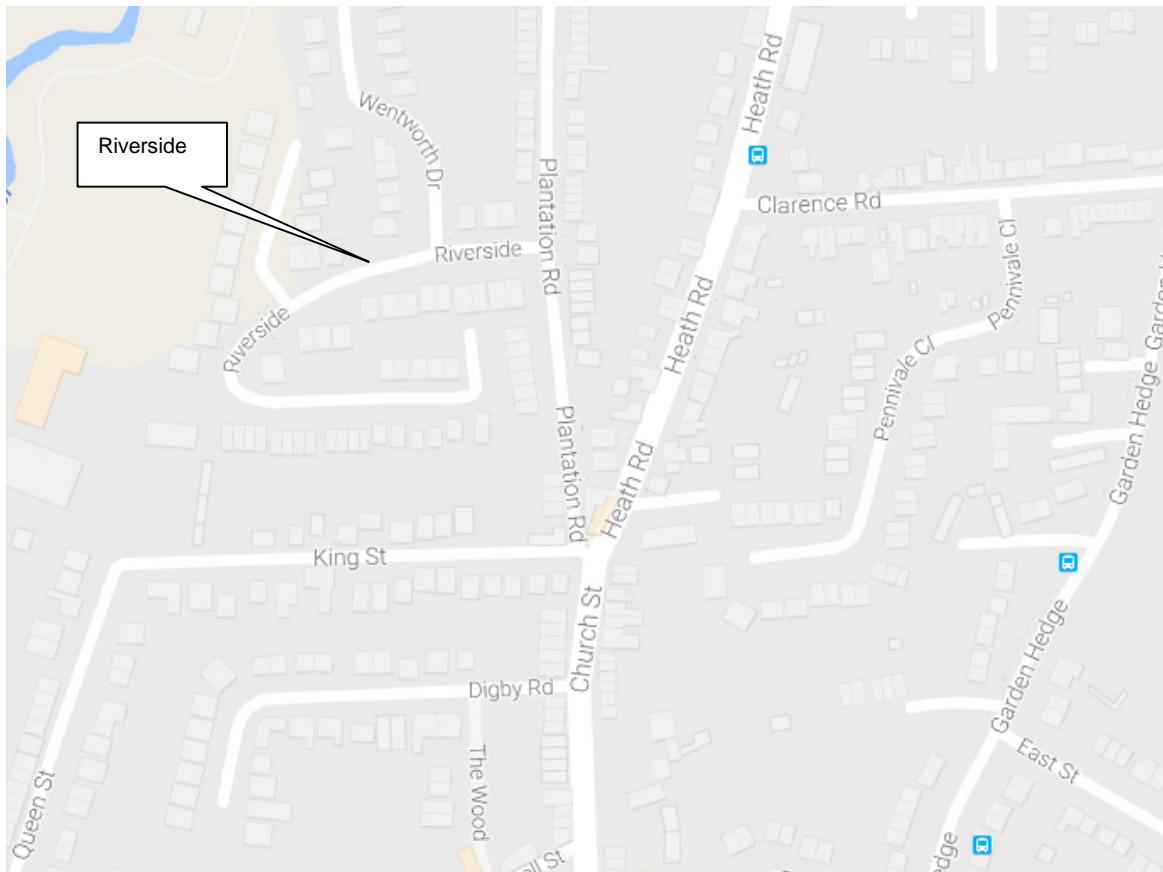
**Appendices:**

- Appendix A – Petition
- Appendix B – Location plan

**Appendix A**

THIS IS A PETITION TO CENTRAL BEDFORDSHIRE.GOV.UK TO APPLY FOR RESIDENTS PARKING AT RIVERSIDE INCLUDING WENTWORTH DRIVE LEIGHTON BUZZARD		
NAME	ADDRESS	SIGNATURE

**Appendix B**



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**Meeting:** Traffic Management Meeting  
**Date:** 28 February 2017  
**Subject:** Proposed 20 mph speed limit and raised zebra crossing –  
Billington Road, Leighton Buzzard  
**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 20mph speed limit and raised zebra crossing in Billington Road, Leighton Buzzard following the publication of proposals.

---

**Contact Officer:** Steve Lakin  
[Steve.lakin@centralbedfordshire.gov.uk](mailto:Steve.lakin@centralbedfordshire.gov.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Leighton Buzzard South  
**Function of:** Council

#### **CORPORATE IMPLICATIONS**

##### **Council Priorities:**

The proposal will fulfil the authority's obligations under the Leighton Buzzard Exemplar Scheme, improving road safety and promoting sustainable travel between the housing developments south of Leighton Buzzard and the town centre and railway station.

The scheme is referenced in the Leighton Buzzard Local Area Transport Plan and contributes toward the delivery of five Local Transport Plan Objectives:

- A: Increase the ease of access to employment by sustainable modes of transport
- B: Reduce the impact of commuting trips on local communities
- C: Increase the number of children travelling to school by sustainable modes
- F: Enable access to a range of leisure, cultural and tourism facilities for residents and visitors alike by a range of modes of transport
- J: Reduce the risk of people being killed or seriously injured.

##### **Financial:**

The cost of the scheme, for which these works are a part, is estimated to be between £250,000 -300,000 and is being funded primarily from S106 contribution secured from the Sandhills and Grovebury Farm developments.

##### **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 reduce traffic speeds and improve safety for cyclists and pedestrians using Billington Road. It will also improve the streetscape and enhance amenity for local residents.

**Sustainability:**

Implementation of the scheme is one of the measures designed to enable the delivery of the Southern Leighton Buzzard Development Travel Plan (SLB-TP).

The SLB-TP requires CBC and the developer to work in collaboration to encourage residents and visitors to the development site to travel by alternative modes of transport than the private car. It has the target of reducing by over 20% the expected level of demand for car journeys from and to the development site as compared to an alternative development of similar scale and location. TP measures are a major element of the strategy for mitigating the adverse impact of the development on local roads. The TP also has the aim of improving the vitality of the Town Centre by encouraging residents of SLB to use services/facilities in the town rather than driving to out of town retail centres.

A scheme of improvements to Billington Road, of which these proposals are a part, will create a safe and attractive corridor for people to walk and cycle between the development site and the town centre.

