
Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders

Date: 13 October 2014

Subject: Tilsworth Road, Stanbridge – Consider Objections to Proposed Raised Tables and Waiting Restrictions

Report of: Paul Mason, Head of Highways

Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of Raised Tables and Waiting Restrictions near Stanbridge Lower School, Tilsworth Road, Stanbridge.

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

Public/Exempt: Public

Wards Affected: Heath & Reach

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety by reducing traffic speeds and managing parking, particularly at the start and end of the school day.

Financial:

These works are being funded via the Toddington LATP programme.

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 proposal will improve road safety for all road users, including pedestrians and residents.

Sustainability:

A reduction in vehicle speeds will result in lower vehicle emissions and encourage walking and cycling.

RECOMMENDATION(S):

- 1. That the proposal to install two raised tables in Tilsworth Road, Stanbridge be implemented as published.**
- 2. That the proposal to introduce waiting and stopping restrictions in Tilsworth Road, Stanbridge be implemented as published. The provision of advisory keep clear markings across driveways in the vicinity of the school be provided.**

Background and Information

1. The Council has allocated LAMP funding to provide School Safety Zones outside Stanbridge and Chalton Lower Schools. This report is concerned with proposed measures in Tilsworth Road, Stanbridge. The works include the provision of two raised tables, located either side of the school to lower vehicles speeds and improve road safety.

In addition, the school keep clear markings will be made enforceable by introducing No Stopping Monday to Friday 8am-4.30pm and double yellow lines are proposed near to the junction of Tilsworth Road and Orchard Way. These parking controls are intended to address indiscriminate parking, particularly at the start and end of the school day.

2. The raised tables and waiting restrictions were formally advertised by public notice in August and September 2014. Consultations were carried out with the emergency services and other statutory bodies, Stanbridge Parish Council and the Ward Member. Residents living alongside this length of road were individually consulted.

Representations and Responses

3. A total of nine representations have been received from residents. Four of them express concerns about the proposed raised tables; four of them suggest that the waiting restrictions do not go far enough; one suggests that the waiting restrictions are unnecessary and two offer general support for the scheme. Copies of the correspondence are included in Appendix D.

4. The main points are summarised below:-

- a) The raised tables will create vibration, noise, possible structural damage to nearby properties and possible difficulties in accessing residential driveways. The level of parking at school times successfully reduces the speed of traffic without the need for physical measures. Alternatively, priority narrowings would slow traffic without the need for road humps.
- b) The proposed waiting restrictions are unnecessary as the Highway Code already stipulates that you should not park close to a junction. The yellow lines will result in the loss of valuable parking space.
- c) The waiting restrictions need to extend further or they will simply transfer the current parking difficulties to adjacent lengths of road, including across the Laurel Close junction.
- d) The No Stopping outside the school should be extended over a longer length.
- e) Measures need to be installed to address footway and verge parking.

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

The raised tables have been designed and located in accordance with all relevant legislation and technical guidance. Therefore, any negative impact on adjacent residents or their properties should be minimal. The designs are acceptable to emergency service vehicles. Road humps are deemed to be the most effective speed reducing measure and would result in less disruption to parking than would be the case with priority narrowings.

The No Waiting restrictions (double yellow lines) have been designed to address parking outside the school, including the Orchard Way junction, where on-street parking creates obvious problems at the start and end of the school day. Extending them over a greater length would lead to further migration of parking, thereby affecting more residents. It is suggested that the proposed restrictions be implemented and monitored to determine their effectiveness before any further restrictions are considered. It is possible to consider advisory keep clear markings across driveways, including the Laurel Close junction.

The No Stopping restrictions (school keep clear zig-zag markings) can only be used immediately outside a school entrance. Bearing in mind that this type of restriction also prohibits loading/unloading, it would be overly restrictive to extend the marking beyond the frontage of the school.

The proposed No Waiting would cover the footway and verge immediately adjacent to them which should address some the concerns about parking in those areas.

