

Central
Bedfordshire
Council
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**TO EACH MEMBER OF THE
DELEGATED DECISIONS BY THE EXECUTIVE MEMBER FOR COMMUNITY
SERVICES ON TRAFFIC REGULATION ORDERS**

21 March 2016

Dear Councillor

**DELEGATED DECISIONS BY THE EXECUTIVE MEMBER FOR COMMUNITY
SERVICES ON TRAFFIC REGULATION ORDERS - Tuesday 29 March 2016**

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

**2. Downs Road, Dunstable - Consider Representations to
Proposed Removal of One-way Traffic**

This report seeks the views of the Executive Member for Community Services on the removal of the existing one-way traffic order in Downs Road, Dunstable.

The report was considered at the Sustainable Communities Overview and Scrutiny Committee on 17 March 2016.

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

Yours sincerely

Martha Clampitt,
Committee Services Officer
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Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 29 March 2016
Subject: Downs Road, Dunstable - Consider Representations to Proposed Removal of One-way Traffic
Report of: Paul Mason, Head of Highways
Summary: This report seeks the views of the Executive Member for Community Services on the removal of the existing one-way traffic order in Downs Road, Dunstable

Contact Officer: Paul Mason
paul.mason@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Dunstable Manshead
Function of: Council

This matter was considered at the Sustainable Communities Overview and Scrutiny Committee on 17 March 2016. All representations were considered by Members and the decision was to:-

“DEFER ANY DECISION UNTIL AFTER THE DE-TRUNKING OF THE A5 AND A FULL TRAFFIC ASSESSMENT HAS BEEN UNDERTAKEN.”

CORPORATE IMPLICATIONS

Council Priorities:

Improving the flow of traffic in Dunstable would enhance Central Bedfordshire, making the area more attractive and create stronger communities.

Financial:

The works would be funded by the Council Traffic Management and Parking scheme budget

Legal:

There have been challenges to traffic orders in the past, both on decisions taken and that the Council has failed to follow the correct procedures. More specifically, the Local Authorities Traffic Orders Procedure Regulations contains a provision that allows a person to challenge the validity of an order. The person must apply to the High Court within 6 weeks of the order being and the challenge must be on procedural grounds. On this occasion officers can confirm that the correct procedures have been complied with.

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None of the suggested options unfairly discriminate against any particular group. Vulnerable road users, such as pedestrians, cyclists and disabled people are not affected by the existing one-way traffic order, so the proposal will have no impact on them.

Community Safety:

None from this report

Sustainability:

None from this report

RECOMMENDATION(S):

The Executive Member for Community Services is asked to consider representations received in response to the proposal to remove the one way scheme in Downs Road, Dunstable. Options include:

1. Approve the removal of the existing one-way traffic order on Downs Road, Dunstable.
2. Retain the existing one-way traffic order on Downs Road, Dunstable.
3. Approve the removal of the existing one-way traffic order on Downs Road, but delay its implementation until further measures related to the de-trunking of the A5 have been considered.
4. Defer any decision until after the de-trunking of the A5 and a full traffic assessment has been undertaken.

Background and Information

1. In August 2013, a one-way traffic order was introduced prohibiting traffic in Downs Road from travelling eastwards from Great Northern Road to Allen Close. The restriction was implemented in response to local concerns about traffic using Downs Road to avoid congestion on the A5 High Street South. The one-way working was intended to balance traffic movements in the area and so reduce the burden on Downs Road.

2. As a result of wider concerns expressed by residents, in 2015 the Council undertook a traffic survey looking at the effects of the introduction of the one-way system in Downs Road. The survey showed that traffic had dropped in Downs Road, but had increased in Park Road. Overall, in terms of movements, there had been a 12% increase in traffic since the scheme was introduced in 2013, but this increase is likely to be a natural growth in traffic rather than as a result of the scheme. Further research carried out at the same time looked at the safety of the scheme. The research showed that there is not a significant injury collision history in the area overall and that the rate of occurrence of recorded collisions has not changed since the scheme has been introduced.
3. The results of this survey were reported to the Executive Member for Community Services at a meeting on 21st July 2015. At this meeting, a decision was taken to carry out preliminary consultation restricted to the streets most directly affected by the scheme, on the removal of the one-way system in Downs Road. The survey showed that the majority of respondents in Downs Road and Blows Road wanted to see the scheme retained, but the majority of respondents from neighbouring roads wanted to see it removed. Overall, from around 400 households the council distributed the questionnaire to, we received 165 replies, of which 47 wished to retain the scheme and 118 wanted to remove it.
4. This preliminary consultation was reported to The Executive Member for Community Services at a meeting on 5th November 2015 at which the Executive Member agreed the principle of the removal of the one way system in Downs Road and authorised Officers formally to consult on the removal of the Traffic Regulation Order.
5. This report gives the results of this formal consultation and seeks the views of the Overview and Scrutiny Committee as to what action should be undertaken.

Publication of Proposals and Response

6. As required by legislation, the council published statutory notices on 21 January 2016. The notices appeared in the Luton and Dunstable Herald and Post and on the Council's website while copies were posted on-street. Consultations were carried out with the emergency services and other statutory bodies, Dunstable Town Council and relevant Ward Members. Residents living in the Downs Road area between Great Northern Road and Hillside Road were individually consulted by letter. The deadline for objections was 19 February 2016.
7. A total of 71 representations were received, comprising 26 objections to the removal of the one-way traffic order, 36 supporting its removal and 9 other representations. A petition signed by over 400 people in support of the removal of the one-way system has also been submitted to the Council. All responses have been included as an Appendix accessible via an electronic link.

8. The main points raised by those objecting to the removal of the one-way traffic order are as follows:-
- (i) Downs Road was not designed to cater for the large volumes of traffic that will use it if two-way traffic is restored.
 - (ii) Prior to the restriction being implemented there were numerous minor incidents, which have now been reduced.
 - (iii) The one-way system has resulted in a cleaner and safer environment that is more pleasant for pedestrians.
 - (iv) The alternative routes used to circumvent the one-way system result in only very short distance diversions.
 - (v) The current system allows for simpler and safer manoeuvres for residents at the road junction when accessing/egressing private driveways.
 - (vi) The excessive traffic and associated traffic issues experienced in Downs Road will be worse than before due to rises in traffic levels and consequential increased congestion.
 - (vii) Cyclists and pedestrians using Downs Road will be exposed to increased hazards.
 - (viii) Any decisions should be deferred until after the de-trunking of the A5 and a full traffic assessment has been undertaken.
9. The main points raised by those supporting to the removal of the one-way traffic order are as follows:-
- (i) The survey data proves that the restriction has not reduced overall traffic in the area, has not shared it in an equitable manner and has inconvenienced residents.
 - (ii) The present arrangement creates congestion in Great Northern Road and other streets.
 - (iii) The one-way system has resulted in diversions and longer journey times for those living with in the area.
 - (iv) The one-way system forces drivers to use unsuitable roads, such as Park Road, and undertake potentially hazardous manoeuvres.
 - (v) The removal of two way traffic has resulted in higher vehicle speeds in Downs Road.
 - (vi) The majority of residents in the area were opposed to the introduction of the restriction, so it should never have been implemented.
 - (vii) Traffic calming measures were one of the options previously put forward to dissuade through traffic and should be considered as part of the proposed amendments.
10. Some who responded neither support nor oppose the removal, but believe that it should be delayed until the 2017 review has been undertaken.