**RECOMMENDATIONS:**

- 1. That the proposal to introduce a 20mph limit in Billington Road, Leighton Buzzard be implemented as published.**
- 2. That the proposal to introduce a raised table zebra crossing in Billington Road, Leighton Buzzard be implemented as published.**
- 3. That the impact of the proposed changes to Billington Road is monitored for a period of 2 years after the scheme's implementation.**

## Background and Information

1. The development to the south of Leighton Buzzard, consisting of the provision of approximately 1,500 dwellings, is located approximately one mile to the south of the town centre and to the immediate north of the A505 southern bypass.
2. In 2011-12, Central Bedfordshire Council and Arnold White Estates reached agreement on a range of Travel Plan measures that in combination would serve to make the development an 'exemplar' in its promotion and use of sustainable modes of transport. Through the successful implementation of the Travel Plan, both parties would work collaboratively to ensure that the potentially severe impacts of the development on the local road infrastructure would be mitigated. The parties agreed a target of achieving a mode shift for local journeys of over 20% when compared with other similar sites.
3. As part of the transport scheme associated with the development, Central Bedfordshire Council agreed to enhance Billington Road to provide an attractive access corridor linking the residential areas with the town centre.
4. To assist with the implementation of this scheme, Central Bedfordshire Council (CBC) agreed to direct government grant funding towards achieving a sustainable transport system for the town. This was accompanied by developer S106 funding to help deliver CBCs proposals to reduce car dependency for residents of Leighton Buzzard; whilst also aiming to increase public transport patronage and promote walking and cycling throughout the town.
5. The delivery of a scheme to enhance the attractiveness of Billington Road as a sustainable transport corridor is part of CBCs obligations. The advertised proposals (see Appendix A and B) are integral to a wider scheme that includes resurfacing and surface treatments, traffic calming features, landscaping and enhanced street lighting.
6. The proposals were formally advertised by public notice in October 2016. Consultations were carried out with the emergency services and other statutory bodies, Leighton-Linslade Town Council and CBC Ward Members. The details of the proposals were published on the CBC website and advertised locally by the posting of site notices (see Appendix C).

## Representations

7. A total of two representations were received, reproduced at Appendix D. The correspondents raised the following points:

8. 20 mph speed limit

- i) That a 20mph speed limit should only be introduced where average vehicle speeds are below 24 mph, in accordance with police guidelines.
- ii) That by reducing vehicles speed to 20mph. there will be an adverse impact on fuel efficiency and levels of noxious emissions.
- iii) That a 20mph speed limit does not confer safety benefits for cyclists using the carriageway and for pedestrians crossing the road.
- iv) That without enforcement, the introduction of a 20mph limit would have no discernible effect on the speed of traffic which frequently exceeds the existing 30mph limit.

9. Raised table zebra crossing

- i) That there is already a 'fit-for-purpose' signal controlled crossing and that its replacement with a zebra crossing will encourage cyclists to use it without due regard to approaching traffic.
- ii) That the provision of raised features is injurious to vehicles and their occupants and causes higher levels of noxious emissions.
- iii) That cycling over raised tables/speed humps is unpleasant experience.

10. Other comments

- i) That to achieve speeds of or close to 20mph, a number of traffic calming features would be required along Billington Road. When determining the nature and positioning of appropriate features, consideration should be given to introducing mini-roundabouts at the junctions with The Maltings and Chaloner Court.
- ii) That to achieve the desired reduction in the number of vehicles, particularly HGVs using Billington Road as a cut through, clear and appropriate signage would be required.
- iii) That a 20mph speed limit can adversely affect road safety when applied arbitrarily. This is because setting a limit absolves drivers from responsibility for moderating their speed in response to the local environment. Where limits are set too low for the road environment, drivers tend to get frustrated and take more risks.
- iv) That speed measurement data should be made public.
- v) That the strategy of encouraging greater and community use of residential roads is inappropriate.
- vi) That the provision of traffic calming introduces a perverse incentive as it encourages travel to alternative centres for activities such as shopping.



## Responses / Conclusions

### 11. 20m mph speed limit

It has been a longstanding policy of the council to introduce 20 mph speed limits in residential areas. This policy has the support of both national and local cycling groups who argue strongly that lower speeds are a major determinant of the number of people walking and cycling.

The scheme that has been designed for Billington Road includes a range of traffic calming features that are designed to achieve average vehicle speeds below 24 mph. This will have the benefit of making the speed limit 'self-enforcing'.

It is expected that once the scheme is in place, up to a third of the traffic that currently uses Billington Road as a through route will transfer to Chartmoor Road. Assuming this outcome is achieved there will be a net positive benefit in respect of vehicle emissions.

### 12. Raised table zebra crossing

It has been policy within Leighton Buzzard to favour raised zebras when installing controlled crossings of roads with a 20mph speed limit.

The provision of a raised table zebra crossing at the location of the current Toucan Crossing introduces a feature designed to reduce average traffic speeds on this section of Billington Road.

All new / replacement crossings installed in Central Bedfordshire are subject to an approved Road Safety Audit process which considers environmental factors. Nationally, there is no definitive evidence to say which of the alternative forms of controlled crossings is inherently safer.

The design and ramping of the raised table will be to a standard that provides an acceptable ride quality for all types of vehicles, including buses and cycles. Recovered traffic signals can be stored and reused to refurbish existing installations, assuming the equipment is to an up-to-date standard.

### 13. Other concerns

The design for the Billington Road traffic calming scheme was determined through a process of public consultation held in 2011. Whilst the number of vertical features has been kept to a minimum, the combination of chicanes and surface treatments should encourage a significant proportion of through traffic to migrate to Chartmoor Road/ Grovebury Road.