6. Bedfordshire Police have raised no objection to the proposals.

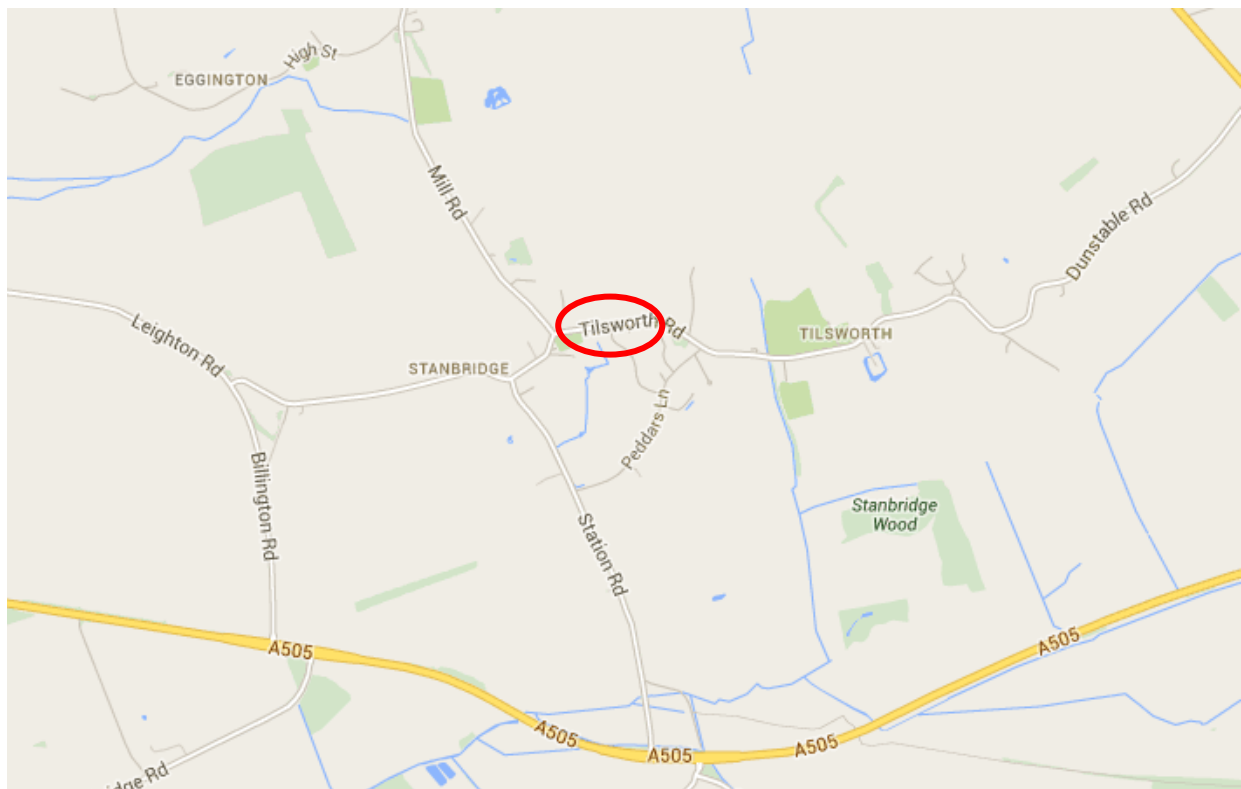
Conclusion

7. It is considered that the combination of parking controls and raised tables will deliver the required road safety benefits outside the school. It is recommended that both parts of the proposals should be implemented as published, but monitored afterwards to determine whether any modifications to the restrictions might be appropriate.
8. If the approved the works are expected to take place within the current financial year.

Appendices:

- Appendix A – Location plan
- Appendix B – Public Notices of Proposals
- Appendix C – Drawing of Proposals
- Appendix D – Objections and Representations

Appendix A



PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED RAISED TABLES – TILSWORTH ROAD, STANBRIDGE

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL, in exercise of its powers under Section 90 A-I of the Highways Act 1980 and all other enabling powers, proposes to construct raised tables in Tilsworth Road, Stanbridge. These works are part of a wider scheme to reduce traffic speeds and create a safer environment for all road users, particularly those travelling to and from Stanbridge Lower School.

