
Meeting: Traffic Management Meeting

Date: 2 June 2014

Subject: Arlesey Station Western Access Road – Consider Objections to Waiting Restrictions

Report of: Paul Mason, Head of Highways

Summary: This report seeks the approval of the Executive Member for Community Services for the introduction of Waiting Restrictions on the Arlesey Station Access Road.

Contact Officer: Nick Chapman
nick.chapman@amey.co.uk

Public/Exempt: Public

Wards Affected: Arlesey

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will maintain the free flow of traffic.

Financial:

These works are being funded via a section 278 agreement relating to the construction of a car park that is intended for use by railway passengers.

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:

The proposed new parking arrangements should maintain the movement of traffic.

Sustainability:

None from this report.

RECOMMENDATION(S):

That the proposals to introduce No Waiting at any time be implemented as published.

Background and Information

1. A private developer has built a new car park on land to the west of Arlesey Station and as part of the planning consent there was a requirement to introduce waiting restrictions on the access road. The car park is a valuable asset as it will provide significant additional parking capacity for railway commuters, which will reduce the numbers of commuters seeking free on-street parking in Arlesey's residential roads.
2. The waiting restrictions are required as the access road is narrow and on-street parking impedes traffic travelling around the loop road. There is a caravan park located off the loop road, so larger vehicles do need to use the road. In addition, if significant numbers of drivers were able to park along the access road, it would reduce the commercial viability of the car park.
3. The waiting restrictions have been introduced on a phased basis over the past few years to allow some on-street parking before such time as the car park is fully open. It was felt that allowing some parking to take place would reduce the number of people parking in residential streets in Arlesey. The car park is now fully operational, so the final phase of the waiting restrictions needs to be implemented, which would prohibit parking on the entire length of the access road. The drawing shown in Appendix B shows the final length of double yellow lines that are the subject of this report. The other yellow lines shown have already been implemented.
4. The proposal was advertised by public notice in February and March 2014. Consultations were carried out with the emergency services and other statutory bodies, Arlesey Town Council and relevant Elected Members. Public notices were displayed on street.
5. Two objections have been received. A copy of all correspondence is included in Appendix C. The main points raised are summarised below:-
 - a) The waiting restrictions are not needed because vehicles, including car park construction vehicles, have been able to proceed along the access road with the parked cars in place.
 - b) The restrictions will effectively force people to pay to park near the station.
 - c) The car park has already flooded, so is not a suitable place for drivers to leave their vehicles.

6. Bedfordshire Police have been formally consulted as part of the process and have raised no objections to the proposal.

Responses and Conclusion

7. The Highways Team response to the points raised above are as follows:-
 - a) At the present time, cars left on that length of the access road where the double yellow lines are proposed are parked partially on land adjacent to the road, rather than fully on the road itself. There are plans to improve the verge adjacent to the road, including raising the height of it, so any cars parked there when the work is complete would impede through traffic.
 - b) The car park is a valuable asset in the respect of providing a significant number of parking spaces which should reduce the number of cars being parked in residential streets, which irritates residents. The substantial financial outlay needs to be recovered by the developer, although car parking charges will be lower than those at the car park provider by the railway operator.
 - c) Issues relating to flooding of the car park and other planning matters are not directly relevant to the publication of the waiting restriction proposals. However, the car park owner claims that on the day the car park flooded, the area experienced extremely wet weather, as did much of the UK. This is unlikely to be repeated on a regular basis.
8. In summary, the waiting restrictions are considered necessary to ensure that traffic using the access road is not impeded and to encourage greater usage of the purpose-built car park.
9. If the restrictions are approved the works are expected to take place within a few weeks.

Appendices:

- Appendix A – Public Notice of Proposals
- Appendix B – Drawing of Proposals
- Appendix C – Representations

PUBLIC NOTICE



Central
Bedfordshire

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME ON THE WESTERN ACCESS LOOP TO ARLESEY RAILWAY STATION

Reason for proposal: The access road is narrow and any on-street parking has the potential to hinder the movement of traffic, particularly larger vehicles. Parking on most lengths of this road is already prohibited and the current proposal is to prohibit parking on the remaining length where it is still permitted.