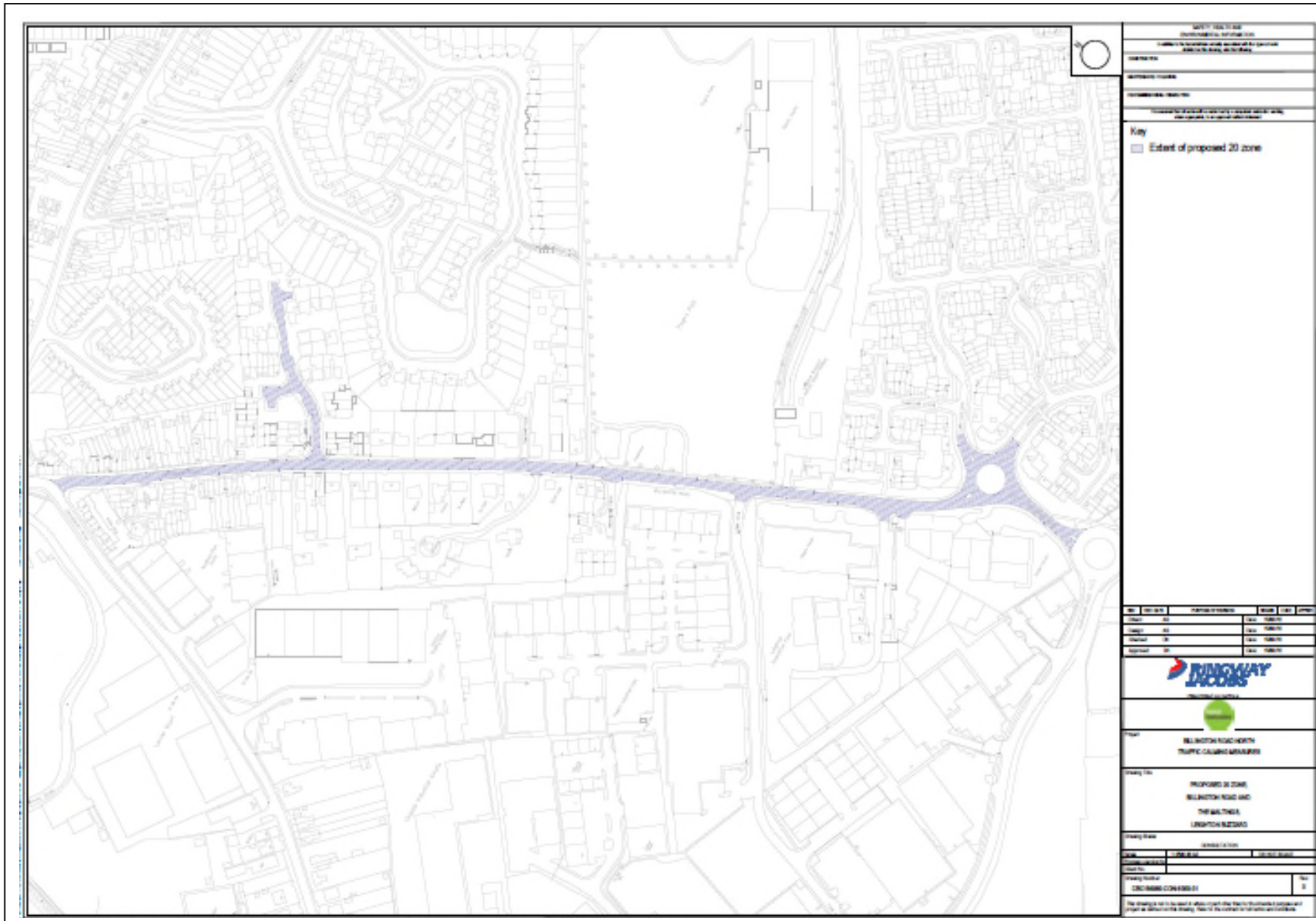
### 14. It is CBCs policy to review sections of roads where there is evidence that existing speed limits have poor compliance, especially where speed is shown to be a factor in reported collisions.

15. CBC often commissions the collection of traffic flow and speed data at the planning stage of road improvement schemes. It is not the council's policy to make this data public, partly because it is received in a format that is unsuitable for web publication.
16. CBC's approach to street design is detailed in Section 10 of its Design Guide, 'Movement and Streets'. This document is available to view online at <http://www.centralbedfordshire.gov.uk/planning/design/info.aspx>. The design for Billington Road is in accord with Design Guide policies.

**Appendices:**

- Appendix A – 20mph speed limit extents – scheme drawing
- Appendix B – Raised table zebra crossing – scheme drawing
- Appendix C – Public notice of proposals - copy
- Appendix D – Public representations - copy

Appendix A – 20mph extents



**SOUTH EAST LEICESTER**  
 ENVIRONMENTAL REPORTING UNIT  
 LEICESTER CITY COUNCIL  
 2023/24

**PROJECTS**  
 PROJECT NUMBER: [ ]  
 PROJECT TITLE: [ ]

**KEY**  
 [Blue shaded area] Extent of proposed 20 zone

NO	DESCRIPTION	DATE	BY	CHKD
01	Issue for comment	20/09/23	[ ]	[ ]
02	Final design	20/09/23	[ ]	[ ]
03	Final design	20/09/23	[ ]	[ ]
04	Final design	20/09/23	[ ]	[ ]

MIDWAY FACTORS  
 CONSULTANTS

Project: **BILLINGTON ROAD NORTH TRAFFIC CALMING MEASURES**

Working Title: **PROPOSED 20 ZONE BILLINGTON ROAD AND THE WALTHAMS, LINCOLN ROAD**

Working Date: [ ]

Scale: 1:1000  
 Date: [ ]

Drawing Number: **CE180000-000001**

The drawings are to be used as a guide only. The client is responsible for the accuracy and content of the drawings. No liability is accepted for any errors or omissions.





# PUBLIC NOTICE

**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO REPLACE  
THE EXISTING SIGNALISED PEDESTRIAN CROSSING WITH A RAISED TABLE  
INCORPORATING A PARALLEL PEDESTRIAN AND CYCLIST ZEBRA CROSSING  
IN BILLINGTON ROAD, LEIGHTON BUZZARD**

Notice is hereby given that Central Bedfordshire Council, in exercise of its powers under Section 23 of the Road Traffic Regulation Act 1984, Section 90 A-I of the Highways Act 1980 and all other enabling powers, proposes to modify the pedestrian crossing located between the junctions of Oakridge Park and Eden Way in Billington Road, Leighton Buzzard. It is proposed to remove the existing signalised pedestrian crossing and install a raised table incorporating a parallel pedestrian and cyclist zebra crossing. These works are part of a scheme to reduce traffic speeds and improve pedestrian and cyclist facilities. The scheme will improve road safety for all road users.

