
Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 12 January 2016
Subject: New Road, Clifton – Consider Representations to Proposed Traffic Calming 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 traffic calming and waiting restrictions on New Road, Clifton

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 improve road safety by reducing vehicle speeds and better managing parking in New Road, Clifton

Financial:

The works are being funded via section 278 funding as part of the planning consent for a residential development in New Road

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.

Sustainability:

None from this report

RECOMMENDATION(S):

- 1. That the proposal to install Traffic Calming in New Road, Clifton be implemented as published.**
- 2. That the proposal to introduce No Waiting at any time in New Road and Broad Street, Clifton be implemented as published.**

Background and Information

1. The works in New Road, Clifton are related to a proposed residential development in that road. The conditions of the planning consent require the developers to install speed reducing measures and introduce parking restrictions.
2. The speed reduction measures comprise five raised tables evenly spaced over that length of New Road from Broad Street southwards for approximately 300 metres. At the southern end, and in advance of the first table, a priority narrowing is proposed. The proposed measures were the subject of a local consultation exercise some months ago with a view to providing a scheme that would be supported by local people.
3. The waiting restrictions in the form of double yellow lines would prohibit parking near to the New Road/ Broad Street junction, at the access to the new development and a short length to cover a pedestrian access point.
4. The proposals were formally advertised by public notice in November 2015. Consultations were carried out with the emergency services and other statutory bodies, Clifton Parish Council and the Ward Members. Residents living immediately adjacent were individually consulted by letter. Public notices were displayed on street.

Representations and Responses

5. A total of six representations, some of which object to the proposals, have been received. All of the representations received are from residents living in the immediate area. Five of the representations comment on the waiting restrictions and three comment on the traffic calming measures. Clearly some have taken the opportunity to comment on both elements.

6. Copies of all correspondence are included in Appendix D. The main points of concern raised are summarised below:-
- a) The parking restrictions will make it difficult for residents, some of who have little or no off-road parking, to find a space near their homes.
 - b) The restrictions will simply transfer the parking to other roads in Clifton where there are already long standing issues with parking.
 - c) There was an agreement that 17 parking spaces would be provided in New Road for residents and it is not clear whether this requirement is being met.
 - d) An off-road car park should be provided on adjacent land.
 - e) The raised tables, at 75mm, are unlikely to deter speeding.
 - f) Concerns about noise and disturbance created by the raised tables.
 - g) Other measures should be considered, such as a raised junction at Broad Street/ New Road, Alterations to the A507 New Road junction, restricting traffic using New Road and the provision of pedestrian facilities.
 - h) The location of one of the raised tables could create access difficulties for the resident.
7. Central Bedfordshire Highways' response to the points above are as follows:-

The parking restrictions have been kept to a minimum and will only cover critical locations. The yellow lines will extend only 20 metres into New Road from Broad Street, which is greater than the Highway Code advice which states that drivers should not park within 10 metres of a junction. Consequently, the lines at that location will only remove two legitimate parking spaces.

The proposed restrictions further south will result in the loss of some parking spaces, but the demand for on-street parking is slightly lower at that location as more homes have off-road parking. In addition, these restrictions cover an uncontrolled pedestrian crossing facility, residential accesses and the new junction which limit the amount of on-street parking available.

The scheme includes two lay-bys which will provide a total of five additional parking spaces, thereby largely off-setting the spaces lost due to the proposed restrictions.

It is acknowledged that there are parking pressures in other roads in Clifton, but the number of vehicles displaced from New Road is likely to be relatively small, so any impact should be minimal.

