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**Meeting:** Traffic Management Meeting  
**Date:** 30<sup>th</sup> October 2018  
**Subject:** West Hill Aspley Guise, proposal to install traffic calming measures  
**Report of:** Paul Mason, Assistant Director Highways  
**Summary:** This report seeks the approval of the Executive Member for Community Services for the implementation of traffic calming measures in West Hill, Aspley Guise.

**RECOMMENDATION(S):**

**That the proposal to install a priory narrowing on West Hill, Aspley Guise be withdrawn.**

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**Contact Officer:** Paul Salmon  
[paul.salmon@centralbedfordshire.gov.uk](mailto:paul.salmon@centralbedfordshire.gov.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Woburn  
**Function of:** Council

CORPORATE IMPLICATIONS
<p><b>Council Priorities:</b> The proposal supports the following Local Transport Plan objectives:</p> <p>(J) Reduce the risk of people being killed or seriously injured</p> <p>The proposal will improve road safety and traffic management in the affected roads.</p> <p><b>Financial:</b> Funded through contributions from Milton Keynes Council, Aspley Guise Parish Council and Central Bedfordshire Council.</p> <p><b>Legal:</b> None from this report.</p> <p><b>Risk Management:</b> None from this report.</p>

**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: Target cost to be agreed, but the expected total scheme cost is between £50,000 - £55,000.	Budget: Funded from contributions from Milton Keynes Council, Aspley Guise Parish Council and Central Bedfordshire Council
Expected delivery (assuming scheme proceeds): Spring/Summer 2019	

**Background**

1. In November 2016, Central Bedfordshire Council (CBC) submitted a request to Milton Keynes Council (MKC) for a funding contribution towards the costs of a scheme for Aspley Guise to mitigate the traffic impacts of planned housing growth. A copy of the report prepared by CBC in support of its case for investment is provided at Appendix A.
2. The report presented CBCs preferred scheme, with improvements to West Hill and The Square. The proposal offered improvements to public realm and enhanced pedestrian facilities with the aim of improving safety for vulnerable road users crossing The Square and for vehicles exiting Woburn Lane. The report asked MKC to fully fund the scheme cost, estimated at £150,000.
3. The proposal was assessed by MKC planning and highways officers who concluded that the proposed scheme served a number of purposes, only one of which was as a deterrent to traffic from MKC who might be tempted to use routes through Aspley Guise in preference to designated routes from and to the new development.
4. On this basis, the recommendation of MKC officers was that the majority of the funding for any scheme should come from CBC with MKC's contribution be capped at £50k. This formed the basis of the Resource Allocation and Spend

Approval, considered by the MKC Cabinet and formally approved at its meeting on 11<sup>th</sup> July 2017.

5. MKC made their offer to CBC subject to the following conditions:
  - a) that the Head of Highways at MKC in consultation with the relevant Cabinet member be delegated authority to release the funds, but not until an approved scheme was in place
  - b) that the approved scheme had the support of Aspley Guise Parish Council
  - c) that CBC itself had committed to paying the majority of the delivery cost, for which a formal commitment would be required
  - d) that CBC would have consulted with Aspley Guise Parish Council and other stakeholders
  - e) that were the proposed scheme to be scaled back and delivered at lower cost, MKCs contribution would be reduced accordingly and kept proportionate to the overall cost with any unrequired funding being returned to MKC
6. CBC officers met with the Chair of Aspley Guise Parish Council (AGPC) on 7<sup>th</sup> September to discuss the proposed scheme. The context to this meeting was an email from AGPC to CBC dated 8<sup>th</sup> August 2017, a copy of which is provided at Appendix B. This email was triggered in response to a request from CBC for a £2,500 (Rural Match Funding) contribution toward the costs of the detailed scheme design.
7. At the meeting on 7<sup>th</sup> September, the Chair advised that AGPC wished to refocus the scheme on achieving the following objectives:
  - a) reduce speeding through the village, focusing on West Hill
  - b) solve the problem caused by the bottlenecks either side of the Square caused by parked cars narrowing the road to a single carriageway
  - c) reduce the volume of traffic using the village as a rat run to avoid congestion on the main routes

Further that AGPC required:

  - d) confirmation from CBC that a traffic calming scheme would be delivered before committing to contributing towards its cost
  - e) CBC to forward-fund the detailed scheme design, estimated to cost £10,000
8. The agreement reached with the Chair was relayed to parish councillors attending the AGPC meeting of 2<sup>nd</sup> October 2017. At this meeting, parish councillors proposed forming a working group to meet with CBC highways officers to input into the design process. This meeting, organised as a site visit, took place on 31<sup>st</sup> October 2017. During the meeting, members agreed to retain the 30mph speed limit on West Hill / The Square.

9. On the 5<sup>th</sup> March, officers presented a scheme design proposal to AGPC. Officers presented three alternative options for slowing the speed of traffic on West Hill, a priority flow arrangement, paired speed cushions or a raised table. AGPC resolved to convene an extraordinary meeting to discuss the design proposal.
10. The extraordinary meeting took place on the 19<sup>th</sup> March 2018, at which AGPC resolved to support the scheme and expressed its preference for priority narrowing on West Hill. Councillors also asked that CBC consider:
  - a) upgrading the existing courtesy crossing on West Hill to a controlled crossing
  - b) providing a controlled crossing at Mount Pleasant

### **Scheme proposal**

11. The scheme proposal agreed with AGPC included several components:

#### The Square

Leaving the carriageway alignment as is but re-positioning the bus stop to the west of the entrance to the Moore Place Hotel and re-lining the junction with Woburn Lane to improve sight lines for traffic exiting onto The Square.

#### West Hill

Installation of a priority narrowing, subject to member approval following statutory noticing.

#### Bedford Road

New signage, replacement bollards and the use of coloured high-friction surfacing to raise the conspicuity of the existing courtesy crossing.

#### Mount Pleasant/Bedford Road

Additional warning signs on both approaches to the junction.

### **Statutory Noticing**

12. The proposal to install a priority narrowing on West Hill was advertised by Public Notice in July 2018. A copy of the Notice was forwarded to the Police, Fire and Ambulance services, Road Freight organisations, the Parish Council and the CBC Ward member. Copies of the Notice were posted to residents in reasonable proximity to the feature. In addition, the Public Notice was displayed at various locations on West Hill. A copy of the Notice is provided at Appendix C

## Representations

13. Over sixty representations were received in response to the Public Notice. The overwhelming view of respondents was that the feature would be harmful rather than beneficial.
14. The main concerns expressed by respondents were that:
  - a) The justification for the feature was unproven.
  - b) The feature would cause unacceptable queuing, pollution and noise.
  - c) The feature was poorly positioned, generating queues that impact adjacent junctions, parking areas, residential accesses and pedestrian crossing points.
  - d) The feature would exacerbate parking issues and create problems for drivers of delivery and service vehicles.
  - e) The feature would create conflicts between opposing flows of traffic.
15. Many respondents took the opportunity to offer suggestions and raise related matters of concern:
  - a) That the scheme would be insufficient of a deterrent to trigger through traffic to divert. This would require more substantive measures, with quoted examples being the construction of a bypass or the closure of the road to through traffic.
  - b) That that scheme would be sufficient of a deterrent to encourage through traffic to divert onto other, less-suitable routes, for example Woodside, Wood Lane and Duke Street.
  - c) That the scheme is unnecessary, in that parking on West Hill already provides traffic-calming benefits.
  - d) That a solution is needed to the parking in Bedford Street as this creates an unacceptable bottleneck.
  - e) That the scheme is too narrowly drawn and that a more extensive scheme is needed.
  - f) That the feature and its associated signage would be out of keeping with the local environment, creating unacceptable visual clutter.
  - g) That road humps or (average) speed cameras would be a more effective solution in controlling speeds.
  - h) That the funding would be better invested in the provision of controlled crossings, in particular where these served children catching school buses.
  - i) That the restriction on HGVs within Aspley Guise is regularly flouted.
  - j) That both councils have failed to adequately consult residents before bringing forward the proposal.

## **Officer comments**

16. Priority narrowing's are a common feature in Central Bedfordshire and provide a proven method of controlling traffic speeds.
17. The positioning of features is subject to careful consideration by the highways design engineer and informed by data on vehicle flows and speeds. All traffic calming schemes are subject to an independent road safety assessment process prior to construction.
18. The selection of a priority narrowing in preference to a raised table or paired speed cushions was made in full consultation with APGC.

## **Conclusions**

19. The level of expressed opposition warrants the withdrawal of the proposed priority narrowing on West Hill.
20. For a traffic calming scheme of this nature, the number and articulation of responses is exceptional. Whilst this is most welcome, it reveals a schism in opinion as to whether traffic calming is needed. For adherents, there is no settled opinion as to the form it should take.
21. From CBCs perspective, the data on vehicle speeds and recorded collisions does not justify significant investment in a scheme, given constraints on budgets and more compelling alternatives. The continuing commitment of AGPC and MKC to the funding of a scheme is therefore vital.
22. It is reasonable to proceed with the 'lining and signing' elements of the scheme, described at paragraph 11 above. These works would be funded from CBCs Integrated Schemes budget and implemented coincident with other local schemes for reasons of efficiency. The relocation of the bus stop should not proceed unless an accommodation is reached with the proprietor of the Moore Place Hotel, given his concern as to the potential impact on trade from this proposal.
23. Work has been undertaken at CBCs expense to assess whether measures are required to improve road safety for school children, given the frequency with which this issue was raised by respondents to the consultation. The first stage of this work has been to undertake site observations and to survey pedestrian movements in The Square. A copy of the data is provided at Appendix E.
24. The work will most likely confirm the view of officers' that investing in a controlled crossing is not justified when applying the government-approved assessment methodology<sup>1</sup>, which gives consideration to crossing movements, traffic volumes and speeds.

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<sup>1</sup> Local Transport Note 1/5 'How to Plan Pedestrian Crossings'  
<https://www.gov.uk/government/publications/the-assessment-of-pedestrian-crossings-ltn-195>.

**Appendices:**

A - CBC report to MKC

B – Email from the Chair of Aspley Guise Parish Council

C – Public Notice

D – Representations

## Appendix A

# Title West Hill, Aspley Guise

Date 19 October 2018



**Issue Record Sheet – CBC Term Highways Services Contract**

<b>Revision Nº.</b>	<b>Date</b>	<b>Author</b>	<b>Reviewer</b>	<b>Comments</b>
0	19 Oct. 2018	D Kyan	S Patel	Final

**Report For:** Steve Lakin, CBC  
**Prepared By:** Danny Kyan, Ringway Jacobs  
**Date of Report:** 19 October 2018

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\*Contents List is booked marked for ease of use

## 1. Purpose

1.1 To assess the suitability, including through PV<sup>2</sup> appraisal, of; providing a zebra crossing at West Hill, Aspley Guise, at the existing build out uncontrolled crossing for pedestrians to the west of the access to the Best Western Hotel, within the 30mph speed limit. Consideration to be made of; traffic speeds and volumes, recent accident history, pedestrian movement counts, and DfT / HE Guidance documents.