Effect of the Order:

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

Western Access Loop Road to Arlesey Railway Station, south side, from a point approximately 78 metres west of the south-east corner of the station car park extending in a westerly direction for a distance of approximately 90 metres.

Further Details may be examined during normal opening hours at Arlesey Library, High Street, Arlesey SG1 6SN or online at www.centralbedfordshire.gov.uk/publicstatutorynotices. 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.

Objections: should be sent in writing to Transportation Manager, Central 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 25 March 2014.

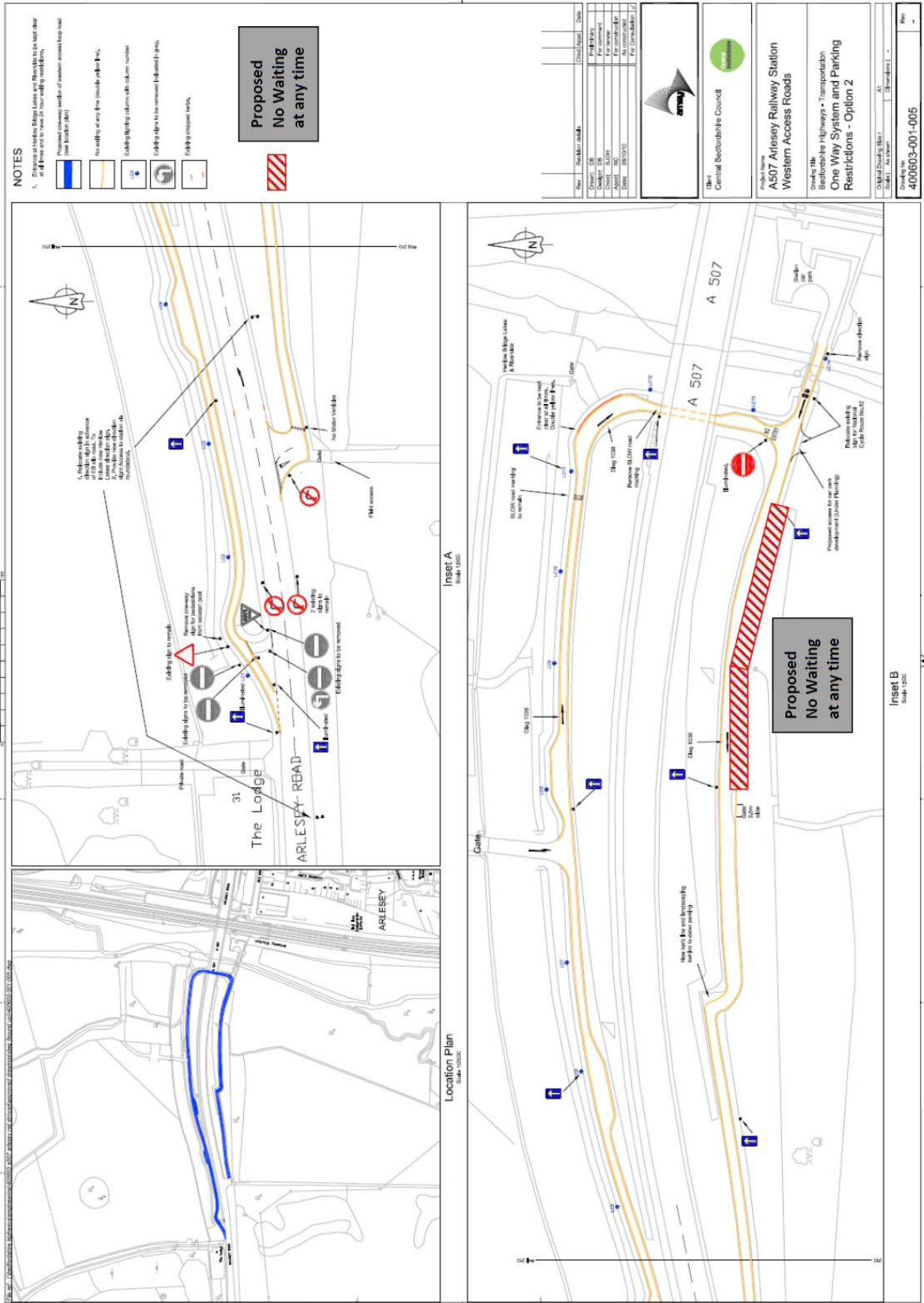
Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of Mid/South Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 201**"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

