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**Meeting:** Traffic Management Meeting  
**Date:** 25 July 2017  
**Subject:** Various Roads, Biggleswade – Consider objections to the proposal to introduce waiting restrictions in Various Roads, Biggleswade

**Report of:** Paul Mason, Assistant Director Highways

**Summary:** This report seeks the approval of the Executive Member for Community Services for the implementation of waiting restrictions in Various Roads, Biggleswade

**Recommendation:**

1. Shortmead Street, east side, from a point in line with the boundary of nos.174 (Garage) and 176/178 Shortmead Street extending in a northerly direction for approximately 26 metres.
2. Shortmead Street, east side, from a point in line with southern property boundary of no.174 (Garage) extending in a southerly direction for approximately 95 metres.
3. Sun Street, north side, from its junction with Shortmead Street extending in a south-easterly direction to a point approximately 12 metres north-west of the boundary of nos.10 and 11 Vickers Close.
4. Sun Street, south side, from its junction with Shortmead Street extending in a south-easterly direction to a point approximately 2 metres south-east of the north-west flank wall of no.32 Sun Street.
5. Fairfield Road, both sides, from its junction with Sun Street extending in a northerly direction to a point approximately 2 metres north of the boundary of nos.15 and 16 Vickers Close.
6. St. John's Street, north side, from a point in line with the east flank wall of no.57 St John's Street extending in an easterly direction for approximately 6 metres.
7. Gladstone Close, north-west side, from a point in line with the front wall of no.103 Sun Street extending in a north-easterly direction for approximately 28 metres.
8. Sun Street, north-east side, from a point approximately 1 metre south-east of the north-west flank wall of no.69 Sun Street extending in a north-westerly direction for approximately 7 metres.
9. Lawrence Road, west side, from a point in line with the front wall of no.1 Lawrence Road extending in a southerly direction for approximately 20 metres.
10. Lawrence Road, south and east sides, from a point in line with the west flank wall of no.2 Lawrence Road extending in a westerly then southerly direction for approximately 22 metres.

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**Contact Officer:** Paul Salmon  
[Paul.salmon.@centralbedfordshire.gov.uk](mailto:Paul.salmon.@centralbedfordshire.gov.uk)

**Public/Exempt:** Public

**Wards Affected:** Biggleswade – North Ward

**Function of:** Council

## CORPORATE IMPLICATIONS

### **Council Priorities:**

The proposal will improve road safety, traffic management and the amenity in the affected roads.

### **Financial:**

The works are being funded from the section 106 budget.

### **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.

<b>Budget and Delivery:</b>	
Estimated cost: £30,000	Budget: s106
Expected delivery: Sep 2017 – Jan 2018	

## **Background and Information**

1. The Council has received a number of complaints regarding the indiscriminate parking.
2. The following restrictions were proposed:
  - No waiting at anytime on the following length of road:-
    - Short Mead
    - Sun Street
    - Fairfield Road
    - St Johns Street
    - Gladstones Close
    - Lawrence Road
  - Introduce permitted partial footway parking on lengths of Sun Street
3. A proposal was published to introduce no waiting at any time in Various Roads in Biggleswade and partial footway parking in Sun Street and was formally advertised by public notice in May 2017. Consultations were carried out with the emergency services and other statutory bodies, Biggleswade Town Council and the Ward Members. Residents located in the areas where restrictions are proposed were individually consulted by letter.

## **Representations and Officer Responses**

A total of 9 representations were received in response to the proposals. 5 are opposed to the scheme.

The main problem issues raised were as follows:-

- a) Lawrence Road is used as a rat run due to The Baulk one-way system
- b) Lawrence Road overspill of parking from Ivel Medical Centre
- c) Using parked cars as a Chicane traffic calming measure may cause damage to parked vehicles
- d) Sun Street, Partial footway parking causes an obstruction and is hazardous to partially sighted, blind and disabled people.
- e) Lawrence Road Keep Clear sign needs remarking
- f) Sun Street needs more parking, possibly outside of 131 Sun Street.

