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

Date: 9 December 2014

Subject: Various Roads, Dunstable – Consider Objections to Proposed 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 Waiting Restrictions at Various Locations in Dunstable.

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

Public/Exempt: Public

Wards Affected: Dunstable Northfields and Dunstable Watling

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety and improve parking facilities

Financial:

These works are being funded from the Council budget allocated to minor traffic management and parking schemes.

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:

None from this report

RECOMMENDATION(S):

- 1. That the proposal to introduce No Waiting at any time at the junction of Maidenbower Avenue and Westfield Road be implemented as published.**
- 2. That the proposal to introduce 30 minutes Limited Waiting with No Return within 2 hours from 8am to 6pm on the Westfield Road shops layby be implemented.**
- 3. That the proposal to introduce No Waiting at any time at the junction of Bull Pond Lane, Langdale Road and Periwinkle Lane be implemented, but that after implementation parking be monitored and further restrictions pursued if considered necessary.**

Background and Information

1. The Council receives a significant number of requests for on-street parking controls, particularly in the larger urban areas, such as Dunstable. Many of these requests are relatively minor and the Council cannot justify the cost of processing the required Traffic Regulation Orders on a site by site basis. Hence, the normal process is to “batch-publish” the proposals to save time and cost. The opportunity is also taken to rectify any small anomalies and make other minor changes that the Council deems appropriate.
2. On this basis the Council published a batch of parking restrictions at 12 different locations in Dunstable. No representations were received in relation to the proposals at 7 of those locations, so the restrictions will be implemented as published.

The remaining 5 sites did generate objections. The proposals relating to 2 of those sites have been withdrawn and consideration of representations on the remaining 3 sites is the subject of this report.

3. The various restrictions were formally advertised by public notice in October and November 2014. Consultations were carried out with the emergency services and other statutory bodies, Dunstable Town Council and the Ward Members. Residents living alongside this length of road were individually consulted.

Representations and Responses

4. Copies of the relevant representations are included in Appendix D to F and are summarised below for each location.

5. Maidenbower Avenue/Westfield Road junction

The proposal is to cover the junction with no waiting at any time. One objection and a further representation from the Ward Member have been received and the main points of objection are:-

- a) The resident has parked outside his home for many years without any problems and the restrictions will mean that he will not be able to do this. There will also be fewer parking spaces available more generally in the area and this will create difficulties for residents.
- b) The Council should provide a dropped kerb crossing free of charge.
- c) The restrictions will devalue the property.
- d) The Ward Member has requested that the restrictions extend further north in Westfield Road to improve sight lines.

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

It is recognised that there is a high level of on-street parking in the area and that any restrictions will take away valuable parking space for residents. However, concerns have been expressed about parking very close to the junction which restricts visibility and creates vehicular conflict. In recognition of the local pressure on parking, the proposed restrictions have been kept to the minimum required to ensure that the immediate junction will remain free of parked cars, whilst not removing an excessive number of spaces. As a result the restrictions will result in the loss of very few, if any, safe parking spaces.

Other homes in the road have driveways, so the objector could apply for a vehicle crossover, but this is an improvement which has to be funded by the property owner, rather than the Council.

Given the aforementioned parking pressures it is difficult to recommend the more extensive restrictions suggested by the Ward Member.

7. Westfield Road shops lay-by

The proposal is to introduce 30 minutes limited waiting with no return within 2 hours from 8am to 6pm. Two representations and been received and main points of objection are:-

- a) One of the representations (signed by two shopkeepers) considers that the proposed 30 minute limited waiting is too long to benefit their businesses and want to see parking limited to 15 minutes between 7am and 6pm. This is partly due to the short duration stops that their customers usually make and also because 30 minutes would still allow parents collecting children from the nearby school to wait in the lay-by, thereby denying space for customers.

- b) The other representation is from a business owner who says that their customers need longer than 30 minutes and if they are unable to park outside they will take their business elsewhere. They claim that the lay-by is very rarely full, so parking is available for all of the businesses located there without the need for a time limit. They fear that if the restrictions are introduced it will put them out of business.