1.2 To provide a report on the findings with recommendations on; whether to promote a zebra crossing.

## 2. Background Information

2.1 Task Order LA 207777 was issued at 27 July 2018, to provide a fee proposal to carry out; traffic counts and a pedestrian movement survey, and report of crossing movements and provide a preliminary design of a zebra crossing. The fee proposal was completed on 08/08/2018

2.3 Task Order LA 208470 was then issued on 22 August 2018 for a scheme concept design to carry out the traffic and pedestrian movement investigations, and a report on the viability of promoting a zebra crossing, with a target completion date of 22 October 2018.

2.4 Automated Traffic Counts (ATC) were undertaken at the build out crossing point for pedestrians, to the west of the access to the Best Western Hotel entrance, by Road Runner TCA Ltd., from the 13 to 19 September 2018 (inclusive) and the ATC report is provided at Appendix A.

2.5 Drawing No. CBC-208470-CON-000-001 showing a preliminary design of a zebra crossing at West Hill to the west of the Best Western Hotel, is provided at Appendix B.

2.6 There is no Personal Injury Collisions (non confidential) Information for West Hill near the Best Western Hotel recorded on Collisions Map UK.

2.7 1 No. collision is reported during the recent 5 years period that occurred on 3/3/2016 at West Hill, about 200m west of the Hotel and to the east of Wood Lane. This involved 4 vehicles comprising, 1 No. Serious pedestrian injury.

## 3. Additional Considerations

3.1 Peak hour pedestrian movement surveys at the existing uncontrolled crossing point were procured through Road Runner TCA Ltd., on Tuesday 4<sup>th</sup>, Wednesday 5<sup>th</sup> and Thursday 6<sup>th</sup> September 2018, with the findings provided at Appendix C

3.2 DfT / Highways England (HE) Guidance Documents used for assessing the suitability, including through  $PV^2$  appraisal, of; promoting a zebra crossing at the existing build out at West Hill, Aspley Guise are; ltn-1-95\_Assessment-Crossings, ltn-2-95\_pedestrian-crossings & ta6896 –  $PV^2$  Assessment, that are provided at Appendix D

3.3 TA 6896 states at Clause 2.6: *The numerical criterion against which the requirement for a pedestrian crossing will be assessed is provided by the average of the four highest hourly rates of  $PV^2$ . An average value exceeding  $10^8$  for an undivided road or  $2 \times 10^8$  for a divided road will meet this criterion. Where there are pronounced seasonal variations in the number of pedestrians and vehicles, pedestrian crossings may be considered appropriate where the requirement for provision of a facility is likely to be met for at least 4 months of the year.*

3.4 TA 6896 states at Clause 2.7: *Although numerical calculations of the degree of conflict between pedestrians and vehicles ( $PV^2$ ) provide a basis for assessing the need for a pedestrian crossing all the other factors set out in the sections on site and option assessment in LTN 1/95 must also be taken into account.*

## 4. $PV^2$ Findings

4.1 The following table shows the  $PV^2$  findings at the existing build out crossing point for pedestrians at West Hill shown on Drawing No. CBC-200751-ATC-000-002, showing a preliminary design of a zebra crossing, and provided at Appendix B

Pedestrian Movement Survey on 06/09/18 Site No. / location	Average of 4 highest hourly 2-way vehicle flow (V)	2-way hourly flow of Pedestrians (P)	$PV^2$ Value
Location – Existing build out at West Hill (3.15pm to 4.15pm)	$(601 + 566 + 598 + 605) / 4 = 593$ (V)	7 Adults plus 15 Children = Total of 22 – (see Notes 1 and 2)	$(22 \times 593 \times 593) = 0.077 \times 10^8$

Note 1:- In addition from 3.15pm to 4.15pm there were 10 Adults and 6 Children movements on the north side footway not crossing the road and zero pedestrian movements on the south side footway not crossing the road.

Note 2:- In addition from 3.15pm to 4.15pm there was 1 Adult crossing the road north bound to the west side of the build out.

## 5. Summary / Conclusions

5.1 Traffic Speed data shows that vehicle speeds are generally compliant with the existing 30mph speed limit along the section of West Hill through the existing uncontrolled build out crossing point for pedestrians. Mean traffic speeds recorded are less than 23 mph with 85th percentile traffic speeds recorded less than 27 mph. *(The 85th percentile speed is defined as, "the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point).*

5.2 Traffic Volumes recorded are typical for the local distributor road, West Hill, with 24 Hour 5 Day Average two way flows recorded of 6,464 vehicles. For example the average peak hour flow recorded from 3.15 pm to 4.15 pm was 593 vehicles.

5.3 The collisions history for the recent 5 years period shows there is no reported Personal Injury Collisions (non confidential) Information for West Hill near the Best Western Hotel recorded on Collisions Map UK.

5.4 Section 4.1 above shows the PV<sup>2</sup> findings at the Pedestrian Movement survey site at the existing build out to the west of the Hotel of – **PV<sup>2</sup> value of 0.077 x 10<sup>8</sup>**

5.5 TA 6896, provided at Appendix D, states at Clause 2.6: *The numerical criterion against which the requirement for a pedestrian crossing will be assessed is provided by the average of the four highest hourly rates of PV<sup>2</sup>. An average value exceeding 10<sup>8</sup> for an undivided road or 2 x 10<sup>8</sup> for a divided road will meet this criterion.*

## 6. Recommendations

6.2 The pedestrian movements survey at the existing build out crossing point, to the west of the Hotel access, showed a **PV<sup>2</sup> value of 0.077 x 10<sup>8</sup>** that is significantly below the criterion given in TA 6896.

6.3 The pedestrian movement survey findings do NOT support promoting a zebra crossing at West Hill.

6.3 The pedestrian movement survey supports retaining the existing build out uncontrolled crossing point for pedestrians.

## APPENDIX A

Automated Traffic Counts (ATC) – Traffic Data



Report ID	Site	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	Mean Speed	85%ile Speed	(24 Hour) 5 Day Ave	(12 Hour) 7 Day Ave	(24 Hour) 7 Day Ave	%age HGVs
Site	Site 39 West Hill (east end), Apsley Guise	Eastbound	Thu 13 Sep 2018	Wed 19 Sep 2018	30mph	20714	22.3	25.9	3227	2463	2959	0.22%
Site	Site 39 West Hill (east end), Apsley Guise	Westbound	Thu 13 Sep 2018	Wed 19 Sep 2018	30mph	20935	22.3	26.1	3237	2510	2991	0.17%

Schedule
Thu 13 Sep 2018
Fri 14 Sep 2018
Sat 15 Sep 2018
Sun 16 Sep 2018
Mon 17 Sep 2018
Tue 18 Sep 2018
Wed 19 Sep 2018

## APPENDIX B

Drawing No. CBC-208470-CON-000-001

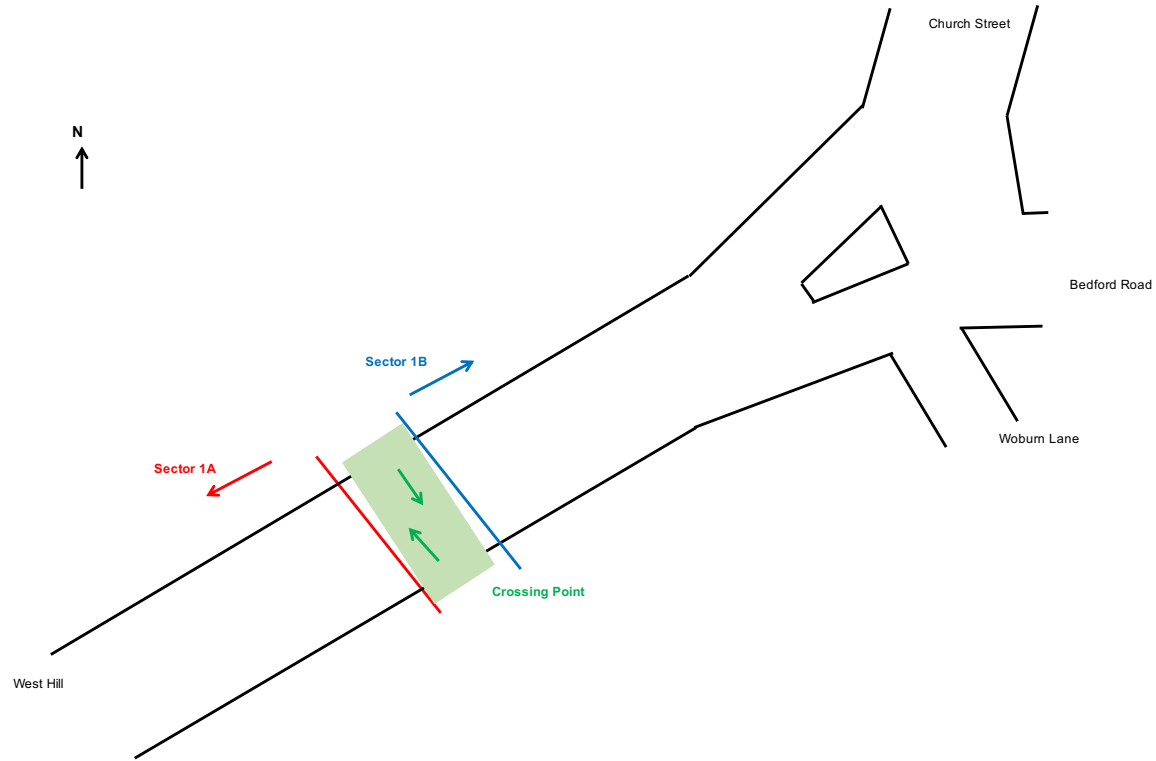
Preliminary design of a zebra crossing (at West Hill)



## APPENDIX C

Peak hour pedestrian movement surveys

(On Tuesday 4th, Wednesday 5th and Thursday 6th September 2018)



APPENDIX C  
SUMMARY SHEET

West Hill, Aspley Guise

## SUMMARY SHEET

**LOCATION:**

Site No. 1 - Build Out crossing Point for Pedestrians - Outside Best Western Hotel

**WEATHER:**

Warm and dry all day

DATE: 4th September

DAY: Tuesday

[illegible]

[illegible]





Total Movements	102	Total Movements	10	Total Movements	39	Total Movements	4	Total Movements	25	180
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## SUMMARY SHEET

WEATHER:

Warm and dry all day

DATE: 5th S

DAY: Wednesday

1. *Journal of the American Medical Association*, 2000; 283: 2689-2696.