**A Raised Parallel Pedestrian and Cyclist Zebra Crossing at a nominal height of 75mm and approximately 15 metres long, including ramps, extending across the full width of the road is proposed to be sited at the following location:-**

Billington Road, Leighton Buzzard at a point approximately midway between the junctions of Oakridge Park and Eden Way.

Further Details may be examined during normal office hours at the address shown below, viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices) or tel. 0300 300 5003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 11 November 2016.

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

18 October 2016



# PUBLIC NOTICE

## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A 20MPH SPEED LIMIT ZONE IN BILLINGTON ROAD AND THE MALTINGS, LEIGHTON BUZZARD**

Reason for proposal: The speed limit is part of a road safety scheme and is being promoted in combination with other speed reducing measures, including a raised pedestrian/cyclist crossing.

Effect of the Order:

**To introduce a 20mph Speed Limit Zone on the following lengths of road in Leighton Buzzard:-**

1. Billington Road, from its junction with Grovebury Road extending in a southerly direction to its junction with Chartmoor Road.
2. The Maltings, for its full length.

Further Details may be examined during normal office hours at the address shown below, viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices) or tel. 0300 300 5003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 11 November 2016. Any objections must state the grounds on which they are made.

Order Title If made will be "Central Bedfordshire Council (Lake Street and Billington Road Area, Leighton Buzzard) (20mph Speed Limit Zone) Order 2016\*\*"

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

18 October 2016

## Appendix D: Representations

-----Original Message-----

From: [REDACTED]  
Sent: 31 October 2016 15:47  
To: Traffic Consultation  
Subject: 20 mph speed limit Billington Road, Leighton Buzzard

Whilst delighted with the news of a speed limit restriction, I feel more than one zebra and raised crossing is needed to calm traffic along Billington Road. Also mini roundabouts at the junctions of the Maltings and Chaloner Court may be feasible. I feel on this straight run of road motorists will still reach unacceptable speeds as is happening at the moment. Clear and adequate signage is required especially as large lorries use Billington Road as a short cut. Will any improvement be made to the footpaths?

[REDACTED]

Sent from my iPad

---

**From:** [REDACTED] [mailto:[REDACTED]]  
**Sent:** 01 November 2016 21:16  
**To:** Traffic Consultation  
**Subject:** Objection to Proposed 20mph speed limit and raised zebra crossing - Billington Road, Leighton Buzzard

Dear Sir/Madam,

I am writing to express my objection to the following statutory notice.

**Proposed 20mph speed limit and raised zebra crossing - Billington Road, Leighton Buzzard**

My objection is for both the 20mph zone introduction and the removal of traffic lights and replacement with a dual use raised table. I live locally, and will have to go through this 20 zone for many journeys, which I do by car, bike and on foot.

I am all up for improving road safety, for all users, but this proposal is not the way forward.

Objections for the 20mph zone:

- The primary issue on Billington road is the road being used like a race track. These drivers are already ignoring the 30mph limit, and it is highly unlikely that a 20 sign will make any difference to how they drive. Enforcing the existing 30mph limit would genuinely improve the experience of using the road, rather than bringing everyone to a snails pace.

- Driving at 20mph increases the emissions of most cars, as well as reducing the MPG of the vehicle. I have confirmed this in my own vehicle. With greenhouse gases increasing, and a policy towards green transport, we should not be actioning a policy that is less green.

- Due to wide ignorance of 20mph zones (the 20mph limit in Husborne Crawley is a perfect example, especially at night), actually sticking to 20mph can be a scary experience in itself. The variance between cars breaking the limit, and those sticking to it does nothing to improve safety.
- Speed limit reductions (to 20mph) should only take place when the existing average speed is below 24mph. Most evenings, cars do appear to travel closer to 40mph along here. When driving myself, within the current limit, I do find myself to be one of the slowest vehicles on the road. What is the current average speed along here? (Excluding any traffic queuing at the give way) Judging by the sensor strips across the road recently, one did take place and the figures found here should be public.
- According to the council, one of the reasons for introducing a 20mph limit is to improve the experience of cyclists and pedestrians. Cycling through 20mph zones, in my experience, is one of the worst environments to cycle in, worse than national speed limit areas. Cars which do stick to 20mph overtake cyclists so slowly, that there is usually an oncoming car before they actually get past. Due to this, many drivers cut back in far too close, a situation that could have been avoided by keeping a sensible speed difference between cars and cyclists. This is even worse when narrowing of the road takes place at the same time as the speed reduction.  
As a pedestrian, crossing the road takes longer, as traffic is approaching slowly. Crossing in 30mph zones is generally a much easier experience.
- By making pedestrians feel that the road is 20, therefore safe, many seem to forget common sense with crossing the road. Much of the "20's plenty" rhetoric is based around encouraging children to play in the road and to always feel safe. Billington road is certainly not somewhere to go and play football. Pages Park has good facilities for that.
- By forcing 20mph or less, drivers become forced to drive to their speedo rather than using their skill and judgement to drive to the road conditions. Since 30mph is suitable at most times, sticking to 20mph will not be natural and will require more concentration, taking drivers attention away from the road ahead. Some older cars cannot do 20mph on cruise control/speed limiting.
- Driving anywhere across Leighton Buzzard has become a chore thanks to the spread of 20mph (and raised tables), to the extent that driving to Milton Keynes via the A4146 is becoming a much more attractive option, one that often does not take much longer. Pushing shoppers out of county will slowly kill our town centre.

#### Objections to the raised table:

- There are already traffic lights installed at this point. The traffic lights provide a safe method of crossing, where pedestrians have priority as soon as the lights change. This prevents traffic from conflicting with pedestrians.
- Cycling over raised tables/speed humps is not a pleasant experience. The policy should help cyclists, rather than disadvantage them.



- We are currently in a period of uncertainty, council tax is increasing but income is not. Unnecessary council spending such as this should not happen. There is already a perfectly good set of lights here, which must have cost a fair bit to install, and would go to waste once removed. All this to actually downgrade the quality the crossing.
- Sharp angled bumps cause damage to vehicle suspension, even when taken at 20mph. The braking and accelerating the other side also increase emissions. Again, this is not green, which is against what this policy is aiming for.
- Are these traffic lights being reused elsewhere? If not, this is very wasteful of an asset.
- The raised table will almost certainly encourage some cyclists coming out of pages park to shoot out across the road without stopping, since the table will be at the same level as the pavement. Even with cars doing 20mph or less (if actually paying attention to the very low limit) , accidents such as this could still cause injury.