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

Some months ago significant lengths of double yellow lines were introduced in adjacent lengths of Westfield Road to ensure that buses could get through. Wherever possible, lay-bys were constructed to offset the loss of parking space caused by the yellow lines. As a result of those restrictions, the Council has been asked to introduce time limited waiting in the shops lay-by to encourage a more regular turnover of parking to help the businesses located there.

There does seem to be justification for introducing limited waiting to increase the likelihood of space being available for customers of the post office and convenience store. This is the normal method used to encourage a turnover of parking near retail premises. However, there is little doubt that this would have a negative impact on those businesses, such as hairdressers, whose customers stay for a much longer period of time. There are lengths of road in nearby streets that have no restrictions that could be used for longer stay parking, but these are obviously less convenient, so may discourage potential customers.

The lay-by has space for approximately 10 cars, so a possible compromise would be to split the space in two, so that half of the length of the lay-by is limited to 15 minutes parking and the other half is unrestricted. This would require the re-publication of notices and a further consultation exercise.

9. Bull Pond Lane, Langdale Road and Periwinkle Lane

The proposal is to cover the junction with no waiting at any time. Five representations, including one from the Ward Member, and the main points of objection are:-

- a) The restrictions should extend further west in Bull Pond Lane, so that they cover the whole length from Periwinkle Lane to Garden Road. Parking on this stretch of road obstructs visibility, creates vehicular conflict and is worse at school times.
- b) Speeding on this road is a more serious issue than parking and should be addressed with speed cameras.

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

The proposed restrictions extend further into Bull Pond Lane than the other two roads to ensure better visibility for drivers emerging from Periwinkle Lane. The restrictions could be extended even further to the Garden Road junction, but this is not considered essential on road safety grounds. That additional stretch of road is straight and the implementation of double yellow lines over that longer length could lead to higher vehicle speeds. The introduction of more extensive restrictions could lead to migration of parking into adjacent streets which could cause irritation to residents of those roads.

These proposals are essentially low cost, small scale parking restrictions, rather than representing a significant road safety scheme. The consideration of traffic calming measures, such as cameras, is outside the scope of this project.

It is recommended that the restrictions be implemented as published. If the Council wished to lengthen the restrictions in the way requested, they would have to be re-published. Therefore, it is felt that the published restrictions should be implemented and their impact be monitored. Further restrictions could be pursued if they are deemed necessary.

Conclusion

11. It is considered that the restrictions should proceed as recommended above on road safety and/or traffic management grounds.
12. If approved, the works are expected to take place within the current financial year.

Appendices:

Appendix A – Location plan

Appendix B – Public Notice of Proposals

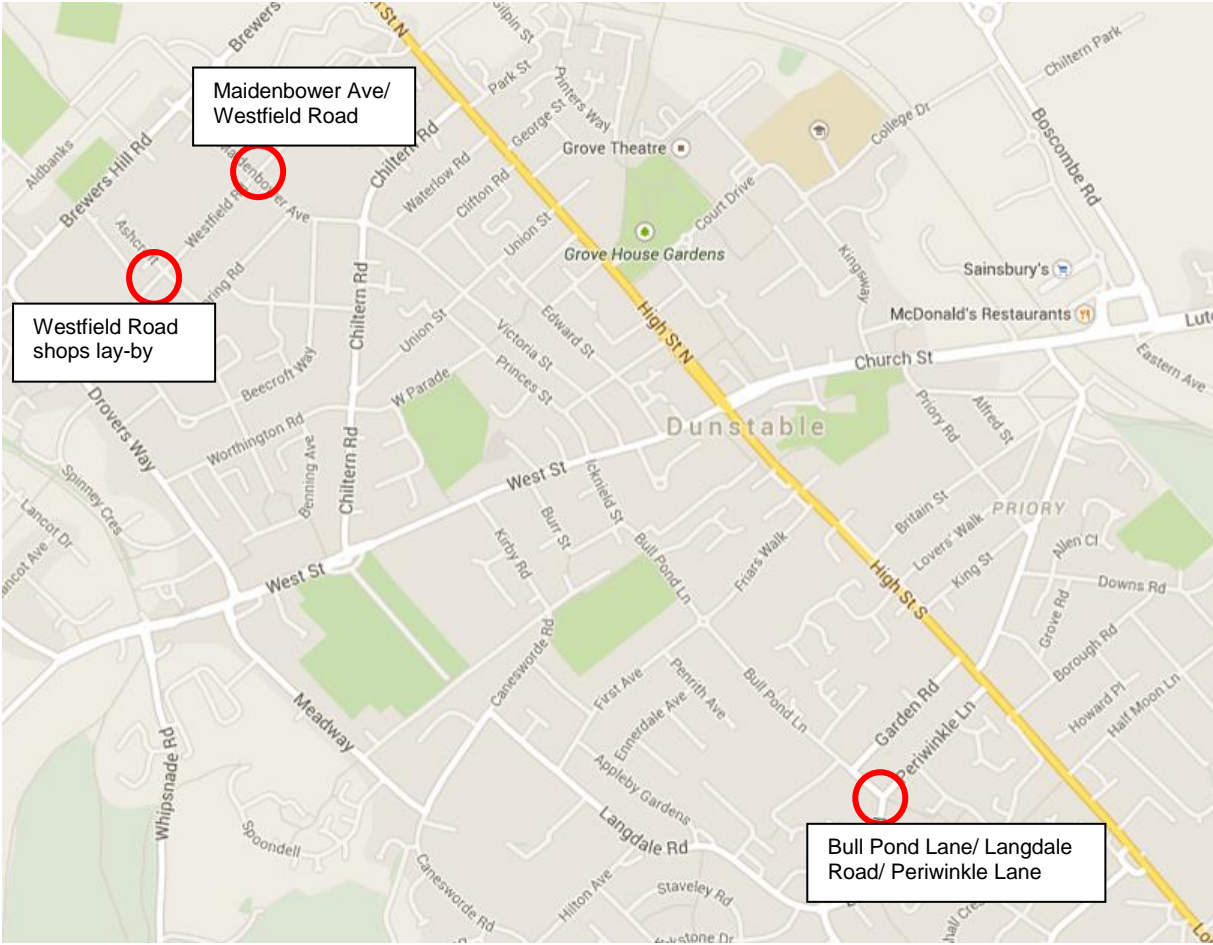
Appendix C – Drawings of Proposals

Appendix D – Representations on Maidenbower Avenue/Westfield Road

Appendix E – Representations on Westfield Road shops lay-by

Appendix F – Representations on Bull Pond Lane/Langdale Road/Periwinkle Lane

Appendix A



PUBLIC NOTICE



CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE WAITING RESTRICTIONS AT VARIOUS LOCATIONS IN DUNSTABLE

Reason for proposal: The proposed Order is considered necessary in the general interest of promoting road safety, facilitating the passage of traffic on the road or improving parking facilities.

Effect of the Order:

To introduce No Waiting at any time on the following length of road in Dunstable:-

Houghton Road/Northfields

1. Houghton Road, north-west side, from a point in line with the boundary of nos.21 and 23 Houghton Road extending in a north-easterly direction to a point in line with the boundary of nos.25 and 27 Houghton Road.
2. Northfields, both sides, from its junction with Houghton Road extending in a north-westerly direction to a point approximately 8 metres north-west of the front wall of no.25 Houghton Road.

Brewers Hill Road

1. Brewers Hill Road, both sides, from its junction with High Street North extending in a south-westerly direction to a point approximately 93 metres north-east of the centre of the North Station Way roundabout.