Officer response:-

- a) The Baulk is being referred to TMM at the next consultation meeting and is likely to return to 2-way
- b) The proposal is to protect the bend and increase visibility for vehicles going around the corner
- c) Motorists take the risk of parking their vehicle on the public highway, regardless of the arrangement.
- d) The footway is four meters wide, only part of this will be taken up by the parking cage, which will be marked and enforceable
- e) This is not part of the proposal but can be taken forward in a future programme
- f) This as already been posed as part of the scheme

## **Appendices:**

- Appendix A – Public notice of proposals
- Appendix B – Drawing of proposals
- Appendix C – Representations

# PUBLIC NOTICE

**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE  
NO WAITING AT ANY TIME IN VARIOUS ROADS IN BIGGLESWADE AND  
PARTIAL FOOTWAY PARKING IN SUN STREET, BIGGLESWADE**

Reason for proposal: The proposed No Waiting at any time is intended to address indiscriminate parking and to ensure that junctions and other critical lengths of road are not obstructed by parked vehicles. The permitted partial footway parking makes use of a section of wide footway and allows some parking to take place on the opposite side of the road. Some of these proposals relate to the permanent introduction of the St John's Street/Rose Lane/Sun Street one-way system and are intended to provide additional parking spaces.

Effect of the Order:

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

1. Shortmead Street, east side, from a point in line with the boundary of nos.174 (Garage) and 176/178 Shortmead Street extending in a northerly direction for approximately 26 metres.
2. Shortmead Street, east side, from a point in line with southern property boundary of no.174 (Garage) extending in a southerly direction for approximately 95 metres.
3. Sun Street, north side, from its junction with Shortmead Street extending in a south-easterly direction to a point approximately 12 metres north-west of the boundary of nos.10 and 11 Vickers Close.
4. Sun Street, south side, from its junction with Shortmead Street extending in a south-easterly direction to a point approximately 2 metres south-east of the north-west flank wall of no.32 Sun Street.
5. Fairfield Road, both sides, from its junction with Sun Street extending in a northerly direction to a point approximately 2 metres north of the boundary of nos.15 and 16 Vickers Close.
6. St. John's Street, north side, from a point in line with the east flank wall of no.57 St John's Street extending in an easterly direction for approximately 6 metres.
7. Gladstone Close, north-west side, from a point in line with the front wall of no.103 Sun Street extending in a north-easterly direction for approximately 28 metres.
8. Sun Street, north-east side, from a point approximately 1 metre south-east of the north-west flank wall of no.69 Sun Street extending in a north-westerly direction for approximately 7 metres.
9. Lawrence Road, west side, from a point in line with the front wall of no.1 Lawrence Road extending in a southerly direction for approximately 20 metres.
10. Lawrence Road, south and east sides, from a point in line with the west flank wall of no.2 Lawrence Road extending in a westerly then southerly direction for approximately 22 metres.

**To introduce Permitted Partial Footway Parking on the following length of road in Biggleswade:-**

1. Sun Street, south-west side, from a point in line with the boundary of nos.77 and 79 Sun Street extending in a north-westerly direction for approximately 30 metres.

Further Details may be examined during normal office hours at the address shown below, viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices) or tel. 0300 300 5003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 23 June 2017. 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  
Chicksands  
Shefford SG17 5TQ

