

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

**This meeting
may be filmed.***



please ask for Maria Brooks
direct line 0300 300 5783
date 23/10/2017

NOTICE OF MEETING

TRAFFIC MANAGEMENT MEETING

Date & Time

Tuesday, 31 October 2017 at 10.00 a.m.

Venue at

Council Chamber, Priory House, Monks Walk, Shefford

Richard Carr
Chief Executive

To: The Executive Member for Community Services:

Cllr I Dalgarno

[Named Substitutes:

Cllr J Nigel Young]

All other Members of the Council - on request

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

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

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AGENDA

1. **Members' Interests**

To receive from Members any declarations of interest.

Reports

Item	Subject	Page Nos.
2	Cromer Way, Luton - Petition requesting Highways Improvements. To note the receipt of a petition submitted to Central Bedfordshire Council and suggest a way forward.	5 - 10
3	Victoria Road, Leighton Buzzard - Consider Objections to Disabled Parking Bay. To seek the approval for the introduction of a disabled space in Victoria Road, Linslade.	11 - 16
4	The Balk, Biggleswade - Experimental One-way Traffic Order. To seek the approval to restore two-way traffic in The Balk, Biggleswade.	17 - 28
5	Bury Road, Shillington - Consider Objections to Disabled Parking Bay To seek the approval for the introduction of a disabled person's parking space in Bury Road, Shillington.	29 - 36
6	Westoning Road, Harlington - Consider Objections to Waiting Restrictions and Traffic Calming Measures To seek the approval for the implementation of waiting restrictions and traffic calming measures in Westoning Road, Harlington.	37 - 50
7	High Street, Eaton Bray - Consider Objections to Proposed Waiting Restrictions. To seek the approval for the implementation of waiting restrictions in High Street and Wallace Drive, Eaton Bray.	51 - 62

- 8 **West Parade, Dunstable - Revision to Extent of Residents' Permit Parking Scheme** 63 - 66

To seek the approval to revise the extent of the residents' permit parking scheme recently introduced for West Parade, Dunstable.

- 9 **Stuart Street, Dunstable - Revision to Extents of Resident's Permit Parking Scheme** 67 - 70

To seek approval to revise the extents of the residents' permit parking scheme recently introduced for Stuart Street, Dunstable.

Meeting: Traffic Management Meeting
Date: 31 October 2017
Subject: Cromer Way, Luton – 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 to suggest a way forward.

Recommendation(s):

1. To note the petition, report and appendices.
2. To note that the issues raised by the petitioner will be considered by the highways officers when compiling the authority's rolling four year programme of integrated transport works, the process for which is set out in Central Bedfordshire Council's Local Transport Plan.

Contact Officer: Paul Salmon
paul.salmon@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Toddington Ward
Function of: Council

CORPORATE IMPLICATIONS
<p>Council Priorities: The petition is in relation to the safe and efficient use of the highway network.</p> <p>Financial: None from this report.</p> <p>Legal: None from this report.</p> <p>Risk Management: None from this report.</p> <p>Staffing (including Trades Unions): None from this report.</p> <p>Equalities/Human Rights: None from this report.</p>

Community Safety:

None from this report.

Sustainability:

None from this report.

Background and Information

1. The authority has received a petition with more than 500 signatures requesting:
“traffic calming measures and enforcement are introduced on Cromer Way to address the immediate risk to public safety from speeding vehicles.”

“action is taken to deter Cromer Way being used by traffic as a short cut (rat run) due to traffic congestion on the A6.”

“the Highways authority ensure that there is sufficient road capacity to accommodate increased traffic that will result from the building of homes to the north of Luton to ensure that this traffic is not encouraged to use Cromer Way due to poor planning.”
2. Responsibility for Cromer Way falls jointly to Central Bedfordshire Council (Streatley parish) and Luton Borough Council as the road straddles the border between the two authorities.

Officer comments

3. The lead petitioner has been advised of the processes by which Central Bedfordshire and Luton Borough Council assess highway improvement priorities and make decisions as to the specific schemes to be included in the following year's programme of works. Further, that the scheme assessment process is underway, with both authorities working collaboratively on an improvement scheme for Cromer Way.
4. As part of their scheme assessment process, both authorities will pool available data to assess the evidence for Cromer Way being used as a diversion route to avoid localised congestion hotspots.
5. Both authorities are also working in collaboration to ensure that the proposed development to the north of Luton is carefully planned and that the traffic impacts are modelled and understood.

Appendices:

- A Petition and accompanying correspondence
- B Location Map

Appendix A

Make Cromer Way Safe Signed Petition


Dovedale
Bushmead
Luton
Bedfordshire
LU2 7FQ

1 August 2017

To: Mr Trevor Holden Chief Executive of Luton Borough Council
Mr Richard Carr Chief Executive of Central Bedfordshire Council

We the undersigned request that:

- Traffic calming measures and enforcement are introduced on Cromer Way to address the immediate risk to public safety from speeding vehicles.
- Action is taken to deter Cromer Way being used by traffic as a short cut (rat run) due to traffic congestion on the A6.
- The Highways authority ensure that there is sufficient road capacity to accommodate increased traffic that will result from the building of homes to the north of Luton to ensure that this traffic is not encouraged to use Cromer Way due to poor planning.

Please find attached a petition with 671 signatures in support of the above.

This petition is also supported by:

Ms Nadine Dorris (MP)
Mr Kelvin Hopkins (MP)
Streatley Parish Council
Cllr Rachel Hopkins (LBC)
Cllr David Franks (LBC)
Cllr Jeff Petts (LBC)
Cllr Michael Garrett (LBC)
Cllr Norman Nicols (CBC)
The Police

Supporting Facts

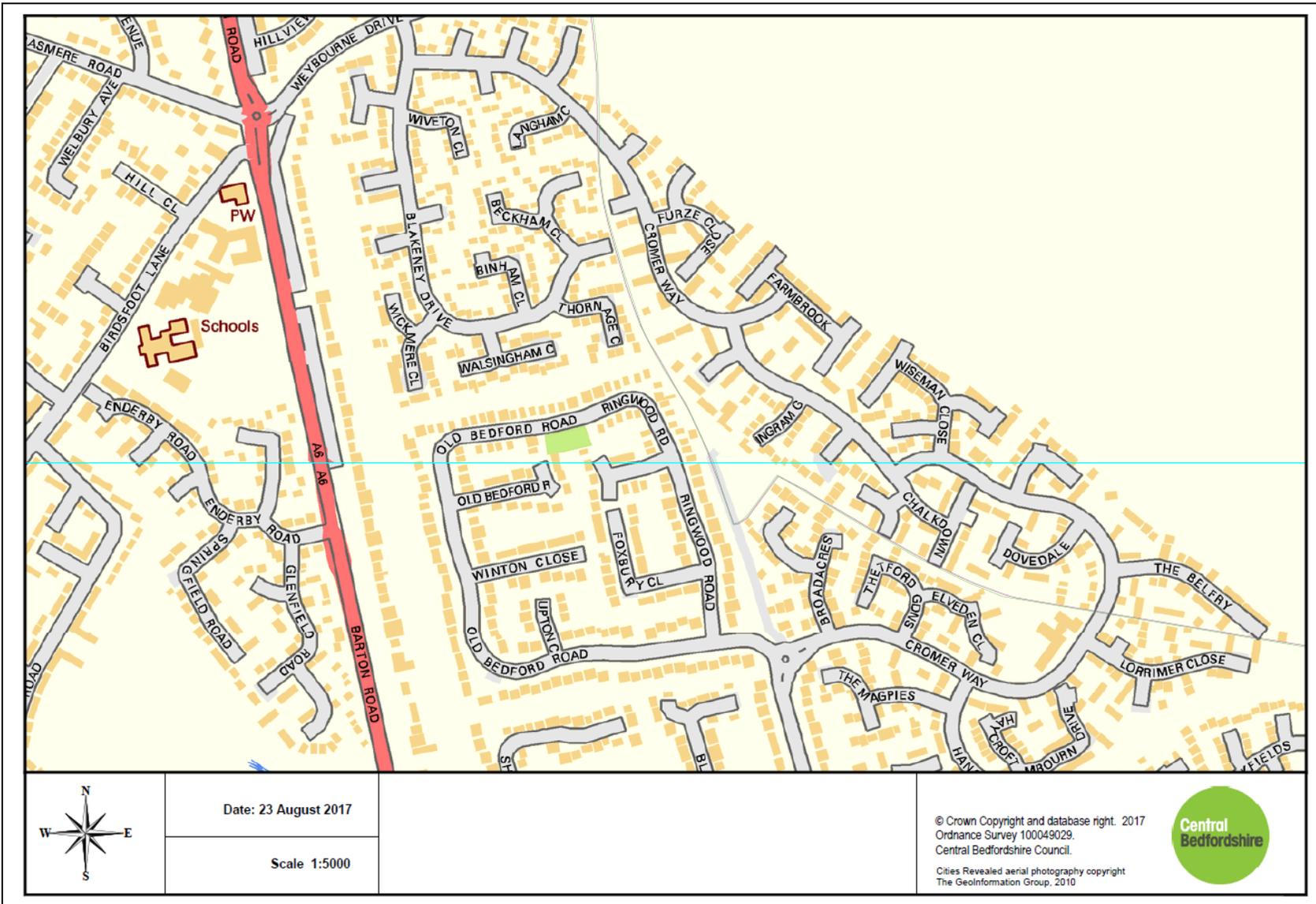
- 50,885 vehicles using road over 7 days – Police data May 2017.
- 5,545 Vehicles speeding over 7 days – Police data May 2017.

