
Meeting: Traffic Management Meeting
Date: 25th April 2013
Subject: Various Roads on the East Side of Central Bedfordshire - Consider Objections to Proposed Waiting Restrictions
Report of: Jane Moakes, Assistant Director Environmental Services
Summary: This report seeks the approval of the Executive Member for Sustainable Communities - Services for the introduction of waiting restrictions in Various Roads on the East side of Central Bedfordshire following the publication of proposals.

Contact Officer: Gary Baldwin
gary.baldwin@amey.co.uk
Public/Exempt: Public
Wards Affected: Arlesey, Biggleswade, Pottton, Sandy, Stotfold & Langford and Silsoe & Shillington
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety and improve parking facilities.

Financial:

The cost of implementing this scheme in total will be approximately £7,000. Implementation of the scheme would require the allocation of additional funding in financial year 2013/14.

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.

RECOMMENDATION(S):

- 1. That the proposals to introduce waiting and stopping restrictions in Biggleswade; Clifton; Arlesey Road and Hitchin Road, Henlow; Langford; Potton; Sandy and Shillington be implemented as published.**
- 2. That the proposals for Henlow be amended as follows:-**
 - a) High Street (North) that the proposed No Waiting at any time be shortened at the southern end, such that they terminate between nos.78 and 80a on the east side and between nos.67 and 69 on the west side.**
 - b) High Street (South) that the proposed No Waiting at any time be implemented on the west side, but that on the east side they only cover that length of road from the Clifton Road roundabout northwards for approximately 50 metres to the existing bus stop.**

Background and Information

1. This is a proposal to introduce waiting restrictions in various roads in towns and villages on the east side of Central Bedfordshire; namely Biggleswade, Clifton, Henlow, Langford, Potton, Sandy and Shillington. Most of the proposals are relatively minor in scope and are aimed at addressing local concerns. The restrictions have mainly been requested by members of the public, Town and Parish Councils and elected Members. The proposals have been “batch-advertised” to reduce publishing and other costs.
2. The proposals were formally advertised by public notice during January and February 2013. Consultations were carried out with the emergency services and other statutory bodies, relevant Town and Parish Councils and Elected Members. Local residents and businesses likely to be directly affected by the proposals were individually consulted by letter.
3. No objections have been received in response to the following published proposals:-
St John’s Street, Biggleswade,
Church Street, Clifton
Hitchin Road, Henlow.
Church Street/East Road and Garfield, Langford.
Faynes Court and Hawk Drive, Sandy

Consequently, it is recommended that these be implemented as published.

- 4 In respect of the other locations, the following representations have been received:-
Dells Lane, Biggleswade – 1 objection and 1 comment.
High Street (North), Henlow – 5 objections, 1 comment and 1 support.
High Street (South), Henlow – 6 objections and 1 comment. Includes a petition signed by 15 residents and users of the nearby Methodist Church.
Arlesey Road – 1 comment.
Biggleswade Road, Potton – 4 objections.
Bedford Road/Albion Court, Sandy - 1 objection and 1 comment.
Market Square, Sandy – 1 comment.
Hillfoot Road, Shillington – 5 objections and 1 support.
- Copies of all representations are included in Appendix E and are summarised below.

5. Bedfordshire Police has no objection to any of the proposals.

6. The main points raised by those objecting to the proposed waiting restrictions and traffic calming measures are as follows:-

7. Dells Lane, Biggleswade

The objector states that theirs is the only property on this part of Dells Lane that does not have a drive and that the restrictions should be shortened to leave the length outside their home un-restricted. The residents have mobility issues and the proposed yellow lines would cause unnecessary suffering.

Biggleswade Town Council has said that they are happy with the restrictions, but asked us to look more closely at Tennyson Avenue, Chaucer Drive and Dickens Court.

8. High Street (North), Henlow

Henlow Parish Council suggests a shorter length of no waiting from no.84 to 86 on the east side and from no.75 to no.79 on the west side. In their view, this would cover the main area of concern and enable clearer visibility.

Residents of four properties and one business have objected to the proposals.

The issues they have raised concern loss of spaces for those with no off-road parking, difficulties associated with customers of the nearby public house finding parking, displacement of parked cars elsewhere, adverse effect on local businesses and an increase in vehicle speed due to removal of parked cars.

Several of the objectors mention that building work has recently commenced on a residential development on High Street and the junction for that will lead to a further loss of on-street parking. There are also concerns about the public consultation process relating to the proposals.

One resident welcomes the restrictions as they would make it easier and safer entering and leaving their drive.

9. High Street (South), Henlow

Henlow Parish Council suggests a shorter length of no waiting from The Crown public house north to no.6b on the east side and to no.19 on the west side. They consider that this would cover the bend and narrow section where most properties have off-road parking.

Residents of five residential properties and another who owns several business premises on this part of the High Street have objected. The 15 residents who signed the petition are opposed the proposal. Their concerns relate to the loss of parking for residents, their visitors and local businesses and their trade. They are also worried about increasing vehicle speed and difficulties exiting driveways. There is a suggestion that the restrictions are being proposed to assist the haulage operator located on this stretch of the High Street. Some residents have expressed concerns about stopping to drop off groceries and receiving deliveries. There are also concerns about the consultation did not include sufficient residences.

10. Arlesey Road, Henlow

Henlow Parish Council accepts the proposed restrictions on the north side of the road, but does not consider that they are necessary on the south side.

11. Biggleswade Road, Potton

The objectors are concerned about the loss of on-street parking capacity, the impact that the restrictions would have on property values and the anticipated increase in the speed of traffic on this length of road and the restrictions will encourage even higher speeds. There are also concerns about dropping off elderly residents and loading/unloading goods from their vehicle outside their homes.

12. Bedford Road/Albion Court, Sandy

The objector lives in Albert Court and states that the road has limited resident parking which can be insufficient when people have visitors. The proposed restrictions would prevent visitors parking in the access road. The suggestion is that just the Bedford Road/Albion Court junction should be restricted.

Sandy Town Council considers that the proposal is excessive and would prefer to see parking on one side of Albion Court only and within 10 metres of the Bedford Road junction.

13. Market Square, Sandy

Sandy Town Council does not agree that there should be no time restriction on the disabled parking spaces. The Town Council suggests that consideration should be given to a time restriction though a minimum of 4 hours is suggested.

14. Shillington

The objectors consider that parked cars are an effective traffic calming measure and their removal will increase speeds. There is already a shortage of on-street parking, so the restrictions will mean that residents will find it difficult to find convenient parking. Shillington Parish Council supports the proposal.

Responses and Conclusion

15. Bedfordshire Highways' response to the points above are as follows:-

16. Dells Lane, Biggleswade

The Council has received complaints about parking in Dells Lane, near to its junction with London Road. This length of road provides un-restricted parking close to the town centre, so is probably an attractive place to park for shop workers and shoppers. Traffic flows are reasonably high and the current level of on-street parking creates conflict between opposing streams of traffic. This is exacerbated by the alignment of this stretch of Dells Lane and a bus stop. The points made by the objector are acknowledged, but the yellow lines need to be extended across their frontage to ensure that the junction of The Dells remains clear of parked cars. There is un-restricted parking slightly further along Dells Lane which would be within a reasonable walking distance. The normal exemptions for disabled parking, loading/unloading and picking up/setting down passengers would be applicable to any restrictions that are introduced.

Bedfordshire Highways is aware of concerns about the level of commuter parking in the Tennyson Avenue area and discussions with Biggleswade Town Council are on-going. The investigation and consideration of parking controls in this particular area is considered to be outside the scope of the current proposals and needs to be looked at as a separate exercise.

17. High Street (North), Henlow

The concerns of residents are understandable, with parking likely to be more of an issue due to the close proximity of the public house and parish hall. However, if the length of restriction was reduced to that suggested by Henlow Parish Council this would cover a length of only around 35 metres, which is considered insufficient to address the hazard that is created by a slight narrowing of the road and the current level of on-street parking. The High Street is a relatively busy class B road, so it is important that consideration is given to ensuring a reasonably unobstructed passage for through-traffic. The residential development is located further south on the High Street and will involve the construction of a new priority junction. This will inevitably lead to the loss of some parking spaces, but no further restrictions are proposed as part of that development. The proposals were published in the local newspaper and we wrote to all properties likely to be directly affected by the proposals and the Parish Council.

Given the representations received, it is recommended the proposals be reduced in length at the southern end by approximately 15 metres. This would allow more on-street parking at the location where it is needed the most, i.e. alongside those homes that have little or no off-road parking and near to the public house.

18. High Street (South), Henlow

The proposal would clearly lead to a loss of on-street parking capacity and that would have a significant impact on those householders who have no off-road parking and the businesses located on that length of road. The restrictions may lead to a slight increase in vehicle speed, but consideration has to be given to ensuring the relatively free-flow of traffic on a B road, such as this. The restrictions were requested by the Parish Council and the needs of the haulage company were not a major consideration. However, the proposed restrictions do extend across their access, so would help with access/egress to those premises, particularly for larger vehicles. Short duration stops would not be affected because drivers are permitted to stop to pick up/set down passengers and to load/unload.

The recommendation is that the no waiting be introduced as published on the west side to counter any road safety issues with parking on the inside of the bend. On the east side, parked cars create less of a hazard and is the side where there are more properties without off-road parking. As a result, the no waiting could be introduced on the east side from the Clifton Road roundabout northwards to the bus stop only. The proposed restrictions on the remainder of east side could be put on hold and could still be implemented within 2 years if serious concerns arise.

19. Biggleswade Road, Potton

It is accepted that the removal of parked cars can result in increased speeds, but this is generally on longer lengths of road where parking is banned. The current proposal is to extend the existing yellow lines by approximately 30 metres. This site is adjacent to the B1040/ B1042 junction and parked cars regularly create significant vehicular conflict and congestion, particularly at peak times. The Council has received a number of complaints about parking at this location in recent months. The restrictions will not prohibit drivers from picking up and setting down passengers or loading/unloading goods. The Council appreciates that many properties on this stretch of road have no off-road parking, so the proposal seeks to offer a compromise by retaining some on-street parking.

20. Bedford Road/Albion Court, Sandy

Several complaints, including a petition signed by 18 residents of Albion Court, were received prior to publication of the proposed restrictions requesting parking controls. They claim that access is obstructed by parked cars, mainly at the weekend where matches are played at the adjacent recreation ground. Albion Court has a relatively narrow access road with speed reducing chicanes and heavy parking could create difficulties and delays for emergency vehicles. Due to the width and alignment of the Albion Court access road, it is felt that parking should be prohibited on both sides. Due to the road width, if parking was allowed on one side, vehicles would continue to be parked partly on the footway and/or verge.

21. Market Square, Sandy

The existing disabled spaces are only operational Monday to Saturday 8am-6pm, so outside of those hours anyone can park there. It is felt that the disabled spaces should be available at all times to assist blue badge holders who visit Sandy town centre in the evening and on Sundays. Blue badge holders can already park without time limit in the general 1 hour parking bays in the Market Square. They can also take advantage of the national concession that enables blue badge holders to park on yellow lines for up to 3 hours. Therefore it is felt that there is little to be gained by restricting the disabled bays to 3 or 4 hours. For ease of understanding and convenience, it is considered that the disabled spaces should be available for blue badge holders at all times and have no time limit.

