

## Central Bedfordshire Council

### TRAFFIC MANAGEMENT MEETING

18 DECEMBER 2018

### Leighton Buzzard, Traffic Calming, Speed Limit Change & Waiting Restrictions, Various Roads.

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**Report of:** Paul Mason, Assistant Director, Highways  
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**Responsible Officer(s):** Charlotte Dunham, Senior Highways Officer, Highways  
([Charlotte.Dunham3@centralbedfordshire.gov.uk](mailto:Charlotte.Dunham3@centralbedfordshire.gov.uk))

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### Purpose of this report

To report on the recent statutory consultation for various parking restrictions, traffic calming features and a speed limit change over a number of roads in Linslade and to gain approval for their implementation.

### RECOMMENDATIONS

The Traffic Management Meeting is asked to:

1. **Approve that the 20mph limit is implemented as published but to include Kendal Gardens**
2. **Approve that the traffic calming is implemented as published**
3. **Approve that the waiting restrictions are implemented as published**

### Overview and Scrutiny Comments/Recommendations

1. This is not to be presented at Overview and Scrutiny.

## **Issues**

### **Background Information**

2. This scheme resulted from a request from Local Members and the Town Council to address safety concerns in the area of Greenleas Lower School situated on Derwent Road and the entire route from Wing Road to Soulbury Road.
3. Upon reviewing collision data, it appears there have been a number of injurious collisions along Bunkers Lane, Himley Green, Derwent Road and Bideford Green over the past five years and so the opportunity to operate a more holistic approach to the entire area is proposed.
4. The nature of the current road is wide, averaging 6.8-7.2m, so there is the potential to narrow the carriageway without affecting traffic flows. The current speed limit across the area is 30mph.

### **Scheme Proposal**

5. As a result of reviewing data and the site location it is proposed to:
  - Install 5x raised tables accompanied by a 20mph limit
  - Install a 20mph zone in all residential streets off of Himley Green, Derwent Road, Bunkers Lane and Bideford Green
  - Junction Protection on all residential areas directly joining Himley Green, Derwent Road, Bunkers Lane and Bideford Green
6. There are a number of aspects to the scheme, many are not subject to statutory consultation. These being to promote a more active society and encourage more sustainable modes of transport, the scheme takes the opportunity to install cycle facilities in the area to enable vulnerable groups to travel to school or the town centre by foot or bicycle.

### **ATC Data**

7. ATC speed and volume counts were taken over a seven-day period at various sites across the main route through, excluding cul-de-sacs and are provided in Appendix B.
8. ATC loops are the method used for data collection to use for engineering purposes.

### **Collision History**

9. Collision history is provided in Appendix A and shows a number of injurious collisions in the area of the scheme over the last 5 years.

### **Statutory Consultation**

10. Statutory consultation took place in November 2018. Statutory bodies were consulted on all proposals and included the Police and notices displayed on site.

Residents directly affected by the tables and waiting restrictions received a hand delivered letter notifying them of the proposals.

Bedfordshire Police were in support and raised no objections.

## **Options for consideration**

11. As a result of statutory consultation, a number of residents chose to comment on the advertised proposals. Concerns raised over each aspect are as follows:

### **20mph limit/zone**

- i. Kendal Gardens has been missed from the Notice.
- ii. 20mph limits are rarely enforced.
- iii. The money could be better spent particularly on maintenance.
- iv. The scheme is not justified, there is no evidence of an issue.
- v. Reducing speeds does not make the area safer.
- vi. Reducing to 20mph is too much, 25 would be more appropriate.
- vii. Has a temporary 20mph at school times been considered in a more isolated area.  
Speed camera should be considered
- viii. Stoke Road should be included