- 5,701 vehicles speeding over 7 days which equated to 18% of all traffic – Police data June 2017.
- The number of accidents and frequency. Corner of Chalkdown was closed last week due to an accident between a delivery vehicle and a car.
- Cromer Way is recognised as “one of the most dangerous roads in Luton” Cllr Franks and Cllr Costin.
- Especially vulnerable groups, 4 Schools in the area, senior residents of Bushmead Court Sheltered housing and Castletroy residential home.
- LBC had already approved traffic calming in 2011 to be completed by 2015. LBC documented 21 casualties in support of the planned traffic calming. This never took place.
- Review of Cromer Way by Mr Andrew Martin.
- Council’s statutory duty and common law duty to protect the public.

Yours sincerely

Mr 

Appendix B - Location Map



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Meeting: Traffic Management Meeting
Date: 31 December 2017
Subject: Victoria Road, Leighton Buzzard – Consider Objections to Disabled Parking Bay
Report of: Paul Mason, Assistant Director Highways
Summary: This report seeks the approval of the Executive Member of Community Services for the introduction of a Disabled Person's Parking Space in Victoria Road, Linslade.

RECOMMENDATION(S):

That the proposal to introduce a Disabled Person's Parking Space in Victoria Road, Linslade be implemented as published.

Contact Officer: Paul Salmon
Paul.Salmon@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Linslade Ward
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve parking facilities and improve mobility for disabled people

Financial:

Associated works will be funded from the council's Traffic Management 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.

Budget and Delivery:	
Estimated cost: £300	Budget: Traffic Management
Expected delivery: Spring 2018	

Background and Information

Background and Information

1. The Council proposes to install a disabled parking bay in Victoria Road, Leighton Buzzard in response to a request from a blue badge holder who consistently experiences difficulties parking close to their property.
2. The proposals were formally advertised by public notice in July 2017. Consultations were carried out with the emergency services and other statutory bodies, Leighton Linlade Council and the Ward members. Residents located in the areas where restrictions are proposed were individually consulted by letter.

Representations and Officer Responses

3. A total of 5 representations were received in response to the proposed disabled parking bay, of which 4 objected to the proposal or expressed a concern. The main issues raised were:
 - a) That no action should be taken until after a wider review is undertaken of parking arrangements within Victoria Road and its adjacent streets.
 - b) That the impact would reduce available parking for other residents.
 - c) That by displaying their badge, disabled badge holders can park on sections of the road covered by existing waiting restrictions, making the marking of a separate bay unnecessary.
 - d) That additional enforcement is needed to deter vehicles from using residents' permit parking spaces.

5. It is the view of officers that:
 - a) A wider review is unlikely to result in the release of additional kerb space for parking, so the issue would remain.
 - b) The provision of a disabled parking bay would reduce the space available for other residents.
 - c) Disabled badge holders should not be reliant on the ability to park on areas of the highway that are covered by waiting restrictions as these are installed for safety reasons.
 - d) This area of Central Linslade is regularly visited by members of the parking enforcement team.

6. Officers are of the view that the request for a Disabled Person's Parking Space is reasonable and should be accommodated with the proviso that the continuing need for its provision is kept under review.

Appendices:

Appendix A – Public notice of proposals
Appendix B – Representations

Appendix A

The Householder

Victoria Road
Leighton Buzzard

Your ref:

Our ref:

Date:

NRK/001/DPB

13/07/2017

Important information about parking in your road

Proposed Disabled Parking Bay – Victoria Road, Leighton Buzzard

Dear Sir or Madam

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 Victoria Road and disabled drivers experience difficulties finding convenient parking.

To introduce Parking for Disabled badge holders only on the following area:-

Victoria Road, Leighton Buzzard covering an area of approximately 5 metres long and 3 metres wide between no.16 Victoria Road and the entrance to Woburn Court.

I would be grateful if you could let me have your views, preferably in writing, either by e-mail to traffic.consultation@centralbedfordshire.gov.uk or by letter to the address below.

It would be appreciated if you could let me have your views by 10 August 2017.

Yours faithfully

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

On behalf of Marcel Coiffait
Director of Community Services

Appendix B

I am in receipt of the above proposal.

Having realised this will be a new space, and that we have a blue badge holder resident here, I think this proposal is a good idea.

I am in a position where I have my own parking, but because of the situation here I am constantly being asked if neighbours can park on my drive, due to congestion. It's difficult when residents have permits, but there is also 4 hour parking here, which makes things difficult for those residents.

Whilst I am happy to help where I can, I do have my own friends and family and I have had to restrict this help to three neighbours. I cannot be expected to accommodate everyone here, especially the person who I realise now has four cars!

Hopefully, the addition of this proposed disabled space would accommodate the resident who needs it, thereby freeing up an additional space for everyone else to use.

Personally, I think the parking in Victoria road should be restricted to residents only, and not for the general public to use. That situation is one that the council should look at urgently, and I would respectfully request that they will do so whilst implementing this additional space.

Kind regards


Victoria Road

Your Ref: NRK/001/DPB

Proposed Disabled Parking Bay -Victoria Road, Leighton Buzzard

Dear Sir,

I wish to object to introduction of a dedicated space for Disabled badge holders.

Victoria Road already suffers from inadequate parking for residents. Reserving a dedicated space for disabled badge holders only, would create additional parking problems for the majority.

We already have a neighbour that is a Disabled badge holder. They are able to park safely in otherwise restricted areas (e.g. single and double yellow lines) by displaying their badge. I believe any other potential badge holders could easily do the same.

Thank you

Regards


Dear Sir or Madam,

I am writing to you with regard to the proposed disabled parking bay in Victoria Road, Linslade.

Parking is extremely limited, and the provision of a disabled parking bay would reduce the number of general spaces even further. This is exacerbated by the size of the proposed disabled bay which is much longer than a normal parking space. Victoria Road has residents parking and it does not provide enough parking as there is. It is unfair to charge for on street parking and then remove available spaces. due to the restrictions in and around Victoria road,

some evenings it is impossible to park the car! We live on the side of the road without parking bays and always have cars and vans parked in front of our house on the pavement blocking access. I understand this is also a problem for disabled drivers but it is also an issue for young families.

Kind regards,

█

█

Dear Central Bedfordshire Council,

I wish to object to the proposed disabled parking bay for Victoria Road.

As you rightly identified, the road suffers from a large number of cars requiring a small number of spaces. Although I sympathise with the request for a dedicated parking bay, to solely keep a bay for one person/car seems a disproportionate use of a valuable space. This effectively makes it unusable for everyone else on the road even when it is not required by the blue badge holder.

I would also like to highlight that there is ample single and double yellow lined parking which is also open to blue badge holders.

Both ourselves and our next door neighbours have young children. The impact of not being able to park near to our house (none of us expect the guarantee of parking outside) is significant.

The parking issue on Victoria Road could also be assisted by conducting permit checks on cars within the resident bays. Currently, wardens only seem to enforce the yellow lines.

Thank you for the opportunity to consult on this.

Regards

█
Victoria Road, LU7 2NT

Good morning

Me and my wife have discussed the proposal for a dedicated space. Victoria road is already hard enough to park especially where the proposed space is. As you know a disabled badge holder can park on single and double yellows for up to 3 hours. On the opposite side of the road from the proposed space there are single yellows which could be used by badge holders. The parking is 8-5 with no return for 3 hours which stops anyone from the station using the spaces. Past 5pm we can park on the single yellow lines until 8 am the following morning which means the blue badge holder would have from 2pm till 11am the following day to park their car on a single yellow and move their car to the spaces when they become available. In the day it's easy to park outside it can be harder in the evening but that's due to the amount of cars per household. There's one house on Victoria road that doesn't have any other allocated parking and they own 4 cars which 3 of them are fiat 500s. Two of those cars could fit into a 5 meter space. We have two cars in our household and an allocated space around the back of the house. That still leaves one car on the street. So after our discussion unfortunately we feel there are other methods of parking that can be utilised if planned and we are against the disabled space.

