

Central Bedfordshire
Council
Priory House
Monks Walk
Chicksands,
Shefford SG17 5TQ



please ask for Martha Clampitt
direct line 0300 300 4032
date 26 November 2012

NOTICE OF MEETING

TRAFFIC MANAGEMENT MEETING

Date & Time

Tuesday, 4 December 2012 3.30 p.m.

Venue at

Council Chamber, Priory House, Monks Walk, Shefford

Richard Carr
Chief Executive

To: The Executive Member for Sustainable Communities – Services

Cllr B J Spurr

All other Members of the Council - on request

MEMBERS OF THE PRESS AND PUBLIC ARE WELCOME TO ATTEND THIS MEETING

AGENDA

1. **Members' Interests**

To receive from Members any declarations of interest.

Reports

Item	Subject	Page Nos.
2	Petition - Access through Rectory Court, Sandy The purpose of this report is to update the Traffic Management Meeting on discussions concerning the proposal to stop up highway rights through Rectory Court on High Street in Sandy.	* 3 - 10
3	Sundon Road, Houghton Regis- Resolution of an objection to the Proposed Humped Zebra Crossing To report to the Executive Member for Sustainable Communities Services the receipt of an objection to proposals for a raised zebra crossing.	* 11 - 16
4	Park Lane, Henlow - Resolution of Objections to making an Experimental Contra-flow Cycle Lane into a Permanent Order To report to the Executive Member for Sustainable Communities Services the receipt of objections to an Experimental Contra-flow Cycle Lane and to seek the Executive Member's views.	* 17 - 28

Meeting: Traffic Management Meeting

Date: 4 December 2012

Subject: Petition – Access through Rectory Court, Sandy

Report of: Paul Mason, Head of Highways

Summary: The purpose of this report is to update the Traffic Management Meeting on discussions concerning the proposal to stop up highway rights through Rectory Court on High Street in Sandy.

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

Public/Exempt: Public

Wards Affected: Sandy

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

Financial:

None as a result of this report.

Legal:

None as a result of this report.

Risk Management:

None as a result of this report.

Staffing (including Trades Unions):

None as a result of this report.

Equalities/Human Rights:

None as a result of this report.

Community Safety:

The safe passage of schoolchildren to and from school could be affected by this proposal. Some anti-social behaviour is currently experienced in Rectory Court.

Sustainability:

None as a result of this report

RECOMMENDATION(S):

- (a) Rectory Court remains open as public highway and continues under observation by Bedfordshire Police.
- (b) Rectory Court (Sandy) Ltd be informed of this decision.

Background and Information.

1. At the Traffic Management Meeting on 27th March 2012, consideration was given to a petition which had been presented to Central Bedfordshire Council by Councillor Naomi Sheppard in January 2012. The petition asked Sandy Town Council and Central Bedfordshire Council to refuse any changes to public access via and through Rectory Court in Sandy. Rectory Court is a privately owned residential development including a courtyard, as shown on the plan in Appendix 1 to this report. The walkway through the courtyard is Public Highway, with bollards preventing access by vehicles.
2. The reason the petition had been presented was that the petitioner had concerns that closing access through Rectory Court would increase inconvenience and risk of injury to pupils walking to and from St Swithuns Lower School. A school crossing patrol operates across High Street in the immediate vicinity of the courtyard. The petitioner was concerned that if the courtyard was closed to public access, then the longer alternative would be via St Swithuns Way to the Ivel Road / High Street junction which was perceived as wide and lacking a clear safe crossing route. The view was that schoolchildren would be likely to attempt the crossing without using the crossing patrol.
3. The petition had previously been considered at the meeting of Sandy Town Council's Planning, Parks and Open Spaces Committee on 9th January 2012. The Committee resolved to recommend that the Town Council make no objection to the stopping up of an area of Rectory Court as indicated in the plans which were on the agenda. This was ratified at the meeting of the full Town Council on 16th January 2012
4. Stopping up of public access through Rectory Court had originally been promoted by the organisation Rectory Court (Sandy) Ltd in a letter to Central Bedfordshire Council dated 1st June 2010. In a responding letter dated 19th November 2010, the Council confirmed that it would have no objection to the stopping up of the courtyard and access between St Swithuns Way and the High Street. This was on the condition that Rectory Court (Sandy) Ltd would fund all of the administrative costs involved in the stopping up. The intention of the organisation is to gate the courtyard off from High Street, to prevent the anti-social behaviour being experienced by Rectory Court residents. The view was that access to public utilities would not be hindered by this proposal.

5. Following consideration of Councillor Sheppard's petition and the issues involved, at the Traffic Management Meeting on 27th March 2012, it was decided that that the Executive Member for Sustainable Communities – Services should defer consideration of this petition for more information to be obtained by Officers to ensure options are considered.