TIME	Pedestrian (Ped) Or Cyclist (PC)		Pedestrian Link Counts						Pedestrian Crossing Counts			Section 1-A Crossing Counts			Section 1-B Crossing Counts			TOTAL
			NORTH SIDE OF: West Hill			SOUTH SIDE OF: West Hill			BETWEEN VEHICLE STOP LINES OF:			WEST SIDE OF Stop Line			EAST SIDE OF Stop Line			
			GOING WEST	GOING EAST	TOTAL	GOING WEST	GOING EAST	TOTAL	GOING NORTH	GOING SOUTH	TOTAL	GOING NORTH	GOING SOUTH	TOTAL	GOING NORTH	GOING SOUTH	TOTAL	
7:00 AM	Ped	Adults																
		Children																
	PC	Adults																
		Children																
7:15 AM	Ped	Adults		1	1		1	1			1	1						3
		Children									4	4						4
	PC	Adults																
		Children																
7:30 AM	Ped	Adults																
		Children									1	1				1	1	2
	PC	Adults																
		Children																
7:45 AM	Ped	Adults																
		Children		1	1						2	2				2	2	5
	PC	Adults																
		Children																
8:00 AM	Ped	Adults																
		Children									2	2				1	1	3
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	PC	Adults																
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8:30 AM	Ped	Adults									4	4						4
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	PC	Adults																
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8:45 AM	Ped	Adults	1		1					1		1						2
		Children								1		1						1
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[illegible]





Total Movements	80	Total Movements	4	Total Movements	64	Total Movements	17	Total Movements	31	196
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DATE: 6th September

DAY: Thursday

[illegible]

[illegible]

11:00 AM	Ped	Adults	1		1												1
		Children															
	PC	Adults															
		Children															
11:15 AM	Ped	Adults	1		1									1		1	2
		Children															
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11:30 AM	Ped	Adults		1	1												1
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	PC	Adults															
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11:45 AM	Ped	Adults	1	3	4									1		1	5
		Children															
	PC	Adults															
		Children															
12:00 PM	Ped	Adults							1	1	2						2
		Children															
	PC	Adults															
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12:15 PM	Ped	Adults				1			1								1
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12:45 PM	Ped	Adults	2	2	4				1		1	1		1			6
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	PC	Adults															
		Children															
14:45 PM	Ped	Adults								1	1			2		2	3
		Children															
	PC	Adults															
		Children															



Total Movements	111	Total Movements	6	Total Movements	57	Total Movements	3	Total Movements	25	202
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## APPENDIX D

DfT / HE Guidance Documents

## Appendix B

**From:** Ian Pickering [<mailto:chairman@aspleyguiseparishcouncil.gov.uk>]

**Sent:** 08 August 2017 17:49

**To:** Cllr Budge Wells

**Cc:** [REDACTED]

**Subject:** Aspley Guise Traffic Calming

Dear Budge,

As we explained at last night's parish council meeting, given all the past failures of CBC since it was formed to either come up with a workable traffic calming scheme for the village or to commit the funding necessary to implement such a scheme, it would be financially reckless of the parish council to commit the requested contribution to funding a detailed scheme design until such time as:

1. CBC has presented a concept design to the parish council which we believe will be extensive enough to actually make a difference
2. CBC has confirmed that the scheme would comply with highways engineering requirements unlike the last abortive design prepared by Amey
3. CBC has confirmed that it will provide the balance of funding needed to deliver the scheme taking account of MKC's condition that CBC provide the "lion's share" of the funding which we would interpret as over 50% of the total scheme cost.

We find CBC's lack of responsiveness to the severe traffic problems which the village faces wholly unacceptable. Residents face daily abuse from impatient drivers using the village to avoid delays on the A421, parents are in constant fear of their children's safety when crossing the road to get to school and as you know we have had one very serious accident in the recent past.

Some examples of the council's failure to meet even the minimum standards expected of a responsible local authority include:

1. Failure by CBC to present a traffic calming design to MKC for its consideration from November 2013, when the Development Framework for the development of 2,900 houses at Wavendon, the source of MKC's contribution, was adopted until late 2016
2. Failure of either your CEO or council leader to reply to my letter to them of last October
3. The delay in your Director of Community Services replying to that letter when asked to do so
4. Failure to supply the information that we were promised in the meeting with your Assistant Director of Highways in February
5. The failure of your Director of Community Services to reply to my follow up letter of 23rd May, copy attached

If the estimated cost of the scheme which your officers come up with remains at £150,000 the balance needed to complete the scheme after MKC's contribution would be £100,000 or roughly half of one per cent of CBC's total highways budget.

Given the continued lack of attention from CBC to address our traffic problems over many year's a contribution of half of one per cent of your highways budget to resolve our problems is the very least our long suffering residents deserve.

Kind regards,

Ian Pickering  
Chairman  
Aspley Guise Parish Council

# PUBLIC NOTICE

Central  
Bedfordshire

## CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INSTALL TRAFFIC CALMING MEASURES IN WEST HILL, ASPLEY GUISE

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, propose to construct a priority narrowing in West Hill, Aspley Guise. These proposals are part of a scheme to reduce traffic speeds and create a safer environment for all road users.

**A priority narrowing, comprising a build-out approximately 4 metres long on the north side of the road (traffic proceeding eastwards required to give way to opposing traffic) is proposed to be sited at the following location in Aspley Guise:-**

1. West Hill, at a point outside Nether Hall Cottage.

Further Details may be viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices).

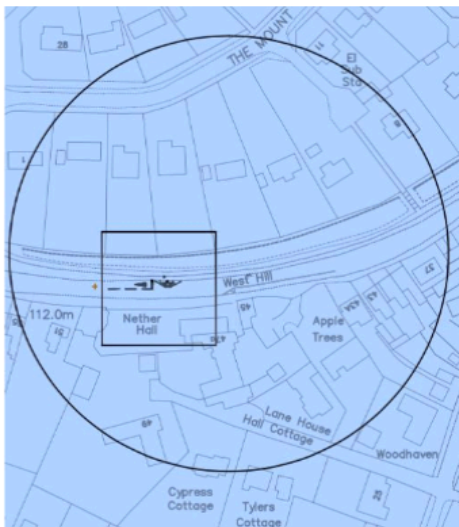
Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 10<sup>th</sup> August 2018.

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

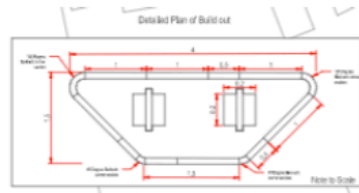
Marcel Coiffait  
Director of Community Services

19<sup>th</sup> July 2018

### Location



### Construction Detail



## Appendix D

1.

I am writing to register an objection to the proposed chicane on West Hill.

Whilst a member of the Parish Council, I despair at the arrogant way in which some Parish Councillors look down upon the residents of Aspley Guise, and have voted (without an agenda item, in breach of the Parish Council Standing Orders) to proceed with this project without adequately consulting residents. This project is being funded by money collected from the Parish, and a contribution from MKC, hence it should have the approval of residents.

It is outrageous that residents came forward with ideas for improvements to the CBC proposed scheme or schemes of their own, and were "sent packing" by the Parish Council. Equally, it's not good enough for CBC to pin a few notices to some lamp posts and tick a consultation box, because that's not a defensible consultation given any objective assessment (I cite residents on West Hill not knowing about this scheme, even after CBC advertised it on lamp posts).

I attach a letter outlining a large body of evidence that the Parish Council has failed to consult with residents and hence should not have asked CBC to proceed with this plan. An MK Council Highways Officer has described the letter as a "very comprehensive and impressive piece of work".

Whilst I disagree with the way in which the Parish Council has done its absolute best to ignore the views of residents, I also disagree with the scheme itself having taken the time to speak to residents and listen to their views. Residents cite existing parking acting as natural calming, the impact of parked car engine idling fumes on children walking to school along that stretch of West Hill, and that this scheme is unlikely to deter vehicles (but if it did, it'll simply push them into adjacent streets).

If CBC genuinely wish to help the residents of Aspley Guise, this process needs to start again - with a clearly defined budget and set of goals agreed by the community, not the Parish Council.

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2.

A proposal has been made to add a chicane outside of Nether Hall in West Hill.

I assume that the purpose is to reduce the speed of traffic along West Hill. The solution is flawed because:

- The current parked cars a few houses down the road towards the centre of the village already calm traffic as two cars can barely pass each other.
  - A single road restriction will not calm traffic speed along West Hill - a more comprehensive solution would be required. A number of years ago a proposal involving a series of measures along the length of West Hill was
-

presented in the village hall. This would have been much more expensive than the proposed single chicane but was a properly engineered solution. Continued...

...Continued

- The proposed single chicane is a half-hearted attempt at trying to reduce the speed of traffic. If the council wants to spend money it should engineer an effective solution for the complete length of road.
- The council has already introduced a road alignment at the centre of the village which has not reduced the speed of vehicles. This example of tinkering with the street furniture shows that unless a complete solution is devised, rather than a single chicane, rate payer's money is not being wisely spent on a so called road improvement.

In conclusion the proposed single chicane will not achieve reduced speed of traffic through Aspley Guise or a section of West Hill and so will be a waste of money. It will require additional road calming measures to be introduced at a later date to achieve the council's aims of reducing speed. It is also likely that the location of this proposed chicane would be in the wrong place, and so have to be removed at cost.

In addition residents will complain because it will create more noise from stopping starting cars, more pollution, long tail backs because a single chicane is proposed, and safety hazards from speeding vehicles trying to jump the chicane and likely minor collisions (mirrors removed and scrapes) with parked cars.

My recommendation is to reject this half-baked solution. The highway department should have a pride and professionalism in presenting workable improvements. This chicane solution lacks demonstration of excellence in engineering a solution.

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3.

I write to formally object to the traffic calming proposal for West Hill, Aspley Guise employing a reduction in road width and traffic priority to vehicles travelling up West Hill.

As an Aspley Guise resident for over thirty years one has seen an increase in traffic on West Hill, particularly during morning and evening "rush Hours" but I do not consider that the current proposal will provide any environmental or safety benefits to the community.

