

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



**TO EACH MEMBER OF THE
TRAFFIC MANAGEMENT MEETING**

13 January 2010

Dear Councillor

TRAFFIC MANAGEMENT MEETING - Tuesday 19 January 2010

Further to the Agenda and papers for the above meeting, previously circulated, please find attached the report which was marked 'to follow'.

7. A6 Deadman's Hill - Gap Closure, U Turn and One Way

To report to the Portfolio Holder for Safer and Stronger Communities the results of the statutory consultation on proposals to implement gap closures, no 'U' turns and one way traffic on various parts of the A6 known as Deadmans Hill and seek approval to implement the proposals on the understanding that the recommendations of the Stage 1 and subsequent Stage 2 Road Safety Audits be included within the final design.

Additionally Stage 3, Stage 4 Road Safety Audits will be undertaken on completion and after 12 months respectively with any recommendations implemented in agreement with the Client Central Bedfordshire Council.

Further consideration should be given to traffic calming measures in Haynes West End should increased traffic flows result from the future Greensand Trust development.

Should you have any queries regarding the above please contact Democratic Services on
Tel: 0300 300 4032

Yours sincerely

Martha Clampitt, Democratic Services Officer
email: martha.clampitt@centralbedfordshire.gov.uk

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Meeting: Traffic Management Meeting
Date: 19 January 2010
Subject: A6 Deadman's Hill – Gap Closure, U Turn and One Way.
Report of: Basil Jackson, Assistant Director Highways & Transportation
Summary: To report to the portfolio holder for safer and stronger communities the results of the statutory consultation on proposals to implement gap closures, no 'U' turns and one way traffic on various parts of the A6 known as Deadman's Hill and seek approval to implement the proposals on the understanding that the recommendations of the Stage 1 and subsequent Stage 2 Road Safety Audits be included within the final design.

Additionally Stage 3, Stage 4 Road Safety Audits will be undertaken on completion and after 12 months respectively with any recommendations implemented in agreement with the Client Central Bedfordshire Council.

Future consideration should be given to traffic calming measures in Haynes West End should increased traffic flows result from the future Greensand Trust development.

Contact Officer: Andrew Rosamond
andrew.rosamond@amey.co.uk
Public/Exempt: Public
Wards Affected: Maulden & Clophill.
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

Improve road safety and promote sustainable modes of transport

Financial:

£25k (2009/10), £225k (2010/11) and £15k (2011/12 and 2013/14 inc for RSA 4a & b)

Legal:

Implement the traffic orders

Risk Management:

None as a result of this report

Staffing (including Trades Unions):

None as a result of this report

Equalities/Human Rights:

None as a result of this report

Community Development/Safety:

Will improve safety for vehicular traffic on the A6 Network

Sustainability:

None as a result of this report.

RECOMMENDATIONS:

That:-

- (a) The TROs and the recommendations of the RSA Stage 1 are implemented as part of the proposed design.**
 - (b) The final design is also to be the subject of a RSA Stage 2 and any recommendations forthcoming are included into the final design.**
 - (c) As a follow up RSA Stage 3 (on completion of the works) RSA 4a and b are also undertaken 18 and 42 months respectively with any recommendations implemented in agreement with the Client Central Bedfordshire Council.**
 - (d) Consideration should be given to traffic calming measures in Haynes West End in view of the increased traffic flows that could be anticipated from the future Greensand Trust development.**
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Background and Information

Planning

1. A Planning Application Number MB/09/00517/FULL was registered on the 18th March 2009 by the Greensands Trust for a development consisting of a Woodlands Visitors Centre with Ancillary Workshop Units and Associated Parking at the above location.
2. The application was submitted to Mid Bedfordshire District Council for the local planning authority committee to determine was due to part of the site being owned by Central Bedfordshire Council. The application was deferred by members at a meeting on 13th May 2009 in order that additional consultation could be undertaken with local residents and nearby parish councils. Further information was supplied on the Late Sheet.
3. The recommended decision was Full Conditional Approval.

Reasons for Granting

4. In view of the fact that there are no policy objections to the proposal in principle, the size, siting and design are generally in keeping with this very rural location in the woodlands, there is minimal impact on the amenities of neighbours, the ecological implications are acceptable as long as conditions are attached to any consent, there are no drainage objections and the access and parking arrangements are now acceptable the application is recommended for approval as being in compliance with both Central Government Policy advice and Mid Beds Local Plan policies.

Recommendation Approve

5. Planning Permission for the application set out above subject to the following condition(s):

Memo Dated 29th May 2009 (CBC Development Control Highways to CBC Planning)

6. Subsequent to memo dated 8th May 2009 further revised drawing numbers 1319.02.01/B and 1319.02.20/C were submitted that clearly indicate the required amendments and therefore are satisfactory.