## **Reasons for Decision**

12. Officer comments in response to the concerns raised on the 20mph limit/zone are as follows:

- i. Kendal Gardens will be included in the scheme as the limit is intended for the entire area, this is an error on the Notice.
- ii. 20mph limits should be self-enforcing so there is no further demand on Police resources. Where speeds are above 24mph features are used to bring down speeds to nearer this figure.
- iii. The scheme is to be funded from Integrated Transport Capital Works budget (design) 2019/20 and delivered in 2019/20. This is a separate budget from maintenance and is ringfenced for highway improvement work such as this.
- iv. There is a documented collision history along this route at various locations as shown, for which the Police have attended. This justifies the need for a scheme.
- v. Vehicles travelling at higher speeds before the change of speed limit reduced their speed more than those already travelling at lower speeds.
- vi. The recently published DfT report on 20mph limits (November 2018, 20mph Research Study; Process and Impact Evaluation Headline Report) does report there is insufficient evidence to prove implementation of 20mph limits had led to a significant change in collisions and casualties. But initial findings confirm a primary benefit of 20mph limits is in the creation of an environment where more people feel prepared to walk or cycle. With vehicles travelling at higher speeds before the change of speed limit reducing their speed more than those already travelling at lower speeds.
- vii. A speed limit of 25mph is not applicable under TSGRD 2016-the legislation that we work to.
- viii. This was considered but is not appropriate as permanent speed limits are more practicable both in terms of compliance, consistency and maintenance.
- ix. Various methods to reduce speeds were considered, with physical features and the introduction of a 20mph limit most appropriate.
- x. Stoke Road is a different location away from this area and was outside the scope of this scheme

## **Options for consideration**

13. Concerns raised over the implementation of raised tables are as follows:

### **Raised Tables:**

- i. Installing the 20mph limit should be done then tables added later.
- ii. They cause more pollution.
- iii. The area is a bus route and it will slow journey times and discomfort for users.
- iv. They damage vehicles suspension.
- v. They cause vibrations to adjacent buildings.
- vi. The locations will affect residents' accesses.
- vii. A table is needed near the brow of the hill.
- viii. By installing tables I will be house bound.
- ix. They, along with the 20mph limit will slow response times for emergency services.
- x. The position of one of the raised tables is advertised as outside 144, but in-fact the drawing shows it outside 114.
- xi. They cause discomfort to users particularly those with a disability.

## **Reason for decision**

14. Officer comments in response to the concerns raised on the implementation of raised tables are as follows:

- i. Based on speed data installing a signage only 20mph scheme along Derwent Road, Himley Green, Bideford Green, Bunkers Lane will not achieve compliance. 20mph limits should be self-enforcing, therefore humps and the revised limit need to be implemented together to reach closer to 20mph.
- ii. Based on DFT guidance set out in Local Transport Note 1/07 Traffic Calming 2007, features are an appropriate way to bring down vehicle speeds to or below 20mph. Current figures exceed 24mph so by introducing physical measures at the location to closer to 20mph is appropriate.
- iii. Whilst the effects of raised features will result in a marginal increase in vehicle emissions there will be negligible impact caused by both the installation of the features the proposed locations. Congestion is minimal, and traffic flows low.
- iv. Flat top tables, at a length of 6m as proposed, are documented in Local Transport Note 1/07 Traffic Calming to provide more comfort to those travelling on public transport.
- v. All design principles and guidance notes have been used to ensure the features meet the current specifications which deem these as suitable methods of slowing vehicles. If negotiated at the correct speed, within the limit there will be no noticeable difference in vehicle handling.
- vi. Raised features inevitably create some noise and disturbance to adjacent properties but is likely to be negligible. Lower traffic speeds usually result in a reduction of overall noise levels
- vii. The location of the tables has been carefully considered in the design stage by Road Engineers.
- viii. Placing a feature on the brow of the hill is not appropriate. Their locations, height and spacings are in accordance with design guides and Local Transport Note 1/07.
- ix. Physical features can be safely negotiated at the correct speed, the road is still open to traffic, this is not a stopping up order.

- x. Emergency services are included in the statutory consultation, with no objections or concerns being made or raised.
- xi. The correct location is 114.
- xii. The proposed features are designed to specifications and Traffic Advisory Leaflets (LTN 1/07, Traffic Calming) which provide guidance and good practice on heights and gradients to meet the needs of all users.