It will however be likely to:

- Cause tailbacks with associated vehicle noise and increased emissions from vehicle idling
  - Increased noise and vehicle emissions as vehicles brake and accelerate past the chicane
  - Traffic safety implications for oncoming vehicles due to drivers trying to "jump" the priority
-

- High probability for vehicles to By-pass any tailbacks by “rat-running” along Woodside and Wood Lane.

I am furthermore not aware of any major vehicle or pedestrian accidents along the length of West Hill covered by the chicane.

I repeat my strong objection to this proposal and trust that my views will be considered during any decisions taken by Central Beds Council.

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4.

In the interest of exercising my democratic opinion, i would like raise an objection to the proposed works on the Public Highway in Aspley Guise, involving a Chicane on West Hill out side of Nether Hall.

Reasons are, this is a known busy through route where traffic needs to be slowed, as the road is narrow in places, and with those people not fortunate to have garages parking their cars, there a situation which could lead to unsafe confrontations. The traffic needs to be slowed, not stopped completely which will cause tailbacks into an area where there are many driveways that exit onto the road and two road junctions.

Safety should be paramount, this solution of a chicane is unsafe. Better to have a 20mph speed limit as at the School in Husbourne Crawley + a camera suitably placed, real or decoy.

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5.

I and my wife are residents at ■ West Hill, Aspley Guise (“Nether Hall”). We have learnt from a neighbour, though not from the Council, that a chicane is proposed, to be positioned directly outside our house. I think I understand the reasons for this, but share the concerns of neighbours that the chicane may:

- Cause vehicles to speed up on approach in order to avoid giving way to opposing vehicles
- Create a pollution hazard from vehicles queued at the chicane
- Create a noise hazard from vehicles accelerating away from the chicane
- Result in “rat runs” through Woodside and Wood Lane or Duke Street
- Create parking difficulties for West Hill residents (not ourselves as we have off-road parking).

We have an additional and personal concern to these, however. We intend to return to New Zealand at some point, taking the entire contents of our three-bedroom flat with us. Speaking from experience when we moved in here, it will take three or four days for the removals firm to pack everything, and half a day to a day to load it all into the removals van. The question is: where will the removals van be able to park for packing and loading, if a chicane is located directly outside the house? And where will their van park, when our successor tenants move in?

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There are similar potential practical difficulties with other forms of delivery to Nether Hall and the adjoining properties. Directly outside Nether Hall is where vehicles currently park for deliveries to Nether Hall, Nether Cottage, Nether House, and Redwood house.

We wish, therefore, to register our strong objection to the proposal, on all of the above grounds. Has the council considered the alternative possibility of a reduced speed limit and/or speed bumps, as (for example) in Woodcock Lane?

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6.

I object

No significant speeding issue or accident hot spot.

Not an appropriate solution if serious consideration given to the:-

extra noise pollution

extra harm full emissions

increased pollution and greenhouse gasses OR ISN'T GLOBAL WARMING AN ISSUE for the council

Even more unnescary ugly signs creating a busy urbanisation futher destroying a tranquil village setting

NOTHING IS EVER LEARNT - FEWER SIGNS HAVE PROVEN TO SLOW TRAFFIC

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7.

We would advise you that the Society is fully supportive of the measures proposed to calm traffic in Aspley Guise particularly the chicane at Nether Cottage. This has been a high priority for a number of years as traffic numbers have increased, particularly as the amount of traffic using Aspley Guise as a rat run is likely to increase dramatically with the extensive developments planned both sides of the county boundary under Plan MK and CBC's submission Development Plan. We therefore would support the proposals

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8.

I am writing to give my view for the consultation for a chicane in West Hill, Aspley Guise. It is a dreadful plan, in my view.

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Stationary traffic is noisy and there will be plenty of it.  
It is too near to the junction of The Mount and traffic will tail back  
In icy and snowy weather, West Hill is a notorious problem. Movement must be continuous both ways, as the traffic that stops can not find sufficient traction to restart.  
Traffic will divert to other residential routes - these are never gritted and have no provision for increased traffic.  
The pathway is narrow and users will inhale fumes.  
It is simply a ridiculous plan and quite an unnecessary need to West Hill.  
Why block what has always and should always be the key route through Aspley Guise.

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9.

I am writing to express my opposition to the planned West Hill chicane.  
I live at No. [REDACTED] and am concerned that the proposed chicane will result in tailbacks of traffic and that the idling engines of these vehicles will cause an increase in air and noise pollution close to our cottage.

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10.

I would like to lodge my objection to the Chicane on West Hill, Aspley Guise. The centre of the village is the wrong place, queuing cars will cause more air pollution, and a bigger danger to people crossing West Hill.

I feel that there needs to be a closer connection with AGPC and the community many of whom do not have access to the internet and are too frail to attend council meetings. Residents are frustrated at the speed of vehicles coming through the village and acknowledge a traffic calming needs to be thought through but they see the Chicane in the middle of the village as a continual traffic queue and will push cars through other roads in Aspley Guise

Perhaps we need a Residents/Sub committee to go out and speak to residents directly and feed back to the PC. The Parish Council have so many things to deal with that we the residents are not getting direct feedback that we need on important issues, especially now that no paper copy of our Parish News is printed.

With our forced temporary chicane at the moment created by the need for new gas pipes only yesterday a resident experiences difficulty crossing the road in West Hill, beeping of car horns and aggression by drivers passing through AG.

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11.

I support the proposals to slow traffic on West Hill, Aspley Guise.

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12.

I wish to strongly object to the scheme for creating a Chicane on West Hill in Aspley Guise. This is totally unnecessary and a waste of scarce resources that would be better spent on a Zebra Crossing in The Square.

The residents of Aspley Guise better understand the needs of their village than do the councillors who propose this Chicane. The current road works create a chicane and the traffic disruption is considerable. To make such disruption permanent and force commuters into using otherwise quiet, and unsuitable, streets as rat-runs is ridiculous.

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13.

I noticed that a critical implementation element is to involve the neighbourhood impacted by the decision and this has not happened.  
The document you shared is very generic and does not explain why the solution chosen is the most appropriate for the circumstances faced in Aspley Guise.

For those reasons, I personally disagree with the proposed solution and ask for a "town hall" meeting to have an open discussion on the matter.

I am wondering what evidence you have to consider this as the best option to address this problem. As a driver, I find road bumps far more efficient.

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14.

My name is [REDACTED] and I live at [REDACTED] West Hill.

I am writing to object in the strongest possible manner to the proposed installation of a chicane outside Nether Hall.

This will result in long tailbacks down West Hill of queuing traffic, leading to idling engines and additional fumes from stationary cars.

This will also result in more noise from the stopping and starting of vehicles.

I also object to the fact that the Parish Council agreed not to consult with residents beyond previously showing the plans at the Annual Parish meeting in May.

In my opinion the money would be better spent by providing for a safe crossing point in the square.

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15.

I am writing with strong concerns about the proposed chicane scheme for West Hill, Aspley Guise. As your current plans stand I am opposed to this scheme based on the following concerns.

1. No consideration has been given to the fact that drivers will divert off West Hill onto the very narrow lanes of Wood Lane, Woodside and Duke Street to avoid the chicane traffic. These lanes are barely wide enough for single cars and used constantly by children, runners, cyclists and dog walkers to access the woods. Increased traffic on these lanes is a huge safety concern as well as hugely inconvenience to residents who live in these very quiet areas of the village.

2. No consideration has been give to the safe crossing of West Hill, the queues of traffic will make it impossible to cross the road. The Common, at the top of West Hill is a very popular area for children as it hosts the only playground, football and cricket facilities in the village. Please explain how in the new system children are going to be able to cross the road safely to access the Common, as cars will be backing up to the natural crossing points.

3. Long tail backs that will be caused by the chicane will put more, not less, pressure on the roads, increasing fumes, and making it almost impossible for residents in the homes and roads adjoining West Hill ( such as The Mount, Duke Street, Wood Lane etc) to get in and out of their properties and lanes during rush hours.

I feel that as a village we were not properly informed or consulted about these proposals and I'm very worried about the impact they will have on the safety of our children who we encourage to walk around the village to and from schools, visiting friends, the woods and the common. I would appreciate a response to my concerns.

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16.

I am writing to register my concerns about the proposed chicane on West Hill in Aspley Guise. I appreciate we desperately need a calming system for the village, as voiced by mainly villagers.

I feel the chicane will create more grid lock, especially at peak times. Having used this road to travel a short distance to work I have experienced a chicane created by parked cars at the Blue Orchid (the Square). This led to huge problems at rush hour, with cars halted from both ends when lorries came through. I would often sit there for five minutes waiting for incoming traffic to come through, only to be greeted with disgust when I eventually tried to go through. halted cars would then speed through to make up time for having to wait, and I feel this will transferred to the chicane area, creating more speeding through the village. If the priority is coming from the motorway, into the village you could be stuck for ages. Also speeding is an equally great problem coming into the village as at West Hill.

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I now often travel to Bletchley through Brickhill and the speed camera, telling you how fast you are travelling, as people seem to slow down for this. A small way of publicly shaming your speeding? I don't know but it seems to work. Could we not have one of these, and impose slower speed limit.

What impact will this chicane have on the parked cars nearby?

I also feel that it is imperative we create a safe crossing for school children at the sway and Mount Pleasant. Both an accident waiting to happen.

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17.

I am writing to express my opinion regarding the proposed traffic calming measures in West Hill, Aspley guise. I live in The Mount and I am concerned that during busy periods traffic will back up a very long way, with access to The Mount , the golf club & recreation ground being affected. I do walk along West Hill on a daily basis & have observed the huge amount of traffic that uses this road. I am also concerned about exhaust emissions while cars are stationary.

Obviously there is a major problem with the huge amount of traffic & speeding through the village, which needs to be addressed, perhaps AVERAGE SPEED CAMERAS would be a better alternative.

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18.

I write to express my considerable concern over and to object to, the Aspley Guise traffic calming proposal that Central Bedfordshire Council (CBC) are currently consulting on.

The proposal seeks to disrupt the flow of traffic along West Hill and hence slow it down. This is already being achieved through the presence of parked cars and the proposed works will simply dislodge those parked vehicles to another location and potentially increase the build up of traffic. An increase in the number of vehicles idling their fumes all over the road is simply not needed.

As a parent who walks to school with my child and indeed during term time I cross the square over 20 times a week, I believe the greatest causes for concern are the health and safety of our children and young people. A proper managed crossing in the square is required to deal with the following issues;

1. The inhalation of car fumes whilst trying to cross between backed up stationary traffic during peak periods. We walk in order to improve our health not develop lung cancer.
2. The significant matter of children who catch the bus to school crossing the road either with or without parental supervision.