Kind regards

█

Meeting: Traffic Management Meeting
Date: 31 October 2017
Subject: The Baulk, Biggleswade – Experimental One-way Traffic Order
Report of: Paul Mason, Assistant Director Highways
Summary: This report seeks the approval of the Executive Member for Community Services to restore two-way traffic in The Baulk, Biggleswade.

RECOMMENDATION(S):

- 1. That the existing experimental one-way traffic order on The Baulk, Biggleswade is revoked and two-way traffic be restored.**

Contact Officer: Paul Salmon
Paul.salmon@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Biggleswade North and Biggleswade South
Function of: Council

CORPORATE IMPLICATIONS
<p>Council Priorities: The proposal will improve road safety, traffic management and the amenity in the affected roads.</p> <p>Financial: The works are being funded by section 106 funding associated with Kings Reach development.</p> <p>Legal: None from this report</p> <p>Risk Management: None from this report</p> <p>Staffing (including Trades Unions): None from this report</p>

Equalities/Human Rights:

None from this report

Community Safety:

None from this report

Sustainability:

None from this report

Budget and Delivery:	
Estimated cost: £5,000	Budget: Section 106
Expected delivery: January 2018	

Background and Information

1. A temporary one-way traffic order was introduced in The Baulk on 6 June 2016 to improve traffic management whilst works at the Stratton Street bridge were carried out.
2. A report to the 28 February 2017 Traffic Management meeting recommended revoking the one-way order and that two-way traffic on The Baulk be restored. In response to representations, it was agreed to defer a decision for 6 months.
3. It is permissible for local authorities to introduce 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 trial the Council needs to decide whether to make the arrangements permanent, or remove the restrictions. The trial has now run for a period of 17 months.

Representations and Officer Responses

4. The Baulk

13 representations were received about the experimental one-way traffic order, with 6 in support of the one-way arrangement and 4 against.

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) Should it revert to two-way, parking should be restricted on one side of the road only.

5. 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 and a contra-flow cycle facility introduced.
- 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) The permit scheme within The Baulk effectively creates a chicane effect which is considered helpful as a speed-reducing measure. The impact of this scheme will be reviewed before deciding whether amendments are needed.

6. Other considerations

Since the doctors' surgery was closed and returned to private housing, the traffic and parking situation in The Baulk has eased.

The one-way system has resulted in traffic issues at the London Road/Drove Road junction, creating delays and additional vehicular conflicts.

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

7. Conclusion

Officers remain of the view that two-way working should be restored in The Baulk.

Appendices:

Appendix A – Public notice for St Johns Street area

Appendix B – Written representations on The Baulk

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 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 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

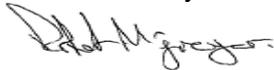
27 May 2016

Appendix B

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 Salmon's 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, ¾ 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.

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Meeting: Traffic Management Meeting
Date: 31 October 2017
Subject: Bury Road, Shillington – Consider objections to Disabled Parking Bay
Report of: Paul Mason, Assistant Director Highways
Summary: This report seeks the approval of the Executive Member of Community Services for the introduction of a disabled person's parking space in Bury Road, Shillington

RECOMMENDATION:

That the proposal to introduce a Disabled Person's Parking Space be implemented as published.

Contact Officer: Paul Salmon
Paul.Salmon@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Silsoe and Shillington Ward
Function of: Council

CORPORATE IMPLICATIONS
<p>Council Priorities: The proposal will improve parking facilities and improve mobility for disabled people.</p> <p>Financial: The works will be funded from the council's Traffic Management budget.</p> <p>Legal: None from this report.</p> <p>Risk Management: None from this report.</p> <p>Staffing (including Trades Unions): None from this report.</p> <p>Equalities/Human Rights: None from this report.</p>

Community Safety:

None from this report.

Sustainability:

None from this report.

Budget and Delivery:	
Estimated cost: £300	Budget: Traffic Management
Expected delivery: Spring 2018	

Background and Information

1. The Council proposes to install a disabled parking bay in Bury Road, Shillington in response to a letter received from a Community Assessment Officer on behalf of a blue badge holder who consistently experiences difficulties parking close to their home.
2. The proposal was formally advertised by public notice in July 2017. Consultations were carried out with the emergency services and other statutory bodies, Shillington Parish Council and the Ward members. Residents located in the areas where restrictions are proposed were individually consulted by letter.

3. Representations and Officer Responses

A total of 5 representations were received in response to the proposed Disabled Parking Bay, of which 4 objected or expressed a concern. The main issues raised were:

- a) That at 5m, the size of the bay will result in an unacceptable loss of parking space.
- b) That the bay would be better located at the end of the terrace outside of no.69.
- c) That the impact of introducing the bay would be to add to congestion.
- d) That no action should be taken until a wider review of parking in the areas has been completed.
- e) That the Council should convert amenity land at the entrance of Woodmere Close to parking.
- f) That the waiting restrictions recently introduced in Bury Road should be removed.

5. It is the view of officers that:
 - a) The dimensions of all new parking bays provided on the public highway must accord with the council's published design standards.
 - b) It is the council's policy to locate disabled bays as close as is reasonably practical to the requester's property, subject to ensuring that road safety and the passage of traffic on the highway is not compromised.
 - c) As the area of the bay is already parked, there should be no detrimental impact on congestion.
 - d) A wider review of parking on Bury Road may be a reasonable request but should not be a consideration when assessing the justification for a disabled parking bay.
 - e) A request to convert amenity land to parking may be reasonable but should not be a consideration when assessing the justification for a disabled parking bay.
 - f) The proposals on Bury Road were approved in August 2015 and were intended to improve road safety outside Shillington Lower, in particular to address indiscriminate parking during school times.

6. Officers are of the view that the request for a Disabled Person's Parking Space is reasonable and should be accommodated with the proviso that the continuing need for its provision is kept under review

Appendices:

Appendix A – Public notice of proposals

Appendix B – Representations in response to proposal

Appendix A: Public Notice of Proposal

The Householder

Bury Road
Shillington

Your ref:

Our ref:

Date:

NRK/BRS

04/07/2017

Important information about parking in your area

Disabled Parking Bay – Bury Road, Shillington

Dear Sir or Madam,

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 Bury Road and disabled drivers experience difficulties finding convenient parking.

The reason for our writing to you is to obtain an understanding of your response to these proposals before a statutory consultation is put forward.

To introduce Parking for Disabled badge holders only on the following area:-

Bury Road, Shillington, covering an area of approximately 5 metres long and 3 metres wide at the frontage of property no.71 Bury Road.

I would be grateful if you could let me have your views, preferably in writing, either by e-mail to traffic.consultation@centralbedfordshire.gov.uk or by letter to the address below. It would be appreciated if you could let me have your views by 1 August 2017.

Yours Faithfully

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

On behalf of Marcel Coiffait
Director of Community Services

4 July 2017

Appendix B – Representations in response to proposal

Dear Sir/Madam

Thank you for your letter of 4 July regarding the application for a 'blue badge holder' parking bay immediately outside 71 Bury Road.

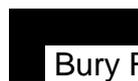
A simple visit to Bury Road, with a tape measure, will clearly indicate that a 5 metre long disabled parking bay means that TWO car parking bays will be taken away, not one. With the best will and the world's smallest car, you simply cannot fit a car in the space between 71 Bury Road and the end of the terrace block and the start of a private driveway. A parking bay immediately outside 71 Bury Road would not be logical and is not considerate. It would cause less of a problem if the parking bay was located outside No. 69, at the end of the terrace.

It's still a matter of annoyance that Bury Road lost four car parking spaces when no parking lines were put down around Bedford Close. We hear that the solitary space left for us between Bedford Close and Woodmer Close is also going to be taken away - is this true?

If this parking bay goes ahead outside No. 71 I would have to ask for double yellow lines to be put down on the road to indicate the shared driveway between Nos. 79-81 as car parking will be shunted up and down and cars will increasingly park over and obstruct this shared driveway. It is a regular problem now and will only increase in frequency.

Lastly, would this blue badge parking bay be mandatorily enforced, or will be it 'advisory' only.

Yours faithfully


Bury Road
Shillington

Dear Sir/Madam,

I would to raise my concerns whilst having sympathy for the applicant -

1. As you highlighted you are conscious that parking is limited in this area. Recently double yellow lines were put down at the junction along from this location reducing parking for residents.
2. The cottages along this row including my home have no off road parking which the houses opposite have advantage of. These residents also take advantage (if having two cars) any space available on the street, which adds to the lack of limited parking.
3. Visitors are rarely courteous or spatially aware and often take up two parking spaces, this does include residents too on many occasions.

