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**Meeting:** Traffic Management Meeting  
**Date:** 9<sup>th</sup> December 2010  
**Subject:** Bedford Road and Hitchin Road, Henlow Camp - Resolution of an objection to the proposed Prohibition of Waiting  
**Report of:** Basil Jackson, Assistant Director of Highways and Transportation.  
**Summary:** To report to the Portfolio Holder for Safer and Stronger Communities the receipt of an objection to proposals for waiting restrictions in Bedford Road and Hitchin Road, Henlow Camp and seek approval for the implementation of this scheme.

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**Contact Officer:** Gary Baldwin – Traffic Engineer  
[gary.baldwin@amey.co.uk](mailto:gary.baldwin@amey.co.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Silsoe and Shillington, Langford and Henlow  
**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

To improve highway safety and facilitate the free flow of traffic.

**Financial:**

£90,000 is available from a Highways Act Section 106 agreement and a further £25,000 from Central Bedfordshire Council from the highways maintenance budget.

**Legal:**

None as part of this report

**Risk Management:**

None as part of this report

**Staffing (including Trades Unions):**

None as part of this report

**Equalities/Human Rights:**

None as part of this report

**Community Safety:**

The proposal will improve road safety

**Sustainability:**

None as part of this report

**RECOMMENDATION(S):**

1.
  - (a) **That the proposal to introduce a No Waiting At Any Time Restriction on various lengths of the service road adjacent to the Bedford Road/ Hitchin Road roundabout be implemented as set out in this report.**
  - (b) **That the proposal to introduce dedicated Parking Places for Motor Vehicles and Motorcycles in the service road to the north-east of Bedford Road at be implemented as set out in this report.**
  - (c) **That the proposal to remove a length of No Waiting At Any Time Restriction on the south-east side of Hitchin Road to accommodate the construction of a parking bay be implemented as set out in this report.**

**Background and Information**

1. The enhancement scheme came about as a result of obtaining Highways Act Section 106 funding in relation to a planning application for new housing in 2000. The developer made a contribution towards the enhancement of the Henlow Camp shopping area, which included highway, parking and landscape works. Wider aspects of the scheme were the subject of a report to the Traffic Management Meeting on 19<sup>th</sup> January 2010. The current report is confined to reporting on the receipt of objections to the published waiting restriction Orders.
2. There have been longstanding issues with indiscriminate footway parking in the vicinity of the shops. Parking on the carriageway is generally prohibited by existing waiting restrictions, so it has become common practice for drivers to park on the widened footways. Much of this parking takes place in an uncontrolled manner, which often obstructs the footway for pedestrians and gives the area a very cluttered feel. In addition, there is misunderstanding about where vehicles may be legally parked and this has created some enforcement difficulties in the past.
3. As part of the enhancement scheme, it was considered that measures should be included to formalise the parking activity. In advance of the statutory public notice stage, local consultations were carried out on the overall scheme to determine local opinion on the proposals and the results were included in the report of 19<sup>th</sup> January 2010.

4. The waiting restriction scheme was formally advertised by public notice in October 2010. Consultations were carried out with the emergency services and other statutory bodies, Henlow and Stondon Parish Councils and Elected Members. Residents and nearby business owners were also consulted to give them an opportunity to make formal representations on the proposal.
5. As a result, one objection has been received from the owner of a business located on the south-east side of Hitchin Road. He raises a number of points, which can be summarised as follows:-
  - (a) The parking spaces provided by the new lay-by on the south-east side of Hitchin Road will be taken up by shop staff with no room left for customers. The retail outlets rely on parking for 85% of their trade and if people cannot find a parking space they will not stop.
  - (b) The lay-by should have a 30 minute time limit.
  - (c) Currently shop owners and staff park at right angles to the road, which leaves space for up to 12-14 cars to park.
  - (d) The other side of the road has similar parking arrangements, but a lay-by is not proposed.
  - (e) He wants his side of the road to stay the same; just tidied up.
  - (f) A suggestion is that the lay-by should be made deeper, so that cars can be parked at right angles to the road, similar to the bays outside Karen House.
  - (g) Introduce traffic calming with a 15mph speed limit.
  - (h) Other highway features, such as footpaths, cycle tracks and dropped kerb crossings are not shown on the plan, but should be provided.
  - (i) What has happened to the Henlow Camp enhancement scheme?
6. Bedfordshire Police accept the proposal and have raised no objection. No other representations have been received.