Officers' Response

11. Traffic data indicates that Downs Road is one of the more heavily trafficked residential roads in this area and is used by some drivers to avoid congestion on other roads. As a result, residents of that road have campaigned for many years for traffic management measures to reduce the volume of traffic using Downs Road.
12. The one-way traffic spread the burden of traffic across the area by forcing traffic heading generally south-eastwards to use alternatives to Downs Road. In that respect the restriction has been successful. However, residents living on those alternative routes have seen an increase in traffic outside their homes and their general view is that Downs Road is more able to cope with the traffic than their roads.
13. The roads involved did not have a poor collision history before the one-way was introduced and that is still the case. The roads are residential streets that mainly carry local traffic, so any traffic restrictions do not have a significant impact on the efficient operation of the highway network. Any overall environmental impact, either positive or negative, is negligible, although it is acknowledged that the one-way working has brought about an amenity benefit for those living in Downs Road, but has had a counter effect in other roads.

Conclusion

14. It is recommended that the following four options be considered:-
 - (i) Remove the one way system. If the Executive Member chooses to accept this recommendation, the system will be removed some time in the summer.
 - (ii) Retain the one way system. Should this recommendation be accepted no further action would be undertaken
 - (iii) Remove the one way system but delay its implementation until further measures related to the de-trunking of the A5 have been considered in 2017.
 - (iv) Defer any until decision after the de-trunking of the A5 and a full traffic assessment has been undertaken in 2017 of this area and the surrounding quadrant.

Note:- The decision of the Council's Sustainable Communities Overview and Scrutiny Committee held on 17 March 2016 was to recommend option (iv)

15. The purpose of this report is to inform the Executive Member of the feedback received on the proposal to remove the existing one-way traffic order in Downs Road. The public response received is entirely as expected, i.e. those living in roads likely to see an increase in traffic are opposed and those who are expected to benefit support the proposal.

16. If a decision is taken to remove the one way system, it will be necessary to arrange for the signs, road markings and any other street furniture associated with the restriction to be removed. Statutory consultation on this has now been carried out, but a legal order will need to be made, statutory notice informing that the order has been made will need to be published and objectors notified of the Council's decision.

Appendix:

Appendix A – Location plan

Appendix B – Representations received

Appendix A



DOWNS ROAD, DUNSTABLE – PROPOSED REMOVAL OF ONE-WAY TRAFFIC

APPENDIX B

Objections to Removal

I am clearly disappointed that you are wishing to revert Downs Road to two-way traffic, as this will clearly increase the traffic flow on Downs Road, along with your quoted 12% increase in general traffic activity.

Changing the flow of traffic to make Downs Road two-way again will increase congestion on Downs Road, from the previous levels, and only provide small relief for Great Northern Road, as Downs Road will not be able to cope with two-way traffic at peak times due to the current road layout.

It has to be accepted that the traffic in Dunstable continues to grow and making these types of changes does not directly improve the traffic flow in Dunstable. We all need to share the burden of the increase of traffic, and the current one-way system has shared that load.

I am very disappointed to hear that you are wishing to revert Downs Road to two-way traffic, as this will clearly increase the traffic flow on Downs Road, along with your quoted 12% increase in general traffic activity. This means that the congestion, that we previously had, will now increase as a result of the general traffic, which was considerable at peak times.

I note that the consolation was for 400 households, which is clearly not just Downs Road and Park Road, as mentioned in your letter. It would seem that using this area will greatly outweigh the views of the immediate residents involved. Those commuters not in the immediate area will only be affected by the current road system for 5 to 10 minutes each working day, if that while those living in the roads affected will be constantly affected and so their views should have a higher weighting than households outside of the affected area.

Changing the flow of traffic to make Downs Road two-way again will increase congestion on Downs Road and only provide small relief for Great Northern Road, as Downs Road will not be able to cope with two-way traffic at peak times due to the current road layout.

It is disappointing to hear that we have to have an accident before concerns are taken seriously. I truly hope that no accidents occur as a result of any changes to the road system, but if that has to happen, it will be a sad day for us all.

It has to be accepted that the traffic in Dunstable continues to grow and making these types of changes does not directly improve the traffic flow in Dunstable. We all need to share the burden of the increase of traffic, and the current one-way system has shared that load.

In response to the letter and the TRO from yourself I have the following comments.

I live in Half Moon Lane and I was very much against the implementation of the one-way before it was put in, however I am now in favor of keeping it in place, my reasons are

The one-way has not caused me any problems

I use Downs Road to walk into the town and the road is a lot more pleasant, less noise, less pollution and it seems safer.

Great Northern Road has always had a large amount of traffic which needs to be dealt with, from a financial point of view I believe it would be better to wait until the A5 is detrunked which as pointed out in the letter will take place next year, CBC cannot risk the possibility of spending any more money which could be a waste, it would be far better to wait until next year to give the highways department the opportunity to fully access the traffic situation when the plans to de-trunk the A5 are being worked on.

I thought Downs Road
Dunstable was made a
one way system because
18000 cars a week went
down it! The traffic is now
shared by other roads.
So why is it being
reversed?

I am a resident of Downs Road and have been for over 18 years. Over that time, I have seen a large increase in the volume of traffic due to the "cut through" nature of where it is and also an increase in the number of cars owned by the residents (for obvious reasons).

I fully support leaving the current restrictions as they are, even though it inconveniences me to have to drive around, because of the safety aspects etc. I know how few lorries now thunder down there and the car traffic has reduced substantially. I know that there are slightly more cars using Park Road and Grove Road, but these are only really local residents and taken as a whole area, the traffic using all of the roads affected must have significantly reduced overall. I understand that the residents of Allan Close are particularly vocal in wishing to have the restrictions removed. With all due respect, if they are, they will not suffer at all, as they are a cul de sac as are Barton Avenue and will not be affected by the increased traffic and the increased noise from that traffic.

As a car driver it is still difficult to leave ones house safely, onto Downs Road between all the parked cars and that will be worse when the traffic level increases.

If the restrictions are removed, I feel sorry for anyone who has moved into Downs Road and Borough Road when the traffic ramps up again.

I am frankly disappointed that after all the so called "final" appeals that there have been that this issue is still dragging out. It cannot be a good use of money to keep debating this.

Yes, it inconveniences a few, but for the majority it is a benefit.

I am against the removal of the one-way in Downs Road for the following reasons.

I live in Lovers Walk and the one-way has not caused us any problems.

Before any more money is spent I believe it would be better to wait until the A5 is under the control of CBC and then assess the traffic situation in regard to the whole of Dunstable.

I object to the removal of the system. As a new resident to Downs Road with children, one of the reasons for the move was the access to open space and the introduction of the one way system, which neighbours have reported has improved the noise, pollution and anti social hours noise and disruption and allowed neighbours across the road to actually speak and engage. Most importantly the safety of residents has been noted, and one neighbour reported to me that the quality of life has improved since the 'rat run' has been removed immeasurably. This has created a safer more engaged community and decreased pollution. All positives.

Removal of the system will be disruptive, Costly and residents should not be made to suffer that the council decision making procedures are not robust to withstand pressure in the outset.