I hope this has provided a full understanding of my objections to the proposal.

[REDACTED]

Leighton Buzzard Resident

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**Meeting:** Traffic Management Meeting  
**Date:** 28 February 2017  
**Subject:** Green Lane, Kensworth – Consider Objections to Proposed Disabled Parking Space  
**Report of:** Paul Mason, Assistant Director Highways  
**Summary:** This report seeks the approval of the Executive Member for Community Services for the introduction of a disabled parking space in Green Lane, Kensworth

**RECOMMENDATION:-**

**That the proposal to provide a disabled parking space in Green Lane, Kensworth be implemented as published.**

---

**Contact Officer:** Gary Baldwin  
[gary.baldwin@centralbedfordshire.gov.uk](mailto:gary.baldwin@centralbedfordshire.gov.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Caddington  
**Function of:** Council

<b>CORPORATE IMPLICATIONS</b>
<p><b>Council Priorities:</b> The proposal will improve parking provision for disabled drivers.</p> <p><b>Financial:</b> The works are being funded from LATP budget for the provision of disabled parking bays.</p> <p><b>Legal:</b> None from this report.</p> <p><b>Risk Management:</b> None from this report.</p> <p><b>Staffing (including Trades Unions):</b> None from this report.</p> <p><b>Equalities/Human Rights:</b> None from this report.</p>

**Community Safety:**

None from this report.

**Sustainability:**

None from this report.

<b>Budget and Delivery:</b>	
Estimated cost: £10,000	Budget: Disabled parking bays
Expected delivery: May 2017	

**Background and Information**

1. The Council proposes to install a disabled parking space in Green Lane, Kensworth. This was in response to a request from a resident who is a blue badge holder and experiences difficulties parking close to her home. The applicant has use of a garage, but is unable to use it. The property has no direct vehicular access to the road, so it is impossible to identify a suitable location immediately outside the applicant's home, which would have been the preferred option.
2. A possible location for a disabled space was previously identified in Poplar Close, but objections were received to that proposal, which were considered at the Traffic Management Meeting on 4 February 2016. The decision was "Poplar Road, Kensworth be not implemented and Officers consider alternative placement options."
3. Officers engaged in discussions with the applicant and carried out a site meeting to discuss possible locations for a disabled bay. The length of Green Lane to the front of her home is a short cul-de-sac, with a number of dropped kerb accesses and a turning head. Given the required dimensions of a disabled parking space, it was not possible to identify a suitable place for one. Other locations were considered, but these were either too distant and/or involved negotiating gradients unsuitable for wheelchair use. There is an area of grass to the front of the applicant's home and it was felt that part of it could be converted to a disabled parking space. The planning department advised that this would require planning consent, which was applied for and granted in November 2016.
4. Although planning consent was granted, it is still necessary to promote a traffic regulation order to reserve the space for blue badge holders only. The proposal was formally advertised by public notice in December 2016. Consultations were carried out with the emergency services and other statutory bodies, Kensworth Parish Council and the Ward Members. Residents located in the areas where restrictions are proposed were individually consulted by letter and notices were posted on street.

## Representations and Officer Responses

5. A total of 3 representations were received in response to the proposals. These were an outright objection from Kensworth Parish Council and concerns expressed by both Ward Members. These are included in Appendix C and the main points raised are as follows:-
  - a) Loss of amenity land that is used by children, which would set a precedent.
  - b) Questions about the use of the space if the disabled person moves home.
  - c) A space should be identified on the road without using the grassed area.
6. Officer response:-
  - a) The disabled parking space would take up about a quarter of the grassed area, so space would remain for amenity use. It is felt that the area in question is not particularly appealing as a play area. This is unlikely to set a precedent as the conversion of green space for parking is very rare as in most cases disabled spaces are provided on-street. In addition, applications for disabled spaces in villages are relatively uncommon with most request being received from larger towns where there are more pressures on parking.
  - b) The applicant did put her home on the property market several months ago, but it was not sold and has been taken off the market. She has given assurances that she does not intend to move. If the disabled space is provided it would be for any blue badge holder, not just the applicant. If it was no longer needed as a disabled space, it could be re-allocated for general use.
  - c) As explained in the report, a number of alternative locations have been considered, but deemed to be unsuitable.
7. A representation has been received from the applicant setting out the difficulties experienced in finding a parking space close to her home and reports of alleged anti-social behaviour. This is included in Appendix D.
8. It is felt that the proposed disabled parking space will assist the applicant in parking close to her home. Ideally a dedicated space would have been identified on-street, but this not possible in this case.

## Appendices:

- Appendix A – Public notice of proposals
- Appendix B – Drawing of proposals
- Appendix C – Representations
- Appendix D – Representation from applicant

Appendix A

# PUBLIC NOTICE



**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE  
A DISABLED PARKING SPACE IN GREEN LANE, KENSWORTH**

Reason for proposal: The disabled parking space would provide a dedicated place for blue badge holders to park. On-street parking is heavy in this part of Green Lane and disabled drivers experience difficulties finding convenient parking. Planning permission has been granted to convert the grassed area identified below into hardstanding for one disabled parking space.

Effect of the Order:

**To introduce Parking for Disabled badge holders only on the following area:-**

Green Lane, Kensworth, covering an area of approximately 5 metres long and 3 metres wide on the existing grassed area between the frontages of property nos.9 and 10 Green Lane.

Further Details may be examined during normal office hours at the address shown below, viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices) or tel. 0300 300 5003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 6 January 2016. Any objections must state the grounds on which they are made.

Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of 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

8 December 2016



## Appendix C

At the Kensworth Parish Council meeting held on 8th December, it was agreed to object to the construction of hardstanding and dropped kerb on grass amenity land to provide a disabled parking space on the amenity land r/o 9-11 Green Lane, Kensworth, Dunstable, LU6 3RP

The parish council **OBJECT** on grounds of loss of amenity land where children currently play and concerned will set a precedence for vehicles parking on amenity land. Questions also raised what will happen once disabled badge holder moves?