Developments following the Traffic Management Meeting on 27th March 2012

6. After the Traffic Management Meeting, a representative of Rectory Court (Sandy) Ltd suggested to Councillor Sheppard that a compromise solution might be that Rectory Court be gated off from High Street using a Gating Order under Section 129 of the Highways Act 1980. This would permit access to public highway to be restricted during certain periods when particular problems caused by disruptive members of the public are expected. The suggestion was that the gate could be opened by the school crossing patrol lady before school access times and then closed again after each school access time.
7. This suggestion was considered by the Head of Service for Traffic Management at Central Bedfordshire Council who has responsibility for the school crossing patrols. His view was that this would result in an unacceptable level of responsibility being given to the school crossing patrol and could not be supported. His view was that the anti-social activity should be an issue to be resolved by the Council's Community Safety team, with the assistance of Bedfordshire Police.
8. The Community Safety Officer at Central Bedfordshire Council was asked about the issue of Rectory Court. His view was based on the reported incidents to the Police and Local Authority, and there was insufficient evidence to justify closing the entrance to the court. In the light of concerns expressed by the residents, the Police will undoubtedly continue to monitor reported incidents at the location.
9. The Sergeant at the Bedfordshire Police Biggleswade and Shefford Area Local Policing Team was asked to consider the issue of stopping up highway rights in Rectory Court. His staff carried out investigations including looking at records of complaints and interviewing residents of the court. His decision was that, on balance, whilst appreciating the concerns of the residents, his view was that the anti-social incidents had not been serious enough to justify gating the court or stopping up highway rights through it. The Sergeant's letter, received on 12th November 2012, is included as Appendix 2 to this report.

Discussion and Conclusion

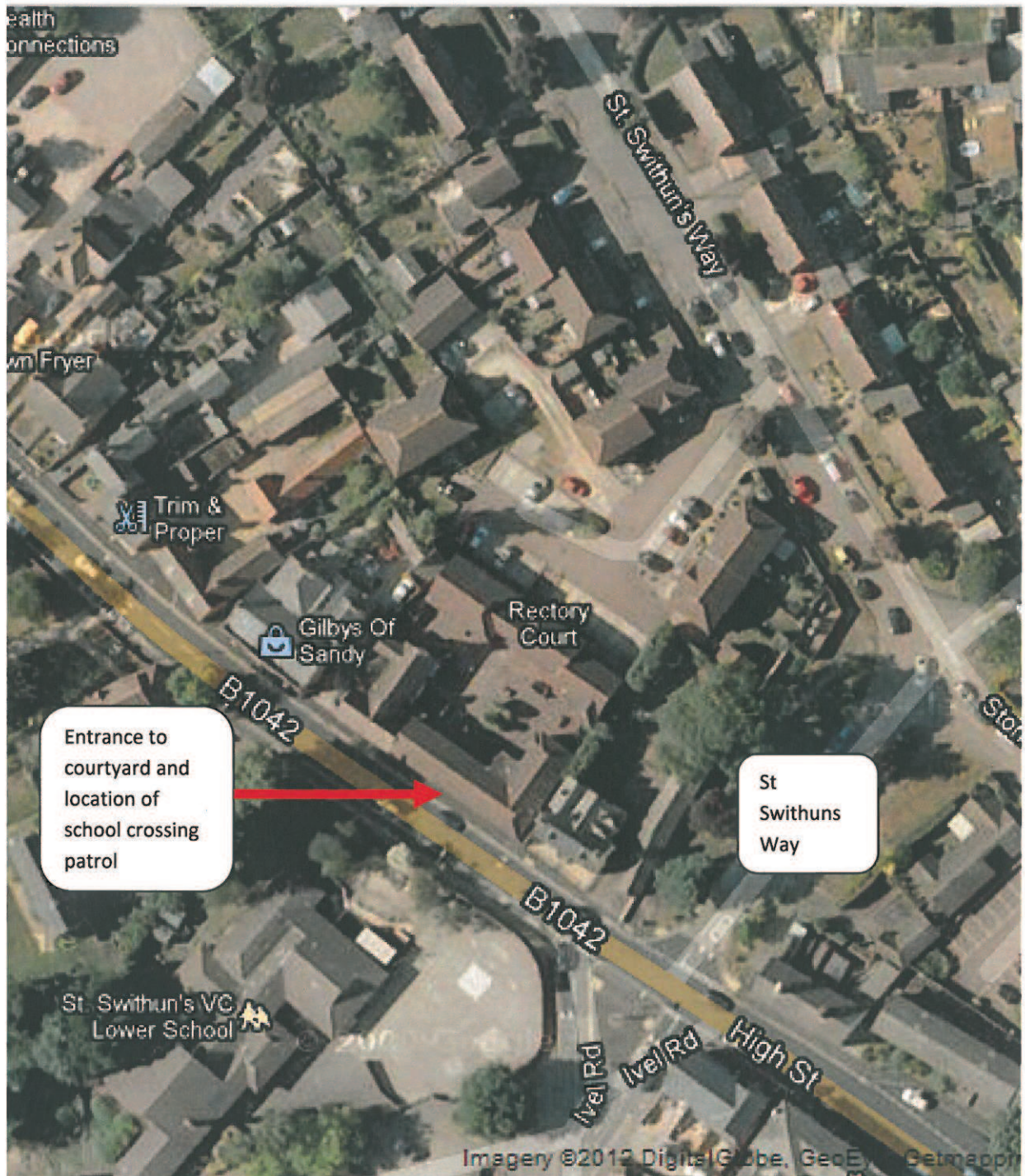
10. Although neither Sandy Town Council nor Central Bedfordshire Council have objected to the stopping up of public highway through Rectory Court, stopping up highway rights can be a contentious issue and can easily be opposed, rendering the necessary legal processes extensive and expensive. It is now considered that the feasible compensatory measures put forward do not offset the difficulties and risks that would result from stopping up highway in the court, or from gating the court's entrance.