I am writing to object to the proposed removal of the Downs Road One-Way system for the following reasons:-

- It was clearly agreed that it would be reviewed in 2017 which would be a much more logical time to do it with all the area being reviewed at that time.
- No convincing reason has been given for its removal – only the convenience of residents who want to use Downs Road as a rat run as before
- With the general 12% increase in traffic the previous figures of 18,000 vehicles per week in Downs Road would become even more unmanageable
- When statistics and pollution levels were measured in Downs Road the traffic and pollution was found to be at unacceptable levels. Levels would be even higher if the one-way was removed now
- It is bad use of money to do this now instead of waiting till 2017 as planned.
- 18 years of campaigning should convince any Council that we genuinely did have a problem with traffic
- The problem was examined and a solution found. Appreciation has been expressed. It is irresponsible to bring back all that traffic into a narrow residential road
- Despite being told that safety is no different now than before the one-way, residents here have witnessed and been involved in many incidents which are not included in the statistics
- I believe it to be irresponsible to recklessly put residents back into the dangerous situation that you once helped to put right for them
- The danger is not just residents' perception but actual experience of living and coping daily with a difficult and worrying traffic situation
- The leaflet response in autumn 2015 for those wanting the one-way removed was low compared with the 96% of residents who want to keep the system
- Young cyclists use this road on a daily basis and would still use the road without the one-way but be in a much more vulnerable position
- Vehicles used to mount the pavement to force their way through at busy times when not only the roads were busy but mums and children of all ages were using the pavement
- Residents have repeatedly told the Council how much safer they observe the road to be. This should be noted as a very good reason to keep the one-way

- Using the pavement in particular on the corner of Great Northern Road is safer now as cars came round the corner far too fast even destroying a garden fence and wall on one occasion. If pedestrians had been there they would have been killed.
- Manoeuvring residents cars in and out of driveways and between parked cars was extremely risky and sparked off road rage regularly.

It would be ludicrous to remove such a well working system. Despite what opponents have tried to tell you it does not cause 'gridlock' in the area. It merely causes drivers to go a very slightly longer way round – I timed it as being less than two minutes longer. The congestion of traffic which once filled Downs Road to saturation point is now dispersed around the neighbourhood. Their objection boils down to them wanting to drive along Downs Road again which would bring us back to square one and the whole problem would start again. The issue would not be resolved as residents would be sure to

start campaigning again and yet another consultation would have to be done.

Today I counted 100 vehicles along Downs Road between 15.00 and 16.00. It is often far more busy than that even now.

I can only imagine that such an illogical proposal is politically motivated. This should be about traffic and safety not politics. If the one-way system is removed I believe the Council would be responsible for resulting accidents.

I'm responding to the "Public Notice" which has been delivered today regarding the removal of the Downs Road one-way system. I do have a number of objections which have been detailed in my ongoing email dialogue below with Central Bedfordshire Council, but I will summarise these in point form so these can be easily addressed:

Reasons for originally implementing the one-way system:-

- 1) Original area-wide review was undertaken in 2011 following an independent sample taken recorded an average figure of 18,000 vehicles per week using Downs Road! Such high volumes had been causing concerns to residents and the local council due to road safety and congestion concerns;
- 2) Downs Road has long since been used as a 'rat-run' by many from outside the immediate area, and the council looked at various measures to discourage those very motorists using a narrow resident street which was clearly not fit for purpose;
- 3) Original decision to implement the one-way system was made as part of an area-wide solution to share the burden more fairly amongst the roads rather than Downs Road continuing to take the bulk of the traffic;

Recent Review of the one-way system:

- 1) There is a majority of residents from the town that reacted aggressively to the original blocking off of Downs Road and the eventual implementation of the one-way system in 2013 as they firmly believe that there isn't a problem with such high volume of traffic passing through Downs Road, and that Downs Road should continue to be available to take up this full burden;
- 2) With the opening of the Dunstable by-pass and possible detrunking of the A5 in 2017, I fail to understand why such an important decision to those of us living in the immediate area isn't deferred until 2017. This will allow a full assessment to be fairly carried out when a large proportion of heavy goods traffic and passenger vehicles will be able to avoid using the A5 or the town centre;

3) I would like to understand why the decision has been brought forward. The Council's "traffic survey" mentions that the 12% increase in overall traffic since the system's implementation is likely to be from natural growth. Understandably, and I have also covered this point below, the amount of traffic passing through Downs Road has dropped due to the one-way system, and again understandably, traffic in Park Road and I assume the other adjoining roads (Grove Road and Blows Road) has increased. Surely, we need to know the actual figures as I'm sure that Downs Road will still have by far the highest traffic volumes of the roads in the immediate area with the obvious exception of Great Northern Road;

4) The afore-mentioned "traffic survey" of the local households was going to always have the voting split purely on "NIMBY" concerns depending on which road you live in rather than area-wide issues such as road safety, congestion, pollution and fairness - these macro issues should be decided on by those trusted to act in the public interest and in the interest of the town and ALL its residents. I know that politicians are affected by public opinion, but it does appear to me that the decision and the timing of it doesn't make any logical sense while the original council decision to implement the one-way system seemed like a fair attempt to solve the town's traffic problems;

5) "Further research carried out showed the number of recorded collisions has not changed since the scheme has been introduced," I would like to know the details of the further research and the figures collated. I would be one of the first to admit that the one-way system isn't perfect. There does need to be better speed restrictions in place as the 20mph limit is largely ignored (again as I have mentioned below), and allowing cyclists to enter Downs Road from Great Northern Road is very dangerous (I'm a cyclist and will always use Park Road/Grove Road). The one-way system on its own isn't enough to improve road safety but is clearly a step in the right direction along with other measures.

I do hope the council reconsiders its decision and the impact it has on everyone in the area. As a Downs Road resident, I am willing to accept a decision which doesn't pass the whole burden back to Downs Road, and I hope the decision-makers act ethically and with responsibility.

I'm writing to lodge my objection to your proposal to remove the one way installation in Downs Road and the 'no entry' from Gt Northern Rd. I shall set out my reasons later but first I must ask if you, or anyone else, has read the letter and public notice that has been sent to residents? If you look at paragraph three of the letter and compare it to the first paragraph of the public notice you will see that they are contradictory.

The covering letter from Nick Chapman makes it clear that the installation has achieved its aims and that the result is exactly as predicted prior to installation. He confirms that the twelve percent increase in traffic is natural growth and not as a result of the one way. So, nothing has changed from that which was expected and contributed to the original decision to install.

That Park Road has an increase in traffic was predicted. However, the Park Rd residents were offered the same as Downs Rd (opposite direction) but refused and so are the architects of their own problem.

Following some delay in getting a reply to my Freedom of Information request I was informed that in the two years since the one way was installed you have only received two complaints about the installation. When I queried this I was told that complaints are not recorded under most circumstances and that councillors may or may not keep records of complaints they receive. I wrote to Cllr Spurr asking him what complaints he had received. He passed my enquiry to Paul Cook for reply. Paul Cook, replied on behalf of Cllr Spurr, which shed no further light on the subject. He suggested I contact Cllr Spurr direct, which I had already, done but he passed it to Paul Cook!

Turning to the " Preliminary consultation". You consulted 400 households and received 165 responses. This equates to a 41.25 0/0 return. 235 households did not respond so are clearly not unhappy with the current situation. So, if we add 235 to the 47 who want to keep the scheme we get 282 (70.5 0/0) who are not unhappy and 118 (29.5 0/0) who are unhappy. This is far from a compelling result for removal of the scheme. Further, you state in the letter " but the majority of respondents from neighbouring roads wanted

to see it removed". This is misleading. By using this statement you imply that there is a majority wishing removal. That is not the case. It is misleading to use the word 'majority' when you have received less than fifty percent return on the 400 consultations sent out. In the area consulted you have not achieved anywhere near a majority for removal. My figures, set out above, give a clearer and accurate representation of the responses you received.

In summary:

The one way scheme is doing exactly what was intended at the time of installation;

There has been no increase in accidents;

There has been no increase in overall traffic other than the twelve percent which, according to you, is not attributable to this scheme;

There is no record of or audit trail of any on going complaints that the council can produce as evidence for removal;

Overall, most residents (70.5 0/0) are either happy with the scheme or do not care one way or another.

Your own figures from previous surveys show that Downs Rd still has more traffic than the other estate roads.