## **Options for consideration**

15. Concerns raised over the waiting restrictions are as follows:

### **Waiting Restrictions:**

- i. You are urbanising the area.
- ii. The restrictions will not be enforced.
- iii. The restrictions outside the school are short sighted and prevent residents parking here at weekends.
- iv. Parking issues are only at school drop off and collection time, therefore only over a short period and not really an issue.
- v. Restrictions need to include the full length of Lommond Drive as current H bars are not sufficient.
- vi. There is an area wide TRO for footway parking, why is it not enforced? Lines should not be needed.
- vii. Restrictions outside 56/57 and 110 are not required.

## **Reasons for decision**

16. Officer comments in response to the concerns raised on the waiting restrictions are as follows:

- i. Parking restrictions at various junctions are for junction protection to maintain visibility for all users. No Waiting at Any Time Restrictions do not require signage and so this will reduce clutter.  
When designing schemes, we consider the impact on the aesthetics of the area. However, this location is not a conservation area and so there is no requirement for special adaptations.
- ii. Whilst Highways install lines, enforcement lies with the Parking Enforcement Team
- iii. No Waiting At Any Time is only proposed on one side of the carriageway and restricted parking proposed 8-930am and 230-430pm in the area of the school.  
The scheme will also re-organise and create more parking in the existing layby area and will be unrestricted
- iv. The aim is to create a school safety zone and a much safer environment for vulnerable users. Whilst there is congestion primality at certain times of the day, we are making the area more conspicuous to approaching drivers and preventing parking on both sides of the carriageway at peak times.
- v. This is outside the scope of the scheme which is aimed to improve safety in the area of the school, reduce speeds and maintain visibility at junctions for pedestrians and drivers alike.
- vi. Every part of the area TRO which is going to be enforced has to have terminal signage and then repeater signs at measured points, much like a speed limit to make it enforceable. No waiting at any time restrictions requires less signage

- vii. The restrictions are brought on the grounds of safety and a holistic approach to the area, we have kept these as minimal as possible but with the intention to maintain visibility

## **Other Issues**

17. Concerns were raised during the consultation over other issues, which are as follows:
- i. Diagonal parking will cause more issues.
  - ii. School Land should be utilized.
  - iii. Narrowing the road to 6m will bring more danger.

## **Responses to other issues raised**

18. Officer comments in response to the other issues raised are as follows:
- i. Consultation is required for parking restrictions, traffic calming and the reduced speed limit. Drawings provided showed other aspects of the scheme where we are trying to enhance the entire area for all users, however these are not open to consultation.
  - ii. Highways are proposing works to provide a safer environment for all users. Any works within the school boundary would need to be addressed by Children's Services but would not address other aspects of the scheme such as promoting more sustainable modes of transport.
  - iii. Roads with less than a total width of 6m provide adequate space for two-way traffic flow.

## **Reason for urgency**

19. The primary focus of this scheme is to improve the safety of the area for all users, especially the vulnerable.
20. The scheme takes the opportunity to improve sustainable modes of transport in the general area and also to Greenleas Lower School and to promote a school safety zone due to congestion and inconsiderate parking problems at peak times. Should the scheme be approved construction is expected summer holidays 2019/20 where there is low usage of the area.

## **Council Priorities**

21. The proposals are aimed to meet LTP Objectives B; reduce the impact of commuting trips on local communities, C; Increase the number of children travelling to school by sustainable modes of transport, J; reduce the number of people being killed or seriously injured.

## **Corporate Implications**

22. None

## **Legal Implications**

23. The order will need sealing before enforcement takes place.

## **Financial and Risk Implications**

24. Construction of this scheme will be funded by the Capital Works Programme for Integrated Transport 2019/20 and estimated costs is £200,000 although target cost is to be agreed.

## **Equalities Implications**

25. Those directly affected by the proposals (tables and waiting restrictions) were notified by hand delivered copy of the Notices.