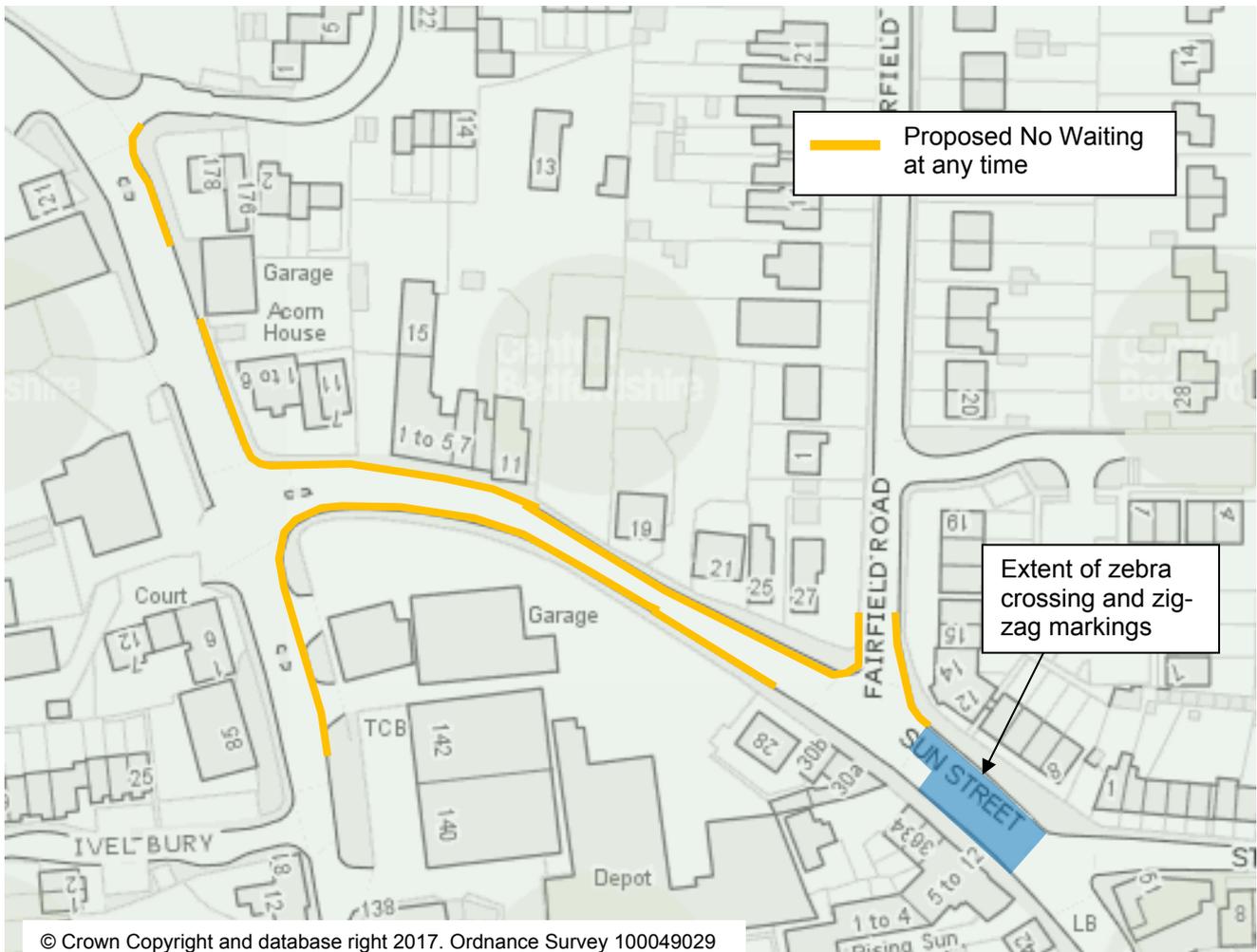
Marcel Coiffait  
Director of Community Services

