
Meeting: Traffic Management Meeting
Date: 16th February 2010
Subject: Proposed Waiting Restrictions, Dells Lane, Biggleswade
Report of: Basil Jackson, Assistant Director Highways & Transportation
Summary: The report seeks the approval of the portfolio holder for Safer and Stronger Communities for the waiting restrictions in Dells Lane, Mead End, Coppice Mead and Broadmead, Biggleswade to be implemented as advertised following public consultation and having considered the representations received.

Contact Officer: C-J Pateman
caroline-jane.pateman@amey.co.uk
Public/Exempt: Public
Wards Affected: Biggleswade
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will seek to reduce on street congestion by encouraging commuters to use the station car park thus allowing residents to park on street and to promote safety at road junctions for road users.

Financial:

The implementation of this scheme will cost approximately £2,200

Legal:

Implementation of the traffic regulation order

Risk Management:

None as a result of this report

Staffing (including Trades Unions):

None as a result of this report

Equalities/Human Rights:

None as a result of this report

Community Safety:

None as a result of this report

Sustainability:

None as a result of this report

RECOMMENDATION(S):

1. **(a) that the no waiting at any time restrictions are implemented as advertised.**

BACKGROUND

1. Dells Lane and the roads off it are within walking Distance of Biggleswade railway station and rail travellers use this road to park all day. This causes inconvenience for residents of Dells Lane, Coppice Mead, Mead End and Broadmead from early morning until late in the evening, Monday to Friday.
2. Residents of Dells Lane have requested Central Bedfordshire Council to implement waiting restrictions to stop commuter parking along Dells Lane especially in the vicinity of the junctions to a number of side roads.

INFORMATION

3. Dells Lane is an urban street with two-way traffic, which runs between High Street and Holme Court Avenue. The section of Dells Lane to which the Order will apply is residential.
4. Parking is at a premium at this location being close to the railway station as well as being residential. Vehicles are currently parked on and close to the junctions off Dells lane reducing visibility for drivers and making access difficult. The highway code advises that vehicles should not be parked within 10m of a junction for this reason.

Biggleswade is currently undergoing an exercise in master-planning for the town centre. There are a number of scenarios currently proposed but it is likely to result in proposals to change the way in which parking is addressed in the town centre and at the station.

In the light of this whilst a number of the representations are requesting different restrictions or residents parking this would not be appropriate at the present time.

The restrictions proposed are designed to keep junctions clear and are largely in line with the parking advice at junctions contained within the highway code. In this respect they do not take up a great deal of space available to residents.

CONSULTATION

5. Correspondence received in response to the advertised order resulted in 3 letters of support and 6 letters of objections, including a residents' petition.

SUPPORT

6. As a result of this consultation, three letters of support were received to the proposals. The summary of the received letters are as follows:
 - (a) Support letter 1
 - Improve safety at locations proposed.
 - Increase the danger to residents using driveways due to greater concentration of parking.
 - Would like Residents Parking Permits for this length of Dells Lane.
 - (b) Support letter 2
 - Proposed restriction, northern end of Dells Lane – space for parking from the end of the restriction to the start of the vehicular crossover will allow one and a half cars to park. This will encourage two cars to park there and result in obstructing the access and reduce visibility of Mead End.
 - Would like the restriction extended across the front of this property to its northern boundary.
 - Waiting restrictions on the eastern side of Dells Lane could result in cars parking on the western side of Dells lane. A couple of vehicles parked outside number 21 could result in a chicane effect.
 - Would like the restriction extending northwards.
 - (c) Support letter 3
 - Concerned road markings will encroach over vehicle crossover.
7. The Police fully support the proposals.

OBJECTIONS

8. As a result of this consultation, 5 letters of objection were received, including a petition. The summary of these are as follows:
 - (a) Objection 1
 - Does not want the restriction road markings to go over vehicle crossover.
 - (b) Objection 2
 - The proposals will not relieve the parking problems at the northern end of Dells Lane beyond our proposals: these being the blind bend and being unable to see oncoming traffic, especially during peak hours.
 - Would like residents parking only.