26. One representation was received by a minority user group and concerns have been answered.

27. Greenleas school were also consulted and were given the opportunity to comment should there be any implications to minority groups of pupils.

## **Conclusion and next Steps**

28. The detailed design is to be finalised and finally RSA to take place on the scheme before a construction order is issued early in 2019/20 financial year.

## **Appendices**

**Appendix A: Collision History**

**Appendix B: ATC Data**

**Appendix C: Public Notices, Traffic Calming, Waiting Restrictions, 20mph limit**

**Appendix D: Residents Letter**

**Appendix E: Police Response**

**Appendix F: Representations**

**Appendix G: Scheme Drawings**

## **Report Author:**

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Appendix A



## Appendix B

### Himley Green

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	Himley Green (site 27)	Northbound	Wed 06 Sep 2017	Tue 12 Sep 2017	30mph	13621	27.5	31.1	2105	1613	1946	0.01%
Site	Himley Green (site 27)	Southbound	Wed 06 Sep 2017	Tue 12 Sep 2017	30mph	13437	28.0	32.0	2084	1562	1920	0.06%

Schedule
Wed 06 Sep 2017
Thu 07 Sep 2017
Fri 08 Sep 2017
Sat 09 Sep 2017
Sun 10 Sep 2017
Mon 11 Sep 2017
Tue 12 Sep 2017

### Derwent Road

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	Derwent Road (os no 58l) site 29	Eastbound	Mon 03 Jul 2017	Sun 09 Jul 2017	30mph	8806	30.1	34.4	1379	1027	1258	0.08%
Site	Derwent Road (os no 58l) site 29	Westbound	Mon 03 Jul 2017	Sun 09 Jul 2017	30mph	8553	31.9	36.5	1333	989	1222	0.09%

Schedule
Mon 03 Jul 2017
Tue 04 Jul 2017
Wed 05 Jul 2017
Thu 06 Jul 2017
Fri 07 Jul 2017
Sat 08 Jul 2017
Sun 09 Jul 2017

### Derwent Road, Outside Greenleas Lower

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	Derwent Road (nr lower school) site 28	Northbound	Mon 03 Jul 2017	Sun 09 Jul 2017	30mph	9933	28.3	33.6	1548	1170	1419	0.05%
Site	Derwent Road (nr lower school) site 28	Southbound	Mon 03 Jul 2017	Sun 09 Jul 2017	30mph	10144	26.6	31.5	1586	1170	1449	0.04%

Schedule
Mon 03 Jul 2017
Tue 04 Jul 2017
Wed 05 Jul 2017
Thu 06 Jul 2017
Fri 07 Jul 2017
Sat 08 Jul 2017
Sun 09 Jul 2017

Bunkers Lane

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	Bunkers Lane (on Ic 3) site 26	Northbound	Mon 03 Jul 2017	Sun 09 Jul 2017	30mph	18400	27.2	30.6	2838	2031	2629	0.06%
Site	Bunkers Lane (on Ic 3) site 26	Southbound	Mon 03 Jul 2017	Sun 09 Jul 2017	30mph	19968	27.9	32.4	3092	2237	2853	0.06%

Schedule
Mon 03 Jul 2017
Tue 04 Jul 2017
Wed 05 Jul 2017
Thu 06 Jul 2017
Fri 07 Jul 2017
Sat 08 Jul 2017
Sun 09 Jul 2017

# PUBLIC NOTICE



## CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INSTALL TRAFFIC CALMING MEASURES IN VARIOUS ROADS, LINSLADE

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 Raised Table in Various Roads, Linslade. These proposals are part of a scheme to reduce traffic speeds and create a safer environment for all road users.

**A Raised Table at a nominal height of 75mm and approximately 8 metres long, including ramps, extending across the full width of the road is proposed to be sited at the following location in Linslade:-**

1. Bunkers Lane, outside no.3 Southcott Villiage.
2. Himley Green, outside no. 57 Himley Green.
3. Derwent Road, outside no.144 Derwent Road.
4. Derwent Road, approximately 3 meters south-west of the south-west flank wall of no. 383 Derwent Road.
5. Derwent Road, approximately in line with the south-west flank wall of no. 63 Bideford Green.