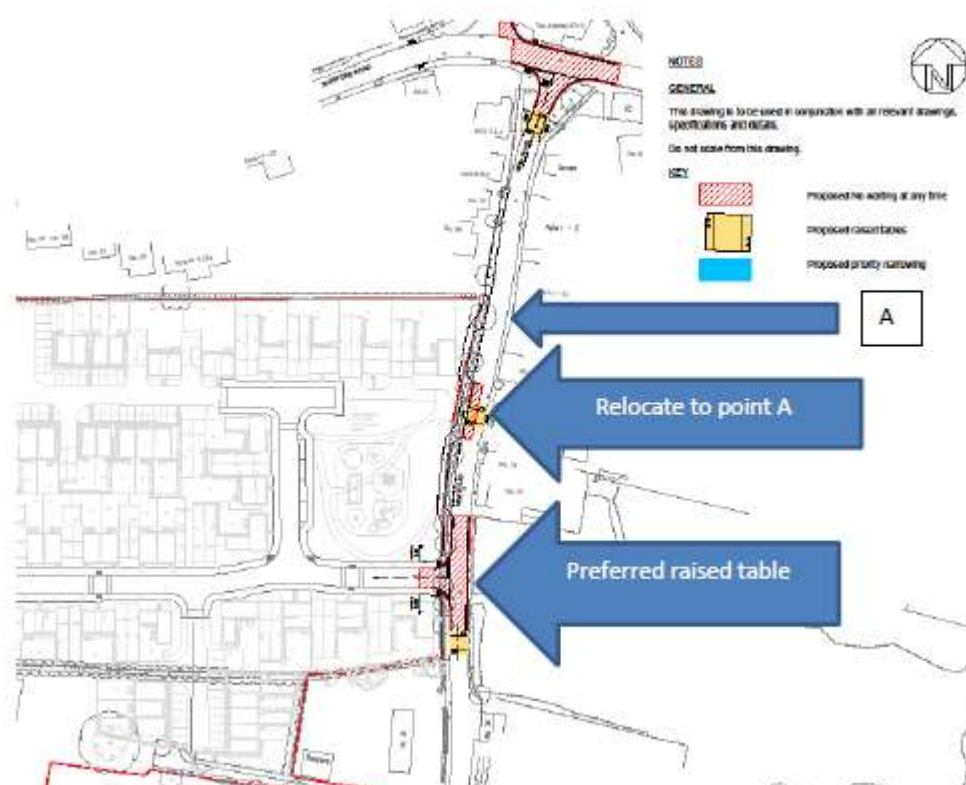
The proposed raised tables have been designed in accordance with relevant standards and advice. At 75mm, the features should bring about a significant reduction in traffic speed, but not be overly disruptive to larger vehicles, such as buses and emergency vehicles.

Some of the alternative suggestions put forward have merit, but it has been decided that the proposed measures are the best solutions to address the overriding concerns relating to the impact of the residential development.

Two of the proposed raised tables have been re-located very slightly to address localised issues and relevant residents have been given the opportunity to comment on those changes.

8. Bedfordshire Police has offered the following comments:-

Parking on New Road, Clifton regularly causes the available road space to be reduced to single lane traffic. The location has a history of excess speed concerns for the road conditions albeit speeds are not always in excess of the 30mph limit. The additional parking being provided by the two recesses created will be popular. To control vehicle speeds on the reduced width carriageway, at the points where the motorist is most vulnerable, namely emerging from the newly constructed junction or from the new recessed parking facility, it is requested that consideration is given to building a 75mm raised table across the mouth of the new junction and relocating the nearby raised table to a point North of the recessed additional parking facility as illustrated in the attached plan.



Whilst the above observations are offered for consideration, it is respected that there may be reasons why they cannot proceed, in which case this authority would accept the initial proposal as detailed in your attachment, with no objections being offered.

9. Central Bedfordshire Highways' response to the Police's comments is that there is merit in their suggested changes to the positioning of the raised tables. However, the speed reduction plan was approved by the Council after local consultation, so officers cannot recommend changes at this late stage. Overall, the Police are largely supportive of the waiting restrictions and traffic calming measures and are not objecting to them.