Raised Tables at a nominal height of 75mm and approximately 8 metres long, including ramps, extending across the full width of the road are proposed to be sited at the following locations in Stanbridge:-

1. Tilsworth Road, outside no.44 Tilsworth Road at a point approximately 91 metres east of its junction with Orchard Way.
2. Tilsworth Road, outside no.41 Tilsworth Road at a point approximately 103 metres west of its junction with Orchard Way.

Further Details a drawing may be examined during normal office hours at the address shown below; viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0845 3656116.

Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk by 17 September 2014.

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

26 August 2014

PUBLIC NOTICE

**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE
NO WAITING AND NO STOPPING ON SCHOOL ENTRANCE MARKINGS
NEAR STANBRIDGE LOWER SCHOOL, TILSWORTH ROAD, STANBRIDGE**

Reason for proposal: The proposed Order is considered necessary for facilitating the passage of traffic on the road and for preserving or improving the amenities of the area through which the road runs. The restrictions are intended to address indiscriminate parking, particularly at the start and end of the school day. The proposals are part of a wider scheme to reduce traffic speeds, which is intended to improve road safety near to the school and encourage more pupils to walk to school.

Effect of the Order:

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

1. Tilsworth Road, south side, from a point approximately 3 metres west of the east flank wall of no.24 Tilsworth Road extending eastwards to a point approximately 1 metre east of the boundary of no.40 Tilsworth Road and no.36 Orchard Way.
2. Orchard Way, both sides, from its junction with Tilsworth Road extending in a southerly direction to a point approximately 3 metres north of the south flank wall of no.36 Orchard Way.

To introduce No Stopping Monday to Friday from 8.00am to 4.30pm on School Entrance Markings on the following length of road in Stanbridge:-

1. Tilsworth Road, north side, from a point in line with the rear wall of no.41 Orchard Way extending in an easterly direction to a point in line with the west flank wall of no.42 Tilsworth Road.

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0845 3656116.

Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annexe, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk by 17 September 2014. Any objections must state the grounds on which they are made.

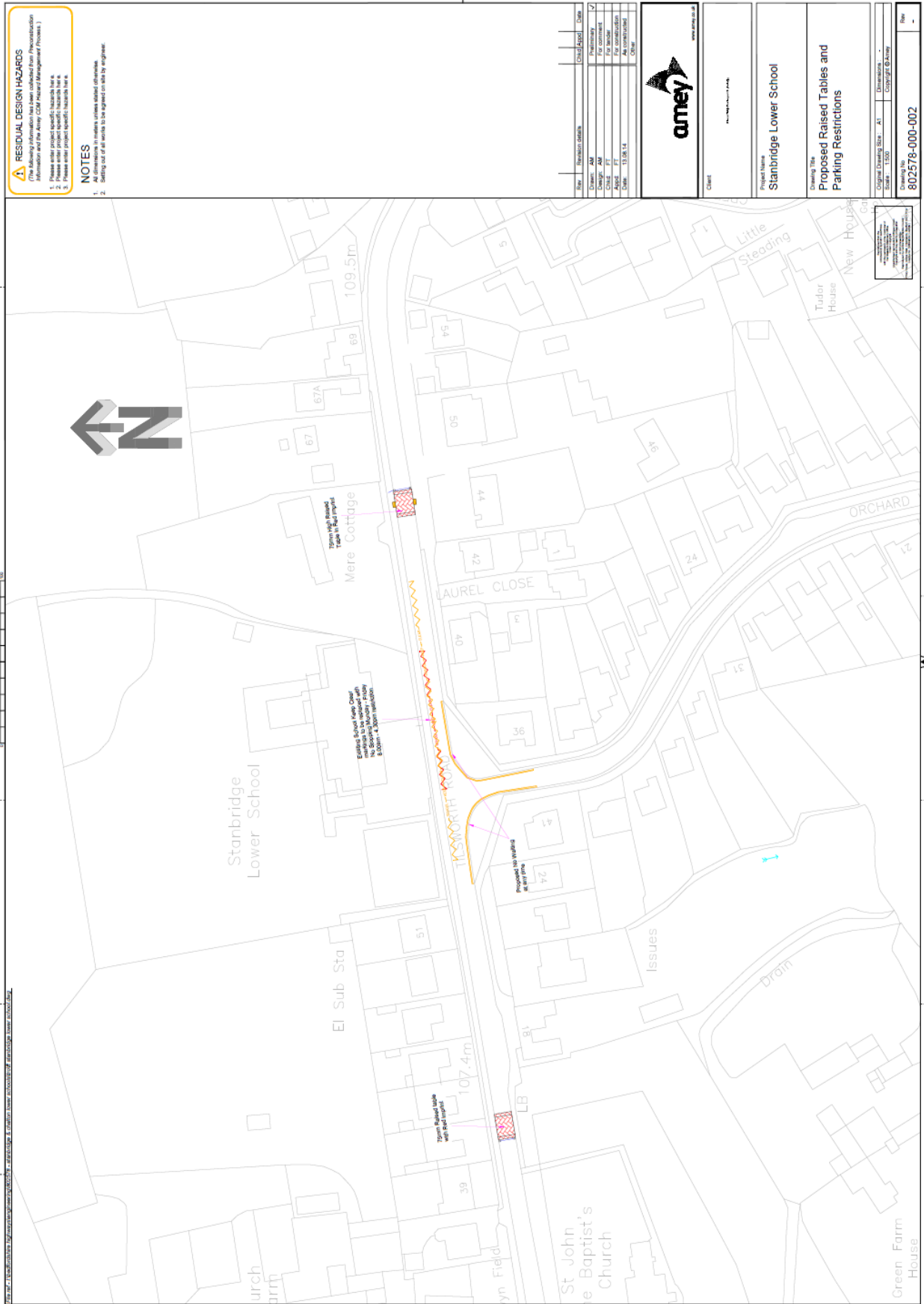
Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of South Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 201**"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