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 20<sup>th</sup> November 2018.

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

30<sup>th</sup> October 2018

# PUBLIC NOTICE

The logo for Central Bedfordshire Council, featuring the text "Central Bedfordshire" in white on a green circular background.

## CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME IN VARIOUS ROADS, LINSLADE

Reason for proposal: For avoiding danger to persons or other traffic and/or for preventing the likelihood of any such danger arising; For facilitating the passage of traffic on the road or any other road of any class of traffic (including pedestrians); For preserving or improving the amenity of the area. The waiting restrictions are intended to address indiscriminate parking and to ensure that junctions are not obstructed by parked vehicles. The waiting restrictions are intended to address indiscriminate parking in the vicinity of the lower school to create a safer environment for those travelling to and from school.

### Effect of the Order:

To replace existing Waiting restrictions with No Waiting at any time on the following length of road in Linslade:-

1. Bunkers Lane, south-west side, from a point approximately 10 metres south-east of a point in line with the south-east kerbline of Southcott Villiage extending in a north-westerly direction to a point approximately 10 metres north-west of a point in line with the north-west kerbline of Southcott Villiage.
2. Southcott Villiage, both sides, from its junction with Bunkers Lane extending in a south-easterly direction for approximately 10 metres.
3. Himley Green, south-west side, from its junction with Apple Tree Close extending in a north-westerly direction for approximately 8 metres.
4. Himley Green, north-east side, from a point in line with the boundary of nos. 8 and 9 Himley Green extending in a north-westerly then north-easterly direction to a point approximately 3 metres north-east of a point in line with the south-west flank wall of no.9 Himley Green.
5. Himley Green, north-east side, from a point approximately 3 metres north-west of a point in line with the south-west flank wall of no.9 Himley Green extending in a north-westerly direction to a point approximately 5 metres north-west of a point in line with the south-east flank wall of nos.25 and 27 Himley Green.
6. Himley Green, north-east side, from a point in line with the north-west flank wall of nos.30 to 34 Himley Green extending in a northerly direction to a point in line with the south-east flank wall of no.30 to 34 Himley Green.
7. Himley Green, north-east side, from a point in line with the south-east flank wall of nos.30 to 34 Himley Green extending in a south-easterly direction to a point approximately 3 metres north-east of a point in line with the south-east flank wall of no.56 Himley Green.
8. Himley Green, north-east side, from approximately 5 metres south-east of a point in line with the boundary of nos.90 and 91 Himley Green extending in a northerly direction to a point approximately 3 metres south-west of a point in line with the boundary of nos.116 and 117 Himley Green.
9. Himley Green, north-east side, from a point approximately 3 metres south-west of a point in line with the boundary of nos.116 and 117 Himley Green extending in an easterly then northerly direction to a point in line with the north-west boundary of no.117 Himley Green.
10. Derwent Road, north side, from a point in line with the north boundary of no.14 Derwent Road extending in a westerly direction to a point in line with the west flank wall of no.18 Derwent Road.
11. Coniston Road, both sides, from its junction with Derwent Road extending in a northerly direction to a point approximately 2 metres north of a point in line with the boundary of nos.2 and 4 Coniston Road.
12. Derwent Road, north-west side, from a point in line with the north-east flank wall of no.44 Derwent Road extending in a south-westerly direction to a point in line with the north-east flank wall of no.48 Derwent Road.

