

BIGGLESWADE ON-STREET COMMUTER PARKING

DRAFT OPTIONS FOR ALL ZONES

The two most appropriate methods of tackling commuter parking in residential streets are:-

1. Residents' permit parking zone. Only residents living within the zone could apply for a permit to park on road. The annual permit cost in Central Beds is currently £10 for the first permit; £70 for the second and £90 for the third. Schemes can be operational on a full time basis, but if addressing commuter parking they only need to be in force during the working day. A permit free period of, say, 2 hours could be incorporated, so that visitors can park for that period without needing a permit. Residents' permit zones are more suited to roads where properties have little or no off-road parking and residents need to be able to leave their cars parked on road all day.
2. Single yellow line am/pm type restriction. Prohibits parking on one side of the road in the morning and the other side in the afternoon. This would stop rail commuters parking in the street because most of them could not move their cars in the middle of the day. The restriction allows residents to park on-street all day, providing they are available to move their car at the appropriate time. There would be no cost to residents. These restrictions are generally more suitable for roads where properties have adequate off-road parking.

Zone A - Dells Lane (London Road to Bunyan Road), Mead End (Dells Lane to Elm Avenue), Tennyson Avenue and Bunyan Road

Dells Lane itself carries a reasonably high volume of traffic, so on-street parking needs to be managed to ensure that the road is not unduly obstructed. There are already some double yellow lines in place, mainly adjacent to road junctions and these should be retained. The side roads off Dells Lane are residential and carry low volumes of traffic, so less parking control is needed.

- Option 1 – In Dells Lane provide marked out residents' permit parking spaces at selective locations and double yellow lines elsewhere. In the side roads have residents permit holders parking with entry signs only and spaces would not be marked out.
- Option 2 – In Dells Lane cover all junctions with double yellow lines and the remaining lengths would be single yellow lines with am/pm restriction. In the side roads use single yellow lines with am/pm restriction.

Zone B - Dells Lane (Bunyan Road to Windermere Drive) and Lincoln Crescent

As for Zone A.

Zone C – Holme Crescent, Blunham Road, South View and Hitchin Street

There are already double yellow lines at the South View and Blunham Road junctions with Hitchin Street, which should be retained. There is a length of No Waiting Mon-Sat 8am-6pm (single yellow line) on the west side of Hitchin Street, south of Teal Road which creates some conflict between parked cars and traffic queuing for the traffic signals. This could be converted to No Waiting at any time (double yellow lines).

- Option 1 – In Holme Crescent, Blunham Road and South View have residents' permit holders parking with entry signs only and spaces would not be marked out. It is recommended that the length of unrestricted parking in Hitchin Street opposite Blunham Road be included in the zone otherwise displacement from the side roads could occur.
- Option 2 – In Holme Crescent, Blunham Road and South View use single yellow lines with am/pm restriction. There are some parking areas which would not be suitable for single yellow lines, so an alternative restriction may need to be considered if this option is chosen.

Hitchin Street from Teal Road towards the town centre. This length of road already has waiting restrictions over most of its length. A solution would be to consider residents' permit parking for the unrestricted length to the north of Teal Road and a further length to the south of Mill Lane which currently has 1 hour limited waiting (permit holders exempt from the 1 hour limit).

Zone D – Osprey Road, Bittern Drive and Sandpiper Close

There are already double yellow lines at the Osprey Road and Sandpiper Close junctions with Teal Road, which should be retained.

- Option 1 – Residents permit holders with entry signs only and spaces would not be marked out.
- Option 2 – Single yellow lines with am/pm restriction.

Zone E – London Road, The Baulk and Drove Road

There are fewer suitable options for this zone due to the character of the roads, type of housing and existing waiting restrictions. Each road needs to be considered separately.

London Road carries significant volumes of traffic, but is wide, so some parking can be safely accommodated. The type of properties along this length of road means that a residents permit parking zone is unlikely to be favoured.

- Option 1 - Double yellow lines on the north side and at the Drove Road junction, but leave the south side unrestricted.
- Option 2 – Double yellow lines at the Drove Road junction and single yellow line am/pm type restriction on both sides along its remaining length.

Drove Road - Already has double yellow lines over the whole length between London Road and The Baulk and it is recommend that these be retained.

The Baulk - Already has double yellow lines to manage parking and these create a chicane effect which is useful as a speed reducing measure. Single yellow lines would not work with this arrangement, so the best option is probably to convert the currently unrestricted lengths to resident permit holder parking.

Residential side roads – The character of the roads makes them unsuitable for yellow lines. They could have permit holder parking if supported by residents, although it is doubtful whether these roads would be used for parking by commuters. Some of them are currently un-adopted.