26 May 2017

## Appendix B

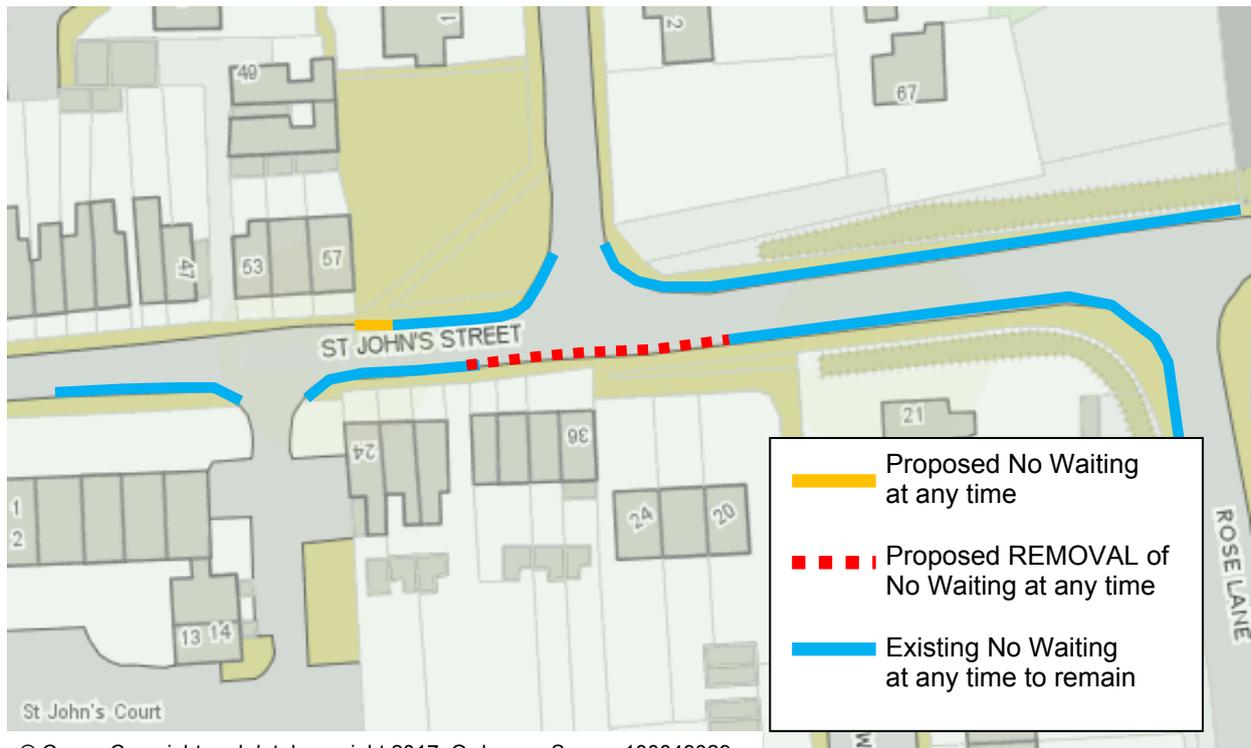
### Shortmead Street and Sun Street

Parking on these lengths of road creates an obstruction to through traffic and causes vehicular conflict. Specific lengths have been left unrestricted to allow some on-street parking to take place.



## St John's Street

A length of double yellow line is proposed to be removed to provide additional on-street parking spaces, which is possible due to the permanent implementation of the one-way system. The parked vehicles will effectively create a chicane, which should help moderate traffic speeds.



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## Gladstone Close

The proposed double yellow lines will ensure that parking takes place on one side of the road only, thereby ensuring that traffic is able to access Gladstone Close.



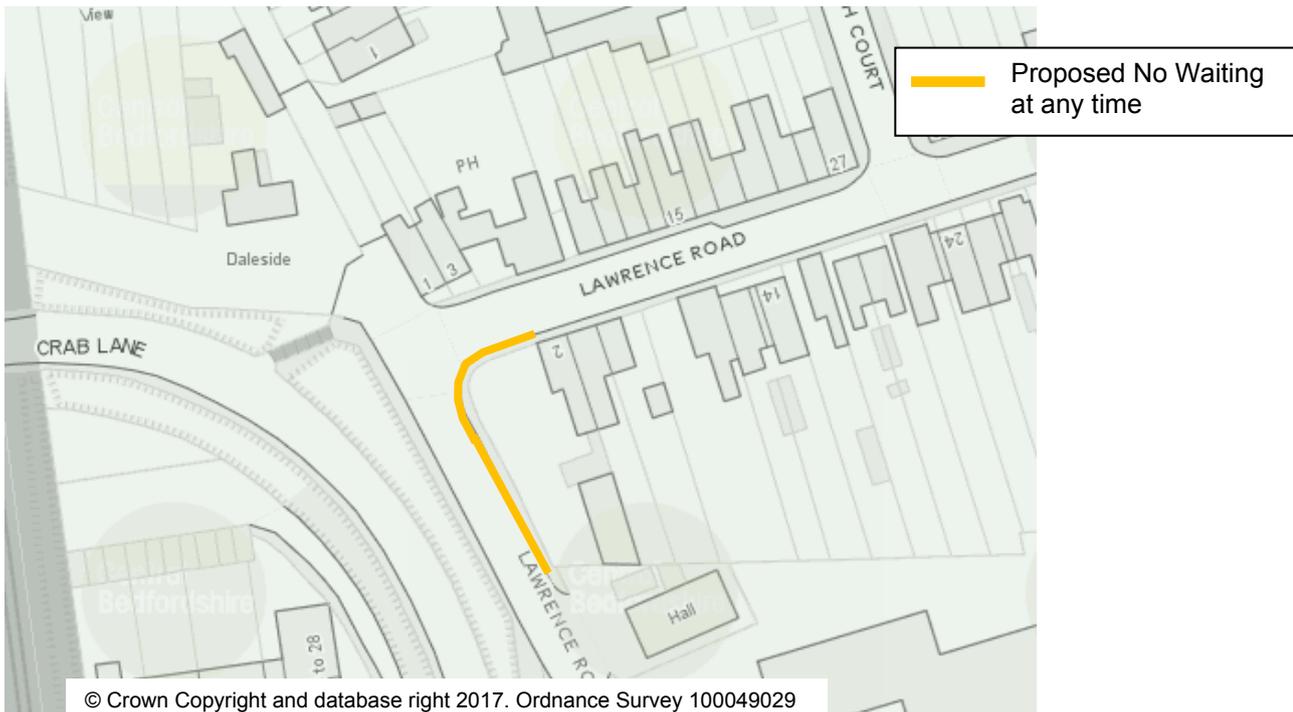
## Sun Street

The permitted partial footway parking makes use of a section of wide footway and allows some parking to take place on the opposite side of the road.