### **Conclusion and the Way Forward**

7. It is considered that the parking arrangements in Henlow Camp are in need of revision to better regularise the ad-hoc parking practises that currently take place. The scheme aims to provide a separation between pedestrians and parked vehicles. This should result in less obstructive parking, improve the appearance of the area and resolve some of the enforcement issues.
8. Bedfordshire Highways' response to the points raised by the objector are as follows:-
  - (a) At the present time, vehicles tend to park in a fairly arbitrary manner on the widened footway outside the shops on the south-east side of Hitchin Road. However, because the road has a prohibition of waiting at any time (double yellow lines) these cars are actually being parked illegally as the waiting restrictions extend to the back of the highway. In fact this has created some misunderstandings and other difficulties in the past with parking enforcement and the current scheme attempts to address this.

The shop owners could ask their staff not to occupy the spaces in the lay-by to ensure that they are available for customers. In fact free parking places are available within easy walking distance.

- (b) It would be possible to apply a time limit of 30 minutes to the lay-by. However, enforcement of parking controls, particularly time-limited restrictions outside of the main urban areas is likely to be on a relatively infrequent basis, so compliance with the time limit would probably be poor. The new arrangements could be monitored and a time limit could be considered in the future if deemed necessary and practical.
- (c) It is acknowledged that the construction of the lay-by will result in fewer parking spaces being available. However, it is likely that some indiscriminate parking on the remaining footway will still take place, so the total reduction in parking capacity is unlikely to be as great as suggested by the objector.
- (d) On the other side of the Hitchin Road, the properties are set back further, so parking in front of a shop does not necessarily obstruct the footway. Most properties have off-road parking, so cars are generally parked off the highway. If a lay-by was constructed, any vehicles parked there would effectively prevent access to some of the off-road spaces.
- (e) The opportunity is being taken to use section 106 funding to improve the area, formalise parking and remove some of the current anomalies surrounding parking enforcement. The scheme involves relatively minor changes and it is anticipated that they would not significantly affect the viability of any of the businesses located there.
- (f) It is necessary to provide a clear passage for pedestrians that is not obstructed by parked vehicles and if the lay-by was made deeper this could not be achieved. A deeper lay-by with parking at right angles to the road would encourage drivers to reverse out on to a busy class 'A' road and this could not be recommended for road safety reasons. The parking area outside Karen House has right-angled parking, but this is located in a service road, with much lower traffic flows and vehicle speeds.
- (g) It is felt that the improvements proposed are a higher priority than traffic calming. Vehicle speeds are already relatively low due to the close proximity of the roundabout, the location of other junctions and general built-up nature of this length of Hitchin Road.
- (h) The overall scheme is expected to include new kerbing, footway surfacing and tactile paving, although some details have yet to be finalised. Some of the ideas put forward by the objector, such as improved cycle facilities, whilst desirable, may well have resulted in the loss of parking spaces.
- (i) This is the Henlow Camp enhancement scheme and it is considered that this is the best scheme that could be provided with the funding available.

9. The objector's shop is not located immediately adjacent to the proposed lay-by and the footway in front of his property will remain unchanged, so may well continue to be used as it is at present. In addition, the shop has a small parking area within the property boundary, which appears to be available for customer use.

10. Taking the area as a whole, if the scheme went ahead, the amount of available on-street parking in the area would remain largely unchanged. This is because the number of parking spaces being taken away by the imposition of double yellow lines roughly equates to the number of spaces being provided by the new constructed parking bays on Hitchin Road and outside Karen House. The proposal is also intended to regularise parking, so there should be less likelihood of obstructive parking taking place and provide a safer environment for pedestrians by separating them from parked vehicles. Consequently, it is recommended that the restrictions proceed as advertised.