I am also somewhat confused as to who actually owns this project, is it the parish council or CBC? The latest communication from the parish council appears to be

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holding residents to ransom suggesting that nothing will happen if this current proposal is not agreed to. The same document contains some false information about interactions between the schools and the Parish Council. Surely CBC owns the highways and has the final say in what if anything is undertaken?

As chair of the lower school governing body, top of my list is definitely the safety of children and yet the school has not been consulted by anyone. Both the parish council and CBC are out of line with the wishes of residents and the needs of the village.

Therefore a group should be established with members who do have a handle on what is happening and can represent the school children and those who live in the most directly affected areas. I would suggest school governors from Aspley Guise and Fulbrook along with a member of the Helping Hands group can best represent the most vulnerable groups. An officer from CBC can then work with these representatives and a member of the parish council to arrive at a more suitable solution.

Fundamentally Aspley Guise is sorely in need of either a bypass or a permanent closure to prevent through traffic. In the absence of this, all parties (CBC, Aspley Guise Parish Council and Milton Keynes Council) need to prioritise what limited funds are available in dealing with the actual issues, rather than wasting it on exacerbating the problem.

Thank you for your time and consideration. If I can be of any further assistance then please do let me know.

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19.

I just wish to object to the chicanes proposed for Aspley Guise.

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20.

This is to state my objection the the plan to build a chicane outside Nether Hall on West Hill Aspley Guise.

I live at ■ West Hill and am certain that a chicane is not the answer. Vehicles will roar over the hill up to it, then try to squeeze past the "build out" and then rush into the square. Coming up the hill it will be the same. It won't calm any traffic just raise annoyance and cause extra noise and fumes.

It seems to me and a lot of people I have spoken to that three crossings would be the safest answer. One at Bedford Road, One in the square and one near the Golf Club.

The present road works in West Hill are a real example of how a chicane would cause problems. In rush hour there is a very long tale back, with idling engines and revving up as people rush to get past.

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Would it be logical to build a mockup, in the suggested position, to see what happens ? That would save a great deal of money if it was seen as a mistake.

Thank you for listening,

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21.

We are writing to you to firstly object to the proposed chicane on West Hill Aspley Guise and secondly the level of communication shown by our Parish Council. We have lived in the village for over 20 years and seen the traffic increase at an alarming rate. The speed and volume of traffic that we are faced with is not going to be solved by this traffic calming measure. It feels like a band aid measure to spend some money before it is taken away. Please can we ask why residents of Aspley Guise were not asked for their input before a decision was made?

We have in the past reached out to Budge Wells to ask about crossings at the top of Weathercock Lane and Woodside as for years we have felt it dangerous but the response was that it wasn't deemed so by the powers that be. We have also voiced concerns about the speed of traffic down Woodside which again this hasn't been taken seriously.

Without proper consultation and traffic calming measures implemented for the whole village you will push one problem on one road onto another.

The issue with the Parish Council may not be your concern but why has there been no consultation with the parishioners of Aspley Guise? It very much feels like our Parish Council is run like someone's own private business. Decision being made without real thought for the village as a whole.

Is there a way to audit a Parish Council? I feel Aspley Guise Parish Council should be more transparent as to where our money is being spent and why decisions are made.

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22.

Please accept this letter as my formal objection to the traffic calming measures proposed for West Hill in Aspley Guise, and involving a reduction in road width / traffic priority management along that road.

Environmentally the proposal is damaging and the safety aspect raises concerns, also. Some of the issues that come to mind are:

1. The queues of waiting cars will be pumping out harmful emissions

Continued...

...Continued

2. Stop / start driving will increase these emissions also, and add increased noise levels

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3. Safety of cars and pedestrians will be jeopardised by impatient / frustrated drivers behaving badly and driving dangerously to 'beat the queue' particularly during the rush hours
4. Pressure will be put on surrounding roads / streets (some narrow and quite congested already) which frustrated drivers will use in preference to the certain delays caused by chicane

I believe the above are very strong reasons to abandon the proposed plan and I can only reiterate my objection to the proposed measures being carried out. I trust these views will be taken into consideration when any final decision on this issue are being taken.

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23.

I have only just become aware of this proposed chicane to west Hill. I live on Woodside and have lived in the village for 30 years.

I object to the chicane on the basis that they cause more problems than they solve for traffic. On most occasions the road is so busy that such a proposal is unnecessary to slow traffic. It happens quite naturally with parked cars. I am also amazed that given the current financial situation that such a proposal is even being considered.

Having raised three children in the village I am well aware of an urgent need of a safe crossing near to the square that in my opinion is far more important and Continued...

...Continued

urgently required given the funds. The lives of our children are far more important than slowing a few cars far removed from the bus stop at the Square.

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24.

I write to comment upon, and object to this ill-considered proposal as follows:

If the plan is essentially designed as a 'calming' device, I'm afraid it will not work as it will undoubtedly cause queues and tail backs on West Hill, particularly in the morning and evening rush hours; as evidenced by the current Gas works in place at present which are controlled by 4-way traffic lights at West Hill, Woodside and Weathercock Lane. The tail-backs are significant!

The resultant irritant to motorists will inevitably lead to the increased use of Woodside as a rat-run, in order to avoid the chicane; and as Woodside is already congested and dangerous at times, that should be avoided at all costs.

If the Council is to maintain its eco credentials it would do well to remember that one of the worst causes of unhealthy emissions, is standing traffic!

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Pedestrians and particularly school children will suffer from the resultant queues in West Hill and parking, already an issue, will only become more difficult, forcing cars into Duke St, which is already overcrowded with vehicles, many not belonging to residents of that road.

Please reconsider this proposal and reject it, if traffic calming is necessary, then perhaps a 20mph speed limit would be more effective and altogether a safer and more sensible option.

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25.

I would like to support the proposed Traffic Calming measures in Aspley Guise. As a local resident who regularly walks in the village, I am aware of the excessive speed of vehicles travelling down West Hill, towards the centre of the village, and am very pleased that there are plans to give priority to traffic travelling up the hill, which should go a long way towards improving the safety of the road through the village, especially for pedestrians.

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26.

I object to this Chicane, this will only create more chaotic driving at rush hour, when drivers are impatient. I live in Wood Lane, this will create a short cut, Lane is not suitable for heavy traffic, noise pollution, Woodside, Wood Lane are quiet lanes, not designed for high traffic, which this will create. You need to think of a complete diversion around Aspley Guise.

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27.

I wish to comment as follows re the above proposal .

Firstly my wife and I attended the Aspley Guise 2018 Annual Parish Council Meeting, during which we were informed of the proposal to install a Traffic Calming Chicane on West Hill. Not only is the proposal and suggested positioning in the most ineffective location, it was also made quite clear that there would be no public/residential/parent consultation or discussion.

The most effective way to resolve the ever increasing volume and speed of the commuting through traffic, is to discourage it at the main entrance/exit points of the village/residential area. Any such restriction installed in the middle of a village will simply generate/increase unhealthy volumes of fumes and unwanted noise, create more problems for local residents needing to exit/enter their properties, and endanger the pedestrians including the various aged school children who have to cross the road at the many school bus pick up/drop off points. In addition any hold up created within the village, will simply encourage the "Rat Run " drivers to seek and find any possible detours around the traffic calming chicane, which in turn will create additional congestion and potential danger in the narrow side streets such as Wood Lane, Wood Side and Duke Street for example.

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The current situation regarding vehicle parking within Aspley Guise is also becoming a major problem. With every spare plot of land being built on, and with the current trend of new housing development, where there is no garaging and little or no driveway. Couple this with the fact that the vast majority of drivers/residents expect to park outside of their front door, we are seeing ever increasing congestion. The existing parking areas along the main thoroughfare of Aspley Guise, i.e, Aspley Hill, West Hill and Bedford Road, is creating its own chicanes and many many other problems. I for instance live on West Hill in the house called [REDACTED] not far from the proposed sight for the chicane, and my wife and I are finding it more and more difficult, rather frightening and most dangerous when trying to pull out onto West Hill, with vehicles parked in the allocated parking spaces either side of the drive way entrance. Perhaps it will take a serious accident to occur to bring some common sense into this proposal.

I personally have been a member of the official Aspley Guise Speed Watch team from the day it was introduced several years ago. We, with official authorisation and approval and in conjunction with Bedfordshire Police, set up the equipment to monitor speeds of the individual traffic at a number of agreed locations on the main thoroughfare, and at allotted day light times of the day. The speed limit is 30 mph, therefore any vehicle travelling at a speed of 35 mph or more, we register the required details and forward it onto the Bedfordshire Police, who in turn will issue a warning letter to the registered owner of the respective vehicle. I can assure you that the most fruitful location of our efforts, is at the junction of Bedford Road and Mount Pleasant. By this I mean the highest number of speeding vehicles within the 1 hour session we are their, and by far the highest speeds we record. In addition this location is a key area for school children, some of which walk to and others are dropped off by their parents, so to catch their respective school transport, as mentioned above. The number of very very near misses when the unsuspecting child crosses the road, with the careless speeding driver making his way, is most frightening. I am sure that if you would like confirmation of my above comments, that Bedfordshire Police would be happy and able to do so.

Finally, not only do I feel that the location of this proposal is completely in the wrong position, to be informed that there will be no opportunity to publicly discuss the matter is against the principles of our democracy. To have the desired effect, surely any such measures have to be at the entrance to the village, from the M1 Junction 13 end. In addition to the volume and speeding traffic, coupled with the existing and increasing parking problem, it has to be said that at no point in the village do we have a safe pedestrian crossing point. The locations of Bedford Road/Mount Pleasant, the Village Centre and the Golf Club/Recreation Ground/Bowling Club entrances are prime examples, and most dangerous.

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28.

My name is [REDACTED], I own the [REDACTED], I have been informed by a fellow local, about the proposed new traffic calming outside my house. Can someone explain to me who's idea this was?  
Is there any data to prove we need traffic calming?.

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I have lived in Nether Hall, for 7 years and seen no need for traffic calming. This is going to cause issues outside my house.

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29.

I live at ■ West Hill, Aspley Guise and have done so for 32 years with no problems of traffic calming necessary in all this time.

To learn of this scheme almost outside my driveway is not only alarming but will cause havoc for me to enter and exit my driveway. The road is already reduced in width by parked cars by the parish council scheme introduced some few years ago and to introduce this scheme at the end of the residents parking will cause absolute chaos and danger.

Cars parked further up West Hill will also cause double trouble to the proposals as no sooner will cars entering the chicane they will then encounter the cars blocking their exit. Crazy problems will happen!