In the circumstances and on behalf of the highway authority I hereby recommend the following conditions be included in any consent to be issued

1. No development shall take place until detail plans of the highway improvements as indicated on Drawing Numbers 1319.02.01/B and 1319.02.02/C to include:
 - Closure of gaps on the A6 central reservation
 - Improvement to entry and exit of lay-by
 - Regularisation of the one way system on the lay-by, through the provision of a Traffic Regulation Order
 - Clear demarcation of pedestrian crossing point from proposed Woodland visitors centre to the woods

have been submitted to and approved by the Local Planning Authority and the approved details shall be implemented before the facility is first brought into use.

Reason

In the interest of highway safety.

Access in/out car park

2. Development shall not begin until details of the junctions of the proposed vehicular accesses with the highway have been approved by the Local Planning Authority and no building shall be occupied until the junctions has been constructed in accordance with the approved details.

Reason

In order to minimise danger, obstruction and inconvenience to users of the highway and the premises.

Additional Safety Requirements

3. The need to provide U-turn bans at the three locations listed below is to discourage vehicles turning around on the grounds that these locations would not be safe to carry out such a manoeuvre safely.
 - 1.) Southern end of dual carriageway
 - 2.) Central Reserve Gap not to be closed
 - 3.) Northern end of dual carriageway

Consultation

- 7 Correspondence received to the advertised order resulted in 5 letters of support and 10 letters of objections.
8. The accident data for the A6 from the roundabout junction with Bedford Road, Wilstead to a point 50 metres south of the roundabout junction with the A507 at Clophill, shows that there have been 2 'fatal', 8 'serious' and 49 'slight' injury collisions recorded in the most recent five year period from 1 June 2004 to 31 May 2009.
9. An extensive consultation was undertaken in December 2009 with all stakeholders, including letters being delivered to all residents in the vicinity of the proposals, as well as notices placed on site.

10. As a result of this consultation, five letters of support were received to the proposals:
The summary of the received letters are as follows:

Support Letter 1

- Essential modification to allow for safe access and egress from site.
- Would cause slight frustration for residents using the facility by slightly lengthening the journey.
- Believe that a crossing was provided from Clophill Village to other side of A6 would encourage users of Woodland Centre to walk
- Beneficial from an environmental and congestion perspective.

Support Letter 2

- Recognise that it will increase traffic movements, additional safeguards necessary.

Support Letter 3

- Bring an excellent facility to the area.
- Gap closure is getting mixed up with Woodlands Centre.
- In reality it is an issue that needs to be dealt with anyway
- Gaps should be closed with a temporary barrier as a matter of urgency.

Support Letter 4

- Minor inconvenience is a small price to pay for developing a safe facility

Support Letter 5

- Frustration for residents using the facility (slight lengthening of journey time)
- Will allow safe access and egress from site
- Potential benefit to community outweighs level of frustration.

11. 10 Letters of objection were received. The summary of the received letters are as follows:

Objection 1

- Gap closures would encourage people to do u turns
- Not providing a sensible, practical and safe option for vehicles leaving the centre going south
- Vehicles having to travel upto Wixams roundabout 6 1/2 mile journey
- Drivers who know the area will go into Haynes West End and do a u turn and return to A6
- Drivers who do not know the area will u turn on the A6 leading to accidents and collisions.
- Central Bedfordshire Council need to ensure that there are practical alternatives such as a roundabout.

Objection 2

- Closing gaps and no u turns will cause excessive dangers to motorists
- Drivers will turn at garage or Haynes West End
- Already an area where there have been a lot of accidents over the years
- Lorries and school bus already turn in Haynes West End concerned about extra traffic using road as a rat run, already a race track.

Objection 3

- Vehicles will use entrance to Haynes West End or Garage.
- Already a notorious accident spot
- Haynes West End a rat run, road has blind spots and places where only one car can pass
- Horses, walkers and cyclists, residents and other motorists are constantly at risk of injury accidents from speeding traffic
- Haynes West End classed as a low priority for traffic calming, can this be reconsidered if changes go ahead.

Objection 4

- Option of vehicle turning at Wixams 7 mile round journey is a non starter
- Vehicles will look at closest place to turn
- Haynes West End is a country lane, 2 lorries cannot pass, already a rat run.
- Speed of traffic make it dangerous for pedestrians, no footway, two blind bends
- Stables situated along road
- Vehicles turn at garage or Haynes West End
- Require some form of traffic calming or a way to discourage cars rat running
- Other villages have measures provided to slow traffic on entering and reminders throughout the village.

Objection 5

- Agree with proposal- both are dangerous, results of these measures will encourage vehicles to use the whole of the Haynes West End loop or turn in the drives at the southern end or Limbersey Lane junction
- Address problem, provision of traffic calming for Haynes West End
- Existing rat run situation – have problem as a result of Wixams and Woodlands Centre.

Objection 6

- Will make Haynes West End loop perfect means of turning back from the Woodlands Centre.
- Children cannot use the road outside house - increase in traffic
- Already subjected to one planning nightmare, don't make the same mistake with planned changes to traffic flow.