**Appendices:**

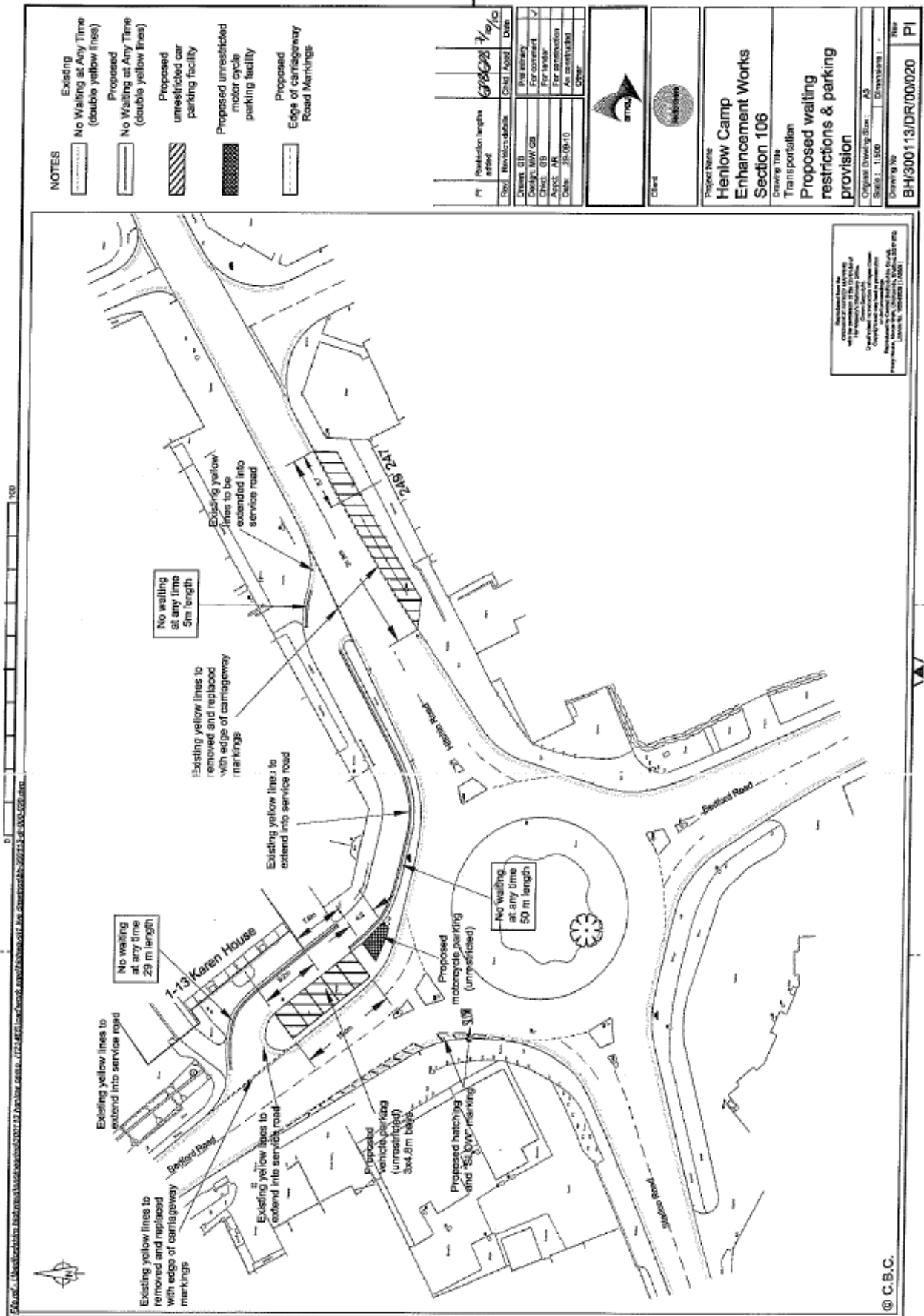
Appendix A – Location plan

Appendix B – Public notice

Appendix C – Objection to proposal

DRAFT

# APPENDIX A



### NOTES

- Existing No Waiting at Any Time (double yellow lines)
- Proposed No Waiting at Any Time (double yellow lines)
- Proposed unrestricted car parking facility
- Proposed unrestricted motorcycle parking facility
- Proposed Edge of carriageway Road Markings

Rev.	Description	Checked	Approved	Date
1	Revision lengths added			7/10/10

Drawn By	SP
Checked By	MM
Checked By	GD
Approved By	AR
Date	20.09.10
Client	ARMCO

Client:

Project Name: **Henlow Camp Enhancement Works Section 106**  
 Drawing Title: **Transportation Proposed waiting restrictions & parking provision**

Original Drawing Size	A3
Scale	1:1500
Drawing No.	
Drawing No.	BH/300113/DR/00/020
Rev	PI

Notwithstanding to the conditions of contract, the contractor shall be responsible for the design and construction of the works shown on this drawing. The contractor shall be responsible for the design and construction of the works shown on this drawing. The contractor shall be responsible for the design and construction of the works shown on this drawing.

# PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A PROHIBITION OF WAITING ON LENGTHS OF THE SERVICE ROAD AT THE JUNCTION OF HITCHIN ROAD AND BEDFORD ROAD, HENLOW AND TO PROVIDE ON STREET PARKING PLACES.

Reason for proposal: The proposed Order is considered necessary to provide a co-ordinated parking system at the above junction with additional parking facilities outside Karen House and in Hitchin Road.

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

Effect of the Order:

**To introduce No Waiting at Any Time (double yellow lines) :-**

- The Bedford Road / Hitchin Road service road, north-west side from Bedford Road in a generally south-easterly direction for a distance of approximately 29 metres.
- The Bedford Road / Hitchin Road service road, north side from Hitchin Road in a westerly direction for a distance of approximately 5 metres.
- The Bedford Road / Hitchin Road service road, south side from Hitchin Road in a generally westerly direction for a distance of approximately 50 metres.