---

Dear Gary,

I know that you have already received comments from Cllr Stay and Kensworth Parish Council; I wish to add my own. I sat on the Development Management Committee which passed the planning permission for this space, so the arguments for and against have already been well rehearsed.

I acknowledge that this disabled space would not be allocated or restricted to specific named disabled parkers but the reality is that it is being provided in response to representations from one specific Kensworth resident. Whilst I have every sympathy with that resident's needs, it is a matter of fact that their property is being advertised for sale and the resident is apparently looking to move away. If that happens, then this disabled space (which was opposed by the Parish and other residents) will serve little to no purpose.

Can I therefore ask that a suitable pause for reflection is undertaken before any works are actually carried out? I appreciate that scheduling of works can be complex and often dependant on other works in the area and resources etc. but the public (understandably) take a much simpler view. If CBC is relatively prompt to deliver an opposed piece of highways works in contrast to often being slow to deliver works requested and supported by the community, then I feel the people of Kensworth have every right to question our priorities.

If the resident chooses to remain in Kensworth then they can have the space to make their life easier, but please don't rush to deliver a space which is redundant before the paint is even dry!

Regards,  
Kevin  
Councillor Kevin Collins

---

Gary  
Happy either way, in summary my objections are loss of verge, inappropriate location & loss of amenity to the wider community  
A solution for a disability parking bay could be found on the existing highway without extending into the grass verge.  
Kind regards  
Richard  
**Councillor Richard Stay**

---



## Appendix D

On Tuesday 27.12.16 I had returned to my property and had to park my car outside numbers 2 / 4 Green Lane with 2 wheels on the pavement as there was nowhere else within walking distance for me to park. The car was at least 1.5 feet at either end from a dropped kerb and there was enough room on the pavement for a single pushchair to pass. I had been advised by Xxxxx Xxxxx (Anti-Social Behaviour Officer ) when she visited me to discuss the threatening behaviour of the residents at numbers 15 / 16 / 17 Poplar Road that this was acceptable due to the narrow roads.

On Wednesday 28.12.16 at about 11am I was wiping my car windows getting ready to drive over to care for my partner when the resident from no xx Poplar Road started shouting at me and threatening me about my car. He said that I am not disabled and am not entitled to a blue badge. I have reported this to the Police - Crime Reference JD/53310/2016 and will be giving a full statement to the Police at my property on 30.12.16. I will be pushing for action to be taken against this man who I have never met or seen before and will copy this email to the Anti-Social Behaviour Team as this behaviour against me is unacceptable.

I applied to the Council shortly after moving to xx Green Lane Kensworth in April 2014 for a disabled parking space and the Council agreed to provide one.

The residents in Green Lane and Poplar Road have treated me with aggression for parking my car legally and considerately and I have been threatened and had my car damaged.

Last Christmas day my 97 year old mother was harassed when my daughter parked her car in Green Lane and my partner's car which was displaying a blue badge was covered with mud and rubbish ( photos available ).

The original site proposed by the Council to site the disabled bay was on the road between numbers 15 and 17 Poplar Road, but objections were made - mainly that my car would cause an obstruction at this point in the road. When I did park my car here the residents from numbers 15 / 16 and 17 Poplar Road all threatened and harassed me - notes were left on my car (these have been kept and can be seen) and my car was scratched and the bumper cracked. My car used to be boxed in by vehicles from numbers 15 and 16 so that I could not use it. X. Xxxxx the builder at no.xx threatened to hit my car. The space between numbers 15 and 17 is used mostly by commercial vehicles from number xx and this area is congested by vehicles from numbers xx / xx and xx who all park here even when their driveways have space for vehicles to park on them.

I think that if the Council accepted that 1 car would cause an obstruction in this area then all parking should have be prohibited.

I use a mobility scooter which can be loaded into my car, was in a wheelchair from August to September and now use a walking frame, I have been abused by dog walkers using the grass outside my house as a dog toilet, and told that I can walk and should go out of my back garden gate (at the time I couldn't even get out of my back door and down the steps ) and this same couple were abusive when they had to walk round my partner who had collapsed on the pavement outside my house as he was in their way.

I no longer invite anyone to visit or help me due to the aggressive behaviour of the neighbours who think they own the roads, which means that I have no carer even though I cannot bath myself.

I will not be spending Christmas at my home as this would mean that I would be alone - due to the parking problems - it would be unfair to invite anyone here knowing that their cars would probably be damaged even on Christmas day as has previously happened.

I wish that I had known that the residents of Kensworth were so prejudice against disabled people before I bought this house. Before I retired I worked as a Building Inspector for the London Borough of Hillingdon and one of my duties was visiting tenants to agree proposed sites for disabled parking bays. Even though some of the sites were on the Government's Decent Estates (ie not very popular areas to live) there was never any opposition to disabled parking bays and disabled residents were not shown hatred by their neighbours as I have been shown.

The area where the proposed disabled parking bay dropped kerb is to be sited is presently used by number xx Green Lane to park his large van - even though he wouldn't let my daughter park her Corsa there, or by builders and visitors to number xx Green Lane who block the pavement so that I cannot get by with my walking frame.

I would be grateful if the disabled parking bay could be provided as trying to park here and struggle to get to my house using a walking frame is very distressing, and causing further complications with my mobility.

---

**Meeting:** Traffic Management Meeting  
**Date:** 28 February 2017  
**Subject:** Mill Road, Cranfield – Consider Objections to Proposed Raised Table  
**Report of:** Paul Mason, Assistant Director Highways  
**Summary:** This report seeks the approval of the Executive Member for Community Services for the construction of a raised table in Mill Road, Cranfield.

**RECOMMENDATION:-**

**That the proposal to construct a raised table in Mill Road, Cranfield be implemented as published.**

---

**Contact Officer:** Gary Baldwin  
[gary.baldwin@centralbedfordshire.gov.uk](mailto:gary.baldwin@centralbedfordshire.gov.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Cranfield and Marston Moretaine  
**Function of:** Council

<b>CORPORATE IMPLICATIONS</b>
<p><b>Council Priorities:</b> The proposal will improve road safety, traffic management and the amenity in the affected road.</p> <p><b>Financial:</b> The works are being funded under section 278 associated with an adjacent residential development.</p> <p><b>Legal:</b> None from this report.</p> <p><b>Risk Management:</b> None from this report.</p> <p><b>Staffing (including Trades Unions):</b> None from this report.</p>

**Equalities/Human Rights:**

None from this report.