Objection 7

- Police Comments
- Proposal accepted, it is anticipated that motorists will seek opportunities to conduct inappropriate manoeuvres on or in vicinity of A6 and its side roads junctions.
- This authority is mindful of current collision history
- Consideration to explore all avenues to find a more suitable solution for traffic leaving the new centre to travel south are made.

Objection 8

- Concerns that rather than improving safety they could further reduce safety on this stretch of A6
- Whilst not ideal the gaps do serve a useful purpose, experience has shown that this arrangement has not lead to a particular history of accidents in allowing vehicles to leave the centre and head south
- U turn ban will have no likelihood of being enforced, the potential for ill advised and dangerous u turns starting to occur becomes a possibility
- Section of road from northern end of dual carriageway to top of Wilstead Hill identified as an area of potential danger and conflict as shown by the signing and presence of three speed cameras
- With a hill crest reducing visibility, end of dual carriageway, junction, residential access, café, garage this is already a busy area requiring caution from drivers.
- Introduction of the u turns and gap closures will have a reversed effect and significantly affect the safety of all road users at this junction
- Hope that a Road Safety Audit is carried out before any alterations are implemented.

Objection 9

- Concerns slow moving traffic across gaps is dangerous to fast moving traffic up and down A6
- Slow vehicles down to avoid rear end collisions
- Traffic on A6 is fast, how long will people have to wait to safely pull out of centre
- Gaps closed – where can cars safely turn around, next turn around point is Haynes West End
- View limited to south of Haynes West End and garage
- Slow the road down, traffic lights or a roundabout, no entry signs or leave it as it is.

Objection 10

- Traffic will be coming out of layby onto A6 where fast moving vehicles are
- Slow down,
- Merging from dual to single carriageway, traffic will at that point still be overtaking
- Alter junction to provide a better view down the hill or an improved way of getting onto A6
- Cars will turn at Haynes West End / A6 junction
- Trucks in lay-by will do the same or a 360 degree turn at next junction.

Conclusion and way forward

To relocate carriageway space/lanes on the A6 mainline and to provide a safer layout at the lay-by entrance and exit. Provide signage.

It is suggested that the existing lane reduction from dual to single lane A6 northbound should be moved, such that the lane drop would commence immediately after the existing entrance to the lay-by and the A6 is thus reduced to a single lane prior to the existing lay-by exit.

The above will therefore effectively provide the necessary acceleration splay at the existing lay-by exit. By introducing this reduction of the carriageway on the A6 to single lane prior to the lay-by exit would allow the A6 northbound running lane to be moved towards the outside of the carriageway, with space to the nearside used for the acceleration splay. Signs should be provided warning of the possibility of merging traffic ahead.

Two lanes should be maintained up to the lay-by entrance to ensure mainline drivers can avoid decelerating vehicles. The possibility of providing a newly constructed deceleration splay should also be investigated. Signs should be provided on the approach to the lay-by entrance to warn of the possibility of decelerating vehicles, including tourist direction signing for the entrance access.

Conspicuous and extensive directional signing will be required for northbound drivers leaving the exit of the lay-by who wish to access the A6 southbound/routes beyond, and a safe location(s) for 'U' turns chosen and signed. This may well have to be the roundabout at the A6 Wixams southern junction; a considerable distance away from the site which would require numerous signs. Whatever route(s) are chosen, driver information should actively discourage 'U' turns in the vicinity of the Haynes West End turning and garage/properties. An additional A6 northbound 'U' turn ban should be introduced here. Regardless of this measure, improvements in the traffic management layouts at these junction locations along the A6 should be carried out to allow for the inevitable abuse of the proposed traffic orders and signed in advance.

As a general point, it may be appropriate to sign drivers wishing to access the A1/M1 via the A6 northbound and A421, rather than 'U' turning back onto the A6 southbound.

Directional signs for the development will also be required on the A6 southbound, thus signing the route to the lay-by via the A6/A507 roundabout south of the site (by use of the existing roundabout at which they can turn).

High friction surfacing should be introduced on the A6 northbound approaches to the lay-by entrance and exit.

The use of speed detection loops and vehicle activated warning signs should also be considered (e.g. sign to diagram 506.1rev. for the entrance and diagram 508.1 for the exit, both with "slow vehicles in road ahead"/similar text legends).

The TROs and the recommendations of the RSA Stage 1 are implemented as part of the proposed design.

The final design is also to be the subject of a RSA Stage 2 and any recommendations forthcoming from the report are included into the final design.

As a follow up RSA Stage 3 (on completion of the works) RSA 4a and b are also undertaken 18 and 42 months respectively with any recommendations implemented in agreement with the Client Central Bedfordshire Council.

Consideration should be given to traffic calming measures in Haynes West End in view of the increased traffic flows that could be anticipated.