One final point; what reasoning does Cllr Spurr and his advisors use to decide which roads should bear the heaviest traffic load? As things stand there is a fairer distribution of traffic across the estate. If the scheme is removed then Downs Rd will revert to the traffic levels it had before and the other roads will have lighter traffic loads. Is this the aim that the council wants to achieve? If so, why? How do they decide which roads should bear the heaviest traffic load? Is it that they believe they can get away with it because it's only a minority of residents and so they (we) are not worth considering? The majority (if a majority existed) must always rule! If so then that runs contrary to the concept of a representative democracy in which authorities have a duty to protect minorities from the excesses of the majority. Those wanting the installation removed have made it very clear that they want the freedom to use all the estate roads just as they please, provided that no one uses their road and makes their life a misery. At present there is a fairer, more even distribution of traffic through the estate and that is how it should stay.

This should be about what is right and not what is most popular. That is the responsibility that Cllr Spurr and his advisors are charged with. He should not be surrendering that responsibility by allowing a group of tenacious and vexatious residents to bully him in to removing a measure which is achieving its aims. Are we now going to find that all council decisions are to be made following local referenda to find out what will be the most popular decision? If that's the case then we don't need any councillors.

Given that there is to be a wider traffic review in twelve months why on earth are you raising this issue now other than to stir up unrest, unless of course, it is to fulfil an election promise? If so, is that a proper use of public money?

I would again like to have my objections to this Decision noted.

I have lived in Downs road for the last 25 years and witnessed the problems getting steadily worse over this period, this is not only because of more traffic generally but also out of town shopping developments among other reasons.

Before the oneway was brought in I regularly witnessed small none reportable road traffic accidents outside my home, on one occasion a driver abandoned his car in front of my drive to chase the other party

on foot, this was easier for him due to the traffic congestion. I have also witnessed countless examples of road rage due to people trying to pass each other around parked cars .

It has been recognised by the council that most if not all residents of Downs road and Sundown Ave are in favour of the one way, this is for a very obvious reason , they were the people effected by these high volumes of traffic.

The CBC reason for reversing this decision appears to be political expediency, the fact that same residents of other roads who originally objected are still objecting should have been expected, the problems experienced by nearby roads now are small compared to the previous traffic volumes in Downs Rd.

Many of objections to the oneway were mainly on the grounds of inconvenience and we're exaggerated by the then local town councillor who started a campaign against anyone who supported the scheme, there were a lot of allegations of unfairness and incompetence by CBC.

There has been no evidence produced so far to suggest the oneway has caused excessive inconvenience to residents in other roads, I have only been delayed for a few minutes , even on busy days in the the rush hour.

If the oneway is removed without any other traffic calming measures the problems will come back but will be worse, unfortunately it will then be difficult to remedy due to the sums of money wasted already.

I wish to register my objection to the proposal to remove the one-way traffic order in Downs Road for the following reasons as listed below.

1. When the one-way scheme was being considered along with other options we were told in a Public Meeting that doing nothing about Downs Road was not an option. The proposal to remove the one-way scheme and replace it with nothing to relieve our serious traffic congestion is surely putting us back in the position we were in before the scheme was introduced. Therefore it now appears that to do nothing is an acceptable option.
2. In the economic climate that we are in, keeping all public expenditure to an absolute minimum, it seems an incredible waste of money to remove the scheme now when it will be reviewed in 2017 (after the de-trunking of the A5 etc) where there is a possibility that it could be reinstated.
3. When residents approached the Council a number of years ago the traffic count (18,000 vehicles per week) and the pollution levels measured were deemed to be unacceptable for a narrow residential road like Downs Road. Why is it that this figure plus 12% increase of traffic in the area is now considered acceptable?
4. Arriving and departing from our houses before the one-way traffic order was implemented caused us considerable stress due to the amount of passing traffic. Now, with the one-way system in place, it is not easy but more manageable. The proposal to bring the traffic levels back to more than the previous levels will make it extremely dangerous and no doubt cause considerable road rage as it did in the past. Please see the attached photo which illustrates the difficulty of one particular retired lady who is dreading

manoeuvring her car into the two-way traffic flow, should your proposal go ahead. Even now it is very difficult with so many parked vans in the road.

5. All the objections and criticisms of the scheme that we have heard appear to boil down to one thing ie slight inconvenience for residents in the area including those in Downs Road. We are aware that other roads have had an increase in their traffic; to share out the traffic more evenly was always the intention of the scheme.

Finally I would like to point out in the letter sent out to residents regarding the proposal to remove the one-way Traffic Order, it is stated that:

"Overall, in terms of movements, there has been a 12% increase in traffic since the scheme was introduced in 2013, but this increase is likely to be a natural growth in traffic rather than as a result of the scheme".

whilst in the public notice it is stated that:

"Reason for the proposal: The introduction of the one-way traffic order in Downs Road has contributed to an increase in traffic flows in roads adjacent to Downs Road"

This is clearly a contradiction.

I do trust that all these points will be considered seriously before the final decision is taken.

I am relieved that I have returned from holiday in time to send this e-mail to you.

I live in Downs Road and my property is on the corner at the junction with Borough Road. I am fully in favour of keeping the one-way system. I know you will have received communications about this so would add my personal reasons for wishing to retain it.

Even at present time I have to be very careful reversing out of my drive due to traffic coming from Borough Road. When there was two-way traffic it was even more difficult. Motorists are in such a hurry that they can be very abusive and awkward if held up while I attempt to get in out of my drive. Currently I only have to contend with traffic coming in one direction. If the system is reversed I will probably find it impossible to get in and out during the rat runs both ways.

There are several one-way systems in Dunstable and I am sure there has never been such a nasty anti-campaign at any of these. Opponents seem to be concerned that they have to drive a little out of their way to get home, well so do the residents of Downs Road. It seems that for the convenience of Downside residents and rat-runners we are expected to take **all** the traffic - WHY?

These people will not gain much time when they have to weave between parked cars and two-way traffic if they get their way, so what will they achieve.

I appreciate that people in Park Road have more cars now but these are generally only going in one direction and not two as is proposed for us. Perhaps Park Road should be made one-way as well..

Please do listen to Downs Road and Blows Road residents. If it is decided purely due to numbers, two roads versus an Estate and rat-runne, we have no chance. It is unfair to give more credence to impatient drivers than residents putting up with the high density of traffic, fumes, noise and danger.

PLEASE KEEP THE ONE-WAY SYSTEM.

Reasons why the existing Downs Road one-way system should remain in place:

1) As a motorist:

Since the implementation of the one way system, I have enjoyed increased safety in exiting from Allen Close onto Downs road because -

- a) with only west-bound all vehicle traffic and east-bound cycle traffic in the one-way section, it is easier to pull out of Allen Close, with improved safety.
- b) up to the point of implementation of the one-way scheme, the increasing levels of street parking in the (currently) one-way section of Downs Road made visibility very poor when driving out of Allen Close; also, traffic attempting entry east-bound into Downs Road often found its way blocked by a combination of west-bound traffic and street parking.)This could, and did, lead to dangerous tailbacks onto Great Northern Road). Further, with parking of vehicles often partly or completely on the footpath, visibility on exit from Allen Close is at many times of the day dangerously reduced. With the current traffic flow, this is manageable; with a return to two-way traffic it would become far more dangerous.
- c) the 20 mph speed limit posted in residential areas of Dunstable is largely ignored - including in the Downs Road area (try driving at 20 mph in any restricted areas of Dunstable and observe the queue forming behind you!) Again, the one-way traffic scheme currently in force means that you only have to allow for speeders in one direction rather than two.
- d) rat-run - I assume that one of the reasons for implementing the one-way scheme was to reduce the attraction of using roads in the north-eastern quadrant of Dunstable (bounded by the A5 High Street South and A505 Church Street) as at rat-run, avoiding Dunstable town centre. Reverting to two-way traffic would merely return the opportunity for use as such.