- (c) **Objection 3**
 - The scope of the proposal doesn't go far enough
 - Would like the following considered:
 - Dells Lane – from London Road to 50m south of Bunyan Road – No Waiting Zone.
 - Introduce residents only parking scheme in the areas of limited off-road parking.
 - Trial shuttle bus service at peak times between the station and prime residential areas, notably from the east of town.
 - Would like to know why First Capital Connect have introduced Premium parking Bays at the station, 25% are occupied on average every day, money making and yet more commuter cars on the streets.
- (d) **Objection 4 (2 letters received)**
 - Believes the north end of Dells Lane should be looked at as a priority.
 - Markings are not required at the junctions we propose as they are covered by the Highway Code which should be Police enforced.
 - Would like the bus stop clearly marked.
 - Would like additional parking restrictions in Dells Lane: From number 1 to Mead End junction and from number 2 to number 14 Dells Lane.
 - Believes the restrictions in Saffron Road have pushed more commuter parking into Dells Lane.
 - Parking problems also exist at Dells Lane's junctions with Tennyson Avenue and The Dells.
- (e) **Objection 5 (includes petition)**
 - Fifty eight residents in the Dells Lane area signed a petition to register their objections to the proposed scheme.
 - They believe these proposals will worsen the parking issues in other roads leading off Dells lane.
 - Would like the western side of Dells Lane, Tennyson Avenue, Chaucer Drive and Dickens Court to be restricted as well.

Town Council Meeting

9. The outcome of the meeting of the Town Council on 26th January 2010 was the residents request to have waiting restrictions introduced for two hours in the morning.

Conclusion and Next Steps

10. The restriction and its associated road markings will not encroach over the vehicle crossovers in Mead End.
11. Tennyson Avenue currently has a No Waiting At Any Time restriction at its junction with Dells Lane which will remain.
12. To keep the wider issue of town centre and station parking a matter of prominence in the town centre master planning process.

Appendices:

Appendix A – Plan

Appendix B – Public Notice

Appendix C – Responses to Consultation including Objections and Petition

Background Papers: (open to public inspection)

None

Appendix A



PUBLIC NOTICE

THIS NOTICE SUPERSEDES THE NOTICE PUBLISHED ON 20TH NOVEMBER 2009

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE WAITING RESTRICTIONS IN DELLS LANE, MEAD END, BROADMEAD & COPPICE MEAD, BIGGLESWADE

Reason for proposal: The proposed Order is considered necessary on the grounds of promoting road safety. The waiting restrictions are specifically aimed at reducing the number of vehicles parking all day along Dells Lane particularly in the vicinity of its side road junctions. This will improve visibility for motorists entering and exiting Mead End, Broadmead and Coppice Mead.

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

Effect of the Order:

Introduce No Waiting At Any Time on the following lengths of road in Biggleswade:-

Dells Lane: East side, from a point 18 metres north of the property boundary between Nos 25 and 27 Dells Lane, in a northerly direction for a distance of approximately 39 metres.

Dells Lane: East side, from a point 17 metres south of the property boundary between Nos 45 and 47 Dells Lane, in an southerly direction for a distance of approximately 40.5 metres.

Dells Lane: East side, from a point 16.5 metres south of the property boundary between Nos 53 and 55 Dells Lane, in an southerly direction for a distance of approximately 46 metres.

Mead End: Both sides, from a point 16.5 metres west of the property boundary between Nos 3 and 5 Mead End, in a westerly direction for a distance of approximately 23 metres.

Broadmead: Both sides, from a point 15 metres west of the property boundary between Nos 2a and 2 Broadmead, in a westerly direction for a distance of approximately 15 metres.

Coppice Mead: Both sides, from a point 11 metres west of the property boundary between Nos 1 and 2 Coppice Mead, in a westerly direction for a distance of approximately 15 metres.

Further Details: of the proposed Order, and a plan showing the lengths of road affected may be examined during normal office hours at the Customer Service Centre, The Old Magistrates Court, 4 Saffron Road, Biggleswade and at normal opening hours at Biggleswade Library, Chestnut Avenue, Biggleswade. These plans will be placed on deposit until 6 weeks after the Order is made or until it is decided not to continue with the proposal. Phone C-J Pateman on 08453 656003 for further details.