Conclusion

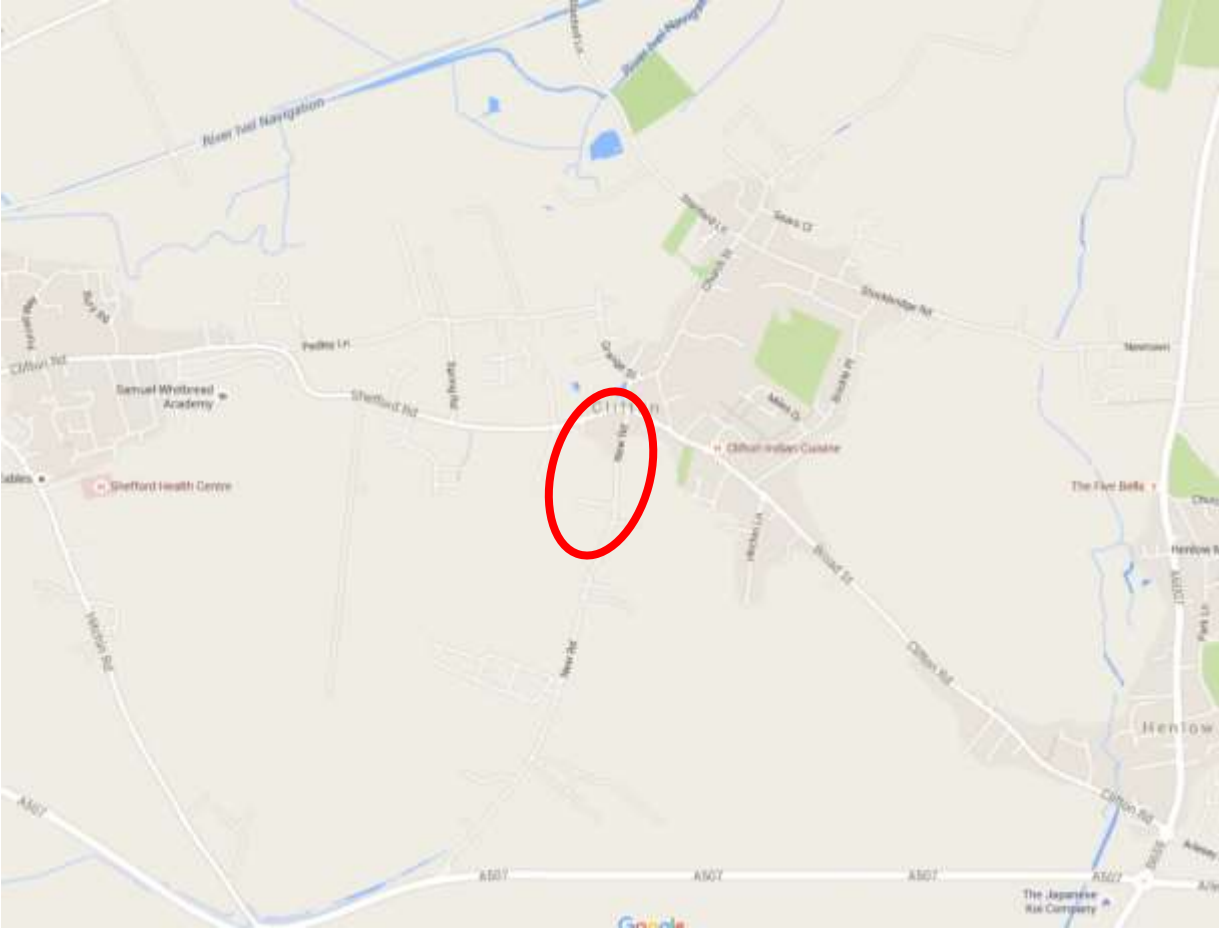
10. It is considered that the proposed traffic calming measures will be effective and the majority of residents appear to be supportive, since relatively few comments about them were received.

The proposed parking restrictions are proportionate in that they will tackle existing and anticipated parking issues, whilst not being too problematic for residents. Therefore, it is recommended that the traffic calming scheme and waiting restriction proposals be implemented as published.

Appendices:

Appendix B – Location plan
Appendix B – Drawings of Proposals
Appendix C – Public Notices of Proposals
Appendix D – Representations

Appendix A



Appendix B



NOTES

GENERAL

This drawing is to be used in conjunction with all relevant drawings, specifications and details.

Do not scale from this drawing.

KEY

-  Proposed No waiting at any time
-  Proposed raised tables
-  Proposed priority narrowing



Rev	Date	By	Ch

 <p>JPP consulting Civil & Structural Engineers</p> <p>Castle Street, Water Lanes, Harrogate, West Yorkshire HG1 2EP</p> <p>T: 01977 701811 M: 07832 222100 F: 01977 701822 W: www.jpp.co.uk</p>	<p>Client: TAYLOR WIMPEY</p> <p>Project: SECTION 278 WORKS NEW ROAD CLIFTON</p> <p>Title: TRAFFIC REGULATION ORDER</p>
	<p>Scale: as A3 Drawn by: Checked by: Date: Revision: </p> <p>Status: FOR CONSULTATION Project ref: S7204/PP Drawing no.: E028</p>

PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED RAISED TABLES – NEW ROAD, CLIFTON

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 and a priority narrowing in New Road, Clifton. These works are intended to reduce traffic speeds and create a safer environment for all road users in the vicinity of the residential development.

Raised Tables at a nominal height of 75mm and approximately 6.4 metres long, including ramps, extending across the full width of the road are proposed to be sited at the following locations in Clifton:-

1. New Road, at a point approximately 15 metres south of its junction with Broad Street.
2. New Road, at a point approximately 102 metres south of its junction with Broad Street.
3. New Road, at a point approximately 167 metres south of its junction with Broad Street.
4. New Road, at a point approximately 222 metres south of its junction with Broad Street.
5. New Road, at a point approximately 287 metres south of its junction with Broad Street.