4. Placing a disabled parking space will take up at least two spaces. In addition residents/visitors do not park up to the drop kerbs leaving lack of space. (Between 79 and 81) and between the shop and 83a.
5. I have been aware of this resident and whilst I have sympathy I have seen them walk unaided (without a stick) to walk to their car a short distance away. The majority of times their car is outside their home or within a few parking spaces of their home.
6. The shop two doors up from me (Bury Road stores) encourages shoppers stopping and using space daily and in the evening adding to the frustration of returning home throughout the day/evening and finding no space available to park.

I hope you will consider whether this is absolutely necessary as I fear it will only add to the parking frustration already existing along this stretch of Bury Road.

Yours faithfully,

██████████

Dear Sir/Madam

Further to your notification regarding the proposal to put a disabled bay in Bury Road I am writing to object to the proposal.

As your letter states we already have considerable congestion in this area of terraces making it difficult for all residents to find parking near to their own house. This has been made considerably worse by the councils insistence on putting large amounts of yellow lines to just protect a small close (Bedford Close) and a bus stop that is rarely used. The impact of these yellow lines doesn't seem to have been considered and not only is this pushing parking further up the road so that instead of Bedford Close residents having restricted views you have created an even worse restriction for all those residents further up the road that are trying to come out of their drives with much more limited views than Bedford close and Woodmer Close ever had. As well as increasing the amount of parking further up the road that now limits the number of passing places.

There are considerably more dangerous places in the village that seem to be ignored for yellow lines and I would understand this insistence on them for safety reasons if there had been a large number of incidences, but this hasn't been the case.

The further impact then of this is that if the council then puts a disabled bay outside of number 71 as suggested the size of the bay would mean that it would overlap onto 69 and 73 thus reducing what is currently 5 spaces in front of this block of terraces down to only 3 (one of which will be a disabled bay, thus only leaving 2 other clear spaces for the other 5 residents). I then consider where exactly does the council expect these other residents to park, especially as the houses opposite use this parking as well?

I do not object to the placing of a disabled bay along this road, however I do object to the proposed location. A more suitable location would be the other side of the "by way" by that runs up the end at number 67. At the end of the parking area here it could be placed so that the bay is not in front of anyone else's house and yet would still be near enough not to impact on the resident of 71's needs. Any consideration of placing it here though would necessitate the extending of the parking area here by the removal of the end of the yellow lines to ensure that the space can still allow for the current 3 cars size otherwise this will be reducing parking again for all other residents.

I suggest the council also considers carefully their approach to the use of yellow lines in this area as it has only become a problem for the resident of number 71 since the installation and increase of these yellow lines, prior to the installation of these the resident of number 71 never had to park so far away, so the issue is of your making. It seems a large price to pay for a small close of 8 houses that everyone else further up the street has to suffer.

Best regards,

██████████

Resident at number █████ Bury Road, SG53NZ

For the attention of Mike Amphlett

Further to my previous message, I am sorry to say I have to object to the proposed disabled parking bay.

Due to the nature of the properties, there is very little in the way of off road parking in Bury Road, with not only the residents of Bury Road attempting to park, but also Bedford Close and the shop customers too. This situation has been worsen by the double yellow lines.

There are only 3 parking spaces outside 83 to 81, 5 outside 79 to 67 and 3 the other side of the footpath. That is a total of 11 spaces and **only** if the vehicles are parked with consideration for others. Some of the properties in that area are currently empty, so when they are again in use, there will additional cars to the equation. Simple maths says there is not enough parking for the types of property in that area.

I'm afraid a disabled bay outside number 71 would reduce the parking still further.

Can changing the double yellow lines to time restrictions only, not constant no parking be given some thought and markings provided to encourage residents to park to maximise the parking available.

I wonder if the small amount of land at the entrance of Woodmere Close (by the garages) could be used for parking, as was done in Hillfoot Road a few years ago.

Those unlucky enough not to be at home all day often have to park either the other side of Woodmere Close or further up Bury Road, which causing friction with the residents in those areas, but we have to park somewhere.

I have sympathy for the situation at number 71, but my concern is that a disabled bay will only add to the parking issues and cause bad feeling.

I ask you to look at this situation in more detail and suggest a more situation location should be found for a disabled bay, that does not encroach on the already delicate parking situation.

Kindest regards

██████████

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Meeting: Traffic Management Meeting
Date: 31 October 2017
Subject: Westoning Road, Harlington – Consider Objections to Waiting Restrictions and Traffic Calming Features.
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 and traffic calming measures in Westoning Road, Harlington.

RECOMMENDATION(S):-

That the proposed scheme which includes parking restrictions and raised tables be implemented as published.

Contact Officer: Nick Shaw
Nick.Shaw@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Toddington
Function of: Council

CORPORATE IMPLICATIONS
<p>Council Priorities: The proposal supports the following Local Transport Plan objectives: (B) Reduce the impact of commuting trips on local communities (C) Increase the number of children travelling to school by sustainable modes of transport (J) Reduce the risk of people being killed or seriously injured</p> <p>Financial: Jointly funded between Harlington Parish Council and CBCs Integrated Transport budget</p> <p>Legal: None from this report.</p> <p>Risk Management: None from this report.</p>

Staffing (including Trades Unions):

None from this report.

Equalities/Human Rights:

None from this report.

Community Safety:

This proposal will improve the safety of road users on Westoning Road, Harlington. Particularly those travelling to and from local schools.

Sustainability:

None from this report.

Budget and Delivery:	
Estimated cost: Target cost to be determined.	Budget: Jointly funded between Harlington Parish Council and CBCs Integrated Transport budget
Expected delivery: March 2018	

Background and Information

- 1 This proposal has been brought about in partnership with Harlington Parish Council (HPC) as a scheme in Central Bedfordshire Council's 2016-17 Rural Match Funded (RMF) schemes programme. The RMF provides Town and Parish Councils with the opportunity to promote and co-fund a highway improvement within their area that may otherwise not be prioritised.
- 2 This scheme has been developed following the review of speed limits in Harlington which was completed by the Council's highways provider during 2016. This comprehensive study looked across all of the roads in the village, developing a strategy for the effective introduction of traffic calming measures. The study assessed existing traffic speed and road traffic accident data to determine where traffic calming measures would be most appropriate. The study also recommended the extents for a proposed 20mph zone within the village.
- 3 This scheme can be considered as the precursor step for lowering the speed limit, taking the opportunity to control the speed of traffic using Westoning Road. It also has the objective of preventing vehicles from driving onto the pavement and improving passing opportunities for drivers using this road.
- 4 This proposal will also help improve road safety, creating an environment that is more conducive for children wishing to walk or cycle to their local school

The Scheme Proposal

1. This scheme proposal comprises:
 - Installation of 3 raised tables on Westoning Road designed to reduce the speed of traffic.
 - Introduction of 2 short lengths (14 metres) of double yellow lines to provide passing points for traffic travelling in conflicting directions.
 - Installation of bollards on the western side footway to prevent vehicles mounting and driving along the footway.
 - Provision of an additional street lighting and the upgrading of two existing columns' lanterns (with more energy efficient variants) to ensure that the raised tables are appropriately conspicuous to traffic.

Automated Traffic Count (ATC) Data

1. Automated traffic count data was collected over the 7-day period 19- 25th October 2015. This dataset included the number of vehicles (by type) and their speed (in either direction) across each day.

2. The ATC data recorded the following:

- Weekdays

Mean Average Speed (mph)
32.13 mph
85 th Percentile Speed (mph)
35.09 mph
Over Speed Limit (%)
53%

- Weekdays and weekends combined

Mean Average Speed (mph)
32.24 mph
85 th Percentile Speed
35.56 mph
Over Speed Limit (%)
54%

- Traffic flows (all vehicles)

Average Weekday
4,617 vehicles
Average across 7 days
4,205 vehicles

Statutory Consultation

1. The proposals were formally advertised by public notice in July 2017. Consultations were carried out with the emergency services and other statutory bodies, Harlington Parish Council and the Ward members.
2. Residents and businesses located in the areas where restrictions are proposed were individually consulted by letter. Public notices were displayed at various locations on Westoning Road.

Representations

1. A total of 5 representations were received. Of these representations, 1 voiced support, 1 expressed a concern and objected to the proposals.
2. Respondent's concerns included:
 - a) That raised tables will contribute to an increase in pollution within the area around the school as a result of increased particulate emissions. The impact would therefore be adverse for the environment and for health of pedestrians.
 - b) That restrictions are not required for the majority of the time, only becoming necessary during the school pick up and drop-off period.
 - c) That the demand for parking will be displaced to neighbouring streets.
 - d) That the raised tables are unsightly and unnecessary.
 - e) That vehicles frequently mount the kerb and drive partially onto the footway on Westoning Road.
 - f) That parking is already an issue due to the nearby train station and that the proposed restrictions will make things worse.
 - g) That the placement of one of the raised tables will be of particular inconvenience for a resident with mobility issues.
 - h) That the communication of the proposals was inadequate.
 - i) That only metric measures had been used in the consultation drawings, not imperial.

