
Meeting: Traffic Management Meeting
Date: 26 January 2011
Subject: Lincroft and High Street, Cranfield - Resolution of objections 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 Communities and Healthier Lifestyles the receipt of two objections to proposals for waiting restrictions in Lincroft and High Street, Cranfield and seek approval for the implementation of this scheme.

Contact Officer: Gary Baldwin – Traffic Engineer
gary.baldwin@amey.co.uk
Public/Exempt: Public
Wards Affected: Cranfield
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

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

Financial:

Implementation of this scheme will cost £2k which is available within existing budgets

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):

That the proposal to introduce No Waiting At Any Time Restriction at the junction of Lincroft and High Street, Cranfield be implemented as set out in this report.

Background and Information

1. The Council has received complaints over a number of years about parked vehicles in Lincroft near to its junction with the High Street. This creates conflict when opposing vehicles are entering and leaving Lincroft. In addition, the parked vehicles can obstruct pedestrians using the footway that runs alongside the High Street.
2. The matter was investigated and it was considered that a prohibition of waiting at any time should be introduced on both sides of Lincroft extending a distance of 20 metres from the High Street. In addition, a prohibition of waiting is also proposed on a length on the west side of High Street to ensure that the whole junction would be kept clear of parked cars. This would also counter any transference of parking if the restrictions in Lincroft were introduced in isolation.
3. A proposal was drawn up and this was formally advertised by public notice in November 2010. Consultations were also carried out with the emergency services and other statutory bodies, the Town Council and Elected Members. Residents and nearby businesses were consulted to give them an opportunity to comment.
4. As a result, two objections have been received; one from a shop owner and the other a resident, both of High Street. Copies of relevant correspondence are contained in Appendix C.
5. The first objector's main points can be summarised as follows:-
 - (a) The restrictions would make it difficult for their staff to find a place to park.
 - (b) There is no need for restrictions on the High Street.
 - (c) The restrictions will put extra parking pressure on Red Lion Close, which has a school and is used by buses.
 - (d) The restrictions extend too far into Lincroft.
 - (e) They are unaware of any accidents occurring at this location.
6. The second objector believes that the proposal will lead to cars being parked outside his home in the High Street, which will obscure his view when exiting his driveway. Also, the parked cars will mean that traffic will have to swerve around them and back to pass the correct side of the traffic island outside property no.139a.

7. Bedfordshire Police accept the proposal and have raised no objection.

Conclusion and the Way Forward

8. In response to the first objector's comments;
 - (a) There are ample lengths of road within a comfortable walking distance that the objector's staff could use.
 - (b) It is accepted that drivers very rarely park on the High Street, so it could be argued that the restrictions on that road are unnecessary. However, it is felt that the whole of the junction should be covered to combat any possible migration of parking from Lincroft.
 - (c) The proposed restrictions are expected to displace only 2 or 3 cars and these are not expected to create any significant difficulties in nearby streets, including Red Lion Close. Any impact on school-related traffic should be minimal, mainly because the school is located some distance away for the area where any displaced vehicles might be parked.
 - (d) The proposed extent of the prohibition of parking has been designed to allow space for a vehicle to turn into Lincroft and wait for an opposing vehicle to clear before proceeding further into the road.
 - (e) The location does not have a poor accident record. The restrictions are intended to address the specific issue of parked vehicles creating conflict between opposing traffic and the obstruction of the footway running alongside the High Street.
9. In response to the second objector's comments; there is a possibility of a few parked cars being transferred to that length of the High Street near to his home. However, the numbers of vehicles involved would be very small and are unlikely to create any significant difficulties.
10. In summary, it is felt that the advertised restrictions will address the main concerns about parking at this location, so it is recommended that the proposal proceeds as advertised.

Appendices:

Appendix A – Location plan

Appendix B – Public notice

Appendix C – Objections to proposal



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A PROHIBITION OF WAITING IN HIGH STREET AND LINCROFT, CRANFIELD.

Reason for proposal: This Order is considered necessary on the grounds of promoting road safety. The restriction is specifically aimed at prohibiting parking at the junction to provide clear lines of sight for the benefit of vehicles and pedestrians. 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) on the following lengths of road in Cranfield :-

- Lincroft - both sides from its junction with High Street to a point approximately 13.5 metres east of the property boundary between No. 2 Lincroft and No. 141a High Street.
- High Street - west side from its junction with Lincroft southwards to a point approximately 15 metres north of the boundary between Nos. 139 and 139a High Street.
- High Street - west side from its junction with Lincroft northwards to a point approximately 12 metres south of the boundary between Nos. 145 and 147 High Street.

Further Details: of the proposed order and a plan may be examined during normal office hours at the offices of Central Bedfordshire Council below. These 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 08453 656 009 for further details.

Objections: should be sent in writing to the Transportation Manager, Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk stating the grounds on which they are made by 30th November 2010.

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

Technology House
239 Ampthill Road
Bedford MK42 9QQ

Basil Jackson
Assistant Director for Highways
and Transport

7th November 2010

APPENDIX C

xxx High Street
Cranfield
Beds

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

25 September 2010

Dear Sir

Proposed Waiting Restriction, Lincroft, Cranfield

I refer to your letter of 14 September regarding the "proposed No Waiting at Any Time" restriction.

I have been at this address for 11 years and I have never yet experienced anyone parking on the High Street where you have drawn your red lines on your plan. Neither at any time are both sides of Lincroft at the top end used for parking, only the side where the property marked "f" is. This will be very difficult for my staff to park their cars to come to work as our car park is left entirely for clients to park their vehicles so that clients from outside the area do not cause obstructions in the vicinity to the salon. These restrictions will only put pressure on the use of Red Lion Close for both staff and clients alike and this is the road in which the buses have to go down in order to drop and pick up children from Holywell School. It is already difficult for parents and anyone else parking down there when the buses have to get by.

There has never been any accident to my knowledge where you intend to put your restrictions, and it is not difficult seeing in and out of the junction if you are going at the speed that you are supposed to be! If there is to be a restriction it should not go so far down Lincroft but just to the front of the houses and not the back of the houses which would make much more sense. All those that live in Lincroft have been given parking bays so why are they not using them and parking on the road instead making it difficult for everyone else. Surely they should be advised to use their parking bays at the back of their houses.

Your comments are that it would make it safer, safer for whom, not for the school children, not for the motorists/pedestrians. The front of our shop is also being used as a bus-stop for Wootton Upper Pupils.

There is a crossing with two bollards which have been placed ridiculously close to where the bus stops (not at the bus stop I might add) and vehicles cannot get by and even drive on the other side of the bollards to overtake the bus when it stops. Very dangerous I would have thought!! What thought has gone into this I wonder or perhaps something more sensible could be given consideration.

I therefore do object these waiting restrictions which are totally unnecessary and the money should be better spent ensuring the bus stops at a bus stop or the bollards moved to a sensible place and the safety of the children going to Holywell and Cranfield Lower School should be paramount.

Yours faithfully

Director

Proposed waiting restriction, Lincroft, Cranfield

UNRECORDED

Dear Sirs

Please note the following objection to the proposals on the grounds that the double yellow lines will lead to cars parking outside of our property [REDACTED] High Street. Cars parked here block our view from getting out of our drive; this is dangerous. Also there are bollards in middle of the road adjacent to 139a high street therefore traffic has to swerve around cars then back by bollards if cars are parked outside our property.

Thank you



Cranfield

Bedford

MK43 0HZ