Objections: should be sent in writing to the Orders and Commons Registration Officer, Countryside Access Service, Central Bedfordshire Council, PO Box 1395, Bedford MK42 5AN, stating the grounds on which they are made by 31 December 2009.

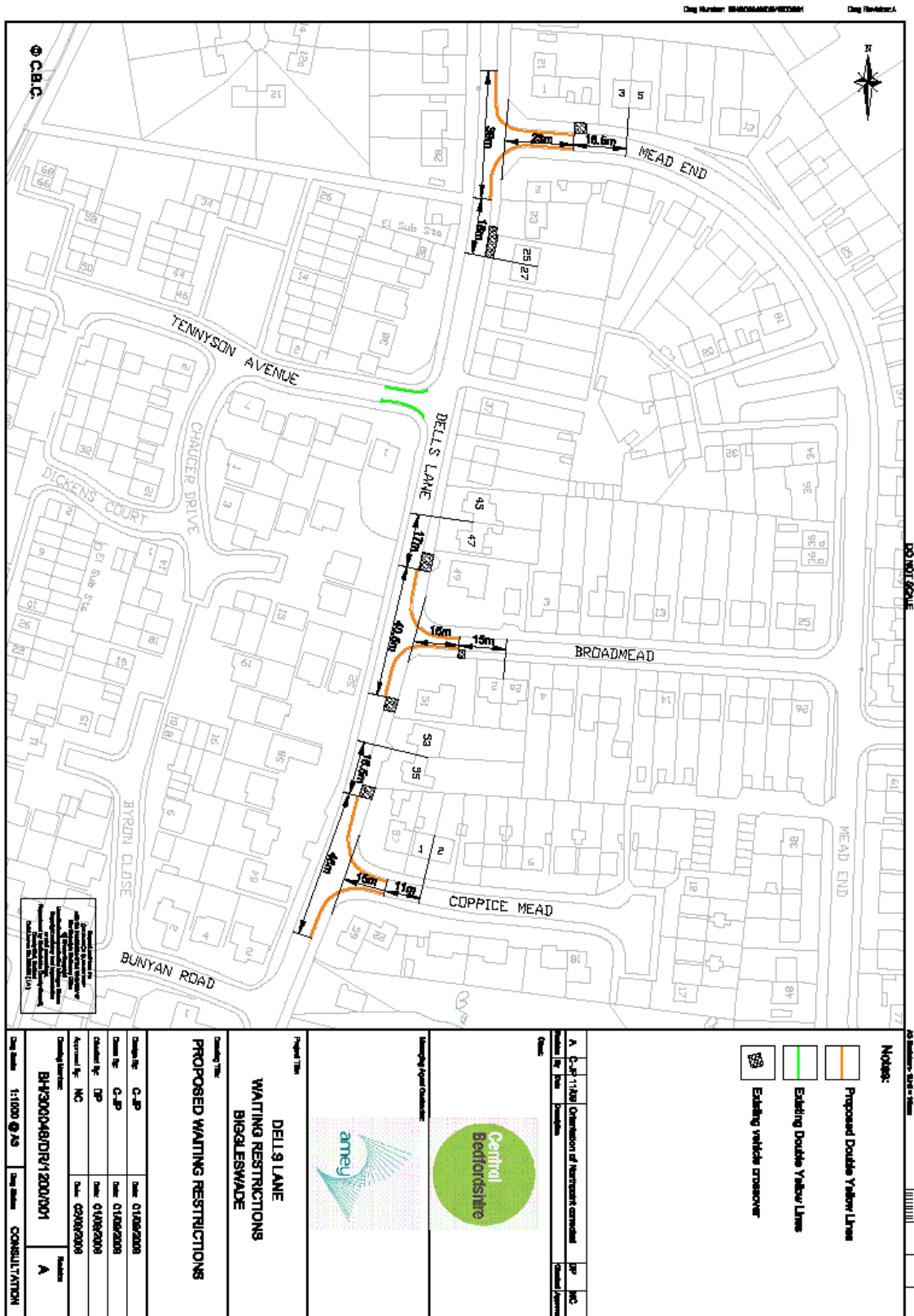
Order Title: if made will be "Central Bedfordshire Council (Bedfordshire County Council (District of Mid Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No *) Order 20**".