I would prefer the money spent on a safe road crossing for pedestrians in the centre of the village.

I am very worried about this scheme and foresee danger and accidents happening and also very unhappy that NO consultation has been circulated by Central Bedfordshire Council by post through our letter boxes. Why has this not happened?

I most sincerely hope you reconsider this scheme and use the money supplied by Milton Keynes for more worth cause.

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30.

When I attended the initial proposal at the parish council meeting, the two CBC reps had drawn in and recommended a slightly raised plinth across the road at the build out. Has this still been included or did the parish reject it.

Also the CBC reps informed me they had recommended a 20 mph limit and I believe the parish rejected this? Now I see Woburn has got a statutory 20 mph limit which we think is fantastic for them. Why cant you guys enforce this in AG.

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31.

I'm writing in relation to the proposal to put a chicane outside Nether Hall on West Hill in Aspley Guise. As a resident of West Hill, my husband and I are totally opposed to this proposal for a number of reasons. The volume of traffic passing through Aspley Guise and West Hill in particular is already more than the village can cope with, with jams building up due to parked cars and the bottleneck outside the Blue Orchid Thai restaurant. Adding a chicane will cause more jams, with more noise and pollution from stationary traffic.

The priority has to be duelling the remainder of the A421 so that people don't continue to use the village as a rat run. This is especially important due to the number of oversize lorries that persistently defy the current weight restrictions and continue to use the village.

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We cannot see any positives for adding the chicane, and as a significant contributor to the council tax for Central Beds, do not agree that this is a good use of tax payers' money.

I trust the views of the people who live in the village and are most affected by the constant flow of traffic are taken into account, and the plan for the chicane will be dropped.

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32.

What is the purpose of this proposal? It will not reduce the number of cars traveling through the village. We wish to object to this proposition on the grounds that

- a - residents were not consulted and
  - b - it will make more congestion at peak times.
- 

33.

I am writing as a very concern resident of West Hill Aspley Guise in regards to the proposed chicane outside Nether Hall.

For many reasons which I will list below, I believe it is a terrible solution that will only make traffic on West Hill worse than it already is.

I agree with other neighbours who have shared the same opinions that:

- The chicane will cause vehicles to increase speed uphill to avoid giving way to oncoming traffic.
- Same situation downhill.
- During busy times of the day, traffic will tailback to the junction of The Mount and cause plenty of disruption.
- Idling engines will contribute to additional fumes from stationary cars and - worse
- school buses coming and going both ways every day twice a day.
- More noise as traffic will flow more slowly but the number of cars will not decrease.
- The A421 duelling project will lead to additional traffic through Aspley Guise

We strongly believe that simpler measures such as speed humps/bumps and police control camera to enforce the 30-mile speed limit would be a much better solution. West Hill would become a much less desirable through road for big trucks in particular. A speed camera currently in Leighton St, Woburn seems to be proving quite effective. Restricting the size of trucks that can drive through the village would also bring a relief to traffic and safety to residents, particularly children.

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Speaking of which, there are no safe places in West Hill to cross the road. My son walks towards Moore Place every morning during rush hour to catch the school bus and it is ALWAYS a safety hazard as cars, trucks of all sizes (some wider than the lane itself) come and go at such speed it should be criminal. Zebra crossings would also be a good solution in addition to speed humps.

I beseech the Council to reconsider the proposal and take into consideration the concerns of Aspley Guise residents.

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34.

I write with regard to the rather sudden and unexpected proposal of a chicane on West Hill, Aspley Guise,

As very concerned residents I and my family strongly object to this proposal of having a chicane up West Hill with the intention we understand of 'calming the traffic'.

Having to endure the ever increasing traffic through our village we have over the years been asked as residents on West Hill, to put forward our suggestions of traffic calming measures. Never has a chicane been mentioned before, and I list the reasons why this will not work:

1. The bottle neck of traffic is at the Thai, The Square, Woburn Lane and Church Street so the chicane will have no impact on calming this down.

2. As it is explained in the proposal the traffic coming down the hill will have right of way thus creating a greater queue from standing traffic coming from the Square up the Hill. So there will be a line of queuing traffic outside our home with engines going and needless to say the loud music.

Why must we have to endure extra car fumes as traffic has to wait to pass through the chicane up the Hill? The thought of the lorries, trucks and HGVS having to wait outside our homes causing all that air pollution is unwarranted.

This will make leaving our drive in the mornings more hazardous as it already is.

3. The traffic which will be waiting to come down the Hill (pass The Mount) will of course speed up when coming down the Hill and will of course brake (hopefully) to sit in another queue of traffic caused by the Bottle Neck.

4. The traffic going up the Hill will of course speed up to get through the chicane to try to beat oncoming traffic and to avoid waiting to allow the oncoming traffic the right of way.

There is no where safe to cross on West Hill. How by having the chicane going to help us cross more safely on West Hill? The traffic coming down West Hill will speed up and as that is a slight blind bend will find it more difficult to brake when I

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or my neighbours are crossing the road. I have lost count of how many times a speeding car has nearly hit me when I have been coming out of our drive.

WE have not even been given the respect to consider alternative options in this traffic calming dilemma.

Obviously the sensible solution is to stop our village being used as a rat run by this traffic. Why have not speed cameras ever been considered? Why have not speed bumps been considered? Why have not lights been considered? Or even a zebra crossing to help the residents of Aspley Guise be allowed to cross the road safely?

WE strongly object to the chicane and know as residents this will create more traffic problems and have a detrimental impact on those of us who live on West Hill. The possibility of having to be forced to live with an increase of traffic pollution outside our own homes is in itself frightening, unwarranted and shameful.

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35.

I am writing to object very strongly to the Central Beds/Parish Council proposal to install a chicane outside Nether Hall on West Hill, Aspley Guise. This scheme would be funded by council tax which residents have all paid yet the Parish Council is pushing ahead without asking us if a chicane would be welcome.

My reasons for objecting are:

- . the chicane would force vehicles travelling downhill to give priority to vehicles travelling uphill. This is likely to mean vehicles increasing their speed uphill to pass the chicane and avoid giving way to stationary vehicles waiting to travel around it.
- . vehicles accelerating downhill as soon as the driver sees a gap in uphill traffic
- . on a very busy day, this will result in tailbacks to the junction with The Mount - it would only take a dozen or so cars
- . an increase of fumes from idling engines plus those from stationary cars, not to mention lorries, vans and coaches
- . parking restrictions being laid upon the current on-road marked bays, when Central Beds realises that these parked cars will prove a safety hazard
- . there will be more noise because whilst vehicles do make noise, vehicles stopping and starting add to the volume of noise

Other considerations:

The A421 duelling project will soon commence and will take at least 18 months to complete. This will lead to additional traffic using West Hill.

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Milton Keynes will continue to expand so that the traffic flow will increase until Aspley Guise is bypassed.

With all this in mind and no technical evidence to demonstrate there is actually a problem to solve, it is likely that THE CHICANE WILL NOT IMPROVE OUR ENVIRONMENT; least of all engender traffic calming!

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36.

In relation to the proposed traffic calming scheme for West Hill, Aspley Guise, I have a number of concerns, born of regularly walking and driving this route for thirty years.

I note on the Parish Council's website that such is the local dismay about this scheme that a particular post has been made for "clarification". It seeks to address as many as 13 points which have been raised and have caused confusion and concern. Although the Parish Council believes it has consulted residents sufficiently on this scheme, the reaction would suggest otherwise. Relying on people attending the Annual Parish Meeting is not positive engagement.

Whilst the build-out in West Hill is part of a greater long-term plan, in itself it would serve little if any purpose. It seems that the idea is being submitted in the hope of getting around budgetary issues, with no guarantee that any of the rest of the scheme, parts of which are much more worthy (assisting crossing at The Square for example), will ever happen.

Please consider the environment. The build-out will serve to cause congestion, and noise and air pollution, on a part of West Hill which is relatively free-flowing at present.

West Hill is used by school buses which should not have to navigate further dangers/obstacles through the village. Traffic backs up now when the buses pass and this will be worse if there is another build-out.

Observance of what happens at peak times currently suggests that the build-out could cause tailbacks and congestion throughout the day at the junction with The Mount and even Duke Street, where the brow of the hill and slight bend reduce visibility.

The proposal will reduce on-street parking options. This is a part of West Hill where currently it is quite safe to park, and in effect the parking is traffic-calming. Where are residents to park as an alternative?

Lessons should be learned from the installation of the existing build-outs which seem to serve no purpose. The one on the North side of West Hill at The Square contributes only to the drainage problem along the road, collecting debris and creating a large puddle as rain washes down the hill. Any other such blockages on West Hill will create further such hazards.

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In summary this scheme feels like a solution to a non-existent or relatively small problem, and a rogue and unnecessary part of an otherwise worthy effort on road safety. It is likely in itself to create far greater difficulties for residents and road-users alike, whether or not other parts of the scheme ever go ahead. I cannot see any safety or environmental justification for it. Central Beds, please do not allow this application and save precious funds for more worthy schemes.

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37.

I have been a resident of Aspley Guise for many years, and live on West Hill. I am writing to give you my feedback on the proposed chicane outside Nether Hall.

There are a number of reasons why I believe you should turn down the proposal:

1. This is a solution to a problem that does not exist - there is already on-road parking for 4 cars outside Nether Hall which acts as a natural chicane. Building a formal structure will necessitate removing the parking spaces and exacerbate the current parking issues in the village.
2. I understood that the enforced stop/starting of cars - especially on a hill - contributed significantly to air and noise pollution. During peak periods this would be substantial and unacceptable.
3. Such a chicane may actually encourage poor driving habits - accelerating into the chicane in anticipation of approaching gaps in the traffic.
4. Consultation by the Parish Council has been very poor and I do not believe on this occasion that they are representing the views of the people who will most likely be affected.

If this were my money I would choose to save it, and invest it more wisely elsewhere. Surely you should do the same?

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38.

I have read with disgust that you have made comments about the behaviour of children crossing Bedford Road from the bus stop. I can tell you now I have had an absolute gut full of Aspley Guise Parish Council, Budge Wells and mostly Central Beds. Those children IN MY PHOTO were not crossing behind a bus. Most of them waited until the bus pulled away (and it was just pulling away as I took this photo), it was just one or two kids. These children are young and if they HAD somewhere SAFE to cross they would do that but thanks to a bunch of old farts on the Parish Council and you guys in your ivory towers there, they don't have anywhere to cross!

I have lived in this village for 20 years and NOTHING has been done about the traffic in Aspley Guise. I have lived in various places on Bedford Road in those 20 years and the traffic has increased dramatically and is fast at the Mount Pleasant

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end where I live, mostly between 40-50mph (sometimes faster). Cars also overtake here.