11. It is decided, therefore, that highway rights through Rectory Court should remain as they are. The court will continue under the observation of Bedfordshire Police.

Appendix 1: Plan of Rectory Court, Sandy

Appendix 2. Letter from Bedfordshire Police

Plan of Rectory Court, Sandy



Entrance to courtyard and location of school crossing patrol

St Swithuns Way

St. Swithun's VC Lower School

This page is intentionally left blank



BEDFORDSHIRE POLICE
fighting crime, protecting the public

Colin Wilkinson
Transportation Watchman
Bedfordshire Highways, Amey
Woodlands Annex, Manton Lane
Bedford
MK41 7NU

Gary Kidd PS 6117
Biggleswade and Shefford Area Local
Policing Community Team Biggleswade
Police Station,
Station Road
Biggleswade
SG18 8AL
Gary.kidd@bedfordshire.pnn.police.uk

Dear Colin Wilkinson,

Re: Anti-Social Behaviour in and around Rectory Court, Sandy.

This letter is prepared in relation to police consideration being sought into closing the entry to Rectory Court, Sandy via High Street, Sandy.

Concerns have been raised by certain of residents in Rectory Court that the above mentioned access is being used by individuals and groups to cause Criminal Damage, use drugs, smoke cigarettes and eat fast food takeaways, dropping litter and generally loitering.

I have had these claims looked at and from police records can say that there have been no reported instances of any Anti-Social Behaviour in 2012 at this location. This has been brought to the attention of one of those residents seeking this closure and it would appear that these incidents may not have been reported to the police either because they were deemed not serious enough or the problem had stopped before police could be contacted.

Although I have some sympathy for the residents in Rectory Court the behaviour described is on the whole of a minor nature.

Based on the evidence of recorded incidents at my disposal I have to say that there is insufficient evidence to support this request for the entrance to be gated/blocked.

Yours sincerely

Gary Kidd PS6117

Biggleswade Safer Neighbourhood Team
01234 842531

This page is intentionally left blank

Meeting: Traffic Management Meeting
Date: 4 December 2012
Subject: Sundon Road, Houghton Regis- Resolution of an objection to the Proposed Humped Zebra Crossing
Report of: Paul Mason, Head of Highways
Summary: To report to the Executive Member for Sustainable Communities Services the receipt of an objection to proposals for a raised zebra crossing.

Contact Officer: Caroline Almond – Assistant Engineer (Road Safety)
caroline.almond@amey.co.uk
Public/Exempt: Public
Wards Affected: Houghton Regis
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

To improve road safety at a currently uncontrolled crossing location on Sundon Road, Houghton Regis. This is part of LSTF works to improve cycling and walking routes in Houghton Regis and Dunstable.

Financial:

The cost of introducing the proposed raised crossing is approx. £30,000.

Legal:

None as part of this report

Risk Management:

None as part of this report

Staffing (including Trades Unions):

None as part of this report

Equalities/Human Rights:

None as part of this report

Community Safety:

The proposal will improve road safety for non-motorised users.

Sustainability:

To encourage sustainable modes of transport; in this case walking and cycling.

RECOMMENDATION(S):

That the proposal to install a raised Zebra Crossing on Sundon Road, Houghton Regis be implemented as published.

Background and Information

1. Bedfordshire Highways received a budget (Local Sustainable Transport Fund) from Central Bedfordshire Council to improve walking and cycling routes in Houghton Regis and Dunstable. The programme spreads over 3 years.
2. The raised zebra crossing would replace an existing uncontrolled crossing at this location and would improve the safety of school pupils, pedestrians, cyclists and other non-motorised users crossing from the adjacent public footpath.
3. The proposals were formally published from 10th October to the 2nd November 2012. Consultations were also carried out with the emergency services and other statutory bodies, Houghton Regis Town Council and Elected Members. Local residents whom live in the vicinity of the proposed raised crossing were also consulted.
4. One objection has been received from a resident of Sundon Road. The objection raised concerns the perceived noise that the hump would create and stated their preference for a zebra crossing without the hump. A further letter from a Sundon Road resident expressing concerns about the noise generated by the humped crossing was also received. Both are included in Appendix D.
5. Bedfordshire Police accept the proposals and have raised no objection. Houghton Regis Town Council supports the proposals.

Conclusion and the Way Forward

6. The following are Bedfordshire Highways' observations on the representation received:-

It is accepted that Sundon Road, Houghton Regis is a busy road. However, this crossing is just part of a wider scheme to improve the safety of school pupils, pedestrians and cyclists using the proposed route. The number of pedestrians crossing Sundon Road at this location justifies the provision of a formal crossing in preference to the existing uncontrolled crossing. As well as providing a safer crossing point, the improved pedestrian facilities aim to encourage more people to walk and cycle in Houghton Regis.

The reason for the proposed hump is due to the need to limit the speed of traffic as it approaches the crossing. Raised zebras have been shown to be highly effective in this respect. The raised crossing meets recommended design standards, including the height of the hump, so should any noise generated should be minimal.