**Community Safety:**

None from this report.

**Sustainability:**

None from this report.

**Background and Information**

1. The Council has published a proposal to construct a raised table at the junction of Mill Road and the access road to a new residential development. The feature would lower traffic speeds in the vicinity of the newly constructed junction, thereby improving road safety. The location is in a residential area, so would have wider benefits in moderating traffic speeds and creating a safer environment.
2. The proposal was formally advertised by public notice in January 2017. Consultations were carried out with the emergency services and other statutory bodies, Cranfield Council and the Ward Members. Residents located in the areas where restrictions are proposed were individually consulted by letter and notices were posted on street.

**Representations and Officer Responses**

3. A total of 6 representations, including from Cllr Susan Clark and Cranfield Parish Council, were received in response to the proposals, all of which are objections. These are included in Appendix C and the main points raised are as follows:-
  - a) The raised feature will force drivers to decelerate on approach and accelerate away, which will raise noise levels. This will be exacerbated when the new development is complete and more traffic is using Mill Road. These changes in speed will also raise exhaust gas levels.
  - b) There are already three raised tables, so a further one is not required and parked cars already slow traffic down.
  - c) The homes adjacent to this stretch of road are located below road level and already suffer from flooding. Footway works made the problems worse and the raising the height of the road by installing a raised junction will increase the risk.
  - d) The increase in road height will make it even harder to access/egress adjacent properties on the east side of Mill Road, particularly with a caravan.
  - e) Changes to the road signage and to the road surface would be preferred to reduce vehicle speeds.

4. Officer response:-
- a) It is likely that some drivers will decelerate and accelerate rapidly when negotiating raised features. However, the raised feature is expected to result in an overall lowering of speeds, which is likely to reduce noise levels. The properties on Mill Road are generally set back from the carriageway, so any increase in noise and pollution levels is likely to be negligible.
  - b) The existing raised features are located at either end of Mill Road with a considerable length between the raised zebra and the Crane Way junction. Parked cars do help to slow traffic, but during the working day the parking is relatively light. Mill Road is straight which itself encourages higher speeds.
  - c) The existing highway drainage system is to be improved and additional gullies provided. There will be no additional impermeable area which will drain to private properties as a result of this scheme.
  - d) The gradients involved do not appear particularly steep and it is unlikely that an increase of 75mm, which effectively takes the road level to closer to the footway level will significantly alter that. The level at the back of the footways will not increase so the gradients of the private drives to the adjacent dwellings will not increase. There will be no channel located between the raised table and the kerblin which a wheel can drop into.
  - e) Raised features are deemed to be very effective at moderating traffic speeds and behaviour. The installation of signs and road surface changes are likely to have only a marginal effect, so are not an effective substitute for the proposed raised table.
5. It is felt that the proposed raised table will assist with the safe operation of the new junction and will provide wider benefits to road safety in the village. Any negative impacts are expected to be minimal.

**Appendices:**

Appendix A – Public notice of proposals

Appendix B – Drawing of proposals

Appendix C – Representations

Appendix A



# PUBLIC NOTICE

## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INSTALL A RAISED JUNCTION TABLE IN MILL ROAD, CRANFIELD**

Notice is hereby given that Central Bedfordshire Council, in exercise of its powers under Section 90 A-I of the Highways Act 1980 and all other enabling powers, propose to construct a Raised Table Junction. These works are being promoted as part of a highway improvement scheme associated with an adjacent residential development. The scheme is intended to reduce traffic speeds and create a safer environment for all road users

**A Raised Junction Table at a nominal height of 75mm, approximately 30 metres long and extending approximately 12 metres into the new side road, including ramps, across the full width of the road is proposed to be sited at the following location:-**

Mill Road, Cranfield centred at a point approximately 75 metres south-west of junction with Longborns.

Further Details may be examined during normal office hours at the address shown below, viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices) or tel. 0300 300 5003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 3 February 2017.

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

12 January 2016

Appendix B



## Appendix C

As one of the ward Councillors for the Cranfield and Marston ward I OBJECT to this proposal for the following reasons:

1. Mill Road already has 3 raised tables in it - one at the junction with the High Street, one associated with the nearby zebra crossing, and one associated with the roundabout at the junction with Crane Way. A further raised table is not required.
2. Traffic is already slowed in Mill Road with the parked cars, which pretty much line the road. I don't believe there is a speeding issue in Mill Road.
3. At a recent public meeting organised by the Parish Council for Bloor to update residents on progress on the Mill Road development and attended by about 40 residents in Mill Road much concern was expressed about the prospect of a further raised table. The reasons are: Residents are concerned that another raised table will increase the risk of flooding, as was the case during the June 2016 floods on the High Street in Cranfield. Residents also do not see the need for a further table, for the reasons outlined above.

Please take these comments into account.

Kind regards  
Sue Clark  
Cranfield and Marston ward.

---

I am writing to advise you that Cranfield Parish Council objects to the proposed highway junction table being constructed in Mill Lane, Cranfield. There is particular concern amongst parishioners and residents about a highway raised table exacerbating the risk of future flooding particularly of the gardens on the opposite side of Mill Road to the entrance to the new estate.

Also, as the proposed highway table is a high cost measure the Parish Council would rather see changes to highway signing and to the road surface as encouragements to reduce vehicle speeds.

---

With regards to the raised platform on Mill Road.

We live at number xx Mill Road, so will have the raised platform directly to the front and side of our property. My main concern is the noise of vehicles slowing down, then speeding up as they negotiate the ramp. There is also then the noise of suspension the vehicles will make while going up and down the ramp. This will only be exaggerated due to the increase of vehicles coming from the new 240 house development, to the side of our property as well as the front.

Will this be considered in the design to mitigate disturbance to the properties directly adjacent to the platform and access road entrance.