Maidenbower Avenue/Westfield Road Junction

1. Maidenbower Avenue, north-east side, from a point approximately 1 metre north-west of the front wall of nos.80/82 Westfield Road extending in a south-easterly direction to a point approximately 3 metres south-east of the north-west flank wall of no.40 Maidenbower Avenue.
2. Maidenbower Avenue, south-west side, from a point approximately 2 metre south-east of the rear wall of nos.84/86 Westfield Road extending in a south-easterly direction to a point approximately 3 metres south-east of the north-west flank wall of no.40 Maidenbower Avenue.
3. Westfield Road, both sides, from a point in line with the front wall of no.40 Maidenbower Avenue extending in a south-westerly direction to a point in line with the front wall of no.31 Maidenbower Avenue.

Westfield Road/Ashcroft Junction

1. Westfield Road, north-west side, from a point approximately 5 metres north-east of the south-west flank wall of nos.10/12/14 Ashcroft extending in a south-westerly direction for approximately 27 metres.
2. Ashcroft, north-east side, from its junction with Westfield Road extending in a north-westerly direction to a point approximately 3 metres north-west of the south-east flank wall of nos.10/12/14 Ashcroft.
3. Ashcroft, south-west side, from its junction with Westfield Road extending in a north-westerly direction to a point approximately 2 metres south-east of the south-east flank wall of nos.10/12/14 Ashcroft.

Brook Close

1. Brook Close, north-east side, from the north-west kerbline of Union Street extending in a north-westerly direction to a point in line with the front wall of no.110 Union Street.
2. Brook Close, south-west side, from the north-west kerbline of Union Street extending in a generally north-westerly direction to a point in line with the boundary of nos.112 and 114 Union Street.

Bull Pond Lane/Langdale Road/Periwinkle Lane Junction

1. Bull Pond Lane, both sides, from its junction with Langdale Road and Periwinkle Lane extending in a north-westerly direction to a point approximately 3 metres south-east of the boundary of nos.72 and 74 Bull Pond Lane.
2. Langdale Road, both sides, from its junction with Bull Pond Lane and Periwinkle Lane extending in a southerly direction to a point in line with the boundary of nos.1 and 3 Langdale Road.
3. Periwinkle Lane, both sides, from its junction with Bull Pond Lane and Langdale Road extending in a north-easterly direction to a point approximately 1 metre south-west of the boundary of nos.53 and 55 Periwinkle Lane.

Downs Road/ Grove Road/Allen Close

1. Downs Road, north side, from a point in line with the boundary of nos.9 and 11 Downs Road extending in a westerly direction to a point approximately 9 metres east of the front wall of no.52 Great Northern Road.
2. Downs Road, south side, from a point in line with the boundary of nos.12 and 14 Downs Road extending in a westerly direction to a point in line with the boundary of nos.8 and 10 Downs Road.
3. Grove Road, both sides, from its junction with Downs Road extending in a southerly direction to a point in line with the boundary of nos.39 and 41 Grove Road.
4. Allen Close, both sides, from its junction with Downs Road extending in a northerly direction to a point approximately 6 metres north of the front wall of no. 7 Downs Road.

Downs Road/ Borough Road

1. Downs Road, south side, from a point in line with the east flank wall of no.40 Downs Road extending in a westerly direction for approximately 12 metres.
2. Downs Road, south side, from a point in line with the boundary of no.50 Downs Road and no.73 Borough Road extending in an easterly direction for approximately 5 metres.

Mayfield Road/Hillside Road

1. Mayfield Road, north-west side, from a point approximately 8 metres south-west of the south-west flank wall of nos.32/34 Mayfield Road extending in a north-easterly direction to a point in line with the boundary of nos.40/42 and 44 Mayfield Road.
2. Hillside Road, both sides, from its junction with Mayfield Road extending in a north-westerly direction to a point approximately 5 metres north-west of the south-east flank wall of nos.11-15 Mayfield Road.

Mayfield Road/Mountview Avenue

1. Mayfield Road, north-west side, from a point approximately 46 metres south-west of the south-west kerb line of Oakwood Avenue extending in a southerly direction for approximately 9 metres.
2. Mayfield Road, south-east side, from a point approximately 12 metres south-west of the south-west kerb line of Oakwood Avenue extending in a south-westerly direction for approximately 43 metres.
3. Mountview Avenue, north-east side, from its junction with Mayfield Road extending in a south-easterly direction to a point approximately 10 metres south-east of the north-west flank wall of Manshead Court.