13. Blakedown Road, from its junction with Derwent Road extending in a north-westerly direction to a point in line with the south-east flank wall of no.46 Derwent Road.
14. Derwent Road, north side, from a point in line with the boundary of nos.64 and 66 Derwent Road extending in a westerly direction to a point approximately 3 metres west of a point in line with the west flank wall of no.1 Melfort Drive.
15. Melfort Drive, both sides, from its junction with Derwent Road extending in a northerly direction to a point approximately 3 metres south of a point in line with the boundary of nos.1 and 3 Melfort Drive.
16. Derwent Road, north side, from a point approximately 2 metres west of a point in line with the boundary of nos.76 and 78 Derwent Road extending in a westerly direction to a point approximately 3 metres west of a point in line with the west flank wall of no.1 Erribol Close.
17. Erribol Close, both sides, from its junction with Derwent Road extending in a northerly direction to a point in line with the south flank wall of no.78 Derwent Road.
18. Derwent Road, from a point in line with the south-west flank wall of no.2 Leven Close extending in a northerly direction to a point approximately 2.5 metres south of a point in line with the boundary of nos.108 and 110 Derwent Road.
19. Leven Close, both sides, from its junction with Derwent Road extending in an easterly direction to point approximately 1.6 metres south-east of a point in line with the north-west flank wall of no.108 Derwent Road.
20. Derwent Road, east side, from a point in line with the south-west flank wall of no.122 Derwent Road extending in a northerly direction to a point in line with the boundary of nos.124 and 126 Derwent Road.
21. Lomond Drive, both sides, from its junction with Derwent Road extending in a south-easterly direction to a point in line with the north-west flank wall of no.124 Derwent Road.
22. Derwent Road, west side, from a point in line with the boundary of nos.130 and 132 Derwent Road extending in a northerly direction to a point approximately 8 metres south-west of a point in line with the south-west flank wall of no.383 Derwent Road.
23. Derwent Road, south-west side, from a point in line with the north flank wall of no.35 Lochy Drive extending in a northerly direction to a point approximately 5 metres south-west of a point in line with the north-east flank wall of no.1 Lochy Drive.
24. Lochy Drive, both sides, from its junction with Derwent Road extending in an easterly direction to a point approximately 2.5 metres south-east of a point in line with the north-west flank wall of no.1 Lochy Drive.
25. Derwent Drive, south-east side, from a point approximately 3 metres south-west of a point in line with the south-west flank wall of no.2 Fyne Drive extending in a north-easterly direction to a point in line with the west flank wall of no.1 Fyne Drive.
26. Derwent Drive, north-west side, from a point approximately 5 metres south-west of a point in line with the south-west flank wall of no.1 Cotswold Drive extending in a north-easterly direction to a point approximately 15 metres north-east of the north-east kerbline of Cotswold Drive.
27. Cotswold Drive, both sides, from its junction with Derwent Road extending in a north-westerly direction to a point approximately 3 metres south-east of a point in line with the south-east flank wall of no.2 Cotswold Drive.
28. Derwent Road, east side, from a point approximately 8 metres north-east of a point in line with the south-west flank wall of no.63 Bideford Green extending in a northerly direction to a point approximately 7 metres south-west of a point in line with the north-east flank wall of no.48 Bideford Green.
29. Bideford Green (nos.48 to 68), both sides, from its junction with Derwent Road extending in a south-easterly direction to a point in line with the south-east flank wall of no.48 Bideford Green.
30. Derwent Road, east side, from a point in line with the boundary of nos.46 and 47 Bideford Green extending in a northerly direction to a point approximately 5 metres north of a point in line with the north-east flank wall of no.30 Bideford Green.
31. Bideford Green (nos. 30 to 46), both sides, from its junction with Derwent Road extending in a south-easterly direction for approximately 27 metres.