---



We wish to object to the proposed raised table in Mill Road for the following reasons:

1. Both we at xx and xx Mill Road already tend suffer flooding during heavy rain as our houses lie below the current road level. Raising it a further 3 inches will only exasperate the problem.
2. Access to and from our drive will become more difficult and dependent on the Table design may cause issues to vehicles.
3. Potential noise nuisance from vehicles hitting the raised table.
4. Additional pollution caused with vehicles slowing down and accelerating away from the table.

---

I wish to object the proposed raised table as set out in your letter sent to xx Mill road Cranfield.

My objects are 1 On health ground

In that at present vehicles travel along Mill road at 30MPH, at this speed they are in a high gear and therefore emitting minimum exhaust gas.

With the proposal all cars including the minimum extra 1000 movements in and out of the new housing site will be forced to slow down and in many cases I suspect brake hard before then accelerating up and over the obstruction. At this point vehicles will be in a low gear with high revs causing high levels of exhaust gas, As this action will be immediately in front of our property these gasses and noise created will easily be driven to enter our property..

My objects are 2 On Environmental ground

At present surface water that should drain away is in fact travelling down our driveway this is a direct action of the works that relayed the pavements and drives in Mill road. Numbers 26-28-30 all express concern at the time, and in fact a member of your highway team visit myself on site to discuss the issue, this lead to a drain being lower by some 10mm however the real issue was the lowering of the pavement which had previously acted as a mini dam.

With your proposal the situation will in effect be made worse, you are in fact building a dam across the whole of the road some 75mm above the existing road level this must and has done in other parts of the village cause flooding to adjacent properties.

Numbers 26-28-30 are practically at risk as all lie some way below road level. These property will if the action goes forward be likely to flooding. Clearly should and when this situation arises I will be advising our insures to seek full remuneration from yours for any damage to our property.

In light of the above I would ask that this proposal in turned down flat and alternative found.

---

We object to the proposal of a raised table on Mill Road for the following reasons.

1. With my property being much lower than the carriageway, we are liable to flooding during heavy rainstorms. This problem could become more serious if a raised platform is installed. This also applies to our neighbour at No.xx.
2. Due to the height of the pathway above my drive I cannot tow my caravan out. I have to motor my van out using its own electric motors, park it on the road, then drive out to hitch-up. A raised table will make this more difficult. More so, if a channel is used to divert water past the table as any vehicle's wheels will drop into the channel.
3. Access to and from our property will become more difficult.
4. Another result of a raised table will be more noise as vehicles slow to cross and accelerate away.
5. This continual deceleration and acceleration will also increase the air pollution locally.

---

**Meeting:** Traffic Management Meeting  
**Date:** 28 February 2017  
**Subject:** Mount Pleasant, Aspley Guise – Petition requesting Various Highway Improvements  
**Report of:** Paul Mason, Assistant Director Highways  
**Summary:** This report is to note the receipt of a petition submitted to Central Bedfordshire Council and suggest a way forward  
**Recommendation:** That the contents of the petition be noted and that the lead petitioner be informed of the outcome of the meeting.

---

**Contact Officer:** Paul Salmon  
[paul.salmon@centralbedfordshire.gov.uk](mailto:paul.salmon@centralbedfordshire.gov.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Aspley and Woburn  
**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

The petition is in relation to the safe and efficient use of the highway network.

**Financial:**

None at this stage.

**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.

<b>Budget and Delivery:</b>	
Estimated cost: Depends on measures	Budget: Unallocated
Expected delivery: To be determined	

**Background and Information**

1. A petition organised by a local resident has been received, signed by 61 people, requesting the Council to take the following actions to address the following highway maintenance and traffic issues in Mount Pleasant, Aspley Guise :-
  - a) Resurface the road
  - b) Clear the drains each year
  - c) Add gulleys to improve drainage
  - d) Improve street lighting
  - e) Edge the pathway and road
  - f) Add road humps
  - g) Introduce a 20mph speed limit
  - h) Add a raised pathway
  
2. Mount Pleasant is residential and is narrow with no kerbed footways along much of its length. The road is within a 7.5 tonnes weight restriction area, but the Council is aware of instances of large lorries attempting to pass through. Traffic flows are likely to be low at most times, but busier at school and peak times.
  
3. The following are officer responses to the requested actions:-
  - a) Mount Pleasant is not currently on any resurfacing programmes. General maintenance and minor works take place as and when necessary.
  - b) Gulley clearance has been an issue during the current financial year, but some works have taken place, with further investigation works and repairs planned.
  - c) Adding a gulley is not an easy or simple solution for drainage. This would need to be thoroughly investigated.
  - d) A full investigation would need to be undertaken by a lighting specialist.
  - e) The area highways maintenance team is aware that the condition of the footways is deteriorating and needs to be considered for re-surfacing, but there are no dangerous defects present. All highway defects can be reported via the Council's online defect reporting system.

- f) The Council's budget for traffic calming works is targeted at locations that have a poor injury collision history. From 1 October 2011 to 30 September 2016 there have been no recorded incidents on Mount Pleasant. Hence, the provision of road humps or other traffic calming measures is not a priority when compared to other roads.
  - g) The width, alignment and level of on-street already naturally keep speeds at a relatively low level. Hence, it is unlikely that a statutory 20mph speed limit would have any significant impact on actual traffic speeds.
  - h) On those lengths of Mount Pleasant that are wide enough, a footway is already in place. Over the remainder of its length, it is not sufficiently wide to enable a footway to be constructed.
4. The petitioner may wish to consider approaching Aspley Guise with a view to using the Council's rural match funding process to provide highway measures that are of local importance, but are not a high priority for this authority

**Appendices:**

Appendix A – Petition and accompanying correspondence

Appendix B – Location plan

Appendix A

## MOUNT PLEASANT ASPLEY GUISE IMPROVE OUR ROAD PETITION

Residents of Mount Pleasant, Aspley Guise, Bedfordshire ask Central Beds Council to resurface our road, add traffic slowing road humps, implement a 20 mph speed limit with road signs, clear the drains each year, add gulleys to direct rainflow into the drains, add where possible a raised pathway for pedestrians, edge the pathway and road (repair parts that have collapsed or have been temporarily filled with tarmac), improve lighting throughout the road in keeping with the rest of the village (low-lit/level lamps).

Appendix B