## Lawrence Road

Parking on these lengths of road creates an obstruction to through traffic and causes vehicular conflict. The lengths of double yellow line have been kept to a minimum to retain as much on-street parking as possible.



## Appendix C

From: [REDACTED]

Date: 30 May 2017 19:53

Subject: Lawrence road proposed restrictions

To: <[gary.baldwin@centralbedfordshire.gov.uk](mailto:gary.baldwin@centralbedfordshire.gov.uk)>

Cc:

Dear Mr Baldwin

Thank you for informing us about the proposed restrictions on Lawrence Road Biggleswade.

We are directly affected by the immense problems on the corner as we live in number [REDACTED] Lawrence Road and we are delighted that something is going to be done about the horrendous congestion that builds up on the corner and along the road which also leads up to the Ivel Medical Centre.

Firstly we have witnessed incidents on a daily basis and are amazed that a head-on collision had not already happened!

Things have greatly deteriorated due to two factors.

1) The over-use of Lawrence Road as a 'rat run' due to the baulk being one-way causing vehicles to re-route to the bridge and secondly the Ivel Medical Centre with inadequate patient parking (5 spaces for 20,000 plus patients). It has meant that more and more patients have parked on Lawrence Road (see attachment) which is a typical daily example.

We are concerned that the road cannot cope with these issues and an accident will occur. Our enjoyment is also impeded and congestion is a big problem from very early in the morning through to late evening. We are very in favour of the proposals and would appreciate any details/answers you might have regarding what to do about the surgery and Baulk one-way system.

Kind regards

[REDACTED]

**From:** [REDACTED]  
**Sent:** 02 June 2017 08:02  
**To:** Gary Baldwin  
**Subject:** Proposed waiting restrictions (St John's Street)

Hi

I live on St John's Street and I think it's disgusting that you are proposing to use our parked cars as a traffic calming measure.

Who is going to be paying for the damage when our cars get hit by the huge lorries trying to manoeuvre their way through or the idiots speeding up the road and crash into them?!

Regards  
[REDACTED]

**From:** [REDACTED]  
**Sent:** 06 June 2017 11:07  
**To:** Gary Baldwin  
**Subject:** proposed waiting restrictions - various roads, Biggleswade

Dear Sir,

we refer to your letter ref GPB/VRB dated 26/05/17 about proposed parking restrictions in Biggleswade. We particularly commend item 5 regarding restrictions on both sides of Fairfield Road adjacent with the junction with Sun St. Free parking as at present causes frequent problems as cars try to turn into Fairfield Road and there have been frequent "near misses" and a few minor incidents. Parking restrictions in this area are long overdue and we commend the proposals.

Yours faithfully

[REDACTED]  
Sun St  
Biggleswade  
[REDACTED]

**From:** [REDACTED]  
**Sent:** 12 June 2017 17:35  
**To:** Traffic Consultation  
**Subject:** Proposed waiting restrictions, various roads - Biggleswade consultation response

Dear Traffic Management team

I wish to strongly object to your proposal to allow partial footway parking in Sun Street. I am blind and use a white guide cane to navigate on familiar and unfamiliar routes.

I wish to object on the following grounds:

1. Partial pavement parking presents a danger to blind and partially sighted people like myself, and will place me at greater risk of injuring myself on parked vehicles on the footway which I cannot see.
2. There will be an unacceptable risk that parked cars in the proposed area will leave an inadequate space on the footway for the safe passage of a blind person plus a guide dog or wheelchair user to pass safely. I don't believe you will put in place the necessary enforcement measures to stop this happening and take action against those who park illegally.
3. Pavements are for pedestrians and roads are for vehicles. Based on my experience where boundaries are ambiguous or open to interpretation, this results in more illegal and more dangerous parking habits to develop, such as those regularly seen in the Hitchin Street shared space area, where vehicles regularly overlap on to the pavement area.

RNIB have been engaging with Cllr Budge Wells, Alistair Burt MP and the Town Council to highlight the need to reduce pavement obstructions such as pavement parking which affects the independent mobility of blind and partially sighted people, so this proposal will compromise the work already undertaken with this campaign.