A Priority Narrowing comprising a kerb build-out approximately 8.5 metres long on the west side of the road (traffic proceeding northwards required to give way to opposing traffic) is proposed to be sited at the following location in Clifton:-

1. New Road, at a point approximately 316 metres south of its junction with Broad Street.

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 15 December 2015.

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

20 November 2015

PUBLIC NOTICE



CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME IN NEW ROAD AND BROAD STREET, CLIFTON

Reason for proposal: The proposed Order is considered necessary for facilitating the passage of traffic on the road and for preserving the amenity of the area. The restrictions are intended to ensure that the junction of Broad Street and New Road and the junction of New Road and the access to the residential development remain clear of parked vehicles.

Effect of the Order:

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

1. Broad Street, north side from a point in line with the west flank wall of no.10 Broad Street extending in a westerly direction for approximately 35 metres.
2. Broad Street, south side from a point in line with the west flank wall of no.10 Broad Street extending in a westerly direction to a point approximately 2 metres west of the front wall of no.2 New Road.
3. New Road, both sides, from the south kerb line of Broad Street extending in a southerly direction for approximately 20 metres.
4. New Road, west side, from a point approximately 6 metres north of the property boundary of the Kirkwall and Mandor extending in a southerly direction for approximately 16 metres.
5. New Road, both sides, from a point approximately 11 metres south of the boundary of nos.19 and 21 New Road extending in a southerly direction for approximately 33 metres.
6. Proposed access road, both sides from the west kerb line of New Road extending in a westerly direction for approximately 9 metres.

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 15 December 2015. 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 Mid 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
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Marcel Coiffait
Director of Community Services

20 November 2015

Appendix D

I am writing to you, that though the plans for the change in the road will be for a positive against traffic and becoming a safer environment.

I feel I need to air my concern with parking.

I live at xx New Road, Clifton which is a mid terraced cottage with no allocated parking. There are people in the current street with 3 cars to 2 people therefore making it hard to even park on the road I live on occasionally. This can be very frustrating with the road as it is.

With the new narrowing of the road and raised tables may make this even harder for me as I have found it even harder to park since the builds that are presently being built.

May I ask or even suggest that anyone that live in the street with no off road parking, have an allocated space registered and outlined with the number of the house clearly marked in the space outside their home, given to them per person with a car. Therefore deterring people that have more than 1 car to these levels to park elsewhere.

Where there is a space left this should be allocated as a visitors parking space that can only be used for up to 24 or 48hrs.

This in turn will be fair to people with no off road parking as there will be less road space to park with the new proposals.

I write to lodge my objection to the proposed traffic scheme at New Road, Clifton.

OBJECTION ON THE FOLLOWING GROUNDS

I object on the grounds that the reduced provision of parking for New Road Residents will have a significantly negative impact on residents as there is currently not enough parking, and reducing this further will result in inconvenience whilst at the same time, exacerbating existing parking and highway safety issues in the village core.

At the time of planning the current development in New Road, the Planning Authority agreed with the developer that a total of 17 car parking spaces would be provided in New Road for existing residents. This is a lot less than is actually required. Does the proposal still provide those 17 spaces as agreed? The proposed changes will lead to at least five vehicles having to be parked elsewhere into the centre of Clifton where parking is already congested and insufficient. This will only add to the parking congestion, and will not solve the problems with parking in New Road – merely shift it to another part of the village.

Thanks for the plan and details of this proposal. I have three comments:

- 1 In general the proposal looks good.
 - 2 Where are the yellow lines now going to appear on New Road? Two parking bays on the west side are noted but there must be more provision for parking at the north end of New Road.
 - 3 I recommend that the double line marking around the Pond area be extended in order to mitigate the jams that occur on each school morning.
-

I write with respect to the proposed traffic scheme at New Road, Clifton and make the following comments.

OBJECTION ON THE FOLLOWING GROUNDS

I object on the grounds that the reduced provision of parking for New Road Residents will result in the displacement of traffic elsewhere further exacerbating existing parking and highway safety issues in the village core. Neither does the proposal benefit the community as a whole and far more suitable options may be available. This is simply a low cost proposal to rectify the mistakes made during the planning process where the local authority failed to adequately consider highway safety and parking.

FURTHER COMMENTS

The issues surrounding highway safety and parking availability in New Road have been a concern for a long time and residents have actively sought solutions for many years. However, despite attempts, solutions have not been forthcoming and it is regrettable that it is only when new housing provision has to be accommodated in the locality, that the Authority look to make any changes.