2) As a pedestrian:

As part of my daily exercise routine, I frequently walk in the area of Downs Road/Grove Road/Borough Road. My personal opinion is that, since the implementation of the one-way scheme, traffic flow in the stated area has been considerably reduced, making local walking both more pleasant and potentially safer.

Conclusions:

From a personal point of view, the only acceptable course of action should the one-way system in Downs Road be scrapped would be implementation of ALL of the following:

- e) effective parking restrictions (enforced!) on the section of Downs Road from its junction with Great Northern Road and Grove Road - restrictions to include on-footpath parking.
 - f) effective enforcement the 20 mph speed limit - not only in this area but in all applicable areas of Dunstable.
 - g) effective traffic-calming measures throughout the length of Downs Road (and maybe also Borough Road, Blows Road) - eq speed humps, traffic direction priority "gateways", width restriction "gateways".
- The object of measures (e), (f) and (g) above would be to reduce the attractiveness of this area as a rat-run, thereby ensuring traffic flows remain low, whilst giving local residents the benefits(?) of a two-way Downs Road.

I know I am one of many emails you will be receiving in your inbox on this subject. I ask you to bear with me and my lengthy letter as I cover several important points, **especially as this may be my last chance as an affected resident of Downs Road to have my say.**

While I have found Mr Spurr to be very fair in his past dealings with this matter, I do regard the decision taken on the 5th November to be a perverse decision.

Past History and surrounding issues

You are aware that this has been an 18 year ongoing and increasing issue re the traffic problem ever since Sainsbury's was moved and the popularity of the White Lion Trading Estate increased. This has lead to higher and higher levels of unacceptable traffic in this road. The residents from the most affected part of Downs Road have long been quietly complaining for this matter to be addressed. Many years ago there was an article in the local paper showing the backlog of traffic in our street. Traffic has increased considerably since the last survey - 12%, What will it be in 2017.

Before the one way system was introduced, there was a vorcifious orchestrated campaign against ANY traffic measures being taken in Downs Road no matter what was suggested. At the infamous school meeting many people stated we did not have a problem and voted that nothing should be done. They had no consideration or care of our ongoing problems until it started to affect them. Well if we did not have a problem then , well half of no problem is 'no problem' except of course that is not the case.

After careful consideration of the council who stated we did have a problem in Downs Road and the general area, with counts, surveys, a vote for which traffic measure people preferred(including the no action option strongly voted for by people not interested in our problems), the one way section was placed in Downs Road.

However during this time certain people were very active in the campaign to stop any traffic measures in Downs Road. A face book group where the people running it refused to say who they were, secret meetings where the residents of Downs Road were not invited to have their say. False rumours of what the council were going to do i.e. close Hillside. MPs and Councillors living in our Road, Emergency services unable to get to Downside causing loss of life, Misinformation given to a school parents assembly before a petition went round getting misinformed parents to sign, letters sent out via young children's schoolbags. Leaflets sent round houses in the area but not to the Downs Road residents where we were more affected. This may not be relevant to your committee but is part of what we have been dealing with over recent years. Some of these people were using this for their own political ends, and often directed abuse against Councillor Pepworth(and I am not a Labour voter). Others who have been most vocal live in a road where by your own count only have 15 cars an hour between 8 - 9 am. Just because they are making the most noise does not mean they are suffering the most. The Downs Road residents have always known that we cannot be successful on numbers alone, but what is **FAIR**. We all use these local roads to our benefit, and we should all take our share of traffic calming measures.

The people leading this campaign are small in number but have been very active in the papers and writing to councillors and to their MP. The Downs Road residents have only latterly come together to try and make the council realise that we do wish to be heard and are actually very worried that because of our relatively small numbers, we cannot be sussessful if a decision is being made based on numbers or complaints. It may be rounded to percentages for comparison, but the numbers of people anti the one way system will always look more than the smaller numbers of people who in in Downs Road and Allen Close, but are affected the most.

The council has said itself that there is too much traffic in this area. Something needs to be done to address the whole situation. The effect of the new relief road currently being built will hopefully address some of the traffic issues, but the effect of this cannot be assessed to after the new roads have been built and traffic flows settled down. This point was stated by the council itself at a previous meeting. The council stated previously it would review matters after this settling in period in 2017. However they have now changed their minds. This leaves the Downs Road residents now dreading the removal of the one way and going back to what we suffered before.

Options not Considered.

To remove the one way system AND not address the current problem will mean a vast amount of time and money will have been spent on a officially recognised problem to go back exactly where we were, but now with officially recorded increased traffic.

There is no argument from me that traffic has increased considerably in Park Road. Please remember that the Park Road Residents rejected any traffic calming measures offered in their road as they thought it was a tool to stop any measures in Downs Road. I know that **Mr Spurr's original intention** was that traffic in Great Northern Road would be encouraged to use the exit on the A5 to progress the flow of traffic southbound along the A5 for people living in the Manshead Ward area of Dunstable. However people are very impatient and are refusing to wait for a minute or two more to get to the A5 to turn left. How can it make sense to drive the complicated indirect route from G N Rd via Park Road to the Downside area when they could progress along the A5 southbound leading to the 3 major roads ie Halfmoon Lane, Mayfield Road and Southwood Road. leading more directly into the area of the Ward nearer to where they actually live. I appreciate that traffic is sometimes held back from turning left at G N Rd at the A5 because of traffic stacking back who want to turn right into Periwinkle Lane, and this also increases people using Park Road as a short cut. Again this was discussed in the council meeting.

Before any removal of the Downs Road one way, full consideration should be made to implement a revised flow of traffic using carefully placed **No Right and No left turns in pertinent streets in the area.** I could write a selection of various combinations but I just want to make the point that it could easily and cheaply be done and have the effect of protecting Park Road from cut through traffic and meeting the original idea of Mr. Spurr to have the traffic use the A5. Before the Council go to the expense of removing a one way system, far earlier than the originally post 2017 link road traffic effect previously agreed, there has not been any consideration of alternative measures to address how the scheme could be made better in the general area. Other possible suggestions might be to remove the pinch point in G N Rd outside the Greyhound Pub, or to make Periwinkle Lane(which is a narrow road) a No Right Turn for A5 traffic going southbound, especially when there are two wider road in the general area more suitable to cope with that traffic such as Friars Walk and Old Hill.

My point is that before the One way in Downs Road is considered being taken out, other measures should be considered and this would benefit more people, make traffic flow smoother and cut down on unnecessary rat running in Park Road by impatient people.

Precedence

Solving traffic issues by making streets a one way system is already a long established fact. One only has to look at other areas of Dunstable where this method has long been used. St Peter's Road area, Lovers Walk Area, Periwinkle Road Area, Victoria Road Area and Burr Street Area easily come to mind. No doubt this was done for the best interest of the affected residents of that area at the time they were implemented, and relevant to the problems they had. The decision to make part of Downs Road is no different and certainly not a perverse or unusual traffic calming measure.

Who is actually affected and proportionality

Much has been made of the inconvenience and suffering of road users since this system came in. Firstly everybody who ever uses Downs Road to travel towards town now benefit from reduced traffic, smoother travel and quicker travelling time. How quickly they forget how traffic became snarled up as two directions of traffic tried to snake past each other in a road unfit for purpose. A road where even when both sides of parked traffic have to park up with their wheels on the pavement to allow traffic to pass. Traffic which can only pass in one direction at a time only. With parked cars there is no chance for traffic to flow both ways at the same time.