22. Hillfoot Road, Shillington

The length of double yellow lines proposed is approximately 15 metres or 3 car lengths. Hence, the restrictions would have a relatively minor impact on parking capacity or the speed of traffic.

Appendices:

Appendix A – Drawings of Proposed Waiting Restrictions

Appendix B – Public Notice for Proposed Waiting Restrictions

Appendix C – Objections and representations – Dells Lane, Biggleswade

Appendix D – Objections and representations – High Street (North), Henlow

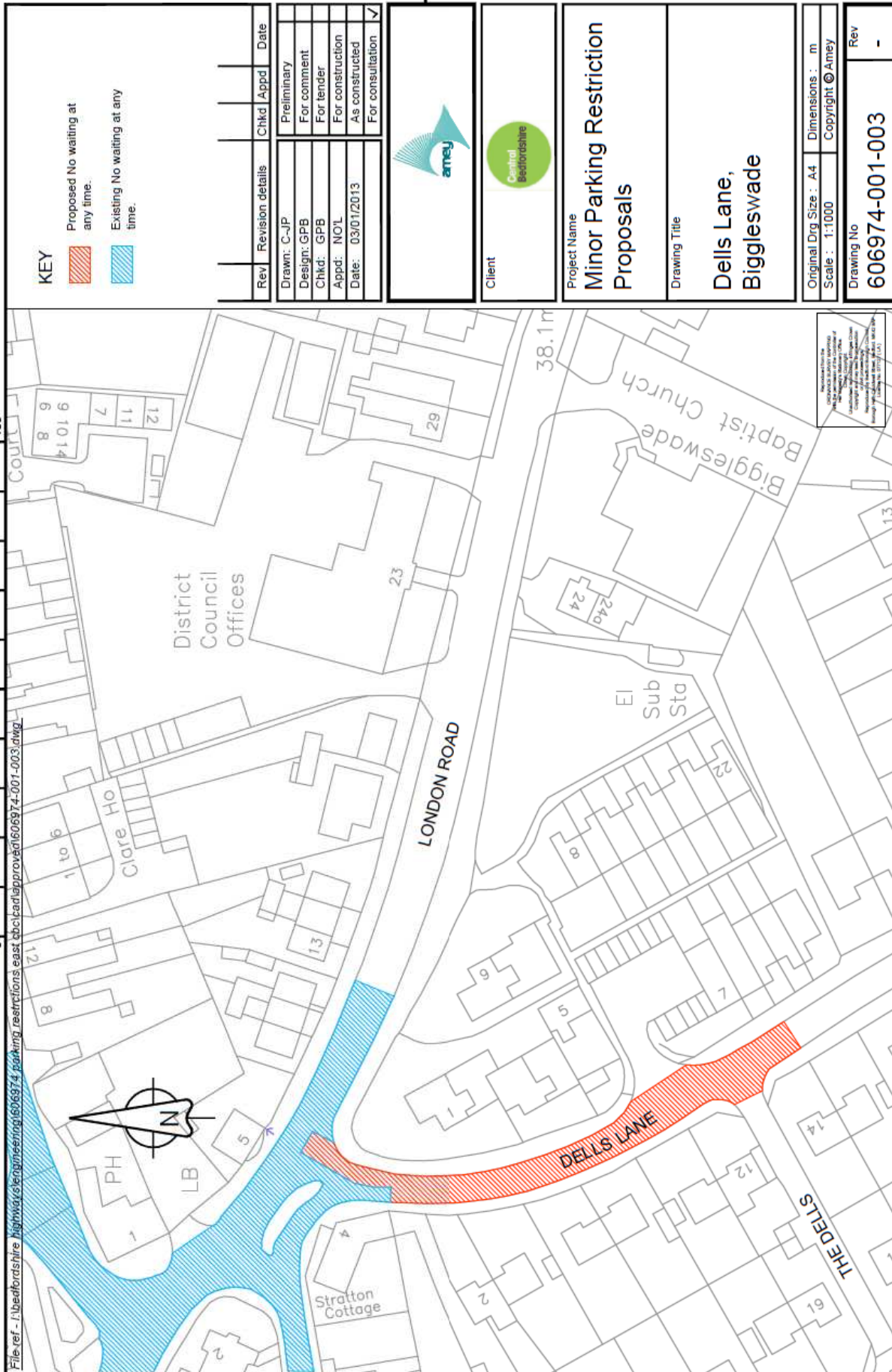
Appendix E – Objections and representations – High Street (South), Henlow

Appendix F – Objections and representations – Biggleswade Road, Potton

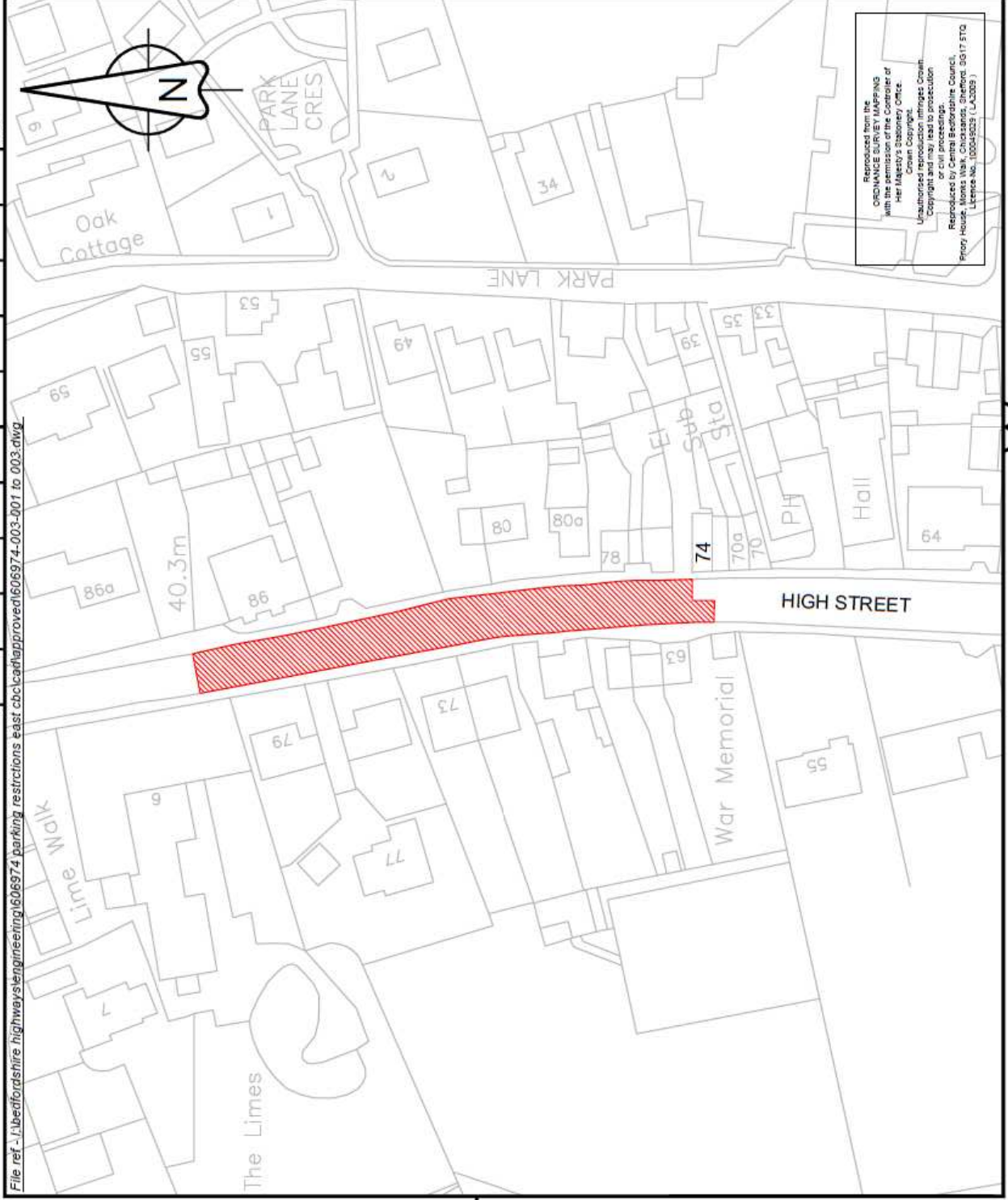
Appendix G – Objections and representations – Sandy

Appendix H – Objections and representations – Hillfoot Road, Shillington


Appendix A



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KEY
 Proposed No Waiting At Any Time

Rev	Revision details	Chkd	Appd	Date
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	Design: GPB			
	Chkd: GPB			
	Appd: NO/L			
	Date: 03/01/2013			
		Preliminary		
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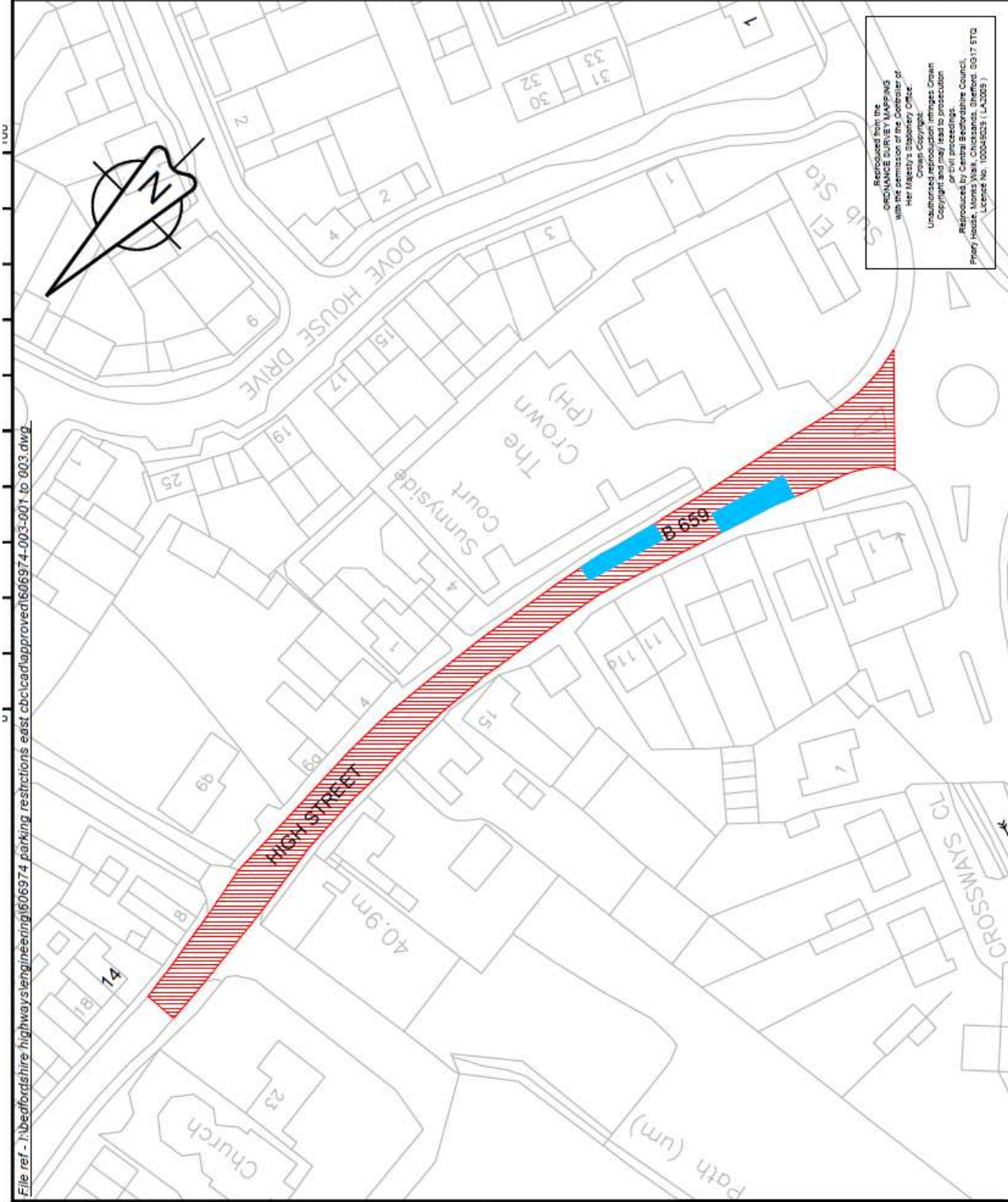
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Minor Parking Restriction Proposals