26 August 2014

Appendix C



Appendix D

I would like to through this e-mail place on record my concerns to the above proposal.

My house is xx Tilsworth Road, LU79JA. The position of the raised table to the west of the school is near to my house. We had a few years ago a problem with large vibrations in the house from busses (when not stopping outside) passed over a particular point in that area in the road. We spent a lot of time through Steve Thomas looking at drainage thinking there was a culvert forming under the road. Nothing was found. The vibration was so bad to an extent of rattling glasses in cupboards and the whole house shook which continually worried me as I don't know what structural effect the vibration was having. When you re-surfaced the road all our problems were solved! No vibrations' and the house is a lot quilter now. Please bear in mind the original parts of my house nearest the proposed raised table is in excess of 160 years old and sits on the clay/sandstone with no foundations unlike more modern buildings.

I therefore was horrified to open your letter when I returned from holiday at the weekend to read your proposals. As you can understand I am opposed to them on the grounds above due to its location to my house and also the noise speed humps make. I have also noted the humps in Houghton Regis and Leighton Buzzard where continually run over by busses quickly become out of shape and steeper due to the continual weight they are 'pushed' with. Best example is outside the library in Leighton buzzard.

I agree the traffic needs to be slowed but at school times there are often so many cars parked the traffic is slowed as two way traffic is impossible. I have often thought a mini roundabout at the entrance to Orchard Way would help but I think it's too close to the school entrance for the safety of pedestrians. Double yellow line will help as people park too close to the junction quiet often at all times. Another idea is a couple of 'priority over oncoming traffic chicanes' as you put in Totternhoe a few years ago. Placed at the points where the tables are proposed will slow things without need for humps. The traffic I feel is not busy enough to warrant zebra crossings.

Thank you for the notice and trust my point of view will be taken into account. I will be happy to talk or meet here at the site or speak on the phone.

I refer to your Public Notices concerning the above. Thank you for advising what you plans are.

The raised tables will aid a general speed restriction on a 24 hour basis which will be welcome. The speed does not need to be controlled when it is school in or out time as the parents parking successfully does that.

I do however trust that the drop will not be too violent as both my house, xx Tilsworth Road, and Mere Cottage are very old and do shake whenever traffic hits a defect in the road surface. The raised table site at the eastern end appears to start on the edge of Mere Cottage's drive and end in line with the boundary between that property and my own. Perhaps humps that a bus could straddle might be more friendly than a complete table?