32. Derwent Road, west side, from a point approximately 3 metres south of a point in line with the north-east flank wall of no.1 Malvern Drive extending in a northerly direction to a point in line with the south-west flank wall of no.2 Malvern Drive.
33. Malvern Drive, both sides, from its junction with Derwent Road extending in a westerly direction to a point in line with the north-west flank wall of no.1 Malvern Drive.
34. Derwent Drive, east side, from a point in line with the south-west flank wall of no.28 Bideford Green extending in a northerly direction to a point in line with the boundary of nos.10 and 11 Bideford Green.
35. Bideford Green (nos.11 to 28), both sides, from its junction with Derwent Drive extending in an easterly direction to a point in line with the south-west flank wall of no.11 Bideford Green.
36. Derwent Drive, from a point approximately 5 metres north of a point in line with the south-west flank wall of no.8 Bideford Green extending in a northerly direction for approximately 42 metres.
37. Bideford Green (nos.1 to 8 & nos.64 to 509), both sides, from its junction with Derwent Drive extending in a south-easterly direction to a point approximately 4.5 metres south-east of a point in line with the south-east flank wall of no.8 Bideford Green.
38. Bideford Green (nos.1 to 8 & nos.64 to 509), south-west side, from a point approximately 4 metres south-east of a point in line with the boundary of nos.65 and 66 Bideford Green extending in a south-easterly direction to a point in line with the south-east flank wall of no.155 Bideford Green.
39. Bideford Green (nos.67 to 154), both sides, from its junction with Bideford Green (nos.1 to 8 & nos.64 to 509) extending in a southerly direction to a point in line with the south-west flank wall of no.66 Bideford Green.

**To introduce No Waiting Mon-Fri between 8.00am and 9.30am and 2.30pm and 4.30pm on the following lengths of road in Linslade:-**

1. Derwent Drive, east side, from a point approximately 15 metres north of a point in line with the north-east flank wall of no.142 Derwent Drive extending in a northerly direction for approximately 56 metres.

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 20<sup>th</sup> November 2018. Any objections must state the grounds on which they are made.

Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of South Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.\*) Order 2018"

Central Bedfordshire Council  
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Marcel Coiffait  
Director of Community Services

30<sup>th</sup> October 2018

# PUBLIC NOTICE



## CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A 20MPH SPEED LIMIT ZONE IN LINSLADE

Reason for proposal: The proposed Order is considered necessary on the grounds of promoting road safety. The 20mph Zone is intended to reduce the speed of vehicles in the residential area and improve safety for all road users. This will also improve the quality of the environment and help promote walking and cycling.

Effect of the Order:

To introduce a 20mph Speed Limit Zone on the following lengths of road in Linslade:-

- |                    |                      |
|--------------------|----------------------|
| • Ascot Drive      | • Leopold Road       |
| • Bewdley Drive    | • Leven Close        |
| • Bideford Green   | • Lochy Drive        |
| • Blakedown Road   | • Lomond Drive       |
| • Bunkers Lane     | • Malvern Drive      |
| • Calder Gardens   | • Maree Close        |
| • Capron Close     | • Melfort Drive      |
| • Chelsea Green    | • Morar Close        |
| • Cheviot Close    | • Nevis Close        |
| • Cleveland Drive  | • Orchard Drive      |
| • Coniston Road    | • Rannock Gardens    |
| • Cotswold Drive   | • Rock Close         |
| • Delamere Gardens | • Rock Lane          |
| • Derwent Road     | • Southcott Villiage |
| • Epsom Close      | • Southcourt Avenue  |
| • Eriboll Close    | • Southcourt Road    |
| • Fyne Drive       | • Springfield Road   |
| • Grange Close     | • Ullswater Drive    |
| • Grasmere Way     | • Windermere Gardens |
| • Hanover Court    | • Wing Road          |
| • Himley Green     | • Woodside Way       |

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 20<sup>th</sup> November 2018. Any objections must state the grounds on which they are made.

Order Title If made will be "Central Bedfordshire Council (20mph Speed Limit Zone) (Various Roads in Linslade) Order 2018"

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

30<sup>th</sup> October 2018

## Appendix D



The Householder

### Important information

Dear Sir or Madam

Central Bedfordshire Highways are consulting on the introduction of the following within your area, for which you may be directly affected:

- 1) **Waiting Restrictions** *(for junction protection, and to clear the school area around ~~Greenleaf~~ Lower School. Both proposals brought on the grounds of safety)*
- 2) **Raised Tables**
- 3) **20mph limit**

Site notices are displayed on site that can provide further information [in regards to](#) locations of each specific proposal.