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Bedfordshire Highways - High Street, Henlow

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- Proposed No Waiting At Any Time
- Existing No Stopping except buses

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Drawn: C-JP	Preliminary
Design: GPB	For comment
Chkd: GPB	For tender
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Date: 03/01/2013	As constructed
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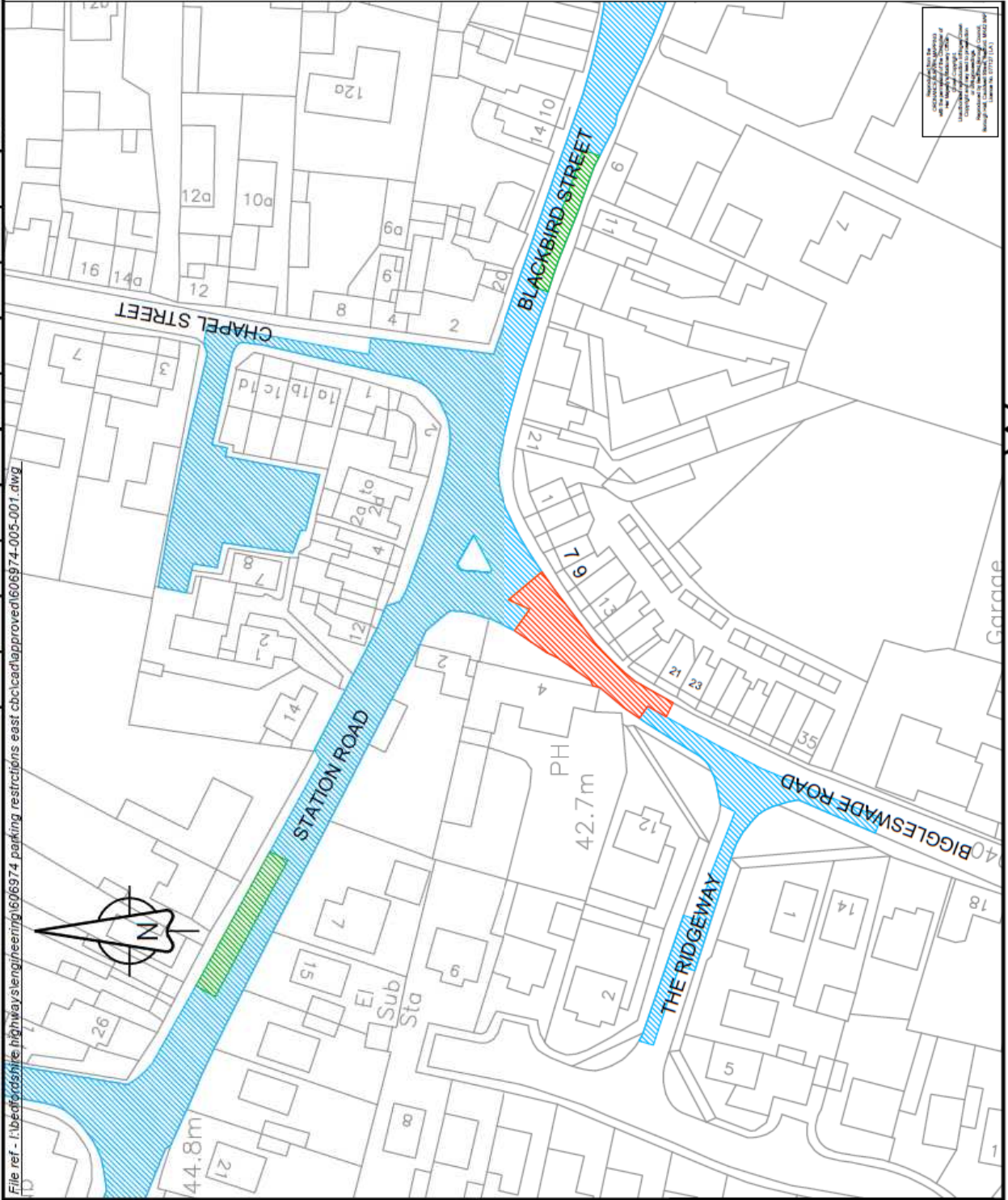
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-  Existing No waiting: Mon-Fri 8am - 6pm
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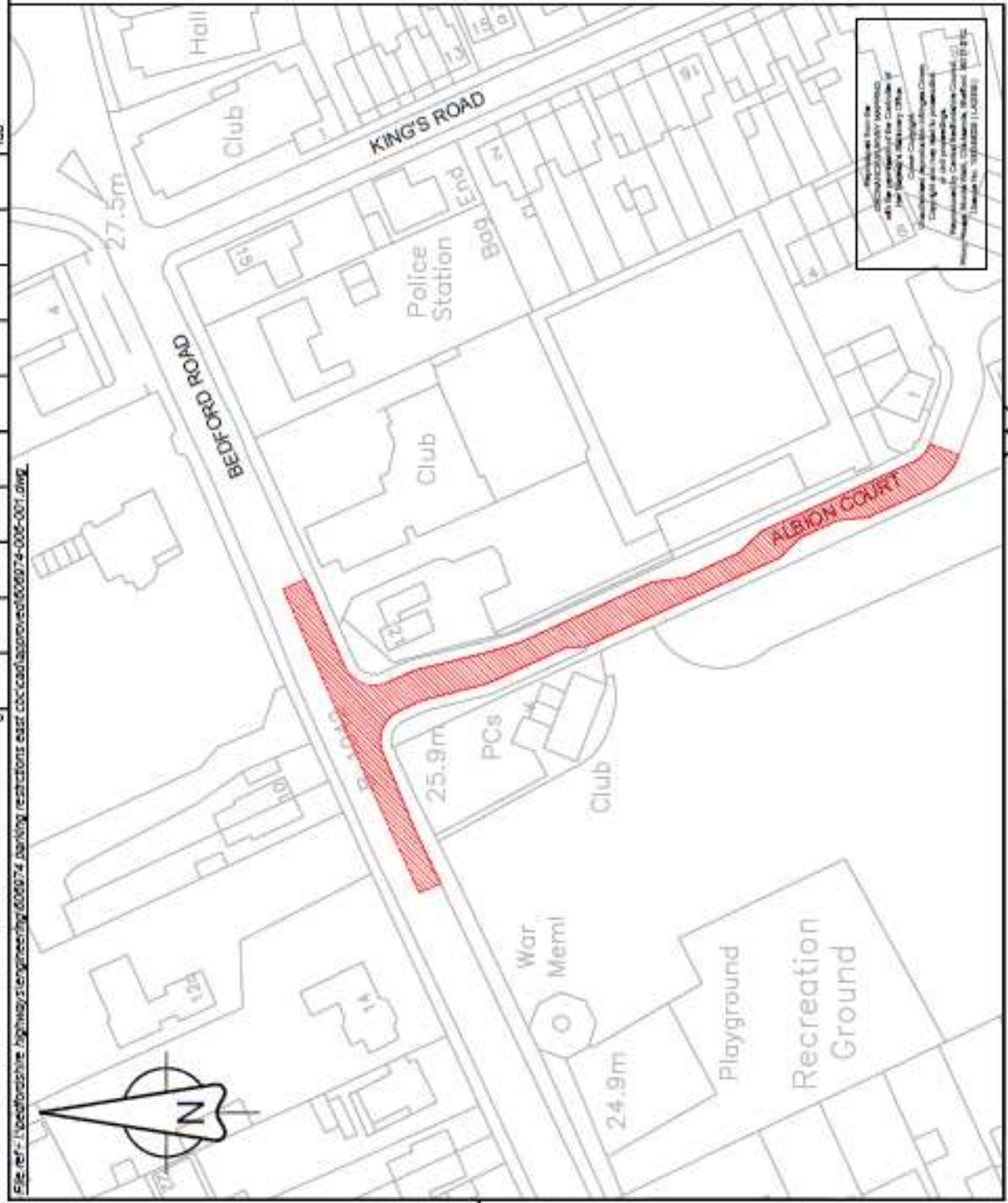
Project Name
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Drawing Title
Biggleswade Road, Potton

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KEY
 Proposed No waiting at any time.

Rev	Revision details	Chkd	Appd	Date
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	Chkd: GFB			For tender
	Appd: NOL			For construction
	Date: 03/10/2013			As constructed
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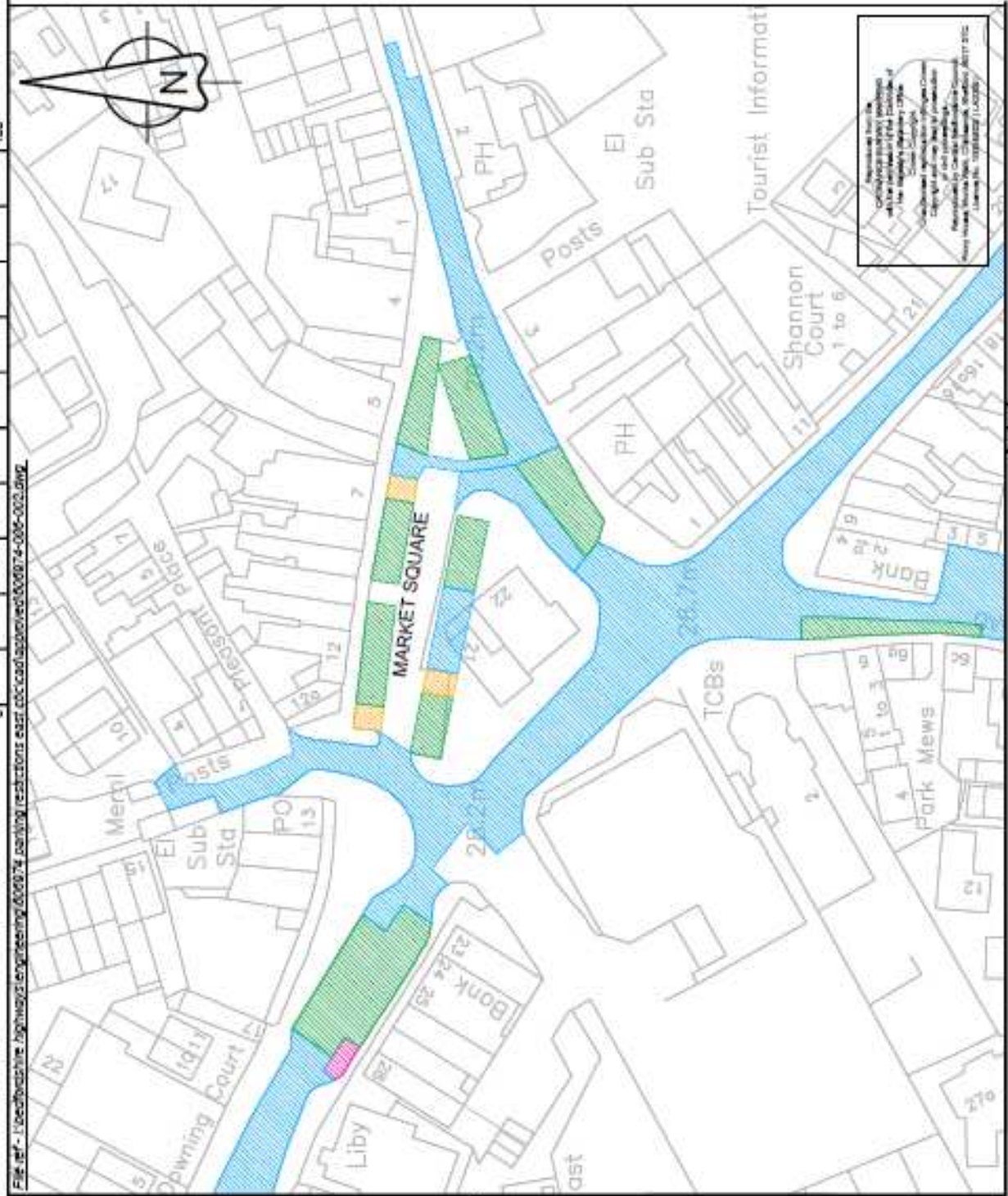
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- KEY**
- Proposed Disabled Parking space
No time limit.
 - Existing Disabled Parking
spaces to be operational at
all times with no time limit.
 - Existing No Waiting at any
time.
 - Existing Limited/Waiting 1 hour
No Return 1 hour
Mon - Sat 8am - 6pm