The question of the No Waiting and No Stopping restrictions are not, in my opinion, enough to solve the parking in those areas concerned. Unless they are enforced, those who wait there now will continue to do so. They may also park on the grass verges. Can you include bollards to prevent this?

In addition there is a problem with parking on the pavement which this will do nothing to prevent. I often have to walk in the road as there is insufficient room to walk. Can the road be made a 'no parking on the pavement' area? The Parish Council will support this.

I welcome this attempt to slow the speed of traffic through the village. As the owner and resident at 69 Tilsworth Road I do however have a concern regarding the proposal.

I have previously contacted the authorities to complain about the combined effect of fast moving traffic, particularly heavy vehicles, and the poor road surface outside my property, which causes excessive vibration and noise within my property.

I am concerned that the siting of these raised tables will exacerbate the problem, unless remedial action is taken to rectify the existing cause of the vibration.

As residents living adjacent to the school, we have a keen interest in improving road safety and vehicular flow along Tilsworth Road. Excessive parking along the road at school drop off and pick up times is a particular problem, and causes a major disruption to traffic flow as a long line of parked cars on the north side force vehicles travelling east to move on to the wrong side of the road in order to pass through. We therefore welcome plans to restrict parking on Tilsworth Road at these times.

The presence of these parked cars already has an effect on restricting speeding on Tilsworth Road, which outside school hours can be a significant and potentially dangerous problem. The presence of raised tables will help to curb speeding further. We are concerned, however, that the proposed table on the east side of the school is very close to the exit from our drive, and might cause the car to skid in winter when turning a 90 degree angle to the left from stationary on trying to mount the table in snowy and icy conditions. During bad winters the road can be left for extended periods without salting or ploughing. If the table were moved either two metres further to the east, or made two metres shorter than planned, it would make egress from our drive much easier at these times.

In addition to the excessive parking on the north side of Tilsworth Road at school times, cars also park inappropriately on the south side of Tilsworth Road east of Orchard Way. Having 'No waiting at any time' as proposed around the junction of Tilsworth Road and Orchard way is welcomed, but it would further help to have a 'No stopping from 8am until 4.30pm' zone on the south side of Tilsworth Road between the raised table to the east and the start of the 'No waiting at any time' zone outside number 40 Tilsworth Road. However, we are very aware that there is limited compliance with parking regulations without enforcement, so it will be important, especially at the introduction of the new arrangements, to have penalties imposed for infringements.

Minivans routinely park opposite 'No waiting' cones near the school, often with their engines idling, as they wait for schoolchildren. If the school has a legal right to place these cones outside our house, this should mean no waiting and not a convenient place for school transport to park. The children are able-bodied and there is no reason for them not to walk further down the road to be picked up. Indeed, one of your laudable objectives is to encourage more pupils to walk to school. Combating the major problem of obesity in children by increasing fitness can only be helpful.

Thank you for the opportunity to present our comments and suggestions. We look forward to hearing from you, in particular with your plans for enforcing the new parking and waiting restrictions. Please also clarify the meaning of the two projections on the sides of the east raised table. which are not present on the west table.

Re : Proposed Raised Tables and Waiting Restrictions - Stanbridge Lower School,
Tilsworth Road, Stanbridge

I am writing to record my concerns in connection with your proposal to introduce Waiting Restrictions and install Raised Zebra Tables.

As I am sure you are aware during school term times the current parking arrangements are chaotic with parents parking wherever they like with no consideration for the local residents. Indeed currently my wife or myself place our "Wheellie Bins" on the grass verge outside our house in order to stop parents parking and ruining the verge. Unfortunately this does not prevent certain people parking across our driveway or blocking the entrance to Laurel Close.

The situation, in my opinion, is totally unacceptable and sooner or later there will be a serious accident in view of the current lack of restriction and/or enforcement of parking.

I appreciate that the Council are trying to improve the situation but I do not believe that your current proposal goes far enough.