Officer Response

1. The CBC Highways Officers' response to the various comments and concerns are as follows:
 - a) Whilst the effects of implementing raised tables do marginally increase emissions there will be a negligible impact in Westoning Road as congestion is minimal and traffic flows are low. Any minor detrimental impact on health would be greatly outweighed by the road safety benefits for residents and road users. There may be a net positive impact on air quality should the

scheme contribute in an increase in the numbers of children walking to school.

- b) The parking restrictions will be advantageous at all times of the day, providing passing points for vehicles traveling in opposite directions along Westoning Road.
- c) The parking restrictions have been designed to minimise the loss of kerbside parking space, positioned adjacent to vehicle cross overs. Therefore, only minimal displacement is anticipated - see (f) below.
- d) The data clearly shows a requirement to reduce traffic speeds on Westoning Road to support the future introduction of a 20mph zone. Raised tables are an effective speed control measure and will be constructed of black bituminous material to minimise visual intrusion.
- e) The installation of bollards along the western footway will eliminate the hazard of vehicles driving onto the footway.
- f) The requirement to minimise any loss of on-street parking is reflected in the proposal. The net loss for the length of affected road is four spaces.
- g) It will remain possible for passengers to be dropped off on or adjacent to each raised table, allowing residents with mobility issues to board and alight vehicles in close proximity to their homes.
- h) When advertising proposals, the Council uses a combination of channels including newspaper advertisements, local notices and its web site. Scheme budgets and resources invariably do not allow for the drafting and distribution of individualised letters or for the design and staging of local consultation events.
- i) The use of the metric system of measurement is standard practice in the Highways industry, and is widely accepted. Whilst the council endeavours to ensure all of its documents are accessible, the production of duplicate plans using imperial measures is not considered an efficient use of officer time and council resources.

Conclusion

1. The Council welcomes the opportunity to work in collaboration with Harlington Parish Council improve road safety in the village and to support its aim of improving the public highway for the benefit of all parishioners.
2. On balance it is felt that the benefits outweigh any dis-benefits and provide an improvement for road users in Harlington. It is therefore recommended that the proposed traffic calming and parking restriction measures be implemented as published.

Appendices:

Appendix A – Public notices of proposals
Appendix B – Scheme consultation drawing
Appendix C – Representations

Appendix A

PUBLIC NOTICE



**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE
NO WAITING AT ANY TIME IN WESTONING ROAD, HARLINGTON**

Reason for proposal:

The waiting restrictions are intended to address indiscriminate parking in the vicinity of the lower school to create a safer environment for those travelling to and from school.

Effect of the Order:

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

1. Westoning Road, east side, from a point approximately 9 metres north of a point in line with the boundary of nos.30 and 32 Westoning Road extending in a southerly direction for approximately 14 metres.
2. Westoning Road, east side, from a point approximately 2.5 metres south of a point in line with the boundary of nos.22 and 24 Westoning Road extending in a northerly direction for approximately 14 metres.

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 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 by 3 August 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

13 July 2017



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME IN WESTONING ROAD, HARLINGTON

Reason for proposal:

The waiting restrictions are intended to address indiscriminate parking in the vicinity of the lower school to create a safer environment for those travelling to and from school.

Effect of the Order:

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

1. Westoning Road, east side, from a point approximately 9 metres north of a point in line with the boundary of nos.30 and 32 Westoning Road extending in a southerly direction for approximately 14 metres.
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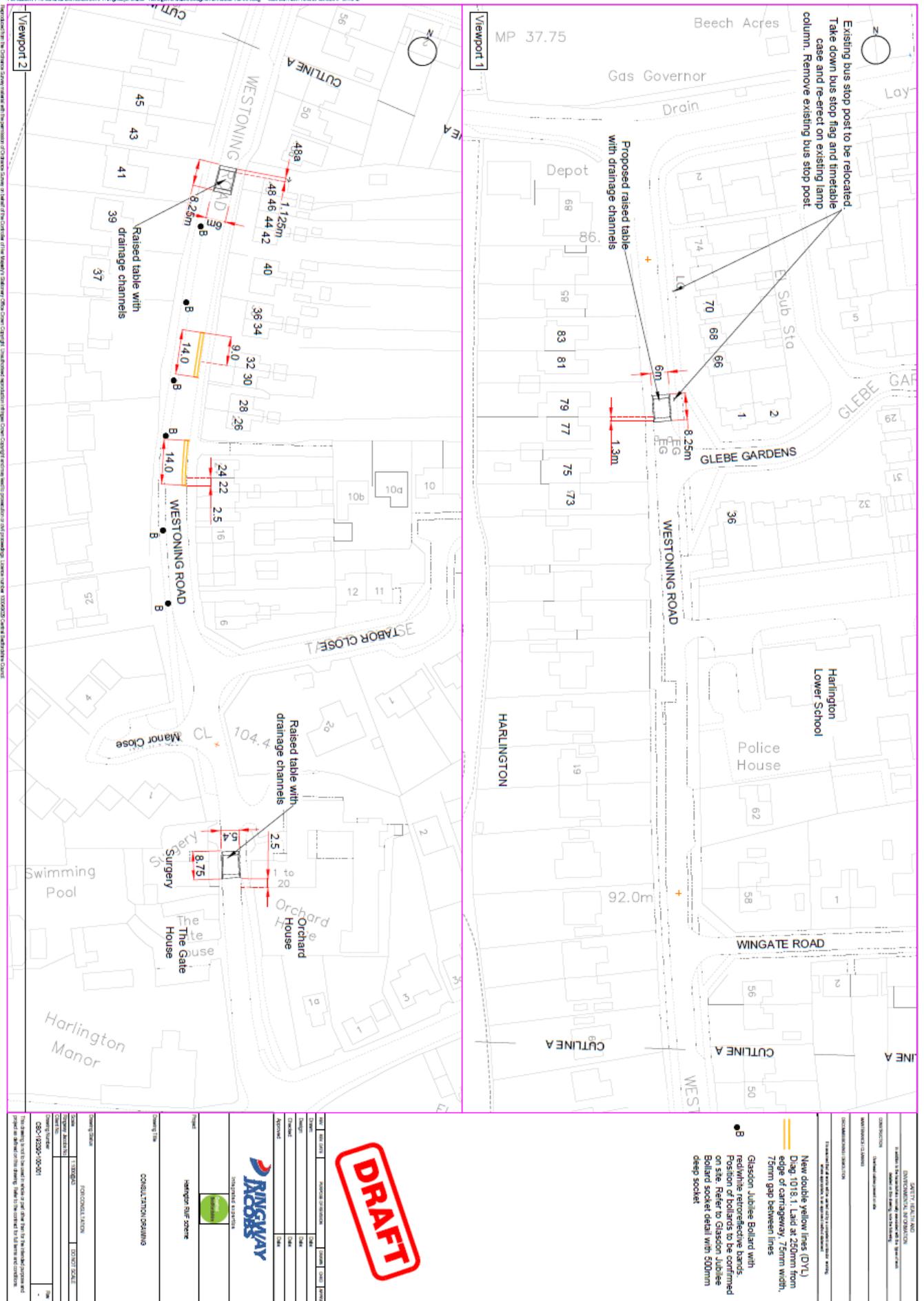
Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of Mid Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 201**"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

13 July 2017

Appendix B



Appendix C



Marcel Coiffait
Director of Community Services
Priory House
Chicksands
Shefford
SG17 5TQ

31 July 2017

Dear Sir,

No Waiting at any time restriction - Westoning Road, Harlington

It is with dismay that I have noticed you wish to impose 'no waiting at any time' in Westoning Road, Harlington.

I am writing to object to the proposal and ask what surveys were carried out to determine that this is even remotely a sensible idea.

By your Public Notice you state the reason as "The waiting restrictions are intended to address indiscriminate parking in the vicinity of the lower school to create a safer environment for those travelling to and from school."

However, you appear to have no such concerns about polluting that same environment with car emissions outside the school with a road table.

At best you only need such a restriction twice a day. It is not necessary in the evenings, at weekends, or in school holidays.

The lower school host many other events throughout the year outside of normal school hours and such a restriction, in addition to vehicles not being allowed to park when visiting friends and family along this stretch, is only going to push vehicles further up (or down) the road; or into neighbouring roads, particularly Glebe Gardens and Wingate Road. Both of which provide access to Robinson Crescent, which is predominantly elderly people; and more parked vehicles will inevitably lead to difficulties for emergency services whenever such a need arises.

Neither Glebe Gardens nor Wingate Road has either the space or capacity for additional parking.