Rev	Revision details	Chkd	Appd	Date

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Check: GPB	For tender
Appd: NOT	For construction
Date: 01/03/2013	As constructed
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Project Name
Minor Parking Restriction Proposals

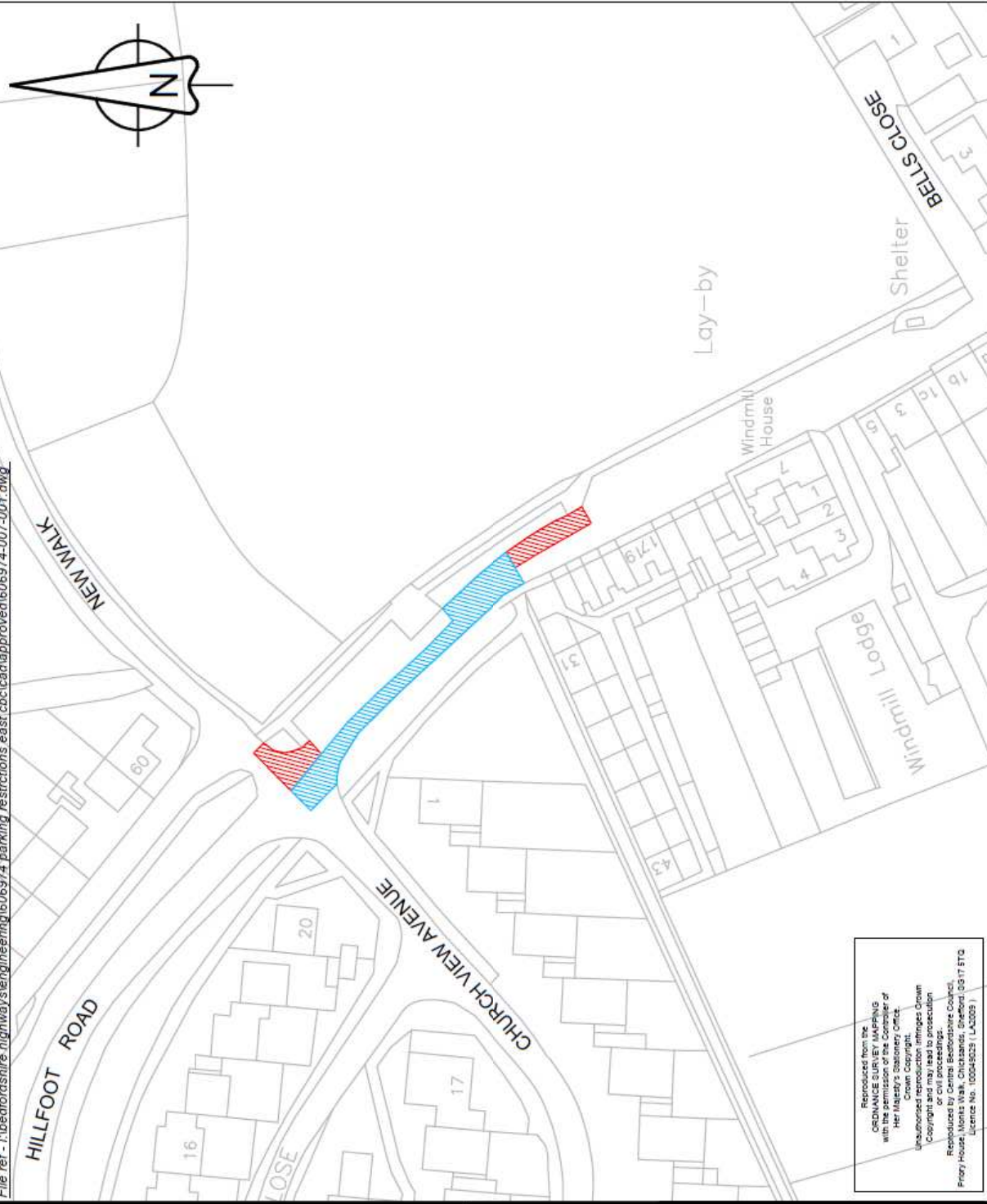
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Market Square, Sandy

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KEY

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- Existing No waiting at any time.

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	Appd: NOL			For construction
	Date: 03/01/2013			As constructed
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Client

Project Name
Minor Parking Restriction Proposals

Drawing Title
Bedfordshire Highways - Hillfoot Road, Shillington

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PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE WAITING RESTRICTIONS IN BIGGLESWADE, CLIFTON, HENLOW, LANGFORD, POTTON, SANDY AND SHILLINGTON

Reason for the proposal: The proposed Order is required in the general interest of promoting road safety and/or improving parking facilities.

Effect of the Order:

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

Dells Lane, east side, from its junction with High Street in a southerly direction to a point in line with the property boundary of nos.14 and 16 Dells Lane.

Dells Lane, west side from a point in line with the south flank wall of no.4 London Road in a southerly direction to a point in line with the property boundary of nos.14 and 16 Dells Lane.

St John's Street, south side, from a point in line with the east flank wall of no.36 St John's Street in an easterly direction for a distance of approximately 15 metres.

St John's Street, south side, from a point approximately 45 metres east of the east flank wall of no.36 St John's Street in an easterly direction for a distance of approximately 40 metres.

Rose Lane, both sides, from its junction with St John's Street in a southerly direction for a distance of approximately 20 metres when measured from the southern kerb line of St John's Street.

To introduce No Stopping on the existing School Entrance markings Monday to Friday 8am-4.30pm on the following length of road in Clifton:-

Church Street, east side, from a point approximately 14 metres north of the property boundary of nos.8 and 10 Church Street in a northerly direction for a distance of approximately 31 metres.

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

Arlesey Road, both sides, from a point approximately 5 metres west of the property boundary of nos.1 and 3 Arlesey Road in a westerly direction for a distance of approximately 61 metres.

Hitchin Road, both sides, from a point approximately 51 metres south of the property boundary of nos.4 and 8 Hitchin Road in a northerly direction to a point approximately 26 metres north of the property boundary of nos.4 and 8 Hitchin Road.

High Street, both sides, from a point approximately 12 metres south of the property boundary of nos.1 and 3 High Street in a northerly direction to a point in line with the south flank wall of no.14 High Street.

High Street, east side, from a point in line with the north flank wall of no.74 High Street in a northerly direction to a point approximately 12 metres north of the north flank wall of no.79 High Street.

High Street, west side, from a point approximately 4 metres south of the south flank wall of no.63 High Street in a northerly direction to a point approximately 12 metres north of the north flank wall of no.79 High Street.

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

Church Street, east side, from a point in line with the property boundary of no.67 Church Street and no.2 East Road in a northerly direction for a distance of approximately 67 metres.

East Road, both sides from its junction with Church Street in an easterly direction to a point in line with the west flank wall of no.2 East Road.

Garfield, north side from a point 17 metres west of the rear wall of no.58 Garfield in a westerly direction for a distance of approximately 4 metres.

Garfield, south side from a point in line with the rear wall of no.58 Garfield in a westerly direction for a distance of approximately 15 metres.

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

Biggleswade Road, east side from a point in line with the property boundary of nos.7 and 9 Biggleswade Road in a southerly direction to a point in line with the property boundary of nos.21 and 23 Biggleswade Road.

Biggleswade Road, west side from a point approximately 2 metres south of the property boundary of nos.7 and 9 Biggleswade Road in a southerly direction to a point approximately 4 metres north of the property boundary of nos.21 and 23 Biggleswade Road.

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

Bedford Road, south side, from a point approximately 35 metres east of the property boundary of nos.10 and 12 Bedford Road in a westerly direction to a point approximately 25 metres west of the property boundary of nos.10 and 12 Bedford Road.

Albion Court, both sides, from its junction with Bedford Road in a southerly direction to a point approximately 3 metres north-west of the rear wall of no.1 Albion Court.

Faynes Court, east side from its junction with Sunderland Road in a southerly direction for a distance of approximately 28 metres, including the access to the private parking area to the rear of nos.14 to 36 Faynes Court.

Faynes Court, west side, from its junction with Sunderland Road in a southerly direction to a point approximately 5 metres south of the front wall of no.14 Faynes Court.

To amend the existing waiting restrictions in to No Waiting Monday to Friday 8.30am-9am and 3pm-4pm on the following lengths of road in Sandy:-

Kestrel Way, both sides, from a point approximately 4 metres north of the property boundary of nos.1 and 1c Hawk Drive in a southerly direction for a distance of approximately 52 metres.

Hawk Drive, south side, from a point approximately 9 metres west of the property boundary of nos.2 and 4 Hawk Drive in a westerly direction for a distance of approximately 28 metres.

Hawk Drive, north side, from the west flank wall of no.1 Hawk Drive in an easterly direction for a distance of approximately 54 metres, including the turning head.

The Harriers, both sides, from a point approximately 3 metres east of the west flank wall of no.10 Kestrel Way in an easterly direction for a distance of 15 metres.

To introduce a new Disabled Badge Holders Parking Space to apply at all times with no time limit on the following length of road in Sandy:-

Market Square, south side layby, from a point approximately 1 metre west of the property boundary of nos.27 and 28 Market Square in a westerly direction for a distance of approximately 7 metres.