I would suggest that the "No waiting at any time" is acceptable but that the "No Stopping from 8 a.m. until 4.30 p.m." be extended between the Raised Tables proposed outside numbers 41 and 44 Tilsworth Road.

Perhaps you would let me have your thoughts on this matter and in addition would you also let me know how the new proposals will be enforced as currently no one seems to enforce the existing parking. In addition what options will be available to the Minibuses currently bringing children to the school.

I look forward to hearing from you.

I refer to my letter dated 25th August and to your reply dated 1st September.

Unfortunately I made an error in my letter and would ask that you amend my request for the " **No Stopping from 8 a.m. to 4.30 p.m.**" from a point in line with the rear wall of No 41 Orchard Way extending in an easterly direction to the proposed raised table outside No 44 Tilsworth Road.

My apologies for this error on my part.

I have just become aware of the proposed introduction of new No Waiting areas in Orchard Way Stanbridge, Hence my belated response.

I do not see that any purpose is served by the introduction of the proposed extended No Waiting areas in Orchard Way.

The law already provides that vehicles should not park within 32 feet of a junction. I can see the benefit of perhaps reinforcing this with double yellow lines and perhaps No Waiting/Parking signs, where problems regularly arise at particular times. I can see no benefit and therefore no justification in extending the No Waiting area to beyond the legal requirement.

No improvement to road safety would arise from such an action. An effective and necessary safety margin, in terms of area of vision at the junction of Orchard Way and Tilsworth Road is provided by the 32 feet required by the Highway Code. It is just this that needs to be enforced.

The introduction of the proposed extension of the No Waiting/Parking zone in Orchard Way will also result in a loss of amenities. The loss will arise from the inability of villagers or visitors to park in an

area hitherto free from unnecessary restrictions. Occasional inconveniences may arise by thoughtless parking at the beginning and end of the school day. These are usually of short duration and easily resolved on a person to person basis. Certainly over 40+ years I have not become aware of problems that merit the proposed restrictions.

I write in response to the public notice of proposed raised tables and waiting restrictions at Stanbridge Lower School, Tilsworth Road, Stanbridge. I had not received a letter regarding this although I live at Laurel Close and the stopping lines go past the entrance to our close and therefore directly affect us. I know my neighbours at No x and x have also not received this letter and it is through conversation with a neighbour on Tilsworth Road that this has come to our attention.

I am concerned that these measure will in fact just move the problem to the other side of the road which will directly affect access to Laurel Close. Currently I have had on many occasions difficulty entering Laurel Close as cars have been parked across the top of my drive blocking access. Is it possible to white line the road opposite the school within the boundaries of the no waiting area to clearly indicated where peoples driveways are so that we are not blocked in?

The measure themselves I hope will bring an improvement to the situation although can only see this working alongside co-operation with the Police to monitor and enforce the meaures. I have had several run ins with parents who have little care for co-operation with the neighbours surrounding the school or consideration for access to our properties.

I look forward to hearing from you.

Thank you for your recent communication (referenced above).

We would like to say how delighted we are that steps are being taken to reduce traffic speeds and in making access to our home less of an ordeal during school pick-up and drop-off times. This area has been an "accident waiting to happen" for some years, and we can now breathe a sigh of relief. The speed of some vehicles is quite frightening, and we regularly subjected to verbal abuse from drivers when we attempt to access our own driveway.

Thank you again, and we very much look forward to the measures being implemented.

I am writing in support of the proposals for the two raised tables in the village along the long stretch of road which incorporates the village school. Action is well, well overdue! The speeding traffic throughout the village is a constant problem and anything to curb the ridiculous speeds is very much welcomed. Even the buses can be regularly seen speeding. Given the there are 20 mile hour speed limits in parts of Leighton Buzzard and Dunstable one wonders when this might be introduced in Stanbridge. It also does seem rather strange that the speed drivers can go when coming off the by pass [which is 50mph] into Station Rd is 60mph , so cutting down to 30 takes too long.

The proposed no waiting areas are also very much welcomed and I hope that there will be rigid enforcement of this when introduced and liason with traffic police. It is well known that parents of the school children often park on corners , on the pavements and even on the grass on occassions.