PO Box 1395
Bedford MK42 5AN

Basil Jackson
Assistant Director for Highways

27 November 2009

Appendix B



© C.B.C.

Day Number: 04/04/2018

Day Revision: A


Site Name: Dell 9 Lane
 Project Reference: BH/300048/RM/200/001
 Date: 11/03/18

<p>Notes:</p> <ul style="list-style-type: none"> Proposed Double Yellow Lines Existing Double Yellow Lines Existing vehicle crossover 	<p>Project Title: DELL 9 LANE WAITING RESTRICTIONS BIGGLESWADE</p>	<p>Client: Central Bedfordshire</p>	<p>Project Title: PROPOSED WAITING RESTRICTIONS</p>
<p>Design/Drawn: BH/300048/RM/200/001</p>	<p>Scale: A</p>	<p>Client Reference: BH/300048/RM/200/001</p>	<p>Project Reference: BH/300048/RM/200/001</p>
<p>Author: C-JP</p>	<p>Date: 01/08/2018</p>	<p>Client Name: C-JP</p>	<p>Date: 01/08/2018</p>
<p>Checked: MC</p>	<p>Date: 02/08/2018</p>	<p>Client Name: MC</p>	<p>Date: 02/08/2018</p>
<p>Approved: MC</p>	<p>Date: 02/08/2018</p>	<p>Client Name: MC</p>	<p>Date: 02/08/2018</p>
<p>Scale: 1:1000 @ A3</p>	<p>Scale: CONSULTATION</p>	<p>Scale: 1:1000 @ A3</p>	<p>Scale: CONSULTATION</p>

This drawing is the property of Central Bedfordshire Council. It is not to be used for any other purpose without the written consent of the Council.

Appendix C

PROPOSAL TO INTRODUCE NO WAITING AT ANY TIME RESTRICTIONS IN BIGGLESWADE

<p>This Authority has considered the proposed Traffic Regulation Order as outlined in your letter and offer the following comments for further consideration.</p> <p>Comments</p>	
<p>This Authority has considered the proposed Traffic Regulation Order as outlined in your letter, together with the reason(s) given, is accepted by this authority, therefore no objection with be offered.</p>	

Name: -

Address ... BEDFORDSHIRE POLICE

..... TRAFFIC MANAGEMENT

..... SATURN FACILITIES MANTON LANE BEDFORD MK41 7PH

Signed: -

DOCUMENT REF	<u>146124</u>
CONTRACT	<u>AMEY</u>
	<u>BEDFORDSHIRE HIGHWAYS</u>
ACTION	BY <u>CP</u>
YN	DATE
	<u>25 NOV 2009</u>
PIES	
	<u>3.12</u>

Petition for objection to introduce waiting restrictions

The residents of Tennyson Avenue, Chaucer Drive and Dickens court strongly object to the proposal put forward by the Countryside access service to introduce waiting restrictions in Dells Lane, mead End, Broadmead and Coppice Mead in Biggleswade.

We are confident that by taking these measures the commuters will move across to the other side of Dells Lane into Tennyson Avenue, Chaucer Drive and Dickens Court.

These roads should be included in the proposed order as the parking problem will just be moved into a different direction.

We already have a problem with commuter parking which has increased greatly in the past few years.

The commuters currently park all down one side of Tennyson Avenue creating restricted access for residents entering and exiting their properties, also this is the only access to the estate. They persistently park on the corners of the junctions of Tennyson Avenue and Chaucer Drive blocking access to roads and to drop pavements for mobility scooters. This has been reported to the police repeatedly who only respond by that they do not have the manpower to deal with the problem.

They also park on both sides of the road in Chaucer Drive resulting in no access for any emergency services. On one occasion last year a resident of Dickens Court had to carry his child to an ambulance as the said junction was blocked.

Residents of this area have attended the Biggleswade forums where on every occasion the parking issue has been brought up. At the last meeting this was given number one priority by the committee members and police.

We include with this letter of objection a petition that has been signed by concerned residents and hope this will be taken into consideration when the proposal is put forward.

Your ref. CSP/34616/37593/3.12

Dear Mr. Chapman

Thank you for your letter
25th November 2007 with reference
to the Proposed Waiting Restrictions
Dalls Lane, Byggeswade.