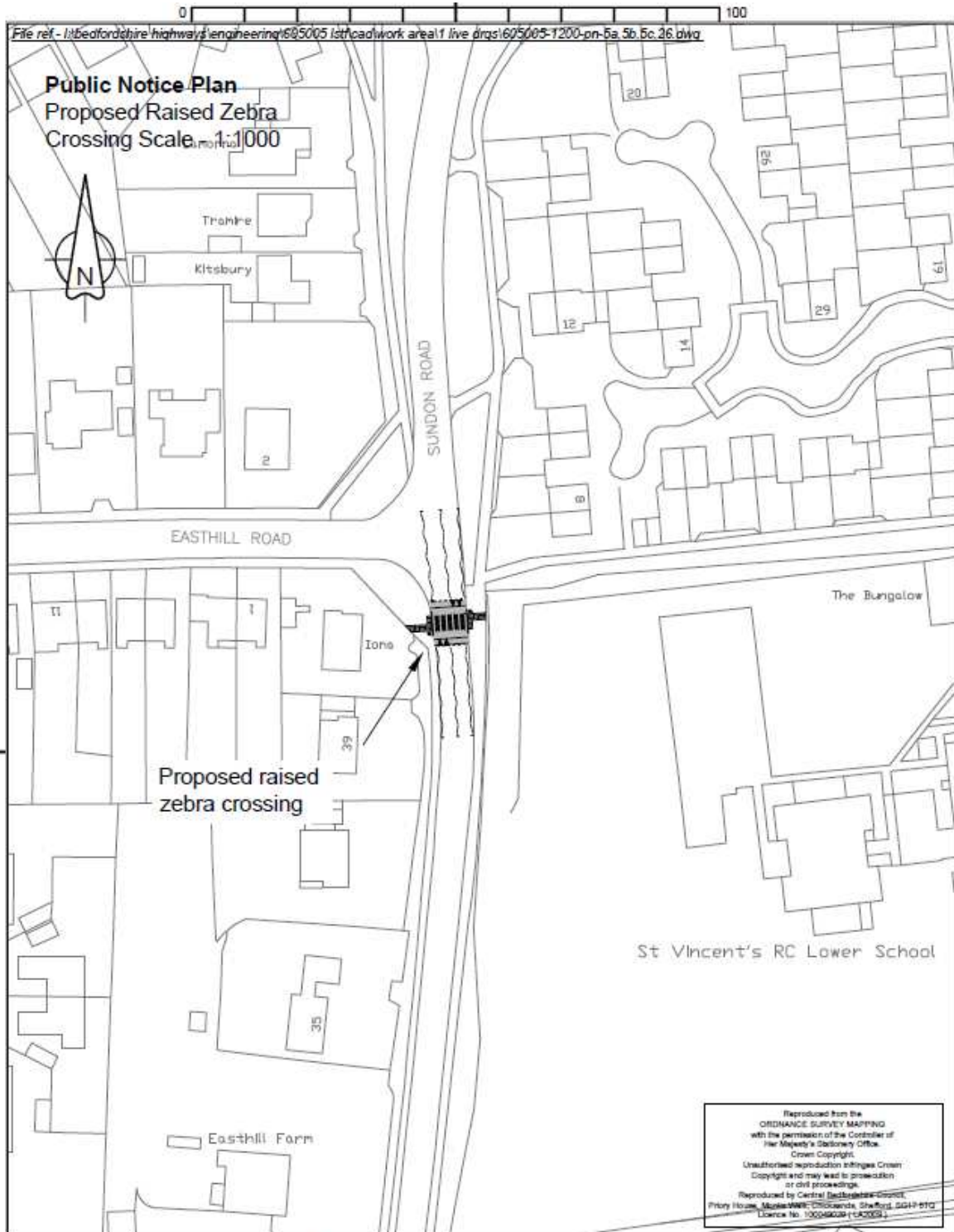
Appendices:

Appendix A – Location plan

Appendix B – Public notice for raised zebra crossing (this includes other locations)

Appendix C –Representation on proposal

APPENDIX A



Reproduced from the
ORDNANCE SURVEY MAPING
with the permission of the Controller of
Her Majesty's Stationery Office.
Crown Copyright.
Unauthorized reproduction infringes Crown
Copyright and may lead to prosecution
or civil proceedings.
Reproduced by Central Bedfordshire Council,
Priory House, Maplewell, Clackwell, Bedford, SG11 6TG
Licence No. 10004026-1-00000

Rev	Revision details	Chkd	Appd	Date
Drawn: CA	Preliminary			
Design: CA	For comment			✓
Chkd: GPB	For tender			
Appd: NO'L	For construction			
Date: 01/10/2012	As constructed			
	Other			

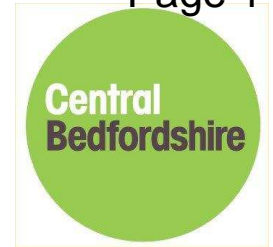
Project Name
LSTF - PUBLIC NOTICE

Drawing Title
Bedfordshire Highways - Trans
5C: Sundon Road

Original Drg Size : A4 Dimensions : -
Scale : As Shown Copyright © Amey/CBC



Drawing No Rev
605005/1200/PN/5C -



APPENDIX B

PUBLIC NOTICE

ROAD TRAFFIC REGULATION ACT 1984 – SECTION 23

PROPOSED PEDESTRIAN CROSSINGS – PARKSIDE DRIVE, SUNDON ROAD AND PARK ROAD NORTH, HOUGHTON REGIS

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL, in exercise of its powers under Section 23 of the Road Traffic Regulation Act, 1984 and all other enabling powers, proposes to establish pedestrian crossings, including their associated zig-zag markings, in Parkside Drive, Sundon Road and Park Road North, Houghton Regis. These works are part of a wider scheme to improve pedestrian and cycling facilities.