[REDACTED]  
LAWRENCE ROAD  
BIGGLESWORTH  
SG18 0LR

Dear Sir

Your No Parking Notice  
in Bigglesworth Chronicle  
26 MAY 2017.

As the bus lane has not  
been swept for 4 years the

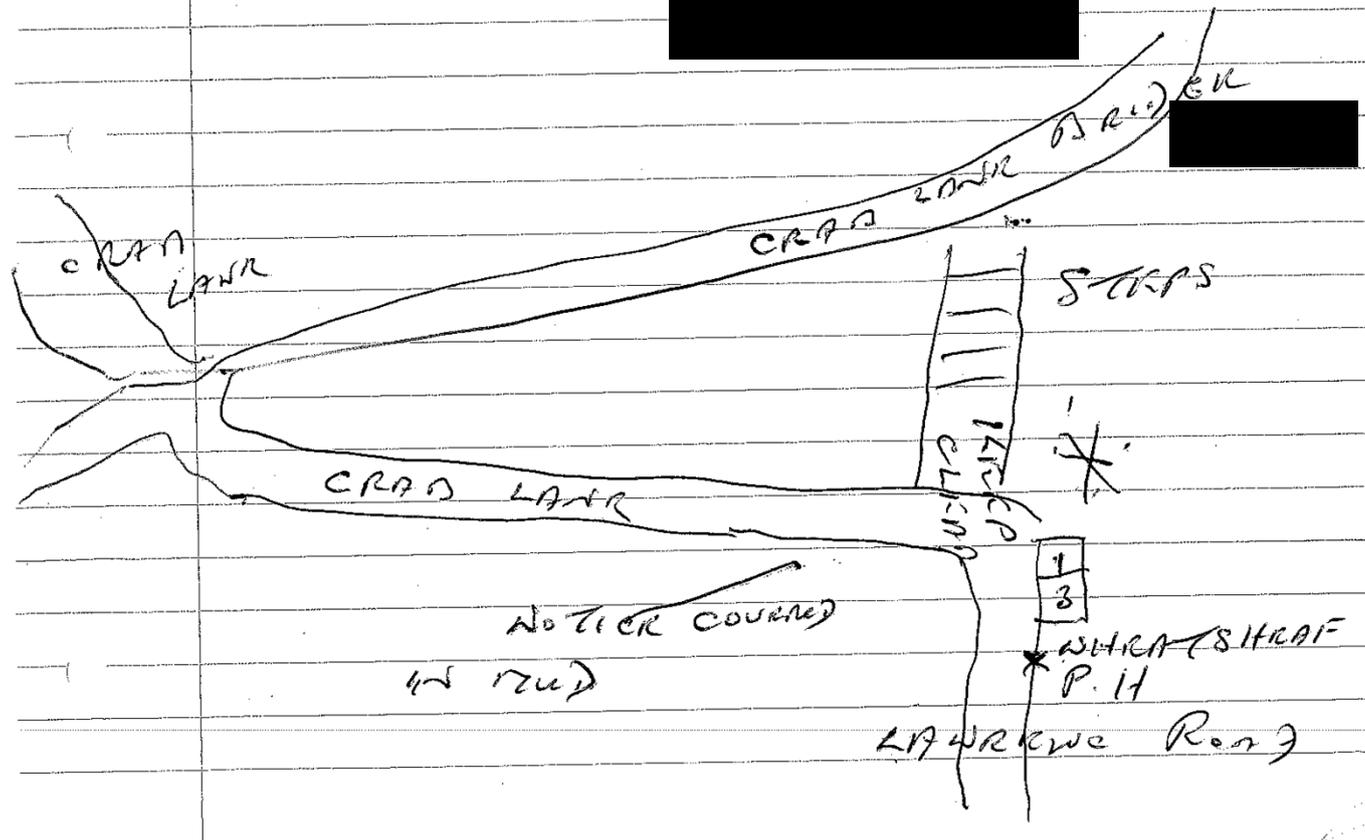
KEEP CLEAR notice on THE ROAD  
OUTSIDE DAKESIDE / E1 LAWRENCE  
ROAD NEEDS REPAINTING