The proposal to introduce 'No
Waiting at any Time' (Double
Yellow Lines) at the three junctions
outlined in the plan would
improve safety at those sites.

However it would also increase
the danger to residents trying
to get in or out of their driveways
as the parking would be concentrated
into a smaller available area
of roadway.

We would therefore suggest
that as well as the double
Yellow lines you introduce
Residents only Parking
Permits. This would increase
the safety of the whole of this
stretch of Dells Lane, not
just the Rose junction.

Yours sincerely

24 November 2009

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

Introduction of Waiting Restrictions in Dells Lane Biggleswade

Dear Sir

I strongly object to the proposed waiting restrictions on the grounds that it is yet another "sticking plaster" solution rather than a thought out strategy to improve road safety, access, and alleviate the long term suffering of all residents in and around the station through commuter parking

In short the restrictions will help but do not go far enough. In addition we need to:

- 1 **Make Dells Lane** from the London Road Junction to 50 metres south of Bunyan Road a **No Waiting Zone**. This will improve traffic flow 100%, and reduce the risk of accidents especially at peak times. Where there is limited or lack of off road parking introduce a Residents Parking Scheme along those stretches
- 2 Introduce a **2 hour No Waiting period**, in Tennyson Avenue, Chaucer Drive, Dickens Court, Mead End, Broadmead, Coppice Mead, and indeed all roads in the immediate vicinity of the station

I have written to MBDC on at least two occasions, and raised this particular issue/solution at the Biggleswade Safety Forum. Not only is it cost effective it has been **proved** to be successful following introduction in areas in Welwyn Garden City, Baldock, and Letchworth

- 3 Investigate the possibility of a trial shuttle bus service at peak times between the station and prime residential areas, notably the estates on the east side of town
- 4 Ask First Capital Connect why they have introduced " Premium Parking Bays" at the station, 25% are occupied on average every day I have passed, money making, and yet more commuter cars on the streets

After years of promising action Central Bedfordshire now need to bite the bullet and come up with proposals and a strategy, fully involving residents, to improve road safety, access, and alleviate the long term suffering of commuter parking in and around the station

Yours faithfully

November 28, 2009

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

Dear Sir or Madam

Proposed Waiting Restrictions, Dells Lane, Biggleswade

We are residents at the above address on the east side of Dells Lane, at the northern end of drawing BH/300048/DR/1200/001 Rev A which we received along with the public notice regarding the above issue.

We welcome the introduction of waiting restrictions at the Mead End/Dells Lane junction, as parking in this location, particularly during the working week frequently restricts visibility significantly.

We would be grateful however if you would consider the following two points:

1. The proposed double yellow lines at the northern end of the proposal finish midway outside our property. Our drive and drop kerb are not marked on your drawing, but the drop kerb lines up with the northernmost building shown on our property, which is our garage.

We are concerned that the gap left between the double-yellow lines and our vehicle crossover will be long enough for about 1 ½ cars. This may result in two cars trying to squash into this space, restricting access to our property.

Vehicles parked between the double yellow lines and our crossover point will significantly restrict our visibility of the Mead End junction when accessing our property. This already occurs with unrestricted parking, but these waiting restrictions provide an opportunity to improve our visibility of this junction significantly.

We would therefore like you to consider extending the double yellow lines to at least in line with our property's northern boundary.

2. Waiting restrictions on the eastern side of the road are likely to result in people parking on the western side of Dells Lane (outside 22-28 Dells Lane). One or two vehicles parked on the eastern side (outside our property - as outlined in point 1 above) will create a chicane-like route for traffic. Extension of the double yellow lines as suggested above would prevent this.

We would be grateful for acknowledgement that the matters raised in this note will be considered.

Yours faithfully

with reference to the road layout on page 2 of the
regional chronicle of Dells Lane.

① There is no NORTH Side to Dells Lane it is either
East or West as Dells Lane runs North-South.

② Regarding the three junctions mentioned.

Restrictions already exist according to my Highway Code
Section 140 which states that no vehicle should park
within 10 metres of a junction. POLICE should
enforce the law if they are doing their job properly
but they have FAILED. So your proposed markings
are a waste of time & money.