**Revocation of No Waiting at anytime parking restrictions :-**

- Hitchin Road, south-east side from a point 8.7 metres north-east of the boundary between nos. 247 and 249 Hitchin Road in a south-westerly direction for a distance of approximately 31.6 metres

**On-Street Parking Places :-**

- The Bedford Road / Hitchin Road service road, south-west side, from a point 9.2 metres north west of the southern flank wall of nos.1-13 Karen House in a south easterly direction for a distance of approximately 15.0 metres.

**On-Street Parking for Places for Motor-Cycles.**

- The Bedford Road / Hitchin Road service road, south-east side from a point 7.8 metres south east of the southern flank wall of nos.1-13 Karen House in a south easterly direction for a distance of approximately 4.3 metres.

Further Details: of the proposed order and a plan outlining the proposals may be examined during normal office hours at Central Bedfordshire Council address below and normal opening hours at Shefford Library, 1 High Street, SG17 5DD. 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 Ron Phelvin on:-08453656009 for further details.

Objections: should be sent in writing to the Orders and Commons Registration Officer, Countryside Access Service, Central Bedfordshire Council, 239 Ampthill Road, Bedford MK42 9QQ, or (e-mail: [chris.heard@centralbedfordshire.gov.uk](mailto:chris.heard@centralbedfordshire.gov.uk)) stating the grounds on which they are made by 8th November 2010.

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 200\*".

Central Bedfordshire Council  
239 Ampthill Road  
Bedford  
MK42 9QQ

Basil Jackson  
Assistant Director of Highways

15th October 2010

DRAFT



APPENDIX C



[REDACTED]  
[REDACTED]  
Henlow Camp,  
Beds.  
SG16 6DR.  
[REDACTED]  
[REDACTED]

22<sup>nd</sup>, October 2010.

The Orders Officer,  
Outdoor Access and Rights of Way  
Technology House  
239 Ampthill Road  
Bedford  
MK42 9QQ

Dear Sir or Madam,

Relating to the correspondence I received on 21<sup>st</sup>, Oct 2010. Your Ref. RP/44803/3.  
12/300113

I would like to confirm my objection to the proposed Parking Area adjacent to properties 249/247 Hitchin Road. As Marked on the Drawing No. BH/30011/DR/00/020

**" Proposed Unrestricted Car Parking Facility"** or would you call it a lay-by? (holding 5/6 cars) I should imagine these spaces will taken up by shop staff. What about their customers?

It will effect all commercial properties on Hitchin Rd. 247/249/251/253/255 including 1. Bedford Rd. also having access on to Hitchin Rd. All these Retail Outlets rely on parking for 85% of their trade! With the financial climate as it is at the moment the shops are finding it hard. If people can't park they will not stop. Lack of Parking Loss of Trade. If this LAY-BY must stay an option of 30.min PARKING LIMIT must be applied.

There is as you may be aware a minimum amount of parking for shop owners and staff already, let alone customers, I had a visit sometime ago from one of you colleagues regarding to this matter. Relating to him that 11.00am is not the time to asses the parking, 12.30-2.00pm and 4.00pm-7.00pm is the time to view it. Especially early evening when the Fast Food shops are busy, he remarked that he finishes work at 4.00pm.

Currently shop owners and staff park off road at right-angles to the highway adjacent to their property. This still leaves quite a lot of spare parking for customers. (Up to 12/14 cars off road) Then in the evening a lot of roadside parking occurs. Where will they Go?

The other side of the road ie Shops 260 -270 have a similar parking arrangements Plus some have the benefit of rear parking. Why no lay- by there? That's being left with Off Road parking

Why can't this side just stay the same? Refurbish and tidy it up.

Another alternative! With the area marked for Unrestricted car parking, Deepen it a little, increase its length to the building line of 253, Make availability for parking off road at a 90 degree angle. Similar to bays planned for outside Karen House.

To make this a safer option, do what has been needed for sometime! Create some form of "Traffic Calming" 500 metres in all directions from the roundabout, with 15. mph limit. Definitely needed for some of the larger H.G. ♀. today.

(2)

There are other things that are not shown on your drawing, Foot Paths are not defined clearly, Has there been any thought for cyclists ! or Cycle Racks there are more and more people cycling on footpath, adults and young children back and forwards to school. A cycle track must be defined soon before there is an accident. Pensicners, invalid chairs, bikes don't Mix. Dropped curbs for wheel chairs. Pedestrian Crossings not clearly marked. Re-Surfacing of the pedestrian area its in a very poor state and never been touched since I have been here from 1995.

Whats happed to the Henlwg Camp re-enhancement scheme? Is this it?

Your Sincely,



[Redacted]

Propieter/leaseholder

cc: [Redacted]

to Henlwg Parish council.

DRY