4. Mountview Avenue, south-west side, from its junction with Mayfield Road extending in a south-easterly direction to a point in line with the north-west flank wall of no.14 Mountview Avenue.

Mountview Avenue/Woodfield Gate

1. Mountview Avenue, north-east side, from a point approximately 2 metres north-west of the boundary of nos.34 and 36 Mountview Avenue extending in a south-easterly direction to a point approximately 3 metres south-east of the north-west flank wall of nos.25a/25c Mountview Avenue.
2. Woodfield Gate, both sides, from its junction with Mountview Avenue extending in a north-easterly direction to a point approximately 2 metres north-east of the south-west flank wall of nos.23b/23d Mountview Avenue.

To introduce 30 minutes Limited Waiting with No Return within 2 hours from 8am to 6pm on the following length of road in Dunstable:-

1. Westfield Road, north-west side, in the constructed lay-by from a point approximately 22 metres south-west of the south-west flank wall of nos.10/12/14 Ashcroft extending in a south-westerly direction for approximately 53 metres.

To REMOVE the existing No Waiting 7am - 7pm on the following lengths of road in Dunstable:-

1. Northfields, north-east side, from a point approximately 8 metres north-west of the front wall of no.25 Houghton Road extending in a north-westerly direction to a point in line with the boundary of nos.6 and 8 Northfields.
2. Northfields, south-west side, from a point approximately 8 metres north-west of the front wall of no.25 Houghton Road extending in a north-westerly direction to a point in line with the boundary of nos.190 and 192 Northfields.

To introduce 30 minutes Goods Vehicle Loading only with the removal of the existing Business Permit Holder Parking on the following lengths of road in Dunstable:-

1. Ashton Square Service Road, north side, from a point in line with the boundary of nos.17 and 19 West Street extending in a westerly direction to a point in line with the boundary of no.19 and 21 West Street.

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 11 November 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**"

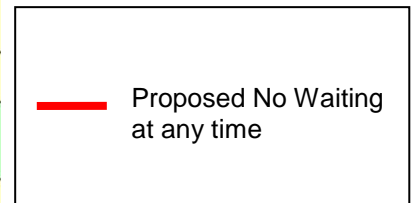
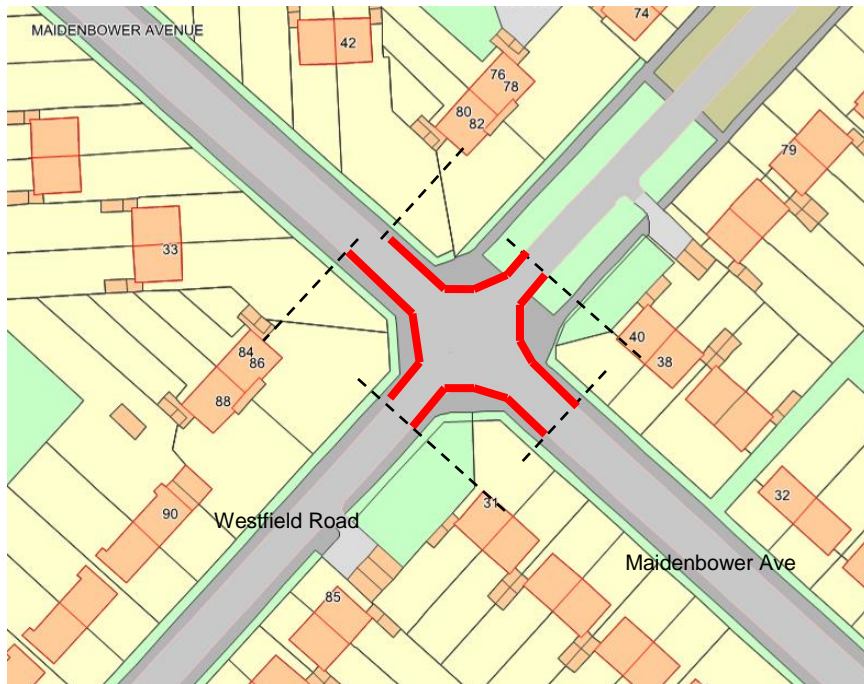
Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