SMALL CHILDREN GO TO SCHOOL USING  
THE STEPS VEHICLES PARK ACROSS  
THE ROADWAY AND TRAFFIC TRAVEL  
DOWN LAUREL VIEW / RAILWAY VIEW  
ROAD WAY DOING 50 MPH IT'S A  
WONDER NO BODY HAS BEEN KILLED  
SOME YEARS AGO I WROTE TO  
THE WDCS COUNCIL AND THE CORONER  
OFFICE AT BEDFORD STATING THE  
COUNCIL IS RESPONSIBLE FOR ANY  
ACCIDENTS TO YOUNG PEOPLE  
GOING TO SCHOOL NOT DRIVING AROUND  
TO SEE VEHICLES GOING DOWN  
THE ROAD WAY AND BACKING OUT

You ALLOW WORK PROPER TO  
USE THE COAL BARN HAS  
FLATS AND WITH CARS ETC

LAWRENCE ROAD IS A RAT  
RUN NOW, WHY CANNOT THE  
BANK BE 2 WAY TRAFFIC  
FROM KINGS ~~REACH~~ REACH  
AT LEAST IT WOULD HELP  
THE TRAFFIC IN LAWRENCE  
ROAD

Yours faithfully



**From:** [REDACTED]  
**Sent:** 13 June 2017 22:37  
**To:** Traffic Consultation  
**Cc:** Gary Baldwin  
**Subject:** Proposed Parking restrictions in Biggleswade (and related issues)

Dear Sirs,

I am writing in response to the consultation on parking restrictions in Biggleswade. I am a resident of Sun Street and, whilst on the whole I welcome these proposals, I feel there has been an omission. As I have previously fed back to the council (with regard to the issue of speeding in Sun Street), I believe there is the opportunity to re-instate 2-3 parking spaces outside no. 131 Sun Street. This would relieve some of the pressure on the surrounding area, caused by the introduction of the one-way system and double yellow lines. It would also help to slow down the traffic, something I have been in contact with Gary Baldwin about over the last 12 months. I am very concerned that this issue has still not been addressed. I am also concerned about how the scheme will be policed. Since the introduction of the one-way system there has been an almost daily violation of the restrictions, and other issues including:

1. Large HGVs - the entrance to Sun Street from Shortmead Street is clearly marked with a 7.5ton limit which is flouted on a daily basis
2. Delivery drivers from the nearby Indian restaurant driving the wrong way up Sun Street in order to park outside their premises
3. Supermarket delivery drivers coming the wrong way up Sun Street
4. Parking on double yellow lines in St John's Street
5. Parking at the narrowest part of the road opposite the junction of Brunswick Close
6. Speeding vehicles in Sun Street
7. Variable and inappropriate phases on the traffic lights at the junction of Sun Street/Rose Lane leading to speeding and frequent jumping of red lights

I look forward to a response on the matter of policing the proposed restrictions, and on the possibility of re-instating of parking outside 131 Sun Street.

Regards

[REDACTED]  
Sun Street  
Biggleswade

**From:** [REDACTED]  
**Sent:** 19 June 2017 11:41  
**To:** Traffic Consultation  
**Subject:** RE: CONSOLIDATION) ORDER 2008) (VARIATION NO.\*) ORDER 201\*

Dear Traffic Consultation Team,

While I agree with the need for further restrictions in the area, I do not feel the plans go far enough. There are flaws in the proposal and in my opinion a more comprehensive plan needs putting in place for dealing with the increased level of traffic and demand for parking in the area. Therefore please accept this email as confirmation of my formal objection to the proposals related to restricted parking on and around Sun Street.

My objection relates to the whole proposal for the following reasons;

1) With regard to Gladstone Close there is more than enough room for cars to pass cars parked on the pavement in this area. There is also a pavement on the other side of the street which pedestrians can use if they wish but rarely does anyone walk in this area.

2) There is no other parking available in the vicinity available to residents. Several residents on Sun St in the area near Gladstone Close have recently applied for dropped kerbs for off-street parking but have been rejected due to "insufficient space". This is despite many neighbours having dropped kerbs with the exact same size area to park on

in the area. If parking provision is reduced in the area it will only move the problem further along the road.

3) Whilst in principal the purpose of increasing a restriction of no waiting at any time will increase visibility and therefore make the roads safer, it will also increase the speed at which traffic can flow. Since the introduction of a one way system not only is the sheer volume of traffic dramatically increased but a significant amount of cars are driving along Sun St and St John's Way at a much faster speed. Considering the nature of the road (narrow and one car width) anyone wishing to cross is in much more danger than they used to be. With the local school in close proximity there are many young children in the area at peak times who are now more at risk.