To amend the existing Disabled Badge Holders Parking Spaces to apply at all times with no time limit on the following lengths of road in Sandy:-

Market Square, north side, outside no.7 Market Square (parking at right angles to the road)

Market Square, north side, outside no.12a Market Square (parking right angles to the road)

Market Square, south side, outside no.21 Market Square (parking at right angles to the road)

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

Hillfoot Road, north-east side, from a point approximately 48 metres north-west of the north flank wall of no.27 Hillfoot Road in a northerly direction for a distance of approximately 8 metres.

Hillfoot Road, north-east side, from a point approximately 5 metres north of the north flank wall of no.27 Hillfoot Road in a southerly direction for a distance of approximately 15 metres.

If made, any previous waiting restriction Order made on the lengths of road specified above will be revoked.

Further Details of the proposal and plans may be examined during normal opening hours at Biggleswade Library, Chestnut Avenue, Biggleswade SG18 0LL, Sandy Library, Market Square, Sandy SG19 1EH, Shefford Library, 1 High Street, Shefford, SG17 5DD or online at www.centralbedfordshire.gov.uk/consultations. These details will be placed on deposit until 6 weeks after the Order is made or until it is decided not to continue with the proposal. For more information please contact Gary Baldwin tel. 0845 365 6116 or e-mail gary.baldwin@amey.co.uk

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 19th February 2013.

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**"

Technology House
Amphill Road
Communities MK42 9BD

Gary Alderson
Director of Sustainable

25th January 2013

Appendix C

Dear Sir,

In response to your proposal to introduce waiting restrictions in Dells Lane, we would like to register our objection to the waiting restrictions as set out in your notice dated 25 January 2013. We are the only residence in this part of Dells Lane that does not have a drive and therefore the only ones that would be seriously affected. We suggest that the restrictions, should they go ahead, cease at the end of the drive for No. 7 and feel that this would be a fair solution.

In support of these proposals I would point out my partner is a blue badge holder as his walking is restricted and that I suffer from COPD and to be unable to park outside the house would cause unnecessary suffering, particularly if having to carry shopping any distance.

Your favourable consideration of these proposals would be appreciated and we look forward to hearing your response.

Yours faithfully,

■

BIGGLESWADE TOWN COUNCIL

The Town council considered the proposed restrictions at a Council meeting of the 22nd January 2013; Council made the following observations;
The Town Council while happy to see the restrictions, suggest that the restriction be looked at more closely and implemented to include Tennyson Avenue, Chaucer Drive, Dickens Court, part of Sun Street and further up St Johns Street.

Council felt that these areas should be included in the scheme.

Appendix D

Henlow Parish Council



Henlow Parish Council
The Sports Pavilion
Groveside
Henlow
Bedfordshire
SG16 6AP
Telephone: 01462 811800
Mobile: 07502086419
Email: henlowpc@btconnect.com
Website: www.henlow.net

Transport Manager
Bedfordshire Highways
Woodlands Annex
Manton Lane
Bedford
MK41 7NU

4th February 2013

Dear Sirs

Re: Proposed Waiting Restriction Order

Further to the correspondence received from CBC on 8th January confirming publication of Statutory Notices on 25th January 2013 and showing Parking Restriction proposals as follows; (i) & (ii) High Street, (iii) Hitchin Road between The Crown and A507 roundabouts and (iv) Arlesey Road. The Members were disappointed at the lack of notice given by CBC or previous consultation with HPC before the notices are to be published.

They were surprised at CBC's action now especially in view of HPC having been told that their similar proposals submitted in 2012 were deemed by CBC to be of 'not a high enough priority' for consideration.

The Members discussed CBC proposals and HPC would like to comment as follows:

(i) **HPC suggested 84-86 East side/ 75-79 West side - High Street**, as this highlighted the pinch point and area of concern. Just doing this section would enable clearer visibility south. It also affects minimum amount of properties, the ones affected have off street parking. **CBC is now suggesting 74-86 East side/63-79+ West side:** over twice as long as is needed to address concerns in this location. CBC's proposals also affect 6 cottages that have no off street parking.

(ii) **HPC suggested from The Crown PH Roundabout up to 6b East side/up to 19 West side - High Street:** this section of concern as narrowest / bend, but majority of properties having off street parking. **CBC proposal above extended to 14 East side / up to 21 West side:** wider section – not a problem area, and also affecting 4 properties without off street parking.

(iii) **HPC / CBC proposal:** the same – between The Crown and A507 roundabouts.

(iv) **HPC proposal – none previously. CBC from The Crown PH Roundabout to 1 Arlesey Road.** Whilst HPC recognise the parking on the north side of Arlesey Road for this section causes problems for vehicles leaving Dove House Drive onto Arlesey Road, severely restricting visibility, HPC does not think parking restrictions are warranted on the south side, and would recommend introduction on the north side only.

Apart from the above as submitted for comment, the Parish Council also submitted a request for parking restrictions to be considered for a section in Clifton Road. CBC is to be asked why Clifton Road is not included in the current proposals.

The Members also expressed concern about the frequent parking on both sides of Hitchin Road outside the Koi Carp. Parked vehicles on the footpath on the Eastern side make access for pedestrians very difficult / impossible. CBC is to be asked to consider implementing parking restrictions for this area of concern

Yours faithfully

Bert Schrier
Clerk to **Henlow Parish Council**

Dear Sir,

Please find below our objections to the proposed waiting restrictions in Henlow.

The order is stated as being required in the general interest of promoting road safety, specifically to improve traffic flow and road safety. This is to be achieved by ensuring that certain stretches of the road remain clear of parked vehicles.

The following points show that the proposed changes would:

- § Not achieve the stated requirements;
- § Have an adverse effect on the lives of residents;
- § Worsen the stated problems;
- § Are an unnecessary cost to the community;
- § Have an adverse effect on local businesses.

Points for objection:

- (1) Enforcement costs are likely to be significant as there are no existing restrictions so new coverage/service would be required and costs likely to exceed revenue from fines.
- (2) Implementation cost – the time spent on this suggestion is a waste. The cost of additional signage, road markings, further stages of the approval process are not justified.
- (3) Parked vehicles belong to locals or customers of the local businesses. Waiting restrictions will only effect these groups.
- (4) Safety: There are more appropriate traffic calming measures which could be taken such as adding pedestrian crossings and speed bumps/chicanes.
- (5) Parked cars provide a natural traffic calming effect as vehicles must slow down to pass. There is a noticeable increase in vehicle speed during the night when there are less parked cars. Eliminating parked cars means traffic speeds would increase, particularly during the day.
- (6) Traffic flow will not improve – just the location of any problems will move further down the street and most likely worsen.
- (7) Traffic flow during ‘rush hour’ is steady. The only pressure point is at the junction of the A507 with High Street. Removing the calming effect of having parked cars on High Street would mean an increase in arrival rate at this junction, increasing congestion.

- (8) If traffic flow is improved then the already busy High Street is likely to become even busier as the route will become faster to navigate.
- (9) During the consultation period there have been a minimum of 30 vehicles parked on High Street overnight, therefore residents. If waiting restrictions are implemented then alternative parking would be required. There are no suitable locations in the village with this capacity.
- (10) When there is an event at the village hall it is normal for the car park to be over-full. Parking is therefore transferred to High Street. With waiting restrictions this would be impossible so the village would lose the benefit of being able to attract people to the village hall.
- (11) Lack of parking for local businesses – village shop, salon, baker, pub. Without adequate parking provision for customers it is possible that local businesses would be unable to continue to serve the community.
- (12) Pressure on visitors to the nursing home – visitors parking onsite is limited. Visitors have to rely on there being space on the street nearby. If this scheme is implemented then some of the vehicles currently parking in the directly effected zones would move to be in this area. The scheme therefore fails the residents.
- (13) Having to park further away means residents may not have a direct view of their vehicles, increasing the chance of any damage or theft being unnoticed for an extended period.
- (14) Most houses in the directly effected zones have no or limited off-road parking. To take away the possibility of parking on the road means the homeowners' quality of life deteriorates.
- (15) Having parking restrictions means families with small children would not be able to park in close enough proximity to ensure child safety while unloading the car.
- (16) Being unable to park near to their homes means residents will not be able to have deliveries, workmen or visitors (such as elderly relatives).
- (17) Parked cars pose a potential danger only when crossing the road. Apart from being a personal responsibility, there is a Pelican crossing provided by the shops. There is no reason to be crossing the road elsewhere in the effected area.
- (18) When crossing next to parked cars, the primary danger is from vehicles driving too quickly. This will only increase if there is no parking.

Communication relating to the scheme

- (19) The letter looked like a circular and may have been destroyed without reading.
- (20) The wrong postcode was used so it is not certain that all were received.
- (21) The scheme is poorly advertised – we received a letter but it would seem normal to put notices on lampposts/notice boards in the village, which has not been done.
- (22) The selection of zones is confusing, with five different sections and only an incomplete map.
- (23) A very short time has been allocated to formulate a response (less than 4 weeks).
- (24) Details of the plan are available for inspection only in Biggleswade, Shefford or online – this is inappropriate and restricts the population who have the option to respond.

Confusion over reason/aims

- (25) The scheme does not enhance safety, actually making the road more dangerous.
- (26) There is no information as to the history of the scheme, what has triggered the suggestion and why it is believed there is an issue.
- (27) We note that work has begun on a new residential development during this consultation period. Is there a connection as the plans for this did not include comment relating to traffic flow and parking provision, other than to state that there was no issue and so no additional requirements?
- (28) There is no information regarding the next step/process/plan for potential implementation.

In summary, the changes are ill-conceived and it would be inappropriate to continue with the scheme. If safety is the primary driver then there are more relevant measures. If traffic flow is the aim then this is not the correct solution. To continue with this plan is to state that residents' needs and safety are a lower concern than an undisclosed issue.

We look forward to hearing your response to these points.

Objection letter concerning: 'CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE WAITING RESTRICTIONS IN HENLOW'

Dear Sirs,

We are writing this letter to **STRONGLY OBJECT** to the above proposal concerning the following stretch of road:

'High Street, east side, from a point in line with the north flank wall of no. 74 High Street in a northerly direction to a point approximately 12 metres north of the north flank wall of no. 79 High Street'

and

'High Street, west side, from a point approximately 4 metres south of the south flank wall of no 63 High Street in a northerly direction to a point approximately 12 metres north of the north flank wall of no. 79 High Street.'

OBJECTIONS BASED ON US AS RESIDENTS:

Most of the houses along this stretch of the High Street, including ourselves, do not have the luxury of off road parking with their properties, and with the average household having 2 cars where are the residents expected to park if this proposal comes into force? The road behind the High Street (Park Lane) is not wide enough or suitable enough to accommodate many parked cars and with Raynesford Lower School being in Park Lane this goes against the idea of 'Road Safety'. Therefore, there would be only a couple of parking spaces available anywhere remotely close to our properties.

Work has just started on the High Street, on the opposite side of 64 High Street, which is going to be a plot of 29 houses. This will mean either a T-Junction or a Mini-Roundabout will have to be put in place on the High Street, causing even more lack of parking. There is no facility in the ever-growing village of Henlow of Munciple parking.

The stretch of High Street in the above proposal would only encourage cars to drive faster along it as there will be no parked cars to slow them down which encourages drivers to be more road aware. As you wrote on your proposal, the high street is a busy road, and opening it up will only go against 'Road Safety'.

If this proposal comes into force, cars travelling in a southerly direction along it would end up braking hard as they came upon a small stretch of cars on the left hand side (past no. 74) and an increasingly busy bus stop (outside 55 High Street) on the right hand side. This bus stop is extremely busy as it is a crossroads of all the main bus services in the area.