I shall be happy to meet with yourself, or one of your representatives, on site, to discuss the folly of this proposal in more detail.

Yours faithfully,





Marcel Coiffait
Director of Community Services
Priory House
Chicksands
Shefford
SG17 5TQ

31 July 2017

Dear Sir,

Traffic Calming - Westoning Road, Harlington

It is with dismay that I have noticed you wish to install one or more "road tables" in Westoning Road, Harlington.

By your Public Notice it is possible that 1 and 2 are the same table and may be replacing the existing. No.3 looks like an additional hump.

I am writing to object to this outrageous proposal and ask what surveys were carried out to determine that this is even remotely a sensible idea.

There appears to be an obsession in Central Beds with these road 'tables' although I have yet to see the value in them. I cite two examples where they are more than a hindrance than a help:

Houghton Regis is now just one big road table. It is unsightly and given its siting, on existing roundabouts and traffic light controlled junctions, has added zero value to speed control as there was no fast moving traffic anyway.

The siting of two road platforms in **Flitwick** is a disaster. The first - approaching Flitwick from Harlington at the junction with Temple Way - and the second - as you drive along Steppingly Road, past Tesco is at the junction with Manor Way / Billington Crescent are monstrosities and actually dangerous, especially in Winter.

The effect of cars slowing down to approach and join the table gives rise to drivers wishing to exit from, or in the case of oncoming traffic, turn into, these respective roads, thinking they have been given permission, or just 'taking a chance'.

You will also be aware of emerging evidence which considers that the acceleration and deceleration into and out of road humps is detrimental to air pollution.

I do not believe adequate consideration has been given to the road conditions in Westoning Road, Harlington to this proposal.

1.

I have lived in the village for 16 years and I am not aware traffic speeds are, or have been, a problem with in Westoning Road that requires traffic calming.

2

The problem in this road, actually, is vehicles travelling down the hill from the crossroads (Sundon, Station, Church and Westoning Roads), mounting the pavement to continue their journey, when meeting a vehicle travelling up the hill. There is no excuse for this. Home owners on the odd numbered side of the road have driveways. Home owners on the even numbered side do not; and, rightly, park on the road outside their home.

This has been the case for the 16 years I have known, and has not caused a problem in the past. It is only recently that the mounting of the pedestrian pavement has become an indecent behaviour, which is down to impatience and quite frankly, plain ignorance. No road table will prevent this behaviour and will probably make the occurrence higher, as drivers seek to avoid the hump.

3

The number of parked vehicles, at any one time, on the even numbered side of the road do not permit speeding and the need for traffic calming measures.

4

The number of parked vehicles, at any one time, **always** permit vehicles travelling up the hill to pull into a space, to confer on cars travelling down the hill the right of way. There is also always the option for cars travelling down the hill to stop opposite Tabor Close and allow cars travelling up the hill, the right of way. Simple observance of the Highway Code and courtesy should prevail.

5

Presently in Westoning Road there is just one short stretch of road (Opposite Tabor Close to outside No. 43) where cars mount the pavement. From 43 onwards (to the existing chicane / road hump/table) there are grass verges with 6" diameter stakes positioned approximately 8' apart to keep cars on the road.

I will suggest that a simple solution in Westoning Road is to

(i) re-educate drivers in the Highway Code

(ii) install wooden (or metal, but wood is more aesthetic) posts between, say 1" or 2" in diameter along the inside of the kerbstone where it meets the tarmac; say 2-3' under ground level and 6" -9" above ground for the stretch from Tabor Close to No. 43 (avoiding driveways obviously); again, say at 8' intervals. This would prevent cars from mounting the pavement here too.

Simple, effective, inexpensive, not unsightly.

The installation of road tables will be unsightly in a pleasant village road, which has already been desecrated with a platform at the crossroads (see above) and a hump/platform and chicane outside the lower school.

The solution for Harlington, where there is the occasional speeding in Station Road and Church Road is a blanket 20mph speed limit.

Easy and inexpensive to implement and manage.

No humps or road tables are needed.

I shall be happy to meet with yourself, or one of your representatives, on site, to show the folly in the current Council proposal and discuss my ideas in more detail.

Have I missed something here? Is there really a purpose to this proposal?

Yours Faithfully,



NB1: I do not comprehend the distances and measurements in the proposal as they are only given in metric. In common with many people in the village, which you will be aware of from your own demographic data, I am of an age that still use imperial measurements and your Public Notices must reflect this. With the UK's impending departure from the EU, it is possible / likely that we will revert to imperial, so it is disingenuous not to include them here.

NB2: If you wish to spend money on roads in Harlington you can repair the pot-holes throughout the village.

Further to the Public Notice and consultation drawing on the above which has been received, I can confirm that Harlington Parish Council fully supports the proposals.

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

Regards

Nicky Upton MILCM
Clerk
Harlington Parish Council

tel: 01525 875933 fax: 01525 874632 website: Harlington-pc.gov.uk

Dear Sir / madam

I am writing to you with my concerns over the proposed installation of raised tables along Westoning road in Harlington. I have lived with my mother at number [REDACTED] for the last 50 years and have endured increasing problems with parking and speed along this stretch of road. As my mother is disabled has deteriorating mobility problems I have found it increasingly difficult to park close to our home as with the parking from the lower school at school run times or if the school is holding an activity at the weekend and the problems caused by commuters, and people who feel it is ok to leave their car while going off on holiday I often find it difficult to find parking within a manageable distance for my mother to cope with. If a raised table is going to be close to our gate, I feel this will only add to the parking problems that we all ready encounter. As we cannot afford to have a driveway put in place and there is no disabled parking I am hoping you can take my concerns on board when deciding on the placement of the raised tables.

Yours sincerely

[REDACTED]

I wish to complain that I did not receive any direct communication about the the proposed waiting restriction on Westoning Road, Harlington. I did not receive a leaflet and the relevant notice was not posted in the vicinity of my house.

This issue directly effects my household. There is a chronic shortage of parking on Westoning Road, exacerbated by train station users parking here. This already has a detrimental impact on our quality of life, often forcing us to park with our young child at some distance from our house. Reducing the number of parking spaces on the road will make this already difficult situation intolerable.

I have only today become aware of this issue having spotted the notice further down the road. I wish to reiterate my complaint that I did not receive any direct communication, and lodge an objection to this proposal.

I am aware that the deadline for objections has passed, but feel that I was not given a proper opportunity to learn of this proposal. Please advise on your decision in this regard.



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Meeting: Traffic Management Meeting
Date: 31 October 2017
Subject: High Street, Eaton Bray – consider objections to proposed waiting restrictions
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 and Wallace Drive, Eaton Bray.

RECOMMENDATION(S):

1. That the scheme be implemented as published

Contact Officer: Paul Salmon, Team Leader Traffic Management
Central Bedfordshire Highways
paul.salmon@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Eaton Bray
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal supports the following Local Transport Plan objectives:

- (J) Reduce the risk of people being killed or seriously injured.

Financial:

The construction of these proposals will be funded from the Highway's Traffic Management budget. Maintenance will be funded from the Highways Maintenance 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

Budget and Delivery:	
Estimated cost: £2,000	Budget: Highways Traffic Management
Expected delivery: March 2018	

Background and Information

1. This proposal was introduced in response to road safety concerns following complaints that the indiscriminate nature of parking was creating problems for traffic when entering and exiting Wallace Drive onto Eaton Bray High Street.
2. The proposal was formally advertised by public notice in June 2017. Consultations were carried out with the emergency services and other statutory bodies, Eaton Bray Parish Council and the CBC Ward member.

Representations

3. A total of seven representations were received in response to the advertised waiting restrictions. Six of the respondents expressed their support for the introduction of restrictions. Areas of concern and contention included:
 - a) That the extents of the restrictions are inadequate, in particular that they should be extended to include a length of the High Street immediately opposite the junction.
 - b) That the effect of the proposed restrictions would be to displace parking demand, adding to pressures elsewhere along the High Street.
 - c) That the restriction would be ineffectual in the absence of an effective enforcement regime.
 - d) That the council should review its policy on parking provision for new developments.

4. Officers noted:

- a) That the measures proposed had been designed to have the minimum possible impact on parking, given the pressures in this area. However, as with all new schemes, the impact of the proposals should be monitored and additional mitigating measures brought forward if required.
- b) That there would be some displacement of parking, albeit limited.
- c) The requirement for enforcement is acknowledged.
- d) That the council's residential and commercial parking standards are documented within Section 1 of its Adopted Design Guide and Appendix F of its Local Transport Plan (<http://www.centralbedfordshire.gov.uk/planning/design/info.aspx>) and are subject to periodic review.

Appendices:

Appendix A – Public notice and proposal drawing.

Appendix B – Written representations.