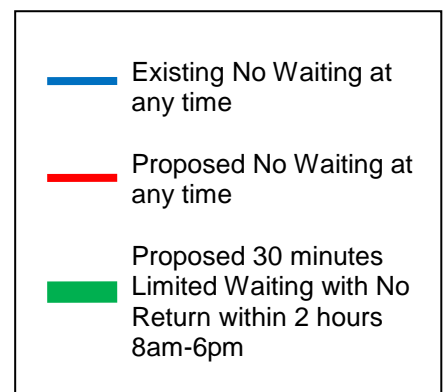
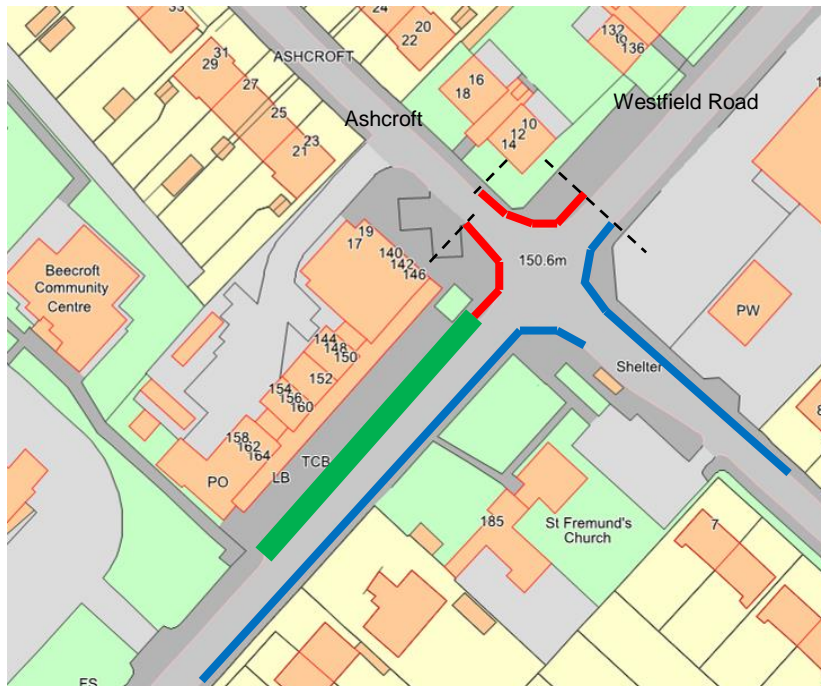
16 October 2014

Appendix C

Maidenbower Avenue and Westfield Road, Dunstable



Westfield Road and Ashcroft, Dunstable



Bull Pond Lane, Langdale Road and Periwinkle Lane, Dunstable



Proposed No
Waiting at any time

Appendix D – Maidenbower Avenue/Westfield Road

To whom it may concern my name is Xxxxx Xxxxx I live at xx maidenbower avenue Dunstable Bedfordshire lu6 xxx I need to protest about your proposed parking restrictions outside my house I have parked outside for years with no problems until now. I currently have 3 cars in my household and it is hard enough to park in this road as it is where are all the cars going to park if you introduce these restrictions I believe if you want to take this action you should compensate me by dropping the kerb and put me a drive in free of charge. I do not think this is to much to ask as I own my property if I want to sell it who would want to buy a house that you cant park outside I believe it would devalue my property through no fault of my own. I look forward to your speedy response

My only request is that the yellow lines continue further north east along Westfield Road for twice as much as you are proposing.

The perceived danger is to vehicles crossing Westfield Road along Maidenbower and not having a good sight line along Westfield Road towards the Council offices.

Cllr J Murray

Appendix E – Westfield Road shop lay-by

I write this letter to your good self on behalf of Mr R Cherry and myself. Mr Cherry being the proprietor of Ron Cherry Fruiters Westfield Road Dunstable.