OBJECTIONS BASED ON US AS BUSINESS OWNERS:

As business and property owners of xx High Street, we also strongly oppose these plans, as it would have a dramatic effect on our business. As i'm sure you are all aware Pubs have been hit extremely hard over the last few years, and with, on average, 18 pubs closing every week, we do not want to be the 19th! Our objections listed above as residents, are also relevant as to why we oppose it as a business.

I found it unbelievable that when I asked Central Beds Council why we, as a public house without parking, 2 doors away from the proposed yellow lines, were not given a copy of the proposal. I was told that copies of the proposal were only put through the doors by the person who came out to the above mentioned part of the High Street and was told to put them through the doors of 'only residents immediately affected by the proposal'. I am deeply worried that whoever delivered these letters is so obviously out of touch with village life that they and others thought we would not be affected by these proposals.

As you can appreciate, as a public house we have regular deliveries every single week (on average at least 12 a week). Having very limited parking for all of the residents would mean the vans and lorries making their routine deliveries would have to double park causing extreme road safety issues.

We urge you to reconsider your above proposal on the basis of 'Road Safety' and the effect it would have on our long standing business.

The above objections are based on the fact that I, Xxxx Xxxxx have lived at this address and run this xxx for 24 years and know the devastating effect these proposals would have. My business partner has also lived in this village for all of her 41 years (17 of them in the xxx) and is also extremely concerned by these proposals.

Please do the sensible thing and throw out this proposal.

Dear Nick Chapman,

RE: OBJECTION TO PROPOSED WAITING RESTRICTIONS – HENLOW

I would like to express my objections to your proposal to introduce Waiting Restrictions along the High Street in Henlow.

My concerns being:

1. This will have a very negative impact on the residence that live on the High Street-

- Parking is already very limited and often residence have to walk several meters (if not much more if there is an event at the Town Hall or Engineers Arms) This I have personally struggled with having a young baby. I unable to load/unload the car and supervise my baby. My Husband and I are already discussing the possibility of moving if restrictions are enforces as we do not know how we would manage with our growing family, having to walk so far to and from the car.
- Many residence do not have the option of a driveway and the ones that do, if they take up this option it will only add further to the parking restrictions.

2. The parking restrictions may impact on local businesses-

- The Town Hall hold events including fund raisers. Restrictions to parking could put off organisers hosting these events in the Town Hall.
- The Engineer Arms is a busy local public house which not only draws in local residence but as it is an Award Winning public house many people (including coach trips) visit. At weekends and when holding events this does impact on the parking and I fear it will drive away business.

3. Parent dropping and collection children from the local school use the High Street.

4. Cars are more likely to speed through the village.

I really hope that you can take on board the residence and local business concerns as it is them who this will impact.

I look forward to receiving your feedback.

Dear sir/madame

Thank you for the reply. May I add a couple more reasons for my objection to this proposal . Firstly I have realized that this proposal would significantly reduce the resale value of my property , who would want to buy a house these days with no opportunity to park near the property , in fact there is a real possibility that they, and in fact I would have to park at the other side of the village. This would be absolutely ridiculous. Secondly I noticed this weekend that with the Engineers arms being busy and the parish hall being used , cars were double parked all the way down the high street on Saturday ,reducing the availability of parking would only increase the problem on a more regular basis. Finally having spoken to a lot of residents from the village this weekend , they and I am totally convinced that the cars parked on the high street at the moment actually reduces traffic speed , to reduce the amount of parked cars would almost certainly increase traffic speed through the village. With possible fatal consequences. Thank you for taking the time to read my further objection,

Dear Sir

I am emailing you to strongly object to the proposed no waiting double lines restrictions which have been suggested for the area out my house on the High St in Henlow , Number 78. The reasons for my objections are listed below.

1. I do not have the privilege of off road parking.
2. We have a public house five doors away from our house which does not have a car park, so we consistently have to fight for parking spaces on a regular basis, your proposed measures would make parking all but impossible for us to park near our home.
3. We have had problems for many years in the village with vandalism to vehicles , so I for one would like to be able to keep an eye on my vehicles while they are parked outside my property.
4. Car washing and car maintenance. Where would I perform these activities ?I could not carry buckets of water and drag a hosepipe and tool boxes to the other end of Henlow to do my routine jobs.
5. I have lived on the High St since 1996 and the main problem I have witnessed is excess speed and impatience, to reduce the amount of parked cars in the area as you have suggested from 74 HighSt north would be a free ticket for some of these lunatics to drive even faster past our houses. If you have spare money to spend on double yellow lines then I would suggest that spending it on speed restrictions would be a better option.
6. I would like to finish by thanking you for taking the time to consider my objections , I do feel very strongly against these proposals as it would make parking in the village absolute mayhem ,as people who should be entitled to park on the High St i.e. residents , would have to hunt around for alternative spaces of which there are very few in the village , and this would result in the annoyance of other residents who would have their spaces outside their houses taken.

Please do not go ahead with these proposals it would be totally unfair to the few of us who do not have the privilege of off road parking

Thank you

Central Bedfordshire – Objection to the proposed waiting restrictions in Henlow High Street

Further to the public notice reference proposed waiting restrictions in Henlow , we would like to object and provide some comments and insight into the proposed changes to the parking facilities in the Henlow High Street.

Having been one of the residents in the High Street for over 20 years we can empathise with the argument that at times the High Street has a problem with parking and road safety (i.e speeding traffic)

We also know there is a problem with crossing the road with the access to the footpath at the side of the Engineers Arms pub – kids going to school etc, this can be a danger.

Over the years there has been damage to resident's cars particularly wing mirrors being hit by cars trying to squeeze through the gaps.

Residents' parking is one thing, but we also have a lot of people going to the Engineers Arms who also park in the High Street, especially weekends and evenings, so this needs to be taken into account as well

With the current plans for additional housing, the problem of parking is likely to get worse so taking parking away doesn't take that into account

The problem is not easily to resolve, the areas that are mentioned specifically within the length of the High Street have approximately 20-25 houses that do not have off street parking, therefore if the solution is to double yellow line those sections of the High Street, those residents cars will need to park somewhere.

This would result in just moving the problem elsewhere, either further up the High Street, down the side roads leading off the High Street, increased parking in Park Lane, which is already heavily congested, or even parking on both sides of the High Street and infringing the footpaths.

The possibility of also losing the Parish Hall parking, should that land be sold, would also cause a severe issue to the parking available in Henlow.

We also do not think that the possibility of widening the High Street is an option.

On the plus side, we believe that the parking in the High Street slows the traffic that passes through this part of the Village; other areas of the Village suffer from cars travelling at excessive speeds as the roads are clear of parked cars.

Although it would be nice to limit the type of traffic that can come through the Village ie HGV's

We would emphasise that the Council would need to offer alternative parking for residents before taking their current parking away.

We have a few suggestions/options that you wish may consider:

- a) Change the parking in the High Street to Residents only – time limit this to evenings and weekends as during the day its does not appear to be a problem
 - i. Issue Residents Parking Permits
 - ii. Mark the road accordingly

This should reduce the number of cars parked at any one time – but would restrict visitor to the Village

- b) Ensure that parking is only available on one side of the High Street, so double yellow line one side only and specifically note No parking on the footpaths
- c) Allocate residents parking spaces elsewhere – either in the Parish Hall car park or if there are new developments approved, ensure they have sufficient parking to absorb the additional requirements of the current High Street residents.
- d) Restrict the High Street to one lane of traffic at a time – so that the other lane can be allocated for parking without cars trying to squeeze through the gaps.

e) Allocate some land elsewhere within the Village to designate as residents parking.

We would be happy to discuss any of the above, so please contact us if you have any questions or wish to discuss,

Thank you for the information regarding waiting restrictions at Henlow. Residing at no.80a High street I would welcome the restrictions as proposed and shown on the letter sent to my property. They would greatly aid to the safety aspect in the entering and leaving the drive when attempting to attain the High Street with its traffic problems.

Appendix E

Dear Sirs,

As the property owner of the shop at 15A, the garage at 15B and C and four flats:15, 15D, 15E and 15F High Street, Henlow, I am objecting to your proposal of 'no waiting at any time' in the High Street.

Your proposal will affect my business and those businesses of my tenants.

People will no longer be able to pull up and look in the estate agents window, or make enquiries at the garage.

These businesses cannot continue if you expect them to survive on footfall alone. Jobs will be put at risk.

Properties in the High Street were built well before mass ownership of cars and hence did not need parking facilities.

By proposing 'no waiting at any time' will cause great inconvenience to many people, who have no option but to park outside their homes.

The very nature of Henlow being a village means that people will travel to and from work. There is hardly a viable public transport system.

The Council spends many thousands of pounds putting in traffic calming measures in towns and villages, however, the fact that cars can park in the High Street, is a good means of slowing down traffic.

Traffic will INCREASE in speed through the village if there is nothing to impede it.

You have not explained WHY you feel this measure is necessary. To aid the flow of traffic perhaps?

People will move out of the village, the High Street will become like a ghost town, businesses will be unable to survive.

I strongly object to this proposal.

Dear Sirs

I am writing to object to the proposed waiting restrictions from no 1 to no 14 High street in Henlow.

The main reason for my objections is that I do not feel that the the proposal is in the best interests of residents, in fact the benefit appears to be for Welch's Transport and for motorists driving through the village.

I have attached a petition signed by residents and those who use the Methodist Church.

I understand from Henlow Parish Council that the alternative suggestions made in my original objection, being traffic calming measures (to ease the speed & volume of traffic driving through the village) & parking permits for those residents without off road parking (to discourage unnecessary parking) were not deemed a priority by Central Beds Council and would appear that improving traffic flow is the priority, despite the implications that may have for residents and parents who have children attending the Pre School.

I am concerned that having spoken to a member of staff at Henlow Pre School, they do not appear to have been notified of the proposal, but as the stretch of road outside the Pre School is going to be the adjacent parking free area, then cars will have no option but to park outside the Pre School, and this raises safety concerns, particularly with children so small. Unfortunately as it now half term I have not been able to explore this further, but will do so when the Pre School reopens.

If this is the case that the Pre School have not been notified I would be obliged if you would confirm whether other residents, schools & business which will have a parking free area adjacent to the proposed restricted area have been contacted, (in the stretch up to the turning to Park Lane), to ensure that a full consultation for all those impacted has been carried out.

If it is the case that traffic flow is the main priority for Central Beds Council, then why is the proposed restriction a permanent one, being 24 hours, 7 days a week, the increased traffic flow through Henlow occurs at peak times only, has the option of a part time parking restriction been explored?

Please can you advise when a decision will be made, I look forward to hearing from you.

PETITION

Topic: Proposed waiting restrictions from No 1 to No 14 High Street, Henlow, Beds

What do you want Central Bedfordshire Council to do?