28 February 2013

Appendix B



Appendix C

I am writing regarding the recent notification of potential further road parking constraints at Arlesey station.

I am objecting to the proposal in the following grounds.

1. The current road provides reasonable access at all times to a variety of vehicles. To prove this there were large construction lorries building the new car park recently and to my knowledge, of parking in the road, no significant difficulties.
2. Cost, current parking is free and I assume the car park will soon be charging fees for the privilege? Both myself and my partner travel independently into London and partly chose our current house due to free parking close to a London mainline. Any subsequent parking charge will severely affect our finances.
3. The car park although only in operation for a few weeks has already suffered severe flooding and accompanying damage to vehicles. When the car park is fully operational I assume there will be responsibility caveats admonishing the car park owner responsibilities? I also understand there were recommendations that the car park should be built on stilts which were ignored.

My strong recommendation would be to use some of the money, soon to be realised by the car park, to upgrade the road to allow for convenient free car parking in the current road. Providing choice to many people needing free parking. While upgrading the drainage facilities to ensure no recurrence of the recent car park flooding.

I await your response but can be contacted on the following to discuss further.

Thank you for coming back to me on my queries. I do wish to object to the proposed waiting and parking restrictions for the western loop at Arlesey Station. My reasons for the objection are outlined below:

- The car park which is the only alternative parking is a flood risk (speaking from personal experience of having 5 inches of water I had to remove from my car at my own cost) and evidence from the Environment Agency website;
- Parking on the western loop on the non-yellow areas presently is not posing any issues as I use this road daily and have experienced no blockages etc; this was exceptionally evident when the new car park was being built and the large industrial vehicles associated with the building site were able to access and egress on this road with no issues and causing no damage to any of the vehicles parked;
- According to the decision notice you sent me, there are a number of conditions of the planning consent that the car park owners have failed to discharge / the council have failed to enforce, and as this includes the parking restrictions, I object that the only condition being actively progressed is that of the parking restrictions (particularly as this is the only one that will actually cause upset and cost for those having to use the car park), the conditions to which I am particularly referring are outlined below:
 - Item 2 - "Details of surface water drainage for the site shall be submitted to and approved in writing by the Local Planning Authority before any work on the site commences. The drainage works shall be constructed in accordance with the approved plans before any part of the development is brought into use. Reason: To ensure that

adequate surface water drainage is provided to prevent water pollution and flooding.” As the car park experienced significant flooding on Friday 7 February, I can only assume that the drainage works are not suitable or they were not checked.

- Item 3 - “Development shall not be brought into use until the highway scheme for the existing access road to be one way, the introduction of parking restrictions along its length, the widening of the pinch point and measures to prevent right or left turn onto the slop roads for westbound traffic long the A507; right turn from the southern slip road onto the A507; right turn onto the southern slip road for eastbound traffic along the A507 has been fully implemented in accordance with details to be provided by the highway authority. Reason: In the interest of highway safety.” As the car park is ‘in use’ and the only aspect of the above condition being progressed is the parking, as per my above point, cost to those using the car park and clearly not their safety (the reason for this condition as a whole), appears to be the only concern. This is not acceptable as none of the other aspects of this condition have been completed or even commenced and the car park is already in use; a breach of planning conditions.

I understand that my objection is likely to have little to no impact on the proposed changes to the western loop but I wished to express my object and reasons behind it, just in case.