PUBLIC NOTICE



CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME IN HIGH STREET AND WALLACE DRIVE, EATON BRAY

Reason for proposal:- The waiting restrictions are intended to address indiscriminate parking and to ensure that the junction is not obstructed by parked vehicles.

Effect of the Order:

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

1. High Street, north-east side, from a point in line with the boundary of no.25 High Street and no.2 Wallace Drive extending in a north-westerly direction for approximately 52 metres.
2. Wallace Drive, both sides, from the north-east kerb line of High Street extending in a north-easterly for approximately 15 metres.

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 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 by 20 June 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 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

25 May 2017

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 lengths of road in Eaton Bray:-

- (i) High Street, north-east side, from a point in line with the boundary of no.25 High Street and no.2 Wallace Drive extending in a north-westerly direction for approximately 52 metres.
- (ii) Wallace Drive, both sides, from the north-east kerb line of High Street extending in a north-easterly for approximately 15 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 waiting restrictions are intended to address indiscriminate parking and to ensure that the junction is not obstructed by parked vehicles.

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

Proposal Drawing



 Proposed No Waiting at any time

Appendix B – Representations

In relation to this proposal.

http://www.centralbedfordshire.gov.uk/Images/proposed-waiting-restrictions-eaton-bray_tcm3-23329.pdf

I would like to propose that the no waiting area continues past No.25 high st to no.27 high st. The reasons are -

1. The proposal will push the parked cars further down the road in between no.25-27 High st.
2. A new development is being built at [no.25 High st](#) that will add 4 houses (and 8 cars) and a main drive way. Cars parked on the High st between no.25 (4 houses development) and no.27 will cause the vehicles of no.25 (4 houses development) and no.27 to be pulling out of their drives blind into traffic on the high st.
3. Cars that will be now parked on the high st between no.25 and no.27 will cause a hazard to the properties in Lords Mead Terrace which will be difficult to pull into and off their driveways safely . I have attached a photo taken from Lords Mead Terrace. (Up to 3 parked cars will now be parked on the opposite side of the road under the large tree). You can clearly see that pulling off my drive at no. [REDACTED], I will not be able to see traffic if the cars are parked on the road and fear for my family's safety. As well as passing traffic.



I would appreciate your comments.

Thank you

[REDACTED]
[High st](#)
[Eaton Bray](#)
Beds
[REDACTED]

Dear CBC Traffic management team,

Re: CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE - NO WAITING AT ANY TIME IN HIGH STREET AND WALLACE DRIVE, EATON BRAY

Personally I couldn't agree more.

I would prefer the Wallace Drive northern side restriction to be a bit longer to allow two cars to exit the high street (when going south) at the same time before having to stop to give way to oncoming traffic trying to exit Wallace Drive.

I assume you have your reasons or standards to conform to though.

Can you tell me when this is likely to take effect?

Many thanks,

[REDACTED]

Comment on Proposed waiting restrictions — High Street and Wallace Drive, Eaton Bray

Living on the High Street near to the junction with Wallace Drive, we welcome the intention of these proposed waiting restrictions, but are concerned that they are not extensive enough and have the potential to make the situation of parked cars obstructing the junction even more dangerous. We would like to see the proposals addressing the highway code guideline of not parking opposite a junction by having waiting restrictions on the north-west kerbline of High Street directly opposite the junction with Wallace Drive as well.

People already have a tendency to park on the High Street directly opposite the junction with Wallace Drive and this is likely to be exacerbated by having waiting restrictions on the other side of the road only (both because of parking spaces being at a premium and the perceived notion that it's OK to park in a place that hasn't got marked waiting restrictions). Traffic along this stretch of the High Street gets incredibly busy and we have witnessed several accidents and near-misses over the past few years.

Parking opposite the junction is dangerous to traffic turning out of Wallace Drive onto the High Street as well as for people travelling along the High Street and the whole road is liable to become gridlocked

when drivers are waiting to turn right into Wallace Drive if parked cars are blocking the road. We urge you to reconsider the proposals to include waiting restrictions on the other side of the High Street directly opposite the junction with Wallace Drive.

Regards,

[REDACTED]
[REDACTED] High Street, Eaton Bray, Beds [REDACTED]

From:

Mr & Mrs [REDACTED]
[REDACTED]

Totternhoe Rd
Eaton Bray
LU6 [REDACTED]

Dear Sirs

We write in relation to the proposed waiting restrictions in High Street and Wallace Drive, Eaton Bray.

We are fully supportive of the restrictions, given the marked increase in traffic volumes passing through the village.

However, we would ask you to consider extending the restrictions to other areas for the same reasons. In particular the area of road that starts at the beginning of Totternhoe Road (adjacent to the old Five Bells public house) through to the entrance to The Orchards.

The three recent properties built in what was the garden of the Five Bells have their frontage on the South West side of Totternhoe Road with unrestricted waiting on the road. However, this area of the road bends and the five houses in the North East side of the road can only clearly see the opposite side of the road to their left when exiting. When cars now park on that South West side, cars driving from the direction of the church have to cross onto the opposite side of the road, and that side is blind to the cars exiting any of the five properties, most notably numbers 2, 2a and our property, but also Comp Farm and the corner house of the Orchards. The matter is made worse by some drivers accelerating round parked cars to get through before any oncoming traffic.

This is becoming a safety hazard and there are four solutions apparent: a) Waiting restrictions, b) Erection of mirrors for the North East properties, c) Traffic calming measures or d) Removal of the hedgerows on the North East side.

Given waiting restrictions are being considered, are reliable, have limited cost and no damage to hedgerow, this appears much the best solution and we would ask you to consider such an extension before accidents occur.

Many thanks

[REDACTED]

EATON BRAY PARISH COUNCIL

To: Traffic Management Team, CBC

Re: Proposed No Waiting - Wallace Drive and High Street, Eaton Bray

In response to the above consultation for a proposed No Waiting scheme, the Parish Council fully supports this proposal.

The Council would like to make an additional proposal to the scheme:

- To extend the proposed yellow lines to opposite the junction: the drawings do not show that there are restrictions to the roadside opposite the junction mouth. This is a major problem area, with traffic parking opposite the junction mouth regularly, making it very dangerous to drive along the High Street, passing this junction and for those leaving the junction (Wallace Drive).

Kind Regards,

Heidi R Head

Heidi R Head

Parish Clerk/RFO, Eaton Bray Parish Council

Parish Office: 20 Good Intent, Edlesborough, LU6 2RD

Telephone: 01525 221464 - Email: clerk@ebpc.co.uk - Website: www.ebpc.co.uk

Office Hours: 9:30am-1:30pm - Tuesday/Thursday/Friday
[messages may be left on answer-phone]

For and on behalf of Eaton Bray Parish Council



Dear Sir/Madam

Re; NO WAITING AT ANY TIME IN HIGH STREET AND WALLACE DRIVE, EATON BRAY - consultation

I am a resident of ■ High Street in Eaton Bray and the proposed no waiting restriction is excellent news.

However, I would like to make a recommendation please. I have lived on the High Street just up from the Wallace Drive junction for 10 +years and see the traffic all day long.

One aspect your proposal does not include (or certainly on the drawing) are restrictions to the roadside opposite the junction mouth. Particular at weekends, people park here (opposite the junction mouth) and it makes it very dangerous to pass the junction. I have marked on the drawing where I would recommend you append to your proposal. I am an ex-councillor and spent many years covering Highways and was the lead Councillor in the village to achieve the HGV weight restriction and so have spent many days monitoring the traffic!

I hope that my recommendation is duly considered but would be more than happy to discuss it further. My day time office numbers are below.

--

Kindest,

[REDACTED]

[REDACTED]
Eaton Bray
Dunstable
LU62FD

In response to the public notice To introduce No Waiting at any time on the following lengths of road in Eaton Bray:

12/June/2017

1. High Street, north-east side, from a point in line with the boundary of no.25 High Street and no.2 Wallace Drive extending in a north-westerly direction for approximately 52 metres.
2. Wallace Drive, both sides, from the north-east kerb line of High Street extending in a north-easterly for approximately 15 metres.

Whilst I appreciate the need to restrict parking in inconsiderate and unsafe areas I do believe it to be a requirement for the council and police to enforcing existing laws to fine drivers who park illegally such as over the pathway and on junctions. Current issues are that there is insufficient parking along the high street and adjoining roads where drivers are parking their vehicles on the path and restricting pedestrian movement along the high street.

This is also the general rule with inconsiderate and unsafe parking by customers of the village takeaway. In both cases the council and the police have done little if anything to enforce current highway laws, so by adding yellow lines at the proposed junction will only encourage the migration of parked vehicles both up and down the high street. This will push the problem elsewhere and more probable make the inconsiderate, irresponsible and unsafe takeaway frenzy of parking more of a nightmare for residents, pedestrians and road users.