Zebra Crossings are proposed to be sited at the following locations:-

1. Parkside Drive, at a point approximately 80 metres north-east of its junction with Elm Park Close.
2. Sundon Road, at a point approximately 15 metres south of its junction with Easthill Road.

A Signalised Toucan Crossing is proposed to be sited at the following location:-

3. Park Road North at a point approximately 160 metres north-west of its roundabout junction with Sandringham Drive.

HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED HUMPED ZEBRA CROSSINGS – PARKSIDE DRIVE AND SUNDON ROAD, HOUGHTON REGIS

CENTRAL BEDFORDSHIRE COUNCIL proposes to construct Humped Zebra Crossings under Section 90 A-I of the Highways Act 1980 and all other enabling powers in Parkside Drive and Sundon Road, Houghton Regis. These works are part of a wider scheme to improve pedestrian and cycling facilities. In addition, the proposed humps are designed to reduce vehicle speeds and create a safer environment for all road users.

A Humped Zebra Crossing at a nominal height of 75mm is proposed to be sited at the following location (This is an existing zebra crossing to be re-built on a raised table):-

1. Parkside Drive, at a point approximately 32 metres south of its junction with Bromley Gardens.

A Humped Zebra Crossing at a nominal height of 75mm is proposed to be sited at the following location (This is a new zebra crossing to be built on a raised table):-

2. Sundon Road, at a point approximately 15 metres south of its junction with Easthill Road (relates to crossing no.2 identified above)

Further Details of the proposal and plans may be examined during normal opening hours at Houghton Regis library, Bedford Square, Houghton Regis LU5 5ES or online at www.centralbedfordshire.gov.uk/consultations.

Objections should be sent in writing to the Transportation Manager, Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk stating the grounds on which they are made by 2nd November 2012.

Technology House
239 Ampthill Road
Bedford MK42 9BD

Basil Jackson
Assistant Director for Highways

10th October 2012

APPENDIX C

Objection

Dear Sir or Madam,

I am writing to you because my wife and I are very concerned to learn that you are proposing to install a pedestrian crossing which will include humped zebra crossing outside our property.

Whilst we realise and appreciate that a zebra crossing may be required because of the public walkway opposite our home. Sundon Road is as you know a very busy road with a great deal of heavy goods vehicles using it which does create a great deal of noise anyway. Having hump outside our property would create a huge amount of further noise to an unacceptable level.

If the reason for the hump is to slow the traffic down especially at the various crossing points then we cannot understand that you would place it right on the crossing itself rather than trying to slow the traffic down prior to the crossing!

Other representation

Dear Sir/Madam,

With regard to your proposed installation of a Humped Zebra crossing out side my Bungalow.

The last time we had a fault in the road outside the noise of passing traffic kept us awake most of the night. We realised that heavy lorries etc. took no notice of it at night and as they bounced over the dip all loose stuff clattered about and woke us again.

I am sure that the same thing will occur with the hump. This is of course will be as well as the gear changing up and down after just leaving the roundabout or before they arrive at the hump and go up or down before the roundabout the other way.

A Zebra crossing minus the hump would be a better option.

This page is intentionally left blank

Meeting: Traffic Management Meeting
Date: 4 December 2012
Subject: Park Lane, Henlow - Resolution of Objections to making an Experimental Contra-flow Cycle Lane into a Permanent Order
Report of: Paul Mason, Head of Highways
Summary: To report to the Executive Member for Sustainable Communities Services the receipt of objections to an Experimental Contra-flow Cycle Lane and to seek the Executive Member's views.

Contact Officer: Steve Hall – Senior Engineer
steve.hall@amey.co.uk
Public/Exempt: Public
Wards Affected: Arlesey
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

To improve highway safety and facilitate the free flow of traffic

Financial:

The cost of introducing the permanent Order and undertaking the signing and road marking changes will be approximately £2,500.

Legal:

None as part of this report

Risk Management:

None as part of this report

Staffing (including Trades Unions):

None as part of this report

Equalities/Human Rights:

None as part of this report

Community Safety:

None as part of this report

Sustainability:

Encourages cycle use

RECOMMENDATION(S):

That the Experimental Contra-flow Cycle Lane in Park Lane, Henlow be made into a permanent Order.