The traffic calming measure in Downs Road now means that we are all affected by the 'inconvenience of an altered route and an increased journey time'. But **what does this actually mean and how much are drivers really affected**. The distance involved is minimal, a few hundred yards, and a minute or two more. Are all the people complaining so bitterly being fair or proportionate in their complaints. I think not. It is actually the **residents** of the affected part of Downs road and Allen close that are the ones affected the most and it really is a minor trivial delay. The benefits to the smoother flow of traffic in Downs Road and the increased safety of drivers exiting Allen Close should be taken into consideration. Residents in Blows Road and Sundown Avenue have also noticed the benefits to their street. I have to suggest that the people who are moaning about this are really over egging things. I refer you again to the Grove Road and the to Grove Road complainers and their own traffic flow. Everyone benefits, everyone has to deal with the altered traffic flow and all road users take more share of the traffic in the area. This is the same factors as any other traffic measure also previously made in the streets of this town.

The recent survey said about 50% of people said they wanted the Downs Road one way to be removed. It was a very simplistic questionnaire. People would vote that way even if they were only very moderately affected. if the same survey had the additional question. Do you think the 20 miles a hour limit in the area be removed most people would say yes to that. Would the council then go back to 30 mph. Just because there are a lot of complaints against something does not make it mandatory to reverse traffic calming decisions.

Safety Issues

There has been some talk of emergency services not being able to get through and danger to life. As a former emergency driver myself, the route would be taken along the straightest fastest road to arrive at a destination, and that would normally be via the A5. On 10.3.2015 there was a violent incident outside my house. 3 ambulances and 3 police cars attended and all arrived very quickly. Yes some did come against the one way system but it was clear and safe to do so. Who knows where a police, ambulance or fire engine will be when they get a call. If they are coming from the centre of town to eg. Downside or eg. Apollo Close, why would they travel through the minor roads with numerous bends. Trying to use this to pressure the Council as a safety issue is not relevant in these circumstances.

I have lived here over 25 years and witnessed the increased traffic. Cars travelling in Downs road cannot pass each other and have to take turns and snake past each other where there are breaks in the line of parked cars (many of whom park up on the kerb to facilitate the flow of traffic otherwise nothing would get past.) Outside my home is a natural passing place. Over the years I have witnessed multiple counts of road rage, abuse from cars trying to get past each other. Cars have even driven up onto the pavement to get past opposing traffic and this is a route used daily by a great number of school children. When trying to reverse on my drive, previously I could easily wait 10 minutes for a break to start the reverse process only for a car to come along and subject me to glares, hand gestures, and beeping horn merely for trying to park on my own drive. All of which have made living with the traffic conditions continually difficult all the time for Downs Road residents who actually **live** and drive in the road, as opposed to those people who only have to divert their route when they make an occasional short journey through or into the area.

I would ask you to consider that if this was allowed to revert, then after 2017 when things were 'back to normal' the council again decided to put in a one way system. How perverse would that decision be let alone to cost of it to the taxpayers.

In conclusion.

I am asking that the decision to revert back to a two way traffic system to be considered a perverse decision.

- In that decision no account has been made of the appropriate type and proportionality of their complaints against the current system. A few more yards to drive , and a couple more minutes journey time is not an appropriate complaint.
 - In that decision no account has been taken of additional traffic calming measures to the benefit of the whole area. This could be installed quickly and reduce traffic for Park Road which is really the only road really adversely affected by the one way.
 - Park Road is of a very similar size to Downs Road. The traffic they get now is only half of what Downs Road suffered.
 - A reversal of the current system will not reduce pollution. There is still the same amount of traffic in the general area.
 - The Council have already agreed that there is too much traffic in the area. A reversal of the current system will do nothing to directly alter that.
 - The decision goes against well established similar systems already in long term use elsewhere in the Town.
 - The Council has gone against its own decision not to review until 2017.
 - There are no increased safety benefits to be gained by reversion.
 - That as proportionally the residents of Downs Road could never win on decisions based on a numbers game. What should be considered is what is reasonable and fair to residents with an acknowledged traffic problem.
 - A decision should not be made because there are more people to vote against, especially when it is a noisy hard core of unreasonable determined complainers.
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I Wish to register my objection to the removal of the one way system in downs road for the following reasons.

The traffic problems in Downs road were caused by SBDC mismanagement of the sainsburys works 20 years ago.

They created a rat run and we have suffered ever since. The council caused this.

For most of that time we have tried to get some understanding and relief from the council. We had support from other roads but they gradually preferred using our road to helping us get a solution for the entire area.

We have been fobbed off for years until a police survey I commissioned revealed 18.000 vehicles using this road a week.

This was flagged up by Nigel young as unacceptable. And he said he would help.

When Roger pepworth was ejected he also vowed to help. And we all worked together with David Bowie. We chose the one way as the most neighbourly. We could have gone for a block. The pay back has been a trickle of complaints from mean minded people who are slightly inconvenienced. Of course if they use the A5 as they should. It's still more of an inconvenience to us residents. Than to those non residents who (apart from residents of Allen Close, who have benefitted by safer exit) have no need to use this road at all. Ever. !!!

You quote. "Concerns expressed by residents of roads affected "

There are none. Park road was offered measures at the time but everyone vetoed the entire scheme. But explain how they are effected. They have access from Gt. northern and A5. They have no need to use Downs Road. They are not effected. We are.

We were told the one way would stay until the A5 is detrunked. And strongly question why this promise has been broken. We've endured enough stress, pollution and neighbour wars. Why is this rearing its ugly head again?

From the comments made by people canvassing in this area. I feel it was an election promise. Not sure that's even ethical is it.

If this is removed. We will have back the 18,000 vehicles. Which, if it was wrong then. How can it be acceptable now? Plus we have the 12% increase. So we face 20,000 vehicles a week. This is without the extra when the M1 jams.

The meeting of July 2015 gave three options. Why has Brian not chosen option C The least disruptive and the fairest to all. At almost no cost. In fact why not still do it ?
There is also no budget for this removal. How much more of our inflated council tax are CBC going to waste on appeasing a few selfish people and political gain.

This desire for some fairness in distribution of traffic in this area. And an improvement in noise and pollution has taken its toll on my life. I have all the correct documented evidence which Eugene has not. And despite asking to see it prior to the election, he now no longer wants to see it and says he has all the Information. He does not. And neither does Brian. I am happy to share. I think the full story should be told.

I could make more objections. But suffice to say. Money has been spent. The one way has done just what CBC predicted. So leave it alone. At least until the A5 is de trunked. I know the level of complaints on record. They do not justify this action.

I object to the proposal to remove the one-way traffic order in Downs Road. This is because I have found it so much better in Downs Road since it was installed. There is less traffic which was the intention of the system and I feel safer driving, parking and pulling out from the kerb. This is important to me as I have my young son in the car with me when I visit my family in Downs Road. I also feel this is a huge waste of money when the system is working so well for the neighbourhood. Why bring the problem back into Downs Road? I thought it was to be reviewed in 2017 – why is it being done now?

With reference to your letter of 20th January, I strongly object to your current proposals to remove the existing one-way traffic order in Downs Road .

I live in Norcott Close, off Half Moon Lane, and regularly use Downs Road both on foot and by car.

My objections are as follows:-

1) Twice in the last 2/3 years you have spent thousands of pounds of ' taxpayers money!' setting up various traffic management systems,
and now you intend to spend more of our money removing the existing one-way system, only to then say, that whatever the
outcome of your current plans, you will look again at the whole area, including Downs Road, as part of the work planned
to de-trunk the A5 which will take place in 2017.

Why not save money by leaving things as they are until you carry out this further review in 2017

2) Removing the existing one-way section of Downs Road, will cause traffic chaos in Downs Road, even worse than before, as there has been
a steady increase in traffic in this area of Dunstable. At peak times gridlock will occur in Downs road as lines of cars from both directions
struggle to fight their way past the many parked cars in Downs Road. The main benefit of the existing scheme is that generally the
main traffic flow in Downs Road, is in one direction only, towards Great Northern Road.
The present scheme does at least spread the burden of through traffic amongst other roads in the area, such as Park Road, Grove Road, and Borough Road.