Appendices:

Appendix A – Copy of original notices

Appendix B – Advertised plans of proposals

Appendix C - Letters of support / objections



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE THREE TRAFFIC RESTRICTIONS ON A6 BEDFORD ROAD (DEADMANS HILL), MAULDEN / CLOPHILL.

Reason for proposals: The proposed Orders are in connection with the proposed Woodlands Visitor Centre, which is being developed by The Greensand Trust and Central Bedfordshire Council. The impact of this project is likely to increase public use of the A6 Maulden Wood Lay-by, off the A6 Bedford Road, Maulden / Clophill and thus exacerbate existing safety concerns regarding slow moving traffic crossing the dual carriageway.

Therefore, Central Bedfordshire Council proposes to make three Road Traffic Regulation Orders, to satisfy the safety requirements of the planning permission, as follows:

Effect of the Orders: -

A. To close the gaps in the central reservation on the A6 Bedford Road (Deadmans Hill) Maulden / Clophill at the following locations:

1. From a point 195 metres south east of the southern flank wall of property No 40 Oxleys Cottages, West End Haynes.
2. From a point 603 metres south east of the southern flank wall of property No 40 Oxleys Cottages, West End Haynes.

The proposed gap closures are required to improve entry to and exit from the A6 Maulden Wood Lay-by, off the A6 Bedford Road, Maulden / Clophill.

B. To introduce a One Way Traffic Order on the A6 Maulden Wood Lay-by as follows:

To prohibit motor vehicles being driven in a southerly direction along the A6 Maulden Wood Lay-by, off the A6 Bedford Road, Maulden / Clophill which extends from a point 195 metres south east of the southern flank wall of property No 40 Oxleys Cottages, West End Haynes to a point 603 metres south east of the same point.

This proposal is required to regularise the existing one way system on the lay-by.

C. To introduce prohibition of U-Turns on the A6 Bedford Road (Deadmans Hill), Maulden / Clophill as follows:

1. To prohibit any vehicle being driven in a northbound direction along the A6 Bedford Road (Deadmans Hill) Maulden / Clophill to make a U -Turn so as to proceed in the opposite direction at a point 92 metres south east of the southern flank wall of property No 40 Oxleys Cottages, West End Haynes.
2. To prohibit any vehicle being driven in either a northbound or southbound direction along the A6 Bedford Road (Deadmans Hill) Maulden / Clophill to make a U -Turn so as to proceed in the opposite direction at a point 879 metres south east of the southern flank wall of property No 40 Oxleys Cottages, West End Haynes.
3. To prohibit any vehicle being driven in a southbound direction along the A6 Bedford Road (Deadmans Hill) Maulden / Clophill to make a U -Turn so as to proceed in the opposite direction at a point 1803 metres south east of the southern flank wall of property No 40 Oxleys Cottages, West End Haynes.

The proposed prohibition of U-Turns will not apply to emergency service vehicles.

The proposed prohibition of U-Turns are required because these manoeuvres would not be safe at the above locations if the proposed Woodlands Visitor Centre is constructed.

Further Details: of the proposed Orders, plans and a statement of reasons for making the Orders may be examined during normal office hours at Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford and at Clophill Post Office and Stores, 4 The Green, Clophill. These plans will be placed on deposit until 6 weeks after the Order is made or until it is decided not to continue with the proposal. Phone Debbie Poynton on 0845 3656088 for further details.

Objections: should be sent in writing to the Orders and Commons Registration Officer, Countryside Access Service, Central Bedfordshire Council, PO Box 1395, Bedford MK42 5AN (e-mail: chris.heard@centralbedfordshire.gov.uk), stating the grounds on which they are made by 18th December 2009.

Order Titles: if made will be "Central Bedfordshire Council (A6 Bedford Road (Deadmans Hill), Maulden / Clophill) (Prohibition of U-Turns) Order 200*"; "Central Bedfordshire Council (A6 Bedford Road (Deadmans Hill), Maulden / Clophill) (One Way Traffic) Order 200*" and "Central Bedfordshire Council (A6 Bedford Road (Deadmans Hill), Maulden / Clophill) (Closure of Gaps in Central Reservation) Order 200*".

PO Box 1395
Bedford MK42 5AN

Basil Jackson
Assistant Director Highways

19th November 2009



Gap in central reservation to be closed.

DO NOT SCALE

GLAISING GARS PROPOSED TRAFFIC ORDER IN CENTRAL RESERVATION	
Project Name: GLAISING GARS Client: Central Bedfordshire Council Date: 12/07/2017	Project No: 17008 Drawing No: 17008 Drawing Title: GLAISING GARS Drawing Date: 12/07/2017
Project Manager: John Smith Design Manager: John Smith Drawing Author: John Smith Drawing Checker: John Smith Drawing Approver: John Smith	Project Location: Glaising Gars, Central Bedfordshire Project Status: Final Project Reference: 17008

Appendix C

Letters of support

No 1.