We welcome and would like to thank you for this proposal. I spoke to Mr Baldwin on 28th October 2014 and mentioned some key points into this proposal, Mr Baldwin asked me to write our views and concerns to this proposal.

After careful consideration in viewing the traffic and the abuse of long term parking on this lay-by, I refer to my letter to Councillor Murray which I enclose to you today with this letter. The lay-by is purposely designed for customers using the parade for short term parking.

Our conclusion in this matter is as follows:

30 minutes limited waiting with no return 2 hours from 8am- 6pm (which are Central Beds proposals) We consider 30 minutes to be unfair to our businesses I have discussed this matter with Mr Tony Ciccone who is the proprietor of Chicks Crops on West Street Dunstable. He informs me that there is sufficient waiting time outside his business as there are two newsagents and convenience stores on this parade. The clients for Chicks Crops can park in the surrounding areas since the appointments in his salon can exceed over an hour and that car park space in the lay-by would be a loss of business to the other shops.

The limited waiting time on the West Street Parade is 10 minutes, we would request a maximum waiting time on Westfield Road to be 15 minutes limited waiting with no return in 2 hours from 7am-6pm Sunday- Saturday. I have spoken to Post Office Limited on your proposals and they have informed me that my Post Office hours of business will change in 2015 the revised hours will be 6:30 am to 6:30 pm Monday – Sunday. May I also inform you that the Royal Mail Collection visit my premises 4 times a day on frequent occasions the collection of parcels and letters has been voided due to parking limitations. Also the money which is provided to the post office by Cash Co sometimes is delayed again for the same reason.

Our thoughts are also based on the school situated on this road if a 30 minutes etc was to be put in effect the school parents will be parking outside the lay-by which they currently do merely to collect their children and there is not another reason. We cannot trade for shoppers who are car users because the parents have already occupied the lay-by. This has a very serious effect on our business especially customers who are disabled and cannot use the Post Office and the respective businesses on the parade.

To conclude this letter we would also request that the area is patrolled very carefully if and when you have a meeting to discuss the proposal I would appreciate an invitation to provide and assist with your final decision which we are sure will be fair and realistic. Finally may we thank Mr Baldwin for listening to our ongoing serious problems on this parade. We look forward to hearing from you.

The introduction of 30 minute limit in the lay-by along the shops in Westfield Road will cripple my business. Most of the clients are in the shop for more than 30 minutes and they will just find elsewhere to get their hair done if they cannot park nearby. The reason for the change is stated to help nearby businesses yet this will have the entirely opposite effect upon us. Also the shop next door who left his email xxxxxx also will have the same problem. So 50% of the shops along here will have a negative impact.

This parking has never been a problem only at school drop off time but they are gone in 30 mins and it is before 9:00 so no idea why these changes are taking place.

We have a maximum of 3 clients in at once due to the size and there is ample parking spaces if this proposal is going forth then can we at least get some parking permissions that we can give to clients to display in the car.

Truly as we are here all day we have not seen the reasons or problems that are stated for the change actually being an issue. The layby is very really full and if so, this does not last for long. All our staff except for one are local so actually walk to work and the one that doesnt gets a lift in. I understand the problems with the people parking on the corners but they are either going to the shop across the road or live nearby. Could i get full disclosure of the evidence gathering or survey that was conducted that prompted these changes.

Just to reiterate as we are out of the way all clients drive to our shop yet these changes will prompt them to go elsewhere, please consider my request before you destroy my business by fixing a problem that just isn't there.

Appendix F – Bull Pond lane/Langdale Road/Periwinkle Lane

With regard to the above proposal, I would ask you to please take in to consideration a full 'No parking' restriction for the whole length of Bull Pond Lane between the junction of Periwinkle Lane and the entrance to Garden Road. This will stop any vehicles parking on the right hand side of Bull Pond Lane going North. I am a resident and Councillor for Watling Ward and have noticed over several years how dangerous this junction has become. Now there are parking restrictions in Langdale Road to stop Ardley Academy parents stopping to take their children into School the problem has just got worse. All that this has done is to just move the parking problems back to Bull Pond Lane. Considering there is also a School in this road the problem is just becoming worse.