③ You have failed to address the real problem which
has been reported many times & that is parking
at the NORTH end of Dells Lane where I live

④ Parking restrictions should be made as follows

NO 1 DELLS LANE TO HEAD END JUNCTION
NO 2 DELLS LANE TO NO 14. with the bus

stop clearly marked.

⑤ The Council has provided FREE Car parking in the
Station Area near Mountstar Metals but commuters
will not walk a few more yards but clutter
up Dells Lane even more so since restriction were
made on Saffron Rd.

⑥ Parking restriction in Dells Lane are long overdue
Cars & lorries MOUNT the foot path by nos 1
& 3 daily to get through. Buses stop in the
middle of the road to pick up & drop off. Cars
are parked on the BUS STOP everyday & the
Police do NOTHING.

⑦ a Pedestrian crossing is URGENTLY REQUIRED
near T LONDON RD which was promised some years ago
The curb was dropped in readiness at least TEN
YEARS ago but the job never completed.

⑧ and ref item ②

The junction problems also need to be addressed
on the WEST SIDE OF Dells Lane namely

TENNYSON AVE and THE DELLS

I trust you will give due consideration to all points
which I have listed
Yours Sincerely

Your ref.
CJM waiting restrictions

Dear Sir

1/12/09.

Thank you for your letter dated 26/11/09.

As it will not be possible for me to attend the meeting on JAN 19th 2010. Would you kindly report the wider problems of parking in Wells Lane Biggleswade in particular the NORTH end starting at the London Rd. Back St junctions, which I listed in my previous letter.

① Parking restrictions to junctions on the WEST side of Wells Lane in particular THE DIANS

② Insert a Box for the BUS STOP by 6 & 8 Wells Lane

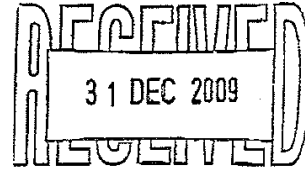
③ Single YELLOW LINES to stop all day parking by commuters as follows
NO 1 Wells Lane to head Est junction
NO 2 Wells Lane to NO 14

④ Many years ago a pedestrian crossing was promised by T LONDON RD ACTION PLEASE

Each of the four items above are very important

Your help would be appreciated

Yours Sincerely



23 December 2009

- With reference to the proposed waiting restrictions in Dells Lane, Mead End, Broadmead and Coppice Mead, Biggleswade

Whilst the above project will assist the flow of traffic in the areas stated, my concern is for the traffic flow from the junction of Dells Lane with London Road up to Coppice Mead. When you turn into Dells Lane from London Rd there is a blind bend where vehicles park both sides (mainly commuters parking all day) and you cannot see the oncoming traffic.

During the following times 8.00 am to 9.15am. 12.00 to 13.30 and 15.15 to 19.30 holdups occur regularly, due to school traffic and later works traffic from Stratton Industrial Site and Biggleswade South Roundabout, also shoppers from Homebase Site.

Consideration could be given to making parking restrictions for residents only along Dells Lane from Coppice Mead to the junction with London Road, this would ensure the flow of traffic in both directions is improved.

Yours faithfully

14th Nov. 2009

Dear Sue & Madam

Thank you for your letter
and plan for proposed meeting
outside my house. I think
this is a good idea and
thing is I am not sure if
the Double Yellow Lines will
cross the entrance of my
drive? (What's best)

Thanking you in anticipation
Yours faithfully

Merry Christmas

13th December 2009

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

Dear Sir or Madam

I am objecting to the proposed double yellow lines going over my vehicle crossover at 2 Mead End.

Your drawing BH/300048/DR 1200/001 does not seem to show the correct measurements. I want the lines to stop before the pavement starts to drop at my crossover. I make it 20 Metres approximately to the start of my crossover, this leaves over 60 feet for a lorry or bus to keep to the correct side of the road at the Mead End/Dells Lane junction and therefore I don't see the need to encroach with yellow lines on my crossover.

Could I have a revised drawing or confirmation that you will not be proceeding to put double yellow lines across the drop kerb/entrance to my driveway that my visitors/tradesmen will require for parking.

Yours faithfully