RE: CENTRAL BEDFORDSHIRE COUNCIL'S PROPOSAL TO INTRODUCE THREE TRAFFIC RESTRICTIONS ON A6 BEDFORD ROAD (DEADMANS HILL), MAULDEN / CLOPHILL.

I am writing in support of the Working Woodland Centre at the 'Deadmans Hill' lay by in Maulden.

I understand the need to alter the current road set up by closing the central reservation, prohibiting u-turns and introducing a one way system in the lay by. As a resident of Clophill village I feel that whilst this will be a frustration for residents using the facility (slightly lengthening their journey time) it will be an essential modification to allow for safe access to and egress from the site. I believe (especially if a crossing was provided from Clophill village to the other side of the A6 as many make this dangerous crossing on a daily basis already) that the small inconvenience posed by the new system will encourage local users of the Working Woodland Centre to walk to the site. This would be beneficial not only from a parking perspective but also from an environmental and congestion perspective.

I am extremely supportive of the project. It has wide ranging benefits and has been well thought through. I feel that every effort should be made to ensure its success.

Kind regards,

No 2.

Sir,

I refer to the above proposed TRO's relating to the A6, Deadmans Hill and would like to register my support for them. I am also very much in favour of the proposed Woodlands Centre and recognise that it will increase the number of traffic movement across the carriageway, so these additional safeguards are necessary.

Yours sincerely

No 3.

Chris,

As a resident of Clophill and a very regular user of the A6, I would like to comment on the Working Woodlands Centre proposal. I am in favour of the WWC as I think it will bring an excellent facility to the area for both local residents and visitors. I do think though that the issue of the A6 central reservation gap closure is getting mixed up with the WWC project.

I feel that although the closure of the central reservation on the A6 at Deadmans Hill has been associated with the Working Woodlands Centre, it is in reality an issue that needs to be addressed regardless. The current situation is quite unacceptable, and it is only a matter of time before someone is killed. Recently when travelling south down Deadmans Hill the police were at the gap in the central reservation, with blue lights flashing, as an elderly person was trying to cross the carriageway on a mobility scooter. Using this gap to turn right into or out of the lay-by in any vehicle is far too dangerous whether or not the WWC goes ahead. The WWC project has simply raised an issue that needs to be dealt with anyway.

As a matter of urgency, I think that the gap should be closed with a temporary barrier for the safety of both A6 users and those wishing to turn right across the carriageway.

Your sincerely,

No 4

Hi Chris

As a resident of Clophill, and one who visits Maulden Wood regularly for walking and bird watching activities, I am highly supportive of the new WWC and have absolutely no problem with the proposal to close the A6 central reservation and implement a one-way system in the lay-by car park. Any minor inconvenience is, in my view, a small price to pay for developing a safe facility.

Regards

No 5

RE: CENTRAL BEDFORDSHIRE COUNCIL'S PROPOSAL TO INTRODUCE THREE TRAFFIC RESTRICTIONS ON A6 BEDFORD ROAD (DEADMANS HILL), MAULDEN

My wife and I are frequent visitors to Maulden Wood to exercise our dog and enjoy the benefits of a wonderful resource. We attended the Open Day several months ago and my wife offered to volunteer her services to assist in the Centre. I am writing in support of the Working Woodland Centre at the 'Deadmans Hill' lay-by in Maulden. I understand the need to alter the current road set up by closing the central reservation, prohibiting u-turns and introducing a one way system in the lay by. As a resident of Clophill village I feel that whilst this will be a frustration for residents using the facility (slightly lengthening their journey time) it will be an essential modification to allow for safe access to and egress from the site. I believe the potential benefits to the community far outweigh any level of frustration expressed.

Regards,

Letters of Objections

No 1

OBJECT to the proposal to introduce 3 TROs on the A6 at Deadmans Hill, Bedford - as advertised on p74 of The Times & Citizen, 19th November 2009

I accept that this section of road, if movements of the type which the TRO would prohibit occur, is dangerous. There was recently a very bad accident which may have been caused by an Articulated lorry using one of the gaps in the Central Reservation.

However, CBC are proposing to close these gaps up, which would then encourage people to do U turns, especially traffic leaving the Lay-by where the Woodlands Visitor Centre is intended to be located. You are therefore also prohibiting U turns at either end of the central reservations, which I can understand, as to permit them would be very dangerous.

The problem is, you are not providing a sensible, practical & safe option for vehicles leaving the Woodlands Centre Lay-by, which vehicles want to go South, towards Clophill.

When the Planning Application for the Woodlands Centre was being discussed earlier in 2009, CBC Highways said that vehicles could go to the Wixams roundabout to turn around. Such a suggestion is cloud cuckoo land, as it would involve a round journey of 6 1/2 miles.