Why should Downs Road Residents have to bear the full brunt of traffic in this area of Dunstable?

I wish to object to the proposal to remove the existing one-way Traffic Order in Downs Road Dunstable on the grounds that the decision to do so is flawed.

In 2013, the partial one-way system was introduced in Downs Road to address the unacceptably high traffic flows in the road. Although Downs Road still experiences traffic flows, the measure has been successful in that it has distributed the traffic to neighbouring roads. The recent survey carried out by Central Bedfordshire indicates that even though there has been increased traffic movements, it is likely to have resulted from a natural growth in traffic rather than as a result of implementing the one-way system in Downs Road.

The recent consultation undertaken by Central Bedfordshire clearly indicates that the majority of residents in Downs Road and Blows Road (who previously experienced the direct effects of the high volumes of traffic and associated noise and pollution) wish to see the measure retained, whilst residents in neighbouring roads wanted it removed.

Whilst the reason given for the proposal to remove the measure states that it has contributed to an increase in traffic flows in roads adjacent to Downs Road, this is exactly what it was meant to do in order to reduce the traffic in Downs Road. In addition, the recent survey results indicate that the increased traffic flows are likely to have resulted from a natural growth in traffic rather than as a result of the scheme. For these reasons the decision is flawed.

If the one-way system is removed, Downs Road will once again experience unacceptably high volumes of traffic, noise and pollution, which surely cannot be fair and equitable. The one-way system should be retained until a full and proper review of the traffic in the area takes place in 2017 as this will enable a strategic and holistic approach to the issue.

I would be grateful if you could take this into account.

I object to the proposal to remove the one-way system installed in Downs Road 2 years ago. There is far less traffic now which means I feel safer driving in the road as well as pulling out from the kerb as it was very difficult to do before the system was installed. When I visit my family in Downs Road the road is now a normal residential road instead of a horrible rat run. I also object to the terrible waste of money when so many cuts are being made in the area. I object to the road being made dangerous again when it is so much safer now, I thought it was to be reviewed in 2017 – why is it being done now?

This issue is particularly concerning with regards to safety as I have two young children... the busyness of the road, combined with the fast speed at which people used to go down it meant it was a worry when I was getting my kids in and out the car. The one way system took this worry away - removing it would lessen the fantastic safety factor it has produced.

I have of course already formally raised my objections in response to Central Bedfordshire Council's Public Notice, but I am pleased to provide you with a list of reasons on why the one-way system should not be removed.

- Prior to the blocking off of Downs Road in 2011 and the implementation of the one-way system in 2013, the council carried out a sample of traffic volumes passing through Downs Road in advance of these measures which came to c.18,000 per week. With the council's own recent assessment that traffic volumes in the town having increased by 12% in the period since, traffic volumes passing through Downs Road without restriction could exceed 20,000 vehicles per week.
- Downs Road is a narrow residential street and the opening up of two-way traffic would have a big impact on road safety. The bulk of traffic would then be entering Downs Road from Great Northern Road by turning left – this is a blind turn at a narrow junction with oncoming traffic as well as pedestrians and cyclists in the vicinity. Although in lower volumes, traffic would also be entering Downs Road from Great Northern Road by right turn creating further congestion and making the junction even more dangerous. I personally (as a pedestrian and a runner) have had a number of close calls with speeding traffic taking the left turn previously as they have been unsighted to my presence even if they were entering Downs Road at safe speed.
- Although there is a current speed limit of 20mph through the one-way section, this is frequently ignored, and I think there are safety concerns for pedestrians and residents even before factoring in for the removal of the one-way system. I have already advised the council that allowing cyclists to enter Downs Road from Great Northern Road is extremely dangerous and I have again had a few near misses when crossing as a pedestrian.
- I was previously in dialogue (in 2014/2015) with the council over proposals to restrict parking along this stretch of Downs Road due to safety concerns even with the one-way system in place. With the input of some residents including myself, double-yellow lines were added to the junctions with Grove Road and with Allen Close which has made these junctions less dangerous. These junctions would become more dangerous if you allow two-way traffic

- and in higher volumes again. Parking is already a major problem in this section of Downs Road so restricting it further should not even be debated.
- Downs Road has long since been used as a 'rat-run' by many from outside the immediate area, and the council looked at various measures to discourage those very motorists using a narrow resident street which was clearly not fit for purpose.

As I have stated on more than one occasion, Central Bedfordshire Council have a responsibility to represent all of the town's residents. I accept that there is pressure from a sizable majority living outside the Priory Ward to reopen Downs Road in order to avoid using the town centre and the A5. It is important that the council resists these pressures and look at area-wide solutions rather than passing the burden on to one particular road as it seems in this case. This should include a range of measures preventing traffic selecting convenient (to them) short cuts and rat-runs.

Any decisions made should be based on detailed analysis of existing traffic flows but also the impact of the Dunstable by-pass/J11A on the town when it is opened in 2017. If the by-pass does relieve the A5 and town centre as expected, then the incentive of using Downs Road will be lessened, and this will then provide the circumstances to possibly remove the one-way system or at least a justifiable reason to review the need for it.

Thank you for taking the time to listen to my concerns and I am grateful to you for agreeing to pass on my views to the Consultation Team.

Dear Sir,

I am writing re my concerns, that consideration is being given to reversing the one way system in Downs Rd.

1) Why is consideration being given at this time, when it was originally agreed to re-consider in 2017.

2) Despite being one way, there is still a steady flow of traffic, at certain times queuing to get out of Downs Rd. and several still use it as a speed trap.

3) With the amount of traffic increase in the future, and currently parking on both sides of the road, the present two way system makes it very difficult for vehicles trying to pass both ways, and is only going to make it more dangerous.

There is a similar problem in Grove Rd. Why not make Park Rd & Grove Rd one way too. It would alleviate some

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of the problems, surely.
Finally, there is the cost involved in creating a two way through road again. Surely there are more pressing areas in Central Beds, which would benefit from the money considered to change the present road system.

I refer to your letter dated 20 January regarding the proposed removal of the one way system along a short length of Downs Road.

I would like to object to this proposal on the following grounds.

1. The objective of the original consultation and the subsequent implementation of the one-way system was to reduce the volume of traffic using Downs Road as a shortcut between the A505 and A5. This has clearly been demonstrated as a success and although the traffic has increased slightly over the last couple of years, the traffic still remains significantly lower than that prior to the scheme being introduced.
2. Nothing has changed regarding traffic in the general area and so by removing the one-way system would inevitably mean a "back to square one" and the return of in excess of 18,000 cars a week using Downs Road as a Rat Run. In fact using your calculations of a 12% natural growth, this would be in excess of 20,000 vehicles a week.
3. Downs Road is a residential street and various agencies including Yourselves, the Police and Central Beds District Council all agreed that, at the time (2012), in excess of 18,000 vehicles a week was unacceptable. What has changed to make this now acceptable?
4. I fully understand residents in adjacent roads have been inconvenienced by the one-way system which makes it less direct for them to make either their outward or return journey, but not both, but they didn't have to put up with the volume of traffic, the increase in pollution, noise as well as CO2 emissions, the increasing incidents of road rage and the damage to parked cars to name but a few. Plus, it's not only residents in adjacent streets that have to take an alternative route, we have to as well, but we can live with this inconvenience.
5. As I have stated in point 2, nothing has changed regarding traffic in the general area, or at least it hasn't decreased, so doesn't it make more sense to look at this issue when the A5 - M1 link road is complete and the A5 is de-trunked and not before?