When you exit Periwinkle to the right there are always cars parked (going north) in Bull Pond lane, which completely block your view and also now cars are parking to the left, forcing on coming cars into the centre of the road. Surely if double yellow lines were placed before the bend in Langdale Road and continue them to Garden Road it would give people an opportunity to park on just one side and not block the road.

Also lorries, buses and coaches use this road regularly which makes the vision driving through this area, extremely bad.

I have enclosed some photographs I have taken of this area.

I also understand other ward Councillors will be contacting you.

I look forward to your response.

I fully support Cllr Xxxxxx comments regarding the current parking restrictions and proposed ones.

Bullpond Lane is a very busy road in South West Dunstable which has a number of schools, residential care homes and elderly residents who all struggle on a daily basis to cross the road safely and turn onto or into the side roads etc.

As Cllr Xxxxxxx proposes an extension of double yellow lines will go some way to help residents.

I entirely agree – coming out of Periwinkle is dangerous with cars parked as they are. The police asked the resident at the end of the road not to park there, but he continued and now there are others doing the same.

Cllr Peter Hollick

I read and note with interest the Council's proposal re: Introduction of Waiting Restrictions/ No Waiting at any time along the junction of Bullpond Lane, Langdale Road & Periwinkle Lane.

I have no objections with the Council's aim of ensuring safety for all concerned especially drivers, pedestrians and residents using the specified routes of the above. I do, however, firmly believe that it's not just the parking of cars that pose a high risk to all, it is the SPEED of cars that poses a severe challenge to all concerned.

I am aware that the speed limit along residential routes is 20 MPH but do drivers take note of this speed limit? A definitive NO! I have seen many a times cars speeding along the roads without undue regard for the speed limit. The best way to police these inconsiderate drivers is to have 2 Speed Cameras, 1 just

along Bullpond Lane (where it meets Langdale Road) and place the other along Langdale Road (Opposite House number 5). With these policing cameras, I am certain that cars will slow down to the benefit of all parties concerned and therefore, will significantly reduce harms/accidents/incidents along the road especially where Langdale meets Bullpond Lane. I believe, over the last 10 years, house number 1 & 3 had their boundary walls damaged by speeding cars on numerous occasions.

I hope Central Bedfordshire Council considers the merits of having 2 Speed Cameras installed along the suggested locations as a means of achieving its aims of ensuring safety to all users along the locations as indicated.

I, XXXXXXXX XXXXXX, occupier owner of xx Periwinkle Lane Dunstable LU6 3NP, object to your proposal for no waiting at any time.

Reasons:

1. Road safety can be promoted only by respecting the 20MPH speed limit (See the first two photographs taken at 8.10am, 10.11.2014, regarding an incident happened today). This a normal occurrence due to drivers not slowing down Periwinkle Lane, while anticipating either Langdale Road or Bull Pond Lane. It appears most drivers want to drive on without slowing down to either roads. If the vehicles are either parked, it forces the drivers to slow down to move forward to see the flowing traffic or a speed camera installed or a roundabout is placed, may act as a deterrent and to promote safety at any time.
2. Inconveniences caused to the residents without any considerations for safety, noise, vibrations and for residents parking by the drivers who uses Periwinkle lane to cut across to avoid Dunstable town. This has not been addressed by High Ways.
3. See the last three photograph in the link taken today at 10am. It's obvious that there is neither congestion nor any road safety issues are raised at that time. During school children drops and pick up period the roads get congested.

Suggestions:

1. Install speed cameras or
2. Roundabout or
3. Parking restrictions between Mon - Fri 8 - 9am and 3 - 4pm or
4. Traffic wardens to monitor or
5. Implement all suggestions with considerations to cost.

Most important issue here is vehicle speeds. Every driver owes a duty of care to slow down for the safety of all road users.

I am willing to meet up with any officials to discuss further in the interest of the residents, pedestrians and the drivers.