What will happen is that drivers who know the area will go into Haynes West End and either do a U turn and return to the A6 opposite Four Winds Garage or they will go around past the Junction with Limbersey Lane and rejoin the A6 opposite the Green Waste Site. That route is very narrow and it is unacceptable to increase traffic flow on it. Drivers who don't know the area will just turn around on the A6 anywhere they can, leading to accidents and collisions.

If the Woodlands Centre is to be worthwhile building and operating there will have to be a substantial number of visitors to it, therefore increasing the numbers of traffic movements compared to the current situation.

It isn't acceptable for CBC as the Highways Authority to propose these TROs without ensuring there are practical alternatives for traffic to change direction when on the A6.

What is needed, if the Woodland Centre is to go ahead, and there is no certainty that it will, is a roundabout, the most sensible location would be at the junction of Old Main Road with the A6, by the Green Waste Site. Part of the Planning permission for the Green Waste Site was that the junction there be improved. A properly sized roundabout is needed (not a ridiculously small one, as was built at the Southern end of the Silsoe Bypass),

To summarise, I object to the TROs because you are providing no practical and safe alternative for vehicles leaving the lay-by that want to go South

No 2

Dear Chris.

Thank you for your detailed planning notification to changes on the A6.

We feel very strongly that closing off the gaps and no 'U' turns will cause excessive dangers to motorists, as they will either turn round at 'Four winds' garage or the 'Haynes West End' turn to go south when coming out of the woods. People are unlikely to go all the way to 'Wixams' to turn round at the roundabout and come back. This is already a dangerous area where have been a lot of accidents over the years

and speed cameras have been installed to reduce speed and therefore reduce accidents.

We already have lorries turning round in Haynes West end and infact the school bus uses the road to turn round in.

We are very concerned about the level of extra traffic this will cause and the road is already a cut through and sometimes a race track by irresponsible drivers.

We would like our comments to be noted and would like to know what else we can do to make our concerns known.

Yours sincerely

No 3.

RE: Application No mb/09/00517/FULL

Woodlands Visitors centre at Maulden Wood & closure of gaps on A6

Whilst in full support of the visitors centre, I write to express concern over the closure of the gaps on the A6.

I understand that 'access in' to the visitors centre will only be allowed from the direction of the flying horse round a bout, and the lay-by will become one way. I understand that on leaving the lay-by, to proceed South, you are expecting drivers to turn round at the Wixams round about.

I do not see this occurring in practise. I feel that people are more likely to use the entrance to Haynes West End, **Haynes West End its self** or the Four Winds Garage, as a turning point. This is already a notorious accident spot.

In Haynes West End we already have to contend with 'rat run' traffic from Maulden, Ampthill, Flitwick and Wilstead. Haynes West end is a small road with blind spots and places where only one car can pass. We have horses, walkers, cyclist, residents and other motorists that are constantly at risk of injury/accident from speeding traffic.

Having been informed that we are Low Priority for traffic calming measures and signage and given the amount of traffic we have to contend with already, I feel that the closure of the gaps will lead to the potential for further traffic, as people will use the Haynes West End road, as it comes out opposite the Haynes junction, therefore allowing them to turn right, back onto the A6.

We have been classed as low priority for road improvements. Seen as our previous concerns have not been taken into consideration and these changes are going ahead, perhaps our request for some traffic calming measures and adequate signage could be reconsidered.

Residents

No 4.

Proposed Three Traffic Regulation Orders on A6 Bedford Road (Deadmans Hill), Maulden / Clophill.

Dear Sirs

I am writing with reference to the above named Regulation Orders in which it is the intention to erect two No U-Turn notices with relation to the closing of the gaps in the central reservation on the A6. I agree that they could be considered dangerous and an alternative should be sought. I believe the traffic travelling south will accept using the roundabout at Clophill which is no great distance when requiring to turn North to enter the Maulden Wood Lay-by. Unfortunately there is not the same option when travelling North when leaving the Lay-by and wanting to travel south. The option of turning at Wixams roundabout which is a 7 mile round journey is obviously a non-starter. Vehicles will look for the closest place and I am sure many will make that the Haynes West End turn.

The Haynes West End road is little more than a country lane. Two lorries are unable to pass each other in several places, It is already used as a cut-through from the A6 to Maulden via Limbersey Lane both from the top down and the bottom up particularly during the morning and evening rush hours the amount and speed of the traffic makes it quite dangerous. West End has no paths and there have been several incidents in which pedestrians have had to take action to avoid injury. There are at least 2 blind bends and when there are vehicles delivering or parked you have to hope there is nothing oncoming. Just to complicate it further the Stables which is situated near the top blind bend has fields further up on the other side of the road so the girls are daily walking the horses between them.

With reference to the Four Winds garage on the A6 and the industrial businesses around it. The garage is situated just past a bend, the lorries pulling out often exit south as it's safer than North across unsighted traffic usually travelling at speed, then turn either into West End or turn around in the entrance to the road. Many come from the north and return north. I imagine it's because it has a forecourt large enough for those size lorries.