There are 2 bus stops at Mount Pleasant and several schools use these bus stops and the kids ages are between the age of 9 and 18. They have to negotiate lots of traffic at fast speeds and I can tell you now its a miracle that no children have been killed.

It WILL happen and when it does, all of you, Central Beds, Parish Council and Budge wells, will have blood on your hands. What is the matter with you? You are quite happy to take our money for very little in return and now make comments about our childrens behaviour when they NEED a safe place to cross. I go out and assist my youngest (age 12) across the road but I shouldn't have to and can't always be there at 3.50pm. There are loads of kids using this stop at various times. How about you come out and actually look (in September of course).

Stop coming up with excuses and get something done before your names appear in national newspapers connected to the death of a child in a road accident in this village.

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39.

I am very much against this a chicane in West Hill and wish to register my view. Traffic in Aspley Guise in general is despicable and merits more attention from our Council.

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40.

As a resident of Aspley Guise I implore you to rethink your ludicrous idea of a chicane type idea for west hill.in my opinion a total waste of valuable resources you really should send someone to look at the movement of traffic through this area.

Last week out of school term in one hour between 1645 & 1745 over 770 vehicles went through the square from all accessible roads of which over 280 travelled through the village towards the m1 therego passing mount pleasent there are no crossings at the mount pleasant junction children get off the buses and cross at the widest point with no supervision

The area you really need to look at is the square and mount pleasant both areas are very very poorly catered for pedestrians/school children.

How did you on earth arrive at such a ridiculous plan.

I expect my poll tax or whatever it's called to be spent a lot wiser than it seems it is .i await your reply with interest

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41.

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I absolutely object to the construction of a chicane on West Hill, Aspley Guise for the following reasons:-

- 1) It has not been properly discussed with all the residents of the village therefore it's placement has been undemocratically decided.
  - 2) it is a total waste of tax and rate payers money, which should be better spent.
  - 3) It is a carbon negative construction which stops cars in quiet periods totally unnecessarily adding to pollution.
  - 4) No data of accidents has been provided to show that a risk exists which requires the construction of a chicane.
  - 5) There are sufficient roadside parked cars in the village which already act as a very efficient FREE traffic calming system.
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42.

I wish to object to the proposal of a chicane being implemented by West Hill in Aspley Guise.

The reason for the objection is because I firmly believe you are not addressing the situation of making the road safer for our village children to cross for their school bus. I feel you have not taken the time to fully appreciate the traffic flow and speed and I feel this is further demonstrated by CBC advising that they are concerned about the behaviour of the children as they cross behind the bus and that they would talk to ONE of the schools who has a bus stop in the village.

We all know that a talk will not stop children from crossing like this and to be honest if they cross in front or behind it is the same just depending on which way the car is travelling! We NEED a zebra crossing with lights to ensure traffic fully comes to a STOP when children are crossing the road.

I have crossed the roads and walked on the narrow to no paths (so forced to walk on the road) for as long as I have lived in the village and as an adult who is concentrating and not being playful or texting I have felt unsafe on numerous occasions.

I am hopeful you will rethink your plan and talk to our community who live the village and know it and its flaws. So that an effective crossing can be delivered and not one that is leaving our children exposed and shall need re addressing thus creating a spend waste.

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43.

I am writing to object to the proposed traffic calming project in Aspley Guise because there has been zero formal consultation with the residents of Aspley Guise. As I understand it this is a pre-requisite for the funding arrangement with Milton Keynes Council. Whilst I understand I am being asked to provide feedback on the chicane on West Hill I simply do not have enough information to provide you with necessary feedback so I will comment on the whole scheme as I understand it.

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I have no visibility as to the cost for aspects of the calming and there has been no consideration for the safety of children and other residents of Aspley Guise.

Aspley Guise is used as a rat run into and out of Milton Keynes. Crossing the main Bedford Road that goes through the village is a real hazard and potentially a very dangerous one. We have a significant speeding issue around the village with many car drivers ignoring the 30mph speed limit. A much better use of the funding (and one that is popular among many residents) is a safe crossing point at the Square and near Mount Pleasant.

I attach an email that I wrote to the local Parish Council and Budge Wells in May. I followed up with them this morning (also attached) because I have had zero response from them in any capacity. I have come to the conclusion that the PC is not fit for purpose and has no interest in understanding the broad views of residents but is committed to a vanity 'something is better than nothing' approach.

I am deeply disappointed as I was previously a Parish Councillor and had every intention of re-joining. Sadly under the current stewardship of the PC I have no intention of reapplying because it would be a complete waste of my time.

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44.

Ludicrous waste of money. Villagers were not consulted and do not want this stupid idea. What we need are 2 controlled crossings. One at the Square and one on Bedford Rd near Mount Pleasant where the Children get Buses for about 4 different Schools.

Aspley Guise Parish Council DID NOT CONSULT the Residents and we are furious that this has been agreed ahead of the Crossings.

I also note that there is a notice on your site for a 20mph speed limit through Woburn, can this also happen in Aspley Guise ?

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45.

Id like to say we fully support CBC approved chicane.  
Living on the pinch of west hill, No [REDACTED] we are plagued by Volume / speed of traffic. I have previously written to ask you consider 20 mph as well. Parish seem to make assumptions on locations non of them live on, until of course it concerns them.

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46.

My name is [REDACTED]. I live at [REDACTED] West Hill, Aspley Guise. I am totally opposed to the proposed chicane.

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At present at certain times I have great difficulty when leaving or entering my property with my car, this will make it infinitely worse.

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47.

Although most of us in West Hill, Aspley Guise agreed with road calming measures we ALL disagree with the narrowing of lanes and the current proposals.

The excessive cost of the venture and the implementation of the chicane will not deter speeding vehicles, actually in our view, will increase it.

What would deter speeding is either implementing speed bumps staggered throughout the village or better still several working speed cameras.

These two ideas are significant cheaper and would be a temporary measure, removed easily if they do not work.

Spending £100,000 for a permanent chicane is insane and would cause chaos in the village. Queues, pollution, noise nuisance and accidents, etc.

It is a no go in our view.

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48.

I am writing so you understand my disappointment in what is considered to be a complete disregard to local opinion for the safety of our local residents in Aspley Guise and having read about what chicanes can offer it seems you have opted for the cheap option rather than the correct option. The chicane built on Broughton Road on a corner last year is an accident waiting to happen as can be seen from all the skid marks on the road.

<https://www.trafficchoices.co.uk/traffic-schemes/chicanes.shtml>

As for the statement below. 1000's of studies have identified, you will not change the behaviour of children, but must provide a safe option and then encourage them to use this. Please consider what John Baker is offering as he has the general support of the village.

"CBC is not currently progressing a proposal for a controlled crossing on Bedford Road, for the reasons previously explained. We are however concerned about the behaviour of school children crossing behind the school bus, which your photograph illustrates. Our Senior Road Safety Officer will be discussing this matter with Fulbrook School."

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49.

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We would like to register our objection to the proposed chicane on West Hill, Aspley Guise. There are nearly always one or two vehicles parked on the hill which automatically slow the traffic down.

We feel that far more pressing and better use of limited funds, would be the creation of a safe pedestrian crossing point in The Square. This would be especially helpful to parents and their children, to and from school.

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50.

This is to confirm that I strongly object to monies being spent on the installation of a chicane, rather than on safe crossing in the village.

Common sense should surely prioritize safe crossing for children (and adults for that matter, everyone in the village I have spoken to feels the same so would ask that please take note of residents feelings and opinion in making a final decision.

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51.

I wish to object to the proposed chicane on West Hill for the following reasons:-

The traffic through Aspley Guise has soared through the years mainly due to traffic using the village as a cut through which has led to 2 scenarios.

- 1 - At busy times The Square and Bedford Road become very congested.
- 2 - At all times traffic often exceeding the speed limit in both ends of the village - down Bedford Road from the M1 - down West Hill between Weathercock Lane and Wood Lane.

Various traffic counts have proven that by far the bulk of the morning traffic is coming through the village from the M1 therefore with a chicane on West Hill with priority up the hill it will not deter traffic using this route and in fact will benefit them with a likely clearer faster route - surely not the intention?

This morning traffic is also when children are catching buses or walking to school so priority is for their safety - money would be much better spent on safe crossing places in The Square and on Bedford Road near Mount Pleasant with crossings with pedestrian signals. The lights would slow the journey through the village which would be much safer for all and hopefully deter those using it as a cut through to work.

A chicane may deter the commuter traffic coming back through in late afternoon but that traffic is not as concentrated and does not coincide with school children. Safety for all but particularly children is the main concern - a chicane on West Hill is not the answer.

Also why is it only now at this very late stage that the word about these proposals is spreading round the residents of Aspley Guise and this is only by word of mouth - surely all residents should be informed about something as important as this and it is our money that is being spent. I quite understand that budgets are tight but this

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is also why the right solution supported by the majority of the village needs to be carefully considered.

No chicane - spend money on safe crossings.  
Consult the village democratically.

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52.

With regards to the above plans for traffic calming in west Hill, Aspley Guise, I object to these works for the following reasons:

- Traffic levels will remain a constant as people continue to use Aspley Guise as a shortcut through to the M1, due to the inadequate alternative access to Junction 13. Therefore, temporarily stopping traffic will have no safety benefit as those cutting through the village will invariably increase their speed to make up for the fact there has been a temporary stop to their shortcut (i.e. making up for lost time). This will result in cars accelerating hard, causing safety issues and increasing pollution locally.
- I would rather see the money spent on a crossing for school children in The Square, so they can safely get to the bus without risk or fear or being mown down by one of the many cars that speed through the village.
- I live on The Mount, and the likely backing up of traffic will block the end of my road, resulting in an accident risk trying to navigate out of our road past the increase traffic.
- If speed is an issue, speed humps or a speed camera would surely be the solution as opposed to a confusing hazard/traffic causing measure.
- Cars park on West Hill at present, with The Mount used as overspill parking. These overspill parked cars are often parked on the corner of The Mount, a steep road, which turns a 90 degree corner onto the level street. Often this makes a blind hazard when driving into the street. I would not like to see more cars that increase this hazard, endangering pedestrians.

Has there been a traffic survey? Has an expert on traffic been consulted, either directly employed by CBC or from an external consultancy?

This 'solution' seems to be ill considered, with inadequate consultation of residents to address a significant safety concern for the residents of Aspley Guise.

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53.

With regards to the proposed scheme.