I'd firstly like to stress that this is not an issue which only effects New Road and I am disappointed that the proposal only looks to seek a solution which is isolated to New Road. Indeed, the centre of Clifton in recent years has become extremely congested in terms of parking and New Road in fact acts as overflow parking for surrounding roads and businesses. This is despite being unable to accommodate enough vehicles for its residents. Any proposal should therefore look to consider the whole of the centre of Clifton.

With regard to the specific proposals, the Planning Authority sought an agreement with the developer to ensure that a total of 17 car parking spaces be provided in New Road for existing residents. In fact, this is a lot less than are currently required with typically 21-24 vehicles parking on New Road each night. This will lead to five parking vehicles being displaced elsewhere into the centre of Clifton where parking is already congested and insufficient. This will only add to the parking congestion and whilst solving highway safety issues in New Road, will be likely to lead to safety issues elsewhere.

It is worth noting whilst this provision was based on an assessment completed by the developer, this had deficiencies as at the time of the survey it was a holiday period and a number of properties were vacant. This was raised but largely ignored during the planning process. Likewise, the development at the time of granting permission did not meet the Council's adopted parking density standards and therefore there is likely to be some overflow of parking from the development onto New Road.

With respect to the specific proposals I make the following comments:

- Does the proposal provide the 17 parking spaces as agreed between the junction of New Road / Shefford Road and the entrance to the new development off New Road?
- When calculating the total provision are the spaces, in particular the new bays in New Road sufficient to accommodate reasonable size vehicles.
- Where drives are present can any be marked in accordance with the dropped kerbs. Over time drives have increased in width reducing the availability of on street parking.
- What considerations have been given to noise and disturbance from speed humps.
- Drainage is an issue outside 2- 8 New Road, with the only working drain positioned beside the telegraph pole outside No.2. Please ensure that sufficient drainage is provided to allow water to drain into this grate as the creation of a raised table will prevent such and increase flooding.

- The nominal height of the speed bumps of 75mm is unlikely to deter speeding and is not a committed attempt at slowing traffic, rather a low cost solution

With regard to the wider issues I also ask what other solutions have been considered and ask that you note the following:

- Has consideration been given to a raised table which encompasses the whole of the junction of New Road, Shefford Road and Grange Street? This would slow traffic through the centre of Clifton on what is a busy road which suffers from speeding and poor lines of sight for pedestrians. This would benefit the community as a whole and allow for easier access across Shefford Road.
- Has any thought been given to reducing traffic on New Road, by making adjustments to the New Road / A507 junction to limit vehicles to turning right onto A507? It is well known locally that New Road acts as a shortcut for traffic from Langford / A1m reaching the A507 as it avoids other local bottlenecks such as in Henlow.
- Has thought been made to making New Road access only?
- Could provision be made for a form of safe crossing (i.e. Pelican) on Shefford Road?

In short whilst I welcome any changes which improve highway safety, I feel that this proposal which reduces parking in New Road will simply exacerbate existing significant highway safety and parking issues elsewhere in the immediate area.

Having looked at the information and map concerning traffic calming in New Road I have a couple of observations to make. There will be insufficient parking for the residents of New Road who currently park their cars on the road. Making a "no waiting area" at the junction with Broad Street and Shefford Road will not work as traffic queues up there at busy times causing congestion. This is not helped by allowing 3 cars to park at the pond (which seriously blocks traffic in the busy mornings.) and also the parking on Shefford Road just before the One Stop Shop. Allowing new building in New Road when these problems were already in existence was a very bad decision. Before further new housing is permitted it would be a great advantage if a decent sized car park could be built. There is a site just opposite the new estate which would be ideal for this. I believe the owner of this land once requested permission to build a car park but was turned down. Things might look good on paper but in practice often don't work. Finally, I would just add, traffic calming will succeed in slowing down traffic but will do nothing to improve the congestion and might make things even worse.

I am writing to you with regards to the proposed traffic calming measures in New Road Clifton.

I am a long term resident of New Road Clifton and I am in full agreement with measures being taken to slow the traffic down. Speeding traffic in New Road has been a problem for a long time.

However, as you can see I live at xx New Road, and my only concern is that on the diagram you sent us one of the speed humps appears to be near to my property. I only hope that it will not impede or hinder access to my driveway.

Could someone please have the courtesy to reply or contact me to put my mind at rest and assure me that it will not cause a problem.