In July 2008 after the Residents showed their concerns about the safety of our road, they were passed on to Amey and the police, and they came and photographed some of the problems and spoke to residents I believe their report stated there was reason for concern but it wasn't high enough priority then.

I am writing to request that some form of calming measures to slow traffic and if possible any way to discourage vehicles from using it as a short cut from the A6 to Maulden or a turning place. Several of the villages close by have had measures provided to slow traffic when entering and reminders through the village which I can only assume is to increase the safety of pedestrians and drivers. Haynes West End roads are narrower and we have no footpaths.

No 5.

A6 Traffic Regulations. (Comments to Haynes Parish Council)

I agree with the proposed closure of the A6 gaps and with the prohibition of u-turns. Both are extremely dangerous.

However the result of these measures will be to encourage many vehicles, including buses to either use the whole length of the West End loop, or to turn in one of the drives at the southern end, or the Limbersey Lane junction. All of these would also be dangerous, as well as extremely annoying for our residents.

I have had many approaches from my neighbours about this, and do not agree that a "wait and see" approach would be satisfactory, and the only practical measure possible to at least partially address the problem would be the provision of traffic calming measures in both the northern and southern stretches of West End, the type of which would have to be discussed with Central Bedfordshire Council, but would need to allow the passage of some heavy commercial vehicles and farm traffic.

Concern over the existing situation was originally expressed to the former County Council, but no conclusion was arrived at before that administration ceased to exist. Now, in addition to the existing "rat run" situation, we have the inevitably worsening traffic problem as a result of the building of Wixams in addition to the Woodlands Visitor Centre.

I suggest that the situation now requires urgent attention.

John Goodge (Parish Councillor)

No 6.

Chris

We read with some dismay the plans for the traffic regulations to be changed on the A6 in Haynes West End - we live at 105a (MK45 3QU) and a casual study of a map will reveal that the planned changes will - whilst I'm sure discourage U Turns - inevitably make the Haynes West End loop the perfect means of turning back from any visitors to the Forest Centre from the Luton side.

I have three children - and there are at least half a dozen more on the road - they are already banned from using the road outside our house because of the massive increase in traffic due to sat nav's guiding people down the road to by pass the bottle neck at the Flying Horse roundabout.

We have already been subjected to one planning nightmare with the positioning of the so called green waste recycling plant which stinks the village out each summer - please don't make the same mistake with the planned changes to traffic flow. It seems obvious to us as residents that the changes will simply make a bad situation significantly worse.

Please consider our views in this matter - I am wholly supportive of the forest centre - but not if it affects my and my family's home life adversely.

Regards

No 7

Proposed Three Traffic Regulation Orders on A6 Bedford Road (Deadmans Hill),
Maulden / Clophill.

<p>This Authority has considered the proposed Traffic Regulation Order as outlined in your letter and offer the following comments for further consideration.</p> <p>Comments</p> <p>Please see attached sheet</p>	
<p>This Authority has considered the proposed Traffic Regulation Order as outlined in your letter, together with the reason(s) given, is accepted by this authority, therefore no objection with be offered.</p>	✓

.....

The proposal to introduce a one way traffic on the A6 Maulden Wood layby is accepted as in the proposals to close the gaps on the central reservation Bedford Road, and the prohibition of u turns on the A6 Bedford Road.

It is anticipated that motorists will seek opportunities to conduct inappropriate manoeuvres on or in the vicinity of the A6 and its road junctions, this Authority is mindful of current collision history

I wish that consideration to explore all avenues to find a more suitable solution for traffic leaving the new centre to travel south towards Luton are made.

No 8

Chris,

I would like to register my objections to the proposed Orders for Gap Closures and U-turn prohibitions, Deadmans Hill, Maulden/Clophill as advertised on 19th Nov 2009.

The grounds of my objection are based on my concern that rather than improving the safety as suggested, they could actually further reduce safety on this stretch of the A6.

Whilst it is not ideal (and if starting from scratch not an arrangement that would generally be implemented now) the gaps (in the central reserve) located at either end of the lay-by do serve a useful purpose, and experience has shown that this arrangement has not lead to a particular history of accidents, in allowing vehicles to leave the lay-by and head south. The proposal would preclude this. Thus all traffic leaving both the lay-by and the proposed Woodlands Visitor Centre would have no option but head north and with the U-turn ban would be unable to easily return to heading south.