Details of the proposals can also be found at:

<http://www.centralbedfordshire.gov.uk/council/public-statutory/notices.aspx>

We welcome comments on these proposals to either the address displayed on the notice or to: [Traffic.Consultation@centralbedfordshire.gov.uk](mailto:Traffic.Consultation@centralbedfordshire.gov.uk) by 22<sup>nd</sup> November.

**Please clearly state which of the 3 proposals you wish to comment on and if supplying comments on different proposals please send separate responses.**

After the 22<sup>nd</sup> November we will collate all responses and decide how to progress the schemes with a report due at the Traffic Management Meeting anticipated for December.

Yours faithfully

**Traffic Management Team**

Thorn Turn Depot, Thorn Road, Houghton Regis LU5 6GJ

/

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

Telephone 0300 300 8301  
Email [customers@centralbedfordshire.gov.uk](mailto:customers@centralbedfordshire.gov.uk)  
[www.centralbedfordshire.gov.uk](http://www.centralbedfordshire.gov.uk)

## Appendix E

Central  
Bedfordshire



1. Proposed waiting restrictions-Lawrence Road, Auckland Road and Lawnside Biggleswade.
2. Traffic calming Chaul End Road Caddington
3. Proposed waiting restrictions-High Street/Old Bridge Way Shefford
4. Proposed waiting restrictions Stondon
5. Various Schemes Cranfield
6. Various schemes Linslade

<p>This Authority has considered the proposals as outlined in your letter and offer the following comments for further consideration.</p> <p>Comments</p>	
<p>This Authority has considered the proposed waiting restrictions and schemes outlined in your email and attachment, together with the reason(s) given. The proposals are accepted by this authority therefore no objection will be offered.</p>	<b>X</b>

Name: - ...John Loughlin.

Address

Traffic Management Office.  
Traffic Management Unit,  
Bedfordshire, Cambridgeshire & Hertfordshire Road Policing Unit,  
Joint Protective Services,  
Halsey Road,

## Appendix F

Thursday 15<sup>th</sup> November 2018

Traffic Management Team  
Central Bedfordshire Council  
Priory House  
Monks Walk  
Chicksands  
Shefford  
Bedfordshire  
SG17 5TQ

Traffic.consultation@centralbedfordshire.gov.uk

Dear Sir/Madam

I am writing in response to Central Bedfordshire Council's proposals to introduce traffic management changes to the roads in Linslade, Leighton Buzzard. Many of the roads in question surround Greenleas School and so these measures will affect our children and their parents which is why I am writing.

- Proposed speed limit of 20 mph. The school fully supports this proposal, particularly along Derwent Road outside the school entrances. Although traffic is usually slow at drop-off and pick-up time, traffic is often very fast at earlier or later times when children are being taken to or collected from clubs.
- Proposed traffic calming. The school fully supports this proposal for the reasons outlined above.
- Proposed waiting restrictions. The school is committed to the promotion of sustainable transport and therefore fully supports this proposal as a measure to discourage the transportation of pupils to school by car. The introduction of double yellow lines at various junctions will increase road safety in proximity to the school, and the removal of parked or waiting vehicles will further increase road safety. The widening of the pavement alongside the school will increase safety for foot traffic in this area. Currently those with pushchairs cannot walk small children alongside them unless they walk in the road.

The school predicts that parking normally located immediately outside the school premises will be pushed into nearby streets. We anticipate an increase in complaints from local residents who believe the school has control over where parents park. We also anticipate there will be complaints from parents who have to park further from the school. However we anticipate parents will appreciate the improved safety through wider pavements and slower traffic.

Cont./

In view of this I would be interested to understand who will be enforcing these new measures, particularly the waiting restrictions. Poor parking is often the result of insufficient time to find a better, safer place to park and I am concerned that should there be no enforcement of the controls, they may be ignored as parents often park for less than ten minutes whilst they drop off their children. When this happens, local residents come into the school, often very angry, and expect us to manage parking violations. Clearly we do not have this authority, or the capacity to be patrolling the parking situation at a time when parents are handing over their children to us.

Yours faithfully