Reconsider the proposed waiting restrictions from No 1 High Street to No 14, due to impact for local residents & pre-school/Methodist Church. If the restriction goes ahead we feel that:

1. Main benefit would appear for motorists driving through Henlow (improve traffic flow as a stated improvement) & Welch's Transport Company, as the restriction starts at roundabout & stops just past their turning, and not for local residents
2. Difficulty for residents in the unrestricted areas, being able to drive in & out of driveways, with cars being restricted to park in a limited space
3. Increase the impact of a bottleneck situation, with cars potentially speeding through, or as recently has occurred cars driving on the pavement on the pre-school side to get through traffic in rush hour & school drop off time, as nowhere for cars to pull in.
4. Available car parking restricted to stretch of road outside pre-school, and therefore increasing the difficulty in crossing road safely and being able to drive out of Pre School car park
5. Impact for residents unable to park near home, especially for the elderly and those with children

We, the undersigned, want Central Bedfordshire Council to:

Reconsider the proposed waiting restrictions from No 1 High Street to 14 High Street

Dear Mr Chapman

RE

Re: Proposed Waiting Restrictions – Henlow

Thank you for your letter dated 23 January 2013 regarding a proposal to introduce waiting restrictions along the High Street, Henlow. I wish to appeal against the above no waiting restrictions. My reasons are outlined below.

Upon looking at the proposals I would ask that the no waiting restrictions are not placed outside number 10 High Street, Henlow. My reasons are:

My house does not have any off road parking therefore I would be forced to park elsewhere on the High Street causing further parking issues as vehicles try to pass safely along the High Street.

This street is already a busy road and if you consider the proposed no waiting restrictions as a whole this proposed restriction would cause quite a lot of vehicle displacement, as vehicles would now have to find alternative parking. We would be forced to park further along the High Street, causing the council into placing further no waiting restrictions along the High Street in the near future. I therefore do not believe that the proposed no waiting restrictions have looked at the issues in relation to parking displacement and road safety along the egress of the High Street.

I am not aware that my car is causing an obstruction being parked outside my house. I am only aware of damage to parked cars due to driver negligence.

There has never been a road safety issue outside my house and no reported accidents. The Police / Council have never approached me for obstructive parking and it seems that I am being penalised for parking outside my property.

At the egress of my house it is evident that the proposed waiting restrictions are to allow heavy goods vehicles to turn either right or left from the operator yard. I feel that the restrictions are in favour of the goods operator and are not placed in the interests of road safety.

/cont.....

I propose that the yellow line being placed outside my house is solely to fulfil a business need and not to promote road safety.

I would therefore suggest as a proposal that the operator needs to consider whether the current premises are now suitable for his current business needs.

If you are proposing that the yellow line outside my house is being placed there to protect the junction, then I would remind you that the road leading from the operator's premises to the junction is a private road and as such is not adopted by the council. Therefore it is for the operator to make suitable arrangements for his lorries to drive out safely.

Allowing an articulated lorry to turn left and progress along the High Street would have massive environmental impact along the High Street and these types of vehicles should be encouraged to turn right towards the major networks such as the A1M. In fairness most of the lorries prefer to turn right as turning left from the operator's yard will often cause difficulties for other traffic trying to progress safely along the High Street and forcing lorries to go on to the paved area, so as to allow other vehicles to pass by between parked vehicles.

I would propose that in fact a no left turn should be placed at this junction rather than a no waiting restriction. I do not believe that the road safety and environmental issues have been addressed in relation to this proposed no waiting restriction. Such issues as children going to the local nursery and nearby schools, pedestrian safety (after all should a lorry need the whole road to turn left or right then it increases the risk of accidents to pedestrians on the nearby pavements).

The High Street is not wide enough to accommodate lorries, pedestrians and cars, especially without the railing definement between the road and the pavement and the cars parked along the High Street.

The High Street is of historical interest and as such encouraging HGV's to turn left from the operating centre would have an environmental impact in respect of pollution and noise and increased destruction of nearby older properties.

Placing no waiting restrictions outside my house at number 10 High Street could depreciate the value of my property and I would be forced to consider legal action against the council for the loss of value to my property. I bought my house 5 years' ago on the understanding that I could park outside my house. I feel this proposal can clearly be seen as a business need for the operator at this location rather than on the grounds of road safety. I am not aware of a need for a no waiting restriction based upon the issue of road safety, if this was the case then why have the council not considered the whole of the High Street as a no waiting restriction? Where is the evidence of accidents, deaths etc.

I am not convinced that this matter has been looked at appropriately from a road safety, pedestrian safety and environmental issue. Rather it has been entered into on the grounds of a business need for a single operator who has been there for years and the volume and size of vehicle movement has increased.

/cont.....

I would be very disappointed if the no waiting restrictions were to be placed outside my house at number 10 as outlined above and would ask that this appeal be looked at most seriously.

I would be very happy to meet with you to discuss these issues further.

Proposed Waiting Restrictions - Henlow

Dear Sir,

I wish to object to the above proposed waiting restrictions outside my house for a number of reasons.

1. I do not have a garage or driveway to park my car or works van and therefore have to park outside my house. If this proposal is passed I do not know where I will park.
2. My wife has parcels delivered for work on a regular basis and this would cause her problems as the delivery vans would have nowhere to park to drop off the parcels. This would also impact on her as she then has to transfer these parcels into our car before leaving for work.
3. The above will also apply to trade vans, we have recently had emergency plumbing works done and this required them parking outside to enable them to carry their tools into our property. We intend to have some building works done this year and the proposals will impact on them and cause problems and possibly further costs.
4. We regularly have family visit us, where would they park? The Crown car park is not an option as the Landlord only allows patrons to park there.
5. The value of our property will be greatly reduced as the inability to park outside will deter potential buyers. This is of great concern as we may have trouble in selling our property in the future and have less money to put on a property elsewhere. My wife and I are stressed at this prospect.
6. Finally how will we drop off our weekly groceries if these proposals are passed.

I do not see how these proposals will promote road safety because at present parked cars have the effect of slowing cars down and therefore reduce accidents. With parking restrictions, traffic speed will increase as we regularly observe when the highway is clear and therefore there will be a greater chance of an accident or a pedestrian being injured or killed when crossing the road.

Applying your logic of placing restrictions to the highway outside our property to promote road safety you might as well introduce restrictions to the whole High Street as obstructions take place throughout the High Street and therefore this impedes traffic.

If safety is the main concern then surely having sleeping policemen installed would have a greater effect on promoting road safety.

I hope the Council will listen to my concerns and be aware of the huge impact these proposals will have on my family if passed.

Can you please acknowledge receipt of this e-mail.

Dear Transport Manager,

I strongly object to the proposed idea of the waiting restrictions you're attempting to apply to our village. I see this as a waste of tax payers money and the fact that for the residence of Henlow living along the High St there isn't enough adequate parking elsewhere for these vehicles to be parked safely. I would also like to mention that if any of the LOCAL people were to have visitors there would be no where to park these vehicles and the same goes for our small business's in the village which in turn will hurt their trade. I feel strongly that Central Beds Council has not got the LOCAL residence wishes or best interests at heart. As I'm strongly advised against this I wish to be kept up to date with any changes or decisions made regarding this proposal.

Dear Sir

Waiting restrictions in Henlow

Further to your letter 23rd January 2013 could you please advise me on the following, as I live at 21 High Street most of my comments relate to the High street both sides from a point 12 metres south of the property boundary of nos 1-3 in a northerly direction to a point in line with the south flank of no 14 High Street

- Upon whose instigation have these proposals been formulated?
- What evidence do you have in support of obstructive parking taking place?

Having lived here over 20 years such proposals have never been raised as a concern by any of the residents affected by these proposals

Increasing traffic flows and traffic speeds would actually be the concern.

- What will be the enforcement procedure which will be implemented?
- Are there any proposals to reduce the speed limit?

Exiting 21 High Street is at present difficult due to the excess speed of traffic travelling North due to excess speed, providing no waiting on the section from the roundabout to 21 High street will only exacerbate this problem.

It also needs to be acknowledged that if obstructive parking takes place on this stretch the only parking I have witnessed recently is following Bedfordshire's approval to allow building construction at Sunnyside Court when the concern of on road parking was raised as an objection to the building but was not considered by Bedfordshire as of any concern?

Thank you for your reply dated 30th January 2013

But it provides little to no answers as to why these works are proposed

Which committee/ person initiated these proposals and when?

What is the desired effect of the removal of parked cars?

On Friday last and this morning both at 7.30 am we tried to exit our drive noting that there weren't any cars parked at any point on the section of the High street both sides from a point 12 metres south of the property boundary of nos 1-3 in a northerly direction to a point in line with the south flank of no 14 High Street

Cars queuing in a southerly direction prevented any access to the High Street and vehicles travelling in a northerly direction were travelling well in excess of 30 miles per hour also prevented our progress on to the main road

How much is this proposal costing?

Thank you

Appendix F

I am writing to object the proposed waiting restrictions for Biggleswade road, Potton.

I live at 19 Biggleswade Road, Potton, and wrote to the council a while ago complaining of the speed the the vehicles along the road were travelling. This has so far been ignored. If you put these proposed waiting restrictions in place, then it will encourage drivers to travel even faster along our residential road.

There are elderly people living on the road, particularly in the houses between the newly proposed restrictions. If they cannot be dropped off to their homes by relatives, they cannot be expected to be dropped off around the corner and walk to their house.

I have a newborn baby, and if you placed such waiting restrictions outside of my house, then I would struggle to get my baby in and out of the car, particularly if I was to try to unload my car of shopping, which is difficult to do at best of times. If i had to stop elsewhere to unload my weekly food shop, for example, I would have to leave my baby in the house by himself while i made multiple trips up the road or even around the corner in order to unload my shopping, which I refuse to do on the grounds of my child's safety.

I am disgusted that you have not even considered speed reducing measures such as speed bumps but are proposing a no waiting at any time along the stretch of the road, meaning that there will be nothing along the road stopping the cars travelling at dangerous speeds. Currently, the few cars that do stop to unload help calm the traffic. 12 houses will be affected by your proposal. That means that the residents of 12 houses on Biggleswade Road will no longer have the right to be able to unload their vehicle at any time, a request which is both unfair and unrealistic.

Dear Sir,

I am bewildered that an application for double yellow lines along Biggleswade Road has got to this stage. It appears no evidence has been gathered as to whether this is in fact going to be safe.

From residents experience before regular parking there were a number of minor accidents and many near misses caused by speeding traffic around this corner from the junction with Sandy Road.

I can only presume that this has come about by the influence of a number of disgruntled individuals that are caused between 15-30 seconds inconvenience where they haven't before.

I ask whether in a modern democratic society that we are so easily influenced by the disgruntled individuals resisting change that have 'shouted the loudest'

I emphatically request a formal assessment is conducted of this situation, so that the truth about how this could seriously endanger residents be made.

Dear Sir/Madam,

Re: Impending Parking Restrictions on Biggleswade Road, Potton

I am writing to object to the potential parking restrictions in Biggleswade Road. As a friend of one of the residents on the terrace, I regularly park on the road when I visit. I often bring my young son on these visits and don't relish the thought of trying to find a parking space elsewhere along the road. I'm certain that such restrictions will devalue the houses on the terrace if parking is severely reduced or forbidden. It would be a

huge inconvenience as a car owner and I will inevitably have to impose on another area of residential parking in the event that the double yellow lines are enforced.

It is also very apparent that the parked cars actually discourage speeding in this area. I am quite certain that there will be more accidents in the event that the restrictions are carried out. That corner is certainly quite alarming when in charge of a small child. I would be very hesitant to cross the road given the free-for-all that will ensue. It is already a 'rat run' so the problem will doubtless escalate.