4) These proposals should have also included the area in the vicinity of 131 Sun Street. There is ample room here for a removal of no waiting at any time under the new one way system. It is far enough away from Barnett Close and on the opposite side of the road so I see no reason why this area cannot be used for parking if the rest of Sun St can be.

5) This TRO should be rejected because it is totally inadequate in dealing with the wider issues brought about by introducing the one way system. A more holistic approach to the situation is necessary that encompasses not just parking provision but the speed of traffic in this area.

More consideration must be taken into slowing the speed of traffic. I suggest a traffic calming feature such as widening the pavement / narrowing of the road as the pavements are very narrow in this area. Speed bumps would only mean more noise and increase air pollution due to increased braking and acceleration.

I also suggest the consideration of a 20 MPH limit around the one way system. The town center has a 20 MPH limit and this has caused many to avoid it and use Sun Street as a cut through to the A1. It is a densely populated residential area and so it should also be incorporated into the 20 MPH zone. The layout, alignment and nature of the roads means that a 20mph limit would be largely self-enforcing for the majority of vehicles, so a high level of enforcement should not be required or anticipated. This would create a safer environment for all road users.

Alternatively mobile vehicle activated signs or speed indicator devices at the very least should be considered for use periodically.

Kind Regards,

  
Sun Street  
Biggleswade  
Bedfordshire  
SG18 0BZ

**From:** Rob McGregor [mailto:rob.mcgregor@biggleswadetowncouncil.gov.uk]

**Sent:** 22 June 2017 13:33

**To:** Gary Baldwin

**Subject:** RE: Proposed Waiting Restrictions - Various Roads, Biggleswade

Dear Gary

The Town Council are pleased to see the proposals and have no objection.

Kind Regards  
Rob McGregor MILCM  
Town Clerk

■ Sun Street  
Biggleswade  
SG18 0BY  
11 June 2017

Dear Sirs

**Response to the Public Notice concerning the proposal to introduce no waiting relating to the permanent introduction of the Sun St/St John's St/Rose Lane one way system**

I am a resident of a bungalow in Sun Street but fortunately we are able to park our two cars in our back garden which is accessed via Gladstone Close. I am happy, on the whole, with the proposals to put double yellow lines adjacent to my bungalow in Gladstone Close. But at the moment, each week day morning, my profoundly disabled adult son's mini bus stops for a few minutes to pick him up to take to his day care centre. This has caused some friction with a few impatient neighbours who are not inclined to wait even for a brief moment. I suspect double yellow lines will increase some neighbours agitation and I would appreciate consideration of any solution that could address this.

My other issue is with Sun Street. Exiting Gladstone Close by car is very dangerous as we cannot see if traffic is coming from our left due to the legitimately parked cars/vans to our left. The parking spaces swap sides in Sun Street at Gladstone Close, so the normal method of creeping out until you can see is not possible as by the time you can see you are already in the stream of traffic. Living where I do, I regularly hear the squeal of brakes and the angry tooting of horns. Traffic speeds down the bridge, particularly the traffic from Crab Lane as motorists try to beat the second set of traffic lights. Could consideration be given to keeping parking on one side of the road in this part of Sun Street?? Install a mirror? According to someone on Facebook/We Love Biggleswade, three parking spaces are to be returned to use outside of 131 Sun Street. I am wholeheartedly in agreement with this but it will further reduce the vision for cars trying to exit Gladstone Close.

I am against the proposal for partial footway parking in Sun Street as it is not an easy manoeuvre to reverse up a kerb into a parking space, particularly with impatient drivers behind you who forget that this is a residential road. This part of Sun Street is near St Andrew's School and children should not be put at risk. In general the proposals remove a lot of existing parking and provide very few additional parking spaces. I foresee conflict amongst residents and businesses in the area as parking needs will not diminish but be pushed into other inappropriate places. Residents have seen this following the introduction of the Dells Lane scheme. Commuters now use Rose Lane Car Park rather than pay for the railway station car park leaving few spaces for residents/Town Centre workers/shoppers to park. Furthermore, I would not want to lose the facilities of the Viceroy Restaurant or Sheffs Chip Shop in Sun Street, I fear the proposed reduced parking could put the businesses in financial peril.

On a final note, the speed of the traffic is horrific round the one way system and, rightly or wrongly, parked cars serve to slow the traffic down and give some safety to pedestrians on the narrow pavements in this area.

Yours faithfully

■