Background and Information

1. In March 2011 an experimental contra-flow cycle lane Order was introduced in Park Lane, Henlow. The road has an established one-way system in place and the experimental Order permits cyclists to travel against the flow of other traffic.
2. The proposal is part of a wider 'Safer Routes to School' scheme which seeks to encourage school trips to be made using more sustainable modes of transport, such as walking and cycling. The project also involves the implementation of measures to make those roads, such as Park Lane, which are used for school trips, safer and more attractive to use.
3. Although similar schemes have been introduced in other towns and cities, this will be the first contra-flow cycle lane to be introduced in this area of Central Bedfordshire. Therefore, implementing this proposal as an experimental Order enables the arrangements to be trialed and can be modified or removed at any time should the need arise.
4. An experimental Order only lasts for eighteen months. Therefore, a decision has to be taken now as to whether the scheme will be made permanent or removed.
5. Following the implementation of the experimental Order, interested parties had an opportunity to object to or comment on the scheme. Nine representations have been received all from local residents expressing concerns about the scheme. All of these are included in Appendix C.
6. A number of issues have been raised, but the main concerns are as follows:-
 - a) The road is not wide enough to safely accommodate cyclists travelling against the flow of other traffic.
 - b) It is dangerous.
 - c) On-street parking, particularly at school times, creates an extra hazard and further narrows the road.
 - d) Drivers do not expect to encounter approaching cyclists.
 - e) The signs are confusing, which possibly leads to drivers getting confused and driving in the wrong direction.
7. Bedfordshire Police accept the proposals and have raised no objection.

Conclusion and the Way Forward

8. Officers of Central Bedfordshire Council and Amey met with local councillors to discuss the operation of the contra-flow cycle lane and concerns over its signage.

Despite the low traffic flows there was a concern that cyclists are placed in conflict with motorists at the points where the road narrows and that priority at these points is unclear. The CBC Cycling Officer assured councillors that the weight of evidence was in support of these arrangements being safe. Contra-flow cycling was a regular occurrence on this road prior to it being officially introduced, without incident.

The arrangement encourages eye contact and interaction, in a give and take fashion, between road users and normal priorities apply - the vehicle arriving first at point where the road narrows takes priority. As the more vulnerable vehicle, cyclists generally take particular care on such approaches and are frequently observed to give way or to negotiate priority.

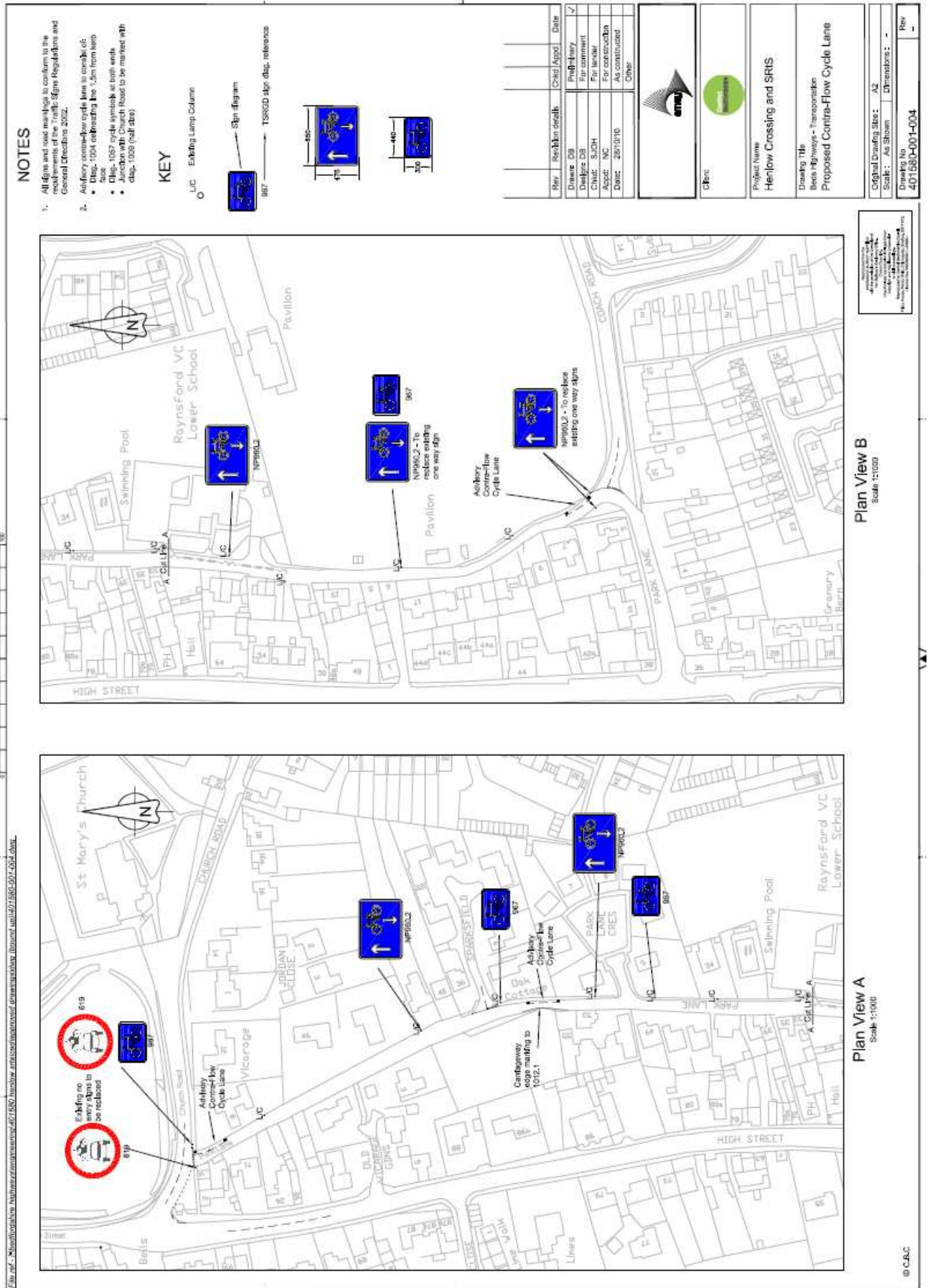
It was agreed that some alterations to the signage and additional lining would be provided in light of the concerns to better highlight the contra flow cycle lane, whilst not overpowering the area with unnecessary road markings.