Despite the U-turn ban at the northern end of the dual carriageway, which has no likelihood of being enforced (unless after the fact i.e. if an accident has occurred) the potential and opportunity for ill-advised and dangerous U-turns starting to occur (which don't and have no need to now) becomes a real possibility. The section of road from the northern end of the dual carriageway to the top of Wilstead Hill has obviously been identified as an area of potential danger and conflict as shown by the signing and presence of 3 speed cameras within probably half a mile to ensure compliance. With a hill crest reducing visibility, end of a dual carriageway, junction, residential access, cafe, petrol garage to mention but a few, this is already a busy area that requires caution from drivers, and I think that the introduction of the U-turn ban (and gap closures) would actually have the reverse effect (in a location where the consequences could be very serious) and significantly affect the safety of all road users at this junction. I also hope that a full Road Safety Audit is carried out (and it's findings carefully considered) before any proposal for alterations at Deadmans Hill are implemented.

regards

No 9

PROPOSED ALTERATIONS OF A6, GAPS AND ONE WAY TRAFFIC. MAULDEN WOOD.

YOUR REASONS: THE ENHANCEMENT OF SAFETY DUE TO THE PROPOSED WOODLAND SITE.

SLOW MOVING TRAFFIC ACROSS GAPS IS

DANGEROUS TO FAST MOVING TRAFFIC UP AND DOWN A6. 140389

DATE	17 DEC 2009
BY	DP
CHECKED	
COPIES	

MY THOUGHTS: —

1, IF THERE IS A WOODLAND SITE THEN TRAFFIC THERE NEEDS TO BE SLOWED DOWN ANYWAY AS PEOPLE (CARS) ENTERING AND EXITING THE SITE NEED TO DO SO WITH OUT FEAR OF REAR END COLLISIONS (ENTERING) AND REAR END COLLISIONS (EXITING)

IF TRAFFIC ON THE A6 IS FAST HOW LONG WILL PEOPLE (CARS) HAVE TO WAIT BEFORE THEY CAN SAFELY PULL OUT OF THE WOODLAND SITE WITH OUT BEING HALT.

IF THE GAPS ARE CLOSED ESPECIALLY THE GAP OPPOSITE THE EXIT OF THE MAULDEN WOODS WHERE CAN CARS SAFELY TURN AROUND WITHOUT

②

INCREASING DANGER TO THEMSELVES OR
PULLING OUT ON PAST TRAFFIC.

THE NEXT TURN AROUND POINT IS
HAYNES WEST END TURN OFF BUT
THE VIEW TO THE SOUTH IS LIMITED
BECAUSE OF THE HILL, AND WAITING
TIME TO TURN SOUTH TAKES AGES.

THE GARAGE CAN BE USED AS
A ROUNDABOUT BUT ENDANGERS
THE CAR DRIVERS AS THE GAP IN
THE MIDDLE OF THE ROAD ONLY
IS LARGE ENOUGH FOR 1 OR 2
CARS, PLUS USING THE GARAGE
FOR THIS PURPOSE ENDANGERS THE
LIVES OF ALL THE PEOPLE WHO WORK
THERE AND MAKES A PRECARIOUS
AND CRAZY WAY TO GO IN ANOTHER
DIRECTION. THE NEAREST THEN SAFE
WAY TO TURN AROUND IS MILES UP THE ROAD.
THE MAJORITY OF PERSONS WHO WILL
WANT TO USE THE MAULDEN WOOD
SITE WILL LIKE IT TO BE AS
SIMPLE AS POSSIBLE AND SAFE.

MY PROPOSAL - SLOW THE ROAD
DOWN - TRAFFIC LIGHTS AT THE GAPS
OR A ROUNDABOUT. NO ENTRY SIGN. OR
LEAVE IT AS IT IS.

FOR THE RECORD I USE THE 1ST

GAP (THE 195 METRES SOUTH OF 40 OXLEY COTTAGES) EVERY SCHOOL DAY SO I CAN GO FROM MY HOUSE 39 OXLEY COTTAGES ACROSS ^{THE} A6 TO GO DOWN THE HAYNES WEST END TURNING THROUGH TO LIMBERSEY LANE TO MAULDEN LOWER SCHOOL. IF THERE WAS NO GAP, THE DANGER CROSSING THE VERY FAST ROAD IS INCREASED PLUS IF I AM TO GO SOUTH TOWARDS CLOPTILL TO GET TO MAULDEN WOULD MEAN I WOULD HAVE TO GET UP VERY EARLY TO MISS THE HORRENDOUS TRAFFIC JAM IN THE MORNING, OR COULD I STILL USE THE GAP IF IT IS KEPT OPEN FOR EMERGENCY SERVICES?

THANK FOR YOUR TIME

No 10.

Sorry about the late sending of this, but I only read the notice/s today!

I note the closing of the crossing points.

But that still leaves the exit from the layby onto the A6.

Traffic will be coming out of the layby onto the A6 at the points where fast-moving vehicles are:

Slowing down.

Merging from dual to single carriageway.

In many cases the traffic will, at that point, still be overtaking other traffic.

Somebody may want to investigate altering the junction to provide either a better view DOWN the hill or an improved way of getting onto the A6 at that point, such as a slip-road of some sort.

Many cars will turn around at the Haynes/A6 junction at the top of the hill.

Many of the trucks parked in the layby overnight will do the same, or will do a 360 at the next junction down the road.