Access and egress from the Lords Terrace and Lords Mead will become more of an issue with parked vehicles parking on the road around the junction Lords Mead junction and opposite.

A more simple and cost effective result would be for current laws and make people aware that fines are being handed out and that the police and the parish are taking road safety seriously by enforcing the law, or to extend the proposed parking restrictions further as per the proposal below (shown in red).

Also a point for consideration for other housing proposals is where Central Bedfordshire Council and the Parish are approving developments where they are ensuring that new developments provide adequate parking on site, they seem to ignore when considering planning applications is the loss of existing roadside parking when new developments are constructed, certainly the case of No. 25 High Street Eaton Bray.

This has had a twofold issue with regard to the proposed double yellow lines.

1. The loss of approximately 2-3 kerbside parking "spaces" to make way for the entrance

2. The drift of parking to other areas of the high street, in this example vehicles are now parking further away from the junction of the Orchards and towards the junction of Lords Mead. It should be noted that this junction is popular with inconsiderate and unsafe parking for those whom are visiting the village takeaway restaurant.

If the Council is considering double yellow lines in a rural village, then may I suggest getting a larger can of paint and more brushes to extend the existing proposals to include the junction of Lords Mead and also extend the yellow lines further up and down the high street.

In Summary, whilst I fully support the need to control unsafe and indiscriminate parking what the council is failing to note is that this will impact other areas of the village and the unsafe and indiscriminate drivers/vehicle owners will park their vehicles elsewhere.

Meeting: Traffic Management Meeting
Date: 31 October 2017
Subject: West Parade, Dunstable – Revision to Extents of Residents’ Permit Parking Scheme
Report of: Paul Mason, Assistant Director Highways
Summary: This report seeks the approval of the Executive Member for Community Services to revise the extents of the residents’ permit parking scheme recently introduced for West Parade, Dunstable

RECOMMENDATION(S):-

That the extents of the Residents’ Permit Parking scheme in West Parade, Dunstable be extended to include 140 Chiltern Road.

Contact Officer: Paul Salmon
paul.salmon@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Dunstable Central
Function of: Council

CORPORATE IMPLICATIONS
<p>Council Priorities: The proposal will improve road safety, traffic management and the amenity in the affected road.</p> <p>Financial: The works are being funded by the Local Transport Plan as part of the Integrated Programme of works</p> <p>Legal: None from this report</p> <p>Risk Management: None from this report</p> <p>Staffing (including Trades Unions): None from this report</p>

Equalities/Human Rights:

None from this report

Community Safety:

None from this report

Sustainability:

None from this report

Budget and Delivery:	
Estimated cost: £50	Budget: LTP Integrated Programme
Expected delivery: November 2017	

Background and Information

1. In drawing up the proposal for the Residents Parking Permit scheme for West Parade, officers did not include number 140 Chiltern Road, whose access is off West Parade.

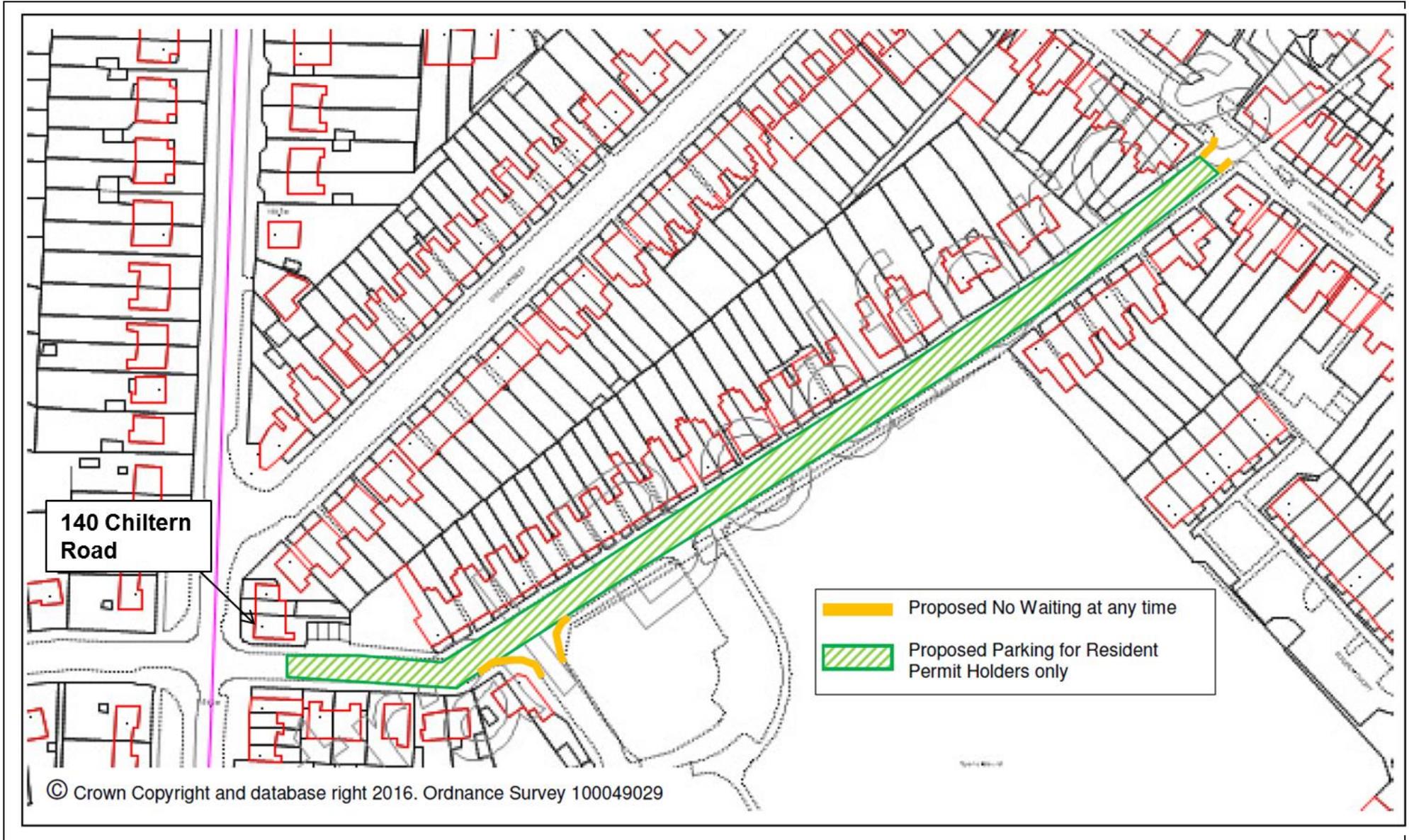
Representations and Officer Response

2. The council has been requested by the resident of number 140 Chiltern Road to revise the extent of the West Parade Residents' Parking Scheme to include this property. As the resident gains access to her property from West Parade, officers consider this to be a reasonable request.

Appendices:

Appendix A – Drawing showing scheme extents

Appendix A: West Parade Residents Parking Scheme Extents



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Meeting: Traffic Management Meeting
Date: 31 October 2017
Subject: **Stuart Street, Dunstable – Revision to Extents of Residents’ Permit Parking Scheme**
Report of: Paul Mason, Assistant Director Highways
Summary: This report seeks the approval of the Executive Member for Community Services to revise the extents of the residents’ permit parking scheme recently introduced for Stuart Street, Dunstable

RECOMMENDATION(S):-

That the extents of the Residents’ Permit Parking scheme in Stuart Street, Dunstable be extended to include 37 Clifton Road.

Contact Officer: Paul Salmon
paul.salmon@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Dunstable Central
Function of: Council

CORPORATE IMPLICATIONS
<p>Council Priorities: The proposal will improve road safety, traffic management and the amenity in the affected road.</p> <p>Financial: The works are being funded by the Local Transport Plan as part of the Integrated Programme of works</p> <p>Legal: None from this report</p> <p>Risk Management: None from this report</p> <p>Staffing (including Trades Unions): None from this report</p>

Equalities/Human Rights:

None from this report

Community Safety:

None from this report

Sustainability:

None from this report

Budget and Delivery:	
Estimated cost: £50	Budget: LTP Integrated Programme
Expected delivery: November 2017	

Background and Information

1. In drawing up the proposal for the Residents Parking Permit scheme for Stuart Street, officers did not include number 37 Clifton Road, whose access is off Stuart Street.

Representations and Officer Response

2. The council has been requested by the resident of number 37 Clifton Road to revise the extent of the Stuart Street Residents' Parking Scheme to include this property. As the resident gains access to her property from Stuart Street, officers consider this to be a reasonable request.

Appendices:

Appendix A – Drawing showing scheme extents

Appendix A: Stuart Street Residents' Parking Scheme Extents



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