In addition to this, I have been a victim of beeping horns at all hours of the day and night by a handful of irate drivers (repeat offenders mostly) when arriving or departing from the terrace and I am shocked that this handful of bullies may prove to have more sway than some peaceable residents and their friends and family for what is a very minor driver inconvenience and which provides incidental speed reduction at no extra expense to the tax payer! These people are not even law abiding – they are using a car horn in a built up residential area for no reason other than to intimidate legitimate residents, visitors and delivery people.

I do hope that my concerns will be taken into consideration before any firm decision is made. I feel strongly about this issue.

Dear Sir,

I understand there is a proposal to have double yellow lines installed opposite The Royal Oak public House in Biggleswade Road Potton. I am writing to you because I object to this proposal on the following grounds. I have friends who live in Biggleswade Road, Potton. These lovely old houses were built well before mass car ownership and modern life dictates that most families will need their own transport, particularly those who are self employed or their work dictates they have to drive and I know several who live in the old Fox and Crown area who fit into this category.

Parking is difficult beyond belief in this area. Some residents have adapted some of their gardens to accommodate parking but there is only space for 2 vehicles. What other alternatives for parking are available? Parking in The Ridgeway is impossible because residents there appear to park their vehicles on the road instead of their driveway or garage, limiting parking availability there. Parking in the car park of The Royal Oak is not possible because this car park is for patrons only and there is signage which clearly states this. So where do residents park their vehicles? If the proposal goes ahead, what alternative parking arrangements are you going to come up with?

Road Safety – a subject very close to my heart. I have been visiting my friends in Potton since they moved there about 12 months ago. Since then there have never been any road accidents in this area. Visibility is clear all round and if vehicles are parked up, this acts as a calming measure ensuring that traffic slows down, making it safer for everybody. So having vehicles parked up in this area can be a safety feature.

If the proposal goes ahead, the property prices will plummet. As stated earlier, most people have to have vehicle ownership. Although there is a certain rustic charm to these properties, selling them will be impossible if there is no where to park. So please consider these points before you make your decision. If this decision goes ahead, what alternative parking arrangements do you propose for the residents of Biggleswade Road? How would the Council look if the decision to install double yellow lines is taken with the Council making no alternative provision for parking.

Appendix G

SANDY TOWN COUNCIL

Members discussed proposed waiting restrictions in Sandy and **it was resolved** to comment to CBC as follows.

- i) **Disabled Parking Spaces** (new Disabled Badge Holder Parking Space to apply at all times with no time limit on Market Square Southside layby from a point 1 m west of the property boundary of nos 27 and 28 Market Square in a Westerly direction for approx. 7 m and existing Disabled Badge Holders Parking Spaces to apply at all times with no time limit on the following lengths of road in Sandy: Market Square North side outside no 7, Market Square North side outside no 12a and Market Square North side outside no 21)

The Town Council does not agree that there should be no time restriction whatsoever on disabled parking spaces. It recognises that disabled drivers will need longer to complete tasks in the town but believes parking times should still be restricted in order to be fair to all disabled drivers. The Council would propose that CBC should consider some time restrictions though a minimum of 4 hours per visit would be suggested.

- ii) **No waiting at any time on the following lengths of road:**
Bedford Road south side (from approx. 35 m east of property boundary of nos 10 and 12 Bedford Road west to a point 25 metres west of property boundary of nos 10 and 12 Bedford Road) and **Albion Court** both sides (from junction with Bedford Road south to a point approx. 3 m north west of rear wall of no 1 Albion Court)

Cllr Osborne declared a personal interest in this matter as Chairman of Sandy Football Club. **The Council considered that these restrictions were excessive and would lead to problems with access to Bedford Road Recreation Ground. The Town Council would prefer to see no waiting restrictions on one side of Albion Court only and within 10 metres of the junction between Albion Court and Bedford Road only. It was further considered that parking restrictions were needed far more in West Road, St Swithun's Way, Kings Road and Cherrycroft as had previously been reported to CBC.**

Faynes Court East side (from junction with Sunderland Road south for approx. 28 m including access to private parking at rear of nos 14 to 36 Sunderland Road) and **Faynes Court West side** (from junction with Sunderland Road south to a point approx. 5m south of front wall of no 14 Sunderland Road). **The Council supported these recommendations for the reasons given by CBC.**

- iii) **Amend restrictions to No Waiting Monday to Friday 8.30 am to 9 am and 3 pm to 4pm on following lengths of road: Kestrel Way both sides** from point approx 4 m North of property boundary of nos 1 and 1c Hawk Drive North for approx. 52 m **Hawk Drive south side** from a point approx 9 m West of property boundary of nos 2 and 4 Hawk Drive West for approx 28 m **and Hawk Drive North** side from west flank wall of no 1 Hawk Drive East for approx 65m including the turning head **and the Harriers both sides** from a point approx 3 m east of the west flank wall of no 10 Kestrel Way east for 15 m.

The Council supported these recommendations for the reasons given by CBC.

Dear Sir,

As a resident of Albion Court I wish to object to the proposal to introduce Waiting Restrictions to Albion Court, Sandy

Albion Court has limited resident parking with only one allocated space per house which can be insufficient when people have visitors. It is sometimes necessary for visitors to park in the entrance road, which the proposed restrictions would prevent.

I wish to propose that double yellow lines are placed around only the junction of Albion Court and Bedford Road to improve safety on the junction.

Appendix H

Dear Mr Alderson,

I am a resident of Hillfoot Road and would be opposed to the proposal to introduce a No Waiting Zone opposite No 27 Hillfoot Road. This is a narrow section of road and I recognise that it would seem to be sensible to stop people parking here, but these cars actually act as an important traffic calming solution on an otherwise dangerous bend.

The footpath from the Church leads out onto here and the traffic has to slow down as they approach, to accommodate the parked vehicles. Although this road is supposed to be a 30mph zone, cars frequently drive along here much faster as it is a fairly straight road, so the parking area creates a safer bend and better crossing point.

The parking along this section is at capacity when all residents are at home, so the removal of this parking area would mean having to park outside residents homes along the service road or round the corner in Church View Avenue. This would not be a satisfactory solution and would cause those residents distress.

The parked cars have not been a safety issue and have not caused accidents - rather, they prevent them.

Please review this decision - you are **not** acting in the villages best interest.

Dear Sirs,

I would like to object to the proposed parking restrictions. I live at number 23 Hillfoot Road, having been here for just over a year now. I was quite alarmed when I moved in when I realised just how fast the traffic moves along Hillfoot Road, at least with the small amount of parking on the road this necessitates that the cars do slow down. If that is removed it's going to be horrendous.

Not only that but there isn't enough parking now for the number of people living in Hillfoot Road, and if you're unlucky enough to come home after 7:00pm there is no space for parking. We will be looking to park in Church View Avenue or even further away. This is impractical if you have small children, bags of shopping or dogs etc that need to move from car to house.

The public notice states that it's to improve parking, this will have the total opposite effect, all the parking is used now without removing some of it plus make Hillfoot Road a very dangerous road.

Hello

My husband and I live at 27 Hillfoot Road Shillington SG5 3NH.

I wish to raise an objection to plans to restrict parking in the area that fronts the property. There are insufficient parking bays provided for the amount of housing in this area and I feel that extending the bays to create more parking spaces would be a much better solution.

I spend all day at home and see the traffic situation as it is. The parking spaces provided are used not only by residents, but by tradesmen and visitors to the local churches . At a recent burial there were literally no spaces left for residents to use.

As our local council I strongly suggest that you listen to the village's residents and provide more, not less parking facilities in this area.

As a footnote, the current vehicles which park in the " restricted zone', do provide traffic calming..as many use this end of the road as a rat run and the end of Hillfoot Road turning into Church Street requires that

traffic approach it slowly..I have seen many a near miss at this turning. Newly built parking bays and a 'right of way' to oncoming vehicles would be a far safer and popular resolution.

Many Thanks for your time.

As a footnote to this issue, can I please advise you that, at 12.57 today (27th February 2013) when there were NO vehicles parked opposite my property 27 Hillfoot Road Shillington., the Central Beds Refuse lorry was collecting bins from outside the properties when the local bus, which apparently according to the refuse collectors, had no room .ploughed through regardless.. knocking a bin into the front wall of my property and demolishing a section of it. As this is a property that I am currently renting, this is an issue which will need to be urgently resolved

. As there is no frontage to the properties in this section of Hillfoot Road.. it is surely only a matter of time before a serious incident or , heaven forbid ,a fatality, WILL occur.

Residents have to walk into their properties from the road and if the section is made to 'appear' to be for 2 way traffic..there will be an inevitable tragedy I fear.

If the space in front is made designated parking space and road calming measures put into place, this will be resolved.

If you wish to contact me regarding this matter, I am contactable on 07889331435.

I wish only to help. I am here all day and see the problems as they are.

Many thanks for your time

Waiting restrictions in Shillington

Dear Sir/Madam,

I am writing to object to your proposal to introduce waiting restrictions along Hillfoot Road.

I understand that in proposing these changes you believe that safety will be improved. I disagree. Cars that park on the stretch of road outside number 27 Hillfoot Road calm the traffic. Vehicles pick up speed, beyond the 30 mph limit, between Bury Road and Church Street. The only thing that slows them down is the fact that Hillfoot Road is reduced to a single lane here and traffic heading in either direction must share this lane.

If you have ever driven in Shillington you will know that where Hillfoot Road meets Church Street there is a very sharp bend and you need to travel very slowly in order to get round it safely. Without the slowing down effect of the current parking arrangements outside number 27 Hillfoot Road this turning would be approached at a higher and more dangerous speed.

I live in Barrack Row, the terrace which stretches back from number 27 Hillfoot Road. I need to cross Hillfoot Road to get to the parking bays and footpath on the other side and I am grateful that the parallel parked cars force the traffic to slow down.

You say that you wish to encourage the use of the parking areas – I imagine that you are referring to the parking bays marked with white lines. I usually return from work after midnight and am able to see clearly what parking areas are available. Have you looked at the number of parking spaces that are empty along Hillfoot Road after midnight? I think that you should. Last night, typically, there were three empty spaces between Church

Street and Church View Avenue, one of which I took. That left two spaces. There were five cars parked on the section outside number 27 where you wish to introduce waiting restrictions. The mathematics is simple. Do you suggest that we should start to park in Church View Avenue or should we try to find space nearer to the Noah's Ark pub? I am a woman and I am not keen on the idea of walking home from these places after midnight.

I do not believe that we can lose the option to parallel park outside number 27 Hillfoot Road without causing problems in Church View Avenue and beyond as we search for somewhere to leave our cars.

Traffic flow in Shillington is slowed in Church Street by the parking which happens on one side of the road. The same can be said for the High Road near the village shop as well as for most of Bury Road. Cars do not need to travel at speed through Shillington. I cannot fathom why this small, traffic slowing section of Hillfoot Road has been targeted by you.

I object strongly to your proposal to introduce waiting restrictions along Hillfoot Road.

Dear Sirs

Re: No waiting time @ 27 Hillfoot Road - 15 hrs

As residence of Hillfoot Road we completely object to the above proposal.

We currently have limited parking (the bays provided are full in the evenings). We make full use of these.

Have you given consideration to our needs when making this proposal? If you take away this additional parking we have, are you going to provide us with alternative parking??

The cars parked on this stretch of road actually work as a traffic slowing measure, therefore improve road safety - has this been taken into account?

I hope you will re-consider your proposal & we look forward to reply in due course.

SHILLINGTON PARISH COUNCIL

Thank you for the information regarding the proposed waiting restrictions in Shillington. We are happy with the proposals.