9. The general congestion outside the school at dropping off time was also observed and discussed and the Cycling Officer suggested that a scheme to address this issue (possibly footway widening and further narrowing of the already narrow road together with revisions to the school keep clear markings) could be considered for inclusion in a future Local Area Transport Plan for the area.
10. It is recommended that the experimental Order be made permanent and that the aforementioned alterations to the signing and road marking be undertaken.

Appendices:

- Appendix A – Scheme drawing
- Appendix B – Public notice
- Appendix C – Representations

APPENDIX A





APPENDIX B

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL (THE BEDFORDSHIRE COUNTY COUNCIL (PARK LANE, HENLOW) (ONE-WAY) ORDER 1962) (EXPERIMENTAL VARIATION) ORDER 2011

Notice is hereby given that on the 14th March 2011 Central Bedfordshire Council made an Order under Section 9 and 10 of the Road Traffic Regulation Act 1984 as follows:

Effect of the Experimental Variation Order:

The Experimental Variation Order will amend the 1962 Order to exempt cycles from the Park Lane One Way Traffic Order. This will allow cyclists to travel against the flow of traffic for that length on Park Lane in Henlow, which extends from its junction with Coach Road to its junction with Church Road.

Reason for Experimental Variation Order: The proposal is part of a wider 'Safer Routes to School' scheme which seeks to encourage school trips to be made using more sustainable modes of transport, such as walking and cycling. The project also involves the implementation of measures to make those roads, such as Park Lane, which are used for school trips safer and more attractive to use.

Although similar schemes have been introduced in other towns and cities, this will be the first contra-flow cycle lane to be introduced in this area of Central Bedfordshire. Therefore, implementing this proposal as an Experimental Variation Order will enable the Council to monitor the scheme once it has been installed and modify or remove the scheme at any time should the need arise.

It is proposed that the Experimental Variation Order will be in operation for eighteen months. Central Bedfordshire Council will be considering in due course whether the provisions of this Experimental Order should be continued in force indefinitely.

Date of Operation: The Experimental Variation Order will come into operation on the 28th March 2011.

Further Details: of the Experimental Variation Order, a statement of reasons for making the Order and plans showing the lengths of road affected may be examined during normal opening hours at Shefford Library, High Street, Shefford SG17 5DL.

Objections: The Experimental Variation Order will remain in operation for up to 18 months and before its effects can be continued in operation by a permanent Order all objections lodged during the trial of the Experimental Variation Order will have to be considered. Objections, in writing, should be sent to the Transportation Manager, Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk to arrive no later than 30th September 2011.

High Court Challenge: Any person who wishes to question the validity of the Order or of any provision contained therein on the ground that it is not within the powers of the relevant Section of the Road Traffic Regulation Act 1984 or on the ground that any requirement of that Section had not been complied with in relation to the Order may, within six weeks of the 14th March 2011 make application for the purpose to the High Court.

Technology House
239 Ampthill Road
Bedford, MK42 9BD

Basil Jackson
Assistant Director for Highways

18th March 2011

APPENDIX C

Re: Experimental contra-flow cycle lane at Park Lane, Henlow

Dear Sir,

As regards the above, so far so good! As far as I know there have been no head on collisions of bicycles and motor vehicles, and cyclists are now riding in a much more responsible way

BUT!!

- 1) Why do adult cyclists use the footpath - both ways - north and south? There is no need and surely it is illegal?
- 2) Motor vehicles are still coming the wrong way i.e. from north to south
- 3) Would it really be so expensive to

relocate the "Park Lane" sign at the north end to the other side of the road, where it could not be seen by vehicles approaching from the north i.e. Langford. These are mainly vehicles going to Champneys, though trade vehicles do the same thing!

This is not the first time I have requested this simple change, surely far less expensive than all the white lines painted on the road! I am tempted to knock the sign down and prop it up on the other side!!!

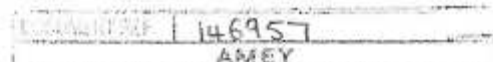
Yours faithfully

Re: Two way cycle access to Park Lane, Henlow

Get a grip and stop wasting ratepayers money. I shudder to think how much money you have wasted on meetings, paperwork, signs and work etc.!

You initially painted some random lines along Park Lane which nobody had an idea of what they were suppose to convey. You obviously decided they were in the wrong place so they were painted out and new lines put down, again which nobody had any clue as to their meaning. Are they intended for car drivers, cyclists, boats perhaps!

I have lived here for twenty five years and during this time cyclists have been cycling in both directions along Park Lane with no problems whatsoever so why confuse cyclists now?



Dear Sir or Madam,
Re- Experimental
contra-flow cycle lane in Park
Lane Henlow.
I dont believe this will work
as the road isn't wide enough
especially with the parked cars
Yours faithfully

With reference to the Experimental contra-flow cycle lane at Park Lane, Henlow, I wish to strongly object to this being developed on a permanent basis.