- ☐ I strongly OBJECT. For the following reasons:
  - ☐ Cars will find a way around the Chicane in rush hour using Wood Lane and Woodside as Rat Runs.
  - ☐ Increased noise from Vehicles as they accelerate around the chicane after giving way.
  - ☐ This will cause new parking issues for residents in West Hill. Pushing cars into already crowded Duke St and the Mount.
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- ☐ Children walking down West Hill will find themselves surrounded by queuing vehicles and will end up walking closer to cars with anxious drivers and inhaling fumes.
- ☐ Quite simply this is a waste of Public funds (When money is short) and we would rather see these funds spent as follows:
- ☐ ZEBRA CROSSINGS 1) In the Square 2) On Bedford Rd near Mount Pleasant. These 2 Crossings are imperative for the safety of our Children who are leaving the Village to attend as many as 6 different Schools. In addition to the Children who are attending our 3 local schools.
- ☐ 20MPH. With all the School Children activity both in the morning and evening rush hours it would make sense to at least have 20mph Signage from THE FIR TREE roundabout to and including the Junction of Bedford Rd with Mount Pleasant
- ☐ The ridiculous 40mph /30mph changes at the top of Bedford rd need changing to 30mph in totality as it confuses drivers and they enter the village too fast.
- ☐ These Crossings with the addition of 20mpg signage will 1) Make it safer for Children to cross and 2) Will deter many vehicles from using this route as a short cut , as the journey time will be lengthened.
- ☐ In summary. YES please spend the money , but spend it wisely .

54.

Please take this notification as my formal objection to the chicane traffic calming measure proposed for West Hill, Aspley Guise. I object on grounds that this will neither slow or reduce traffic without significant impact on parking, air quality, foot fall specifically children walking to school or recreation areas and will create a dangerous 'rat run' in adjacent streets, specifically Duke Street, Woodside, Wood Lane.

I would be grateful if you can consider an alternative solution or a combination of measures to address this holistically aligned to a strategy for the whole village rather than a tactical fix that simply moves the problem to another thoroughfare and creates additional problems.

55.

I am writing to OBJECT to the proposed Chicane construction on West Hill Aspley Guise.

I believe that a Chicane constructed at the proposed location outside Nether Hall will cause extra noise from traffic accelerating from a standstill. The current noise level is already high and increasing with the extra traffic, especially noticeable in the morning / evening rush hour periods.

There is the probability that traffic will try to avoid the chicane in busy periods by driving along Woodside / Wood Lane.

The chicane will reduce parking and drivers will park in other locations such as Duke Street and The Mount which are both narrow roads.

The current gas works in West Hill are showing the problems that will be encountered with the building of a chicane, causing traffic delays and increased pollution levels with idling vehicle engines running.

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56.

My wife and I strongly support traffic calming in Aspley Guise and the current proposal as a first part of an overall traffic calming scheme in Aspley Guise.

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57.

I live on West Hill, Aspley Guise, and I am all too aware of the volume and high speed of a lot of the traffic passing through the village, especially that coming from the M1. I therefore agree that traffic calming through the village is desirable but I do not believe that the proposed plan to install a chicane on West Hill would be effective.

First of all, the chicane is only aimed at slowing traffic travelling east, towards the motorway. This east-bound traffic flow is already impeded by two significant groups of parked cars each side of The Square, meaning it already has to give way to oncoming traffic at what are, effectively, existing chicanes and this does not deter people from driving through the village. I therefore think another actual chicane would not make any difference as a deterrent but would only create delays and additional tailbacks and cause problems for residents adjacent to the chicane.

Secondly, the traffic coming off the motorway which, in my experience, is generally travelling faster, does not face any obstacle. It will have priority at the proposed chicane, having already had right-of-way past the parked cars.

My own preference would be wide speed bumps (I believe they are called speed tables, such as those that work well in Cranfield) preferably combined in some places with pedestrian crossings adjacent to the school bus stops (for example at The Square and near the bottom of Mount Pleasant). I believe these would keep the traffic moving but slow it down and without large tailbacks. Whatever solution is chosen, it is crucial that local residents are properly consulted.

The village will be facing increased traffic during the duelling work on the A421 so a bad decision regarding traffic calming at this point could add to the problem with unknown tailbacks and delays.

Please ensure that no work is started without the completion of a full consultation process for residents.

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58.

I note that the statutory consultation regarding the above installation of a “chicane” on West Hill closes today.

As a resident in Aspley Guise I wish to state my objection to the proposed scheme.

I object strongly to the proposal for the following reasons:

- the chicane will cause significant tail backs of traffic through Aspley Guise, as already illustrated by the considerable disruption caused by the current roadworks

- as a result of the above it is highly likely that the traffic congestion that the proposal will cause will lead to drivers creating “rat-runs” through roads such as Woodside and Wood Lane. These are narrow roads with parked cars and concealed entrances that are wholly unsuitable for heavy traffic

- the road formation proposed will also lead to increased traffic noise as cars accelerate through the chicane and increased pollution in an area where children walk to and from school (Fullbrook and Aspley Guise) and close to residential areas

- finally I believe it will force residents to park in some of the small residential roads coming off West Hill (for example the Mount) making it hazardous for pedestrians using the pavements and crossing those roads.

I believe limited budgets would be better spent on providing a safe crossing for pedestrians and particularly school children in the centre of the village, as there are already traffic calming measures in place at the bottom of West Hill.

As a resident of Aspley Guise living close to the proposed chicane on West Hill Aspley Guise, I wish to lodge my formal objection to the proposal to Central Beds Council.

My main reasons for this objection are as follows:

1. Firstly I object to the fact that the Parish Council decided not to consult residents about this proposal and/or seek consultation as to what the residents of the village consider to be the most appropriate way to spend limited public money on road safety.

2. I own a property on West Hill approximately 60m from the proposed chicane and feel that the potential impact of stationary or queuing southbound traffic has not been taken into consideration with sufficient thought, particularly with regard to periods of peak flow and when school buses are stopping at the adjacent bus stop to offload children.

3. I feel that greater safety to pedestrians in the village could be achieved and should be prioritized by using available money to create safer road crossing places (especially for school children), as opposed to using public money for this highly controversial scheme.

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4. I anticipate that a chicane system will cause traffic congestion and have a knock-on effect on the free flow of traffic and parking on West Hill in that vicinity.

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59.

Objections:

.there is often a vehicle parked between Nether Hall and Duke Street - once past this cars accelerate and activate the "slow down" sign at Duke Street. A chicane would only briefly slow down traffic and cause frustration.

.tailbacks in traffic would make access to household drives more difficult.

.increase in noise and fumes from vehicles.

.Monday chaos on bin collecting day.

.difficulties may well arise with cars in marked parking bays below Nether Hall.

.during term time school buses stop at bus stop causing tailbacks which would result in more chaos on West Hill.

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60.

My queries are whether there has been any significant surveys & observations of the impact this may cause at several times of the day.

Living in The Square ,Aspley Guise - there are numerous times of the day when there is congestion and traffic standstill, this is where vehicles are unable to move forward due to either large vehicles unable to approach Bedford Street for various reasons such as large lorries approaching The Square from any direction , school buses picking up/dropping of children either side of the Square and /or vehicles parked on Bedford street or on the Square.

On top of this we have large vehicles delivering supplies etc to the local businesses such as Moore Place Hotel ( laundry lorry and food suppliers that have to reverse into the driveway of the hotel)

This happens on a daily basis and is quite chaotic.

I am much in favour of Traffic calming for the village but query whether we are then going have traffic tailbacks and congestion either at the Square or further down the Hill towards Woburn Sands .

I fear that cars are going to accelerate and increase speed to take the opportunity not to be stopped at the 'chicane' causing further risks.

As you are well aware the village is used by a high percentage of traffic, cutting through to access other destinations , there is very little consideration from the

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drivers when it comes to speed or the awareness of children crossing the road. I have witnessed many times children struggling to cross the road safely at the Square to catch the bus to school heading towards Woburn Sands and again in the evenings.

Surely as the Traffic management team there should be focus on the safety of children and vulnerable /elderly adults crossing the road in middle of the village .

We have many school buses in our village taking children to and from the Bedford Schools  
Cedars  
Vandyke  
Redbourne  
Fulbrook

This amounts to a high proportion of children subjected danger of our roads here in Aspley Guise .

Are there still plans /considerations for other traffic calming measures such as a 20 mph zone road signage to reduce speed and alert drivers of children crossing?

Another point to raise is, if we have this narrowing, comprising a build-out approximately 4 metres long on the north side of the road, will this create issues with large vehicles passing this point?

At present there is marked existing parking which residents of the village use, due to the nature of the village period houses being built before the need for cars. Very few dwellings along Westhill, The Square and Bedford Street have off road parking and this will still need a careful consideration for the residents.

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61.

I would like to add to the protest group regarding the possible plans for West Hill, etc in the village of Aspley-Guise, where I live and drive.

As many properties are planned on the perimeter of our village, next to the M1, ----  
--- WHY would you even think of such an idea of a chancane on West Hill, and area.

We need a new road altogether, possibly from the golf/bowls area, down to Brogborough and area new properties, thus bypassing West Hill, which has had such horrific traffic problems, and for SO long.

As an 83 year old, I really do care. However, I fear that the professionals who will decide, have never lived in our charming village, but if you do get the chance, when you will understand,-----we just do not want a village of angry drivers, which are very frightening to us 'Seniors', and indeed to the 'Juniors' even more so', because of where the school is located.

Is there a chance of us having a village meeting on the subject, please ?.

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62.

There are currently road works on West Hill and a traffic light system is in place. As a resident living at the bottom of Wood Lane, I can confirm that traffic is speeding up the road to avoid waiting at the traffic lights. On a school day, at least 10 young primary school children use the lane to walk to school (and many older children walking to bus stops, Fullbrook etc.) A chicane at West Hill will simply move the problem to Wood Lane, a single track road at its narrowest point. We already have a huge problem with HGVs, skip lorries, building suppliers, delivering heavy loads on a regular basis. A chicane will increase the traffic and cause more problems for residents of Wood Lane and Woodside. I would like to therefore OBJECT to the proposed changes.

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63.

Dear Sirs, WEST HILL CHICANE  
ASPLEY GURGE

I would like to register my OBJECTION to the above proposal.

In my opinion it will not improve road safety and is likely to increase accident risks. There is existing evidence of drivers "jumping priorities" with the gas main works in West Hill, with impatient "rat-running" drivers, speeding to the A507 and on.

Better to spend the money on effective Speed Cameras - drivers habits will change when cash fines and penalty points are applied!

Revenue could be used to improve safety in the Square and footpath maintenance generally.

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