When it is school arriving or leaving time the parking along this road is tremendous already, allowing only room for one vehicle to come through. To have to also look out for cycle riders coming along towards you is another obstacle.

Also, I wish to point out that the entrance to the above address is on the right hand side of the One-Way flow of traffic. It is also on a very steep slope and visibility is not clear until we stop at the edge of the pavement.

I fear that with cyclist riding along on a contraflow lane, particularly children, it is an accident waiting to happen.

We as residence might be used to coming out slowly, but workmen or visitors have to put a lot of thrust on the accelerator to avoid skidding on the gravel drive and therefore could come out with force.

I beg you to please think again as it could be very dangerous.

U 9 SEP 2011		7th Sept 2011
COPIES		
Re: Experimental contra-flow		
Cycle lane at Parkhane Herlow		
ORIGINAL		
FILED		

I'm writing to express my concerns and objections of the above.

Firstly, I see no benefit in creating a contra-flow for cycles, mainly because I feel it's extremely dangerous for the cyclists + unsuspecting motorists (the road signs are confusing to my visitors and probably to others as well)

Secondly, As I live in Parkhane I see all sorts of activities passing my house, mainly walkers or rambles, and parents taking children to the School next door to me.

As there is no ²/₃ pavement for the first third of the lane (from North to South positions), only the road itself and a bit of mucky grass verge, all the pedestrians have to walk on the road until they reach Sparksfield.

Therefore they have their backs to the contra-flow cyclists at all times + may not be aware of their presence.

As a point, because of the young age group of the school children, I've yet to see any pupils cycling to school.

Thirdly, It is very congested with cars etc at school arrival + departure times, plus some residential parking, and being a narrow lane anyway, it makes overtaking very tight.

Therefore a permanently marked cycle lane would make things particularly difficult.

Also it causes³ / or will cause problems for residents' visitors and for any loading or deliveries etc. Not to mention reversing in or out of our drives.

I think if somebody could come and see the lane when active, the conditions would speak for themselves.

Perhaps after reading my remarks and any other letters of objections, you may consider and think about this issue again.

yours faithfully

I write to object to the Experimental Variation Order exempting bicycles from the Park Lane one way traffic order in Henlow.

As a Park Lane resident I was never convinced of the need and desirability of this change. Park Lane is too narrow to permit two way flows, especially in those sections where there are cars parked.

The experimental change has been carried out in summer, when light is good. I think the dangers are much greater in winter when visibility and conditions are poorer. The majority of those cycling Park Lane, in any direction, are children and I rarely see any of them with lights on their bikes.

Despite the signs drivers are not expecting to see cyclists, often weaving around the road, coming in the opposite direction and there is little room for manoeuvre. I would rather see cyclists ride (illegally) on the pavements than be lured into a false sense of security that this scheme brings about.

Since the change in signage I believe there has been an increase in cars travelling the wrong way down Park Lane, which is another source of danger

Again as a resident, the thought of hearing a screech of brakes and the sound of a body hitting a windscreen is not a pleasant prospect. It is one I believe to be inevitable at some stage and will be responsibility of those who proposed this misguided change.

We have lived in this house for over 47 years. Having a lot of changes, in that time, but consider the contra-flow cycle lane, the most dangerous, to date.

There has always been, cars coming the wrong way down Park Lane, at speed. Not from the Church Road end, but from people visiting, the school, Park Lane Crescent, Spaxfield. Plus other houses on the opposite side of Park Lane. On many occasions my husband or I have stopped materials. Pointing out its a one way lane, the answer, is always, we didn't realize it was all one way, We have come out of the school car park, or been visiting friends etc.

Hence in our opinion, the contra-flow cycle lane is not a good idea. Just adding another hazard, waiting for an accident to happen.

We would like to feel our views are taken into consideration

I live at the far end of Park Lane, the last drive before the junction with Church Road.

The experimental contra-flow allowing cyclists to cycle against the flow of traffic is, in my view, dangerous for the following reasons.

1. Coming out of my steep drive visibility of cycles coming from the right is very poor and they are upon our vehicle before they can be seen.
2. Cyclists do not keep to the left hand side of the road but cycle all over the lane and straight in the face of on-coming traffic.
3. Other two wheel vehicles are now using the contra-flow, including motor bikes.

The signage which was put up when this new system was instigated is confusing and the bike lane is only marked in three short lengths of the entire lane which is some half mile long - but to paint a proper bike lane along the whole length would be inappropriate to the rural atmosphere of this area.

The lane has always been a one way system and has worked safely and well and been understood by everyone. Now your experiment has caused confusion and will probably lead to an accident occurring.

As a local residents of fifteen years, my husband and I would ask you to please remove the contra-flow and put the lane back to the safe one way system it has always been.

Re experimental Contraflow cycle lane at Park Lane, Henlow.
Park Lane is not wide enough for cyclists to avoid oncoming traffic that is often exceeding the speed limit, ~~and~~ overtaking parked cars. It would be much safer to make it clearer to cyclists and motorists that Park Lane is a one way street, especially to motorists leaving Raynsford School car park who often go the wrong way. Also a means of slowing down the traffic would be a good idea.

This page is intentionally left blank