I understand that residents in Downs Road are the minority and that residents in neighbouring roads are the majority, this will always be the case when it's 5 or 6 roads against 1 but please take into consideration the residents of Downs Road have lived through the pain of the issues I have highlighted in point 4, the residents in neighbouring roads have been slightly inconvenienced.

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I would like to object to this proposal on the following grounds.

1. The objective of the original consultation and the subsequent implementation of the one-way system was to reduce the volume of traffic using Downs Road as a shortcut between the A505 and A5. This has clearly been demonstrated as a success and although the traffic has increased slightly over the last couple of years, the traffic still remains significantly lower than that prior to the scheme being introduced.
2. Nothing has changed regarding traffic in the general area and so by removing the one-way system would inevitably mean a "back to square one" and the return of in excess of 18,000 cars a week using Downs Road as a Rat Run. In fact using your calculations of a 12% natural growth, this would be in excess of 20,000 vehicles a week.
3. Downs Road is a residential street and various agencies including Yourselves, the Police and Central Beds District Council all agreed that, at the time (2012), in excess of 18,000 vehicles a week was unacceptable. What has changed to make this now acceptable?
4. I fully understand residents in adjacent roads have been inconvenienced by the one-way system which makes it less direct for them to make either their outward or return journey, but not both, but

they didn't have to put up with the volume of traffic, the increase in pollution, noise as well as CO2 emissions, the increasing incidents of road rage and the damage to parked cars to name but a few. Plus, it's not only residents in adjacent streets that have to take an alternative route, we have to as well, but we can live with this inconvenience.

5. As I have stated in point 2, nothing has changed regarding traffic in the general area, or at least it hasn't decreased, so doesn't it make more sense to look at this issue when the A5 - M1 link road is complete and the A5 is de-trunked and not before?
6. I understand that residents in Downs Road are the minority and that residents in neighbouring roads are the majority, this will always be the case when it's 5 or 6 roads against 1 but please take into consideration the residents of Downs Road have lived through the pain of the issues I have highlighted in point 4, the residents in neighbouring roads have been slightly inconvenienced.

As council tax is increasing, I object strongly to the council wasting **MY** money to remove the TRO. Money which could be better spent providing more money for policing or more worthwhile causes.

I am writing to object to the removal of the one way TRO on Downs Road.

This problem has been going on for 18 years now and the council has played "ping pong" with its decision making and not dealt with the "root cause " of this issue.

Too much traffic in this area.

The TRO has been a God send to those of us that have lived here for many years and endured Speeding, 18000 cars per week, abuse, pollution and "rat running".

I have attached a photograph which reflects the volumes of traffic on our road outside my house on a regular basis even after TRO has been installed.

Cars are turning onto Gt Northern Road.

My comments/objections/grounds of my objection are as follows:-

Downs Road is the main "artery" to many housing estates, Manshead/other school sites, businesses and A5.

It was the "rat run" & short cut for many people trying to access these destinations prior to the TRO being introduced.

People Avoiding the congested A5, which was built for such volumes of traffic. Our Road is not been built as a designated A road on any AA map.

Our road is slightly wider than Park Road, but not as wide as Halfmoon Lane, Brighton Road etc., therefore the volumes of traffic will become unacceptable again and dangerous!

We have mainly terraced houses on this road with no off road parking on both sides of the street. So parked cars are constantly parked halfway up the pavement to let traffic flow.

The road is only wide enough for 1 car to pass through at a time.

In the past we had nearly 18,000 cars cut through our road to access these various sites. (official figures)

This together with pollution levels is unacceptable to both council and residents.

Speeding is a continuous problem.

Main reasons why other roads have objected so strongly to the TRO is not on facts/figures but on inconvenience of having to use other major roads to get home.

These facts have been documented on Council official report November 2015 (Surrounding roads have more traffic, More dangerous in surrounding roads, Speeding is a problem, Emergency vehicles/HGVs struggle to get through, Cycle route goes against the traffic) - All these issues are the same in Downs Road.

A recent FOI enquiry that covered "councillors, officers, contractors or any other source" revealed that on 2 official complaints had been received/logged by CBC.

But This is a caption from an email I received from Cllr Spurr dated 4/12/2015

"However, following two years of operation it is evident that the scheme continues to be problematic to many local residents. Whilst it is usual for any change to a road system to provoke a negative reaction in the short term, the continued disquiet after this amount of time and further representations by members of the public and by Councillors such as Cllr Ghent, led us to feel we must reconsider our position. "

So Why is the council spending in the region of 5k for another consultation only a few years after consultation/ installation of this TRO? If only 2 official complaints received

The council itself has acknowledged that the traffic would naturally increase in volume; therefore our road is not built for such volumes!

It was acknowledged at the last consultation that Downs Road endured cars cutting through to A5 in the morning from Great Northern Road and return traffic in the evenings.

In the following report

Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
21st July 2015

Downs Road Dunstable, Proposal to Amend Traffic Management

The following was stated:

"There has been a corresponding decrease in traffic entering Downs Road between 8am and 9am eastbound from 137 down to zero. Thus total traffic using the two roads heading east in the morning has increased by 12%. This increase is likely to be a natural growth in traffic rather than new traffic being attracted to the area, but this cannot be proved. "

Unfortunately I don't seem to understand what the sentence means "the traffic entering Downs Road was "zero" as you can't enter Downs Road from Great Northern Road.

Why was this figure reported as it doesn't reflect the true nature of the traffic flow in Downs Road.

Budget

"The report that is goes to the Traffic Management Committee in March will make it clear that there is currently no budget to remove the scheme—as did previous reports.

The reports referred to above are all available on the council's website,"

Why now?

Response from Cllr Spurr dated 4/12/2015

On Downs Road, your resident asks for the basis of the decision. I can understand the reason for this question as when the scheme was last considered, following a petition by residents opposed to it in late 2014, we had said that we planned no further works until 2017. By this time we anticipate very significant changes to the traffic in the town following the opening of strategic routes and de-trunking of the A5 and we plan to conduct further consultation and traffic surveys at this point.

In times of austerity and no budget why are the council looking at this scheme now why not wait until 2017?

Please accept this email as my objection of the removal of the TRO.

Support for Removal

I really hope that the decision to make Downs road one way is reversed and as soon as possible. Since its implementation, the traffic on station road and great northern road has been absolutely awful. The traffic regularly queues back to the sainsbury turn and beyond during rush hour because of this poorly thought out decision. I have no option but to use this route twice daily to get my daughter to Manshead as you cut the funding to the bus service that used to take children from Katherine Dr to the Manshead campus, resulting in Grant Palmer cancelling this service (in the middle of a school year). Let's hope that with the quick removal of this dreadful one way system that the council at long last thinks of the residents that pay its wages.

Thank you for sending me notification of the Order to remove the one way system in Downs Road Dunstable.

Since its introduction I have experienced both inconvenience and frustration. It has lengthened my journeys to and from my home, not only in distance but also time. I estimate that at peak times it adds ten to fifteen minutes to my journey home all of which is spent sitting in the unbroken queue of traffic on Great Northern Road.

I believe the scheme was ill advised and unnecessary from the start and I am delighted and relieved that this un welcome blockage is now subject to removal.

I look forward to confirmation of the order.

The Downs Rd one way is a disgrace and should never have been implemented. It has made residents lives especially in Park Rd, which is a road not designed to take such heavy traffic as it has seen since the one way a living nightmare, together with the increased queuing on GT Northern Rd which tails almost the entire length down to Station Rd every evening rush hour, and all these problems plus many more are down mainly to the one way system.

You will find little support for it to stay if any outside the seemingly selfish attitude of some Downs Rd residents.

The Downs Rd one way is a disgrace and should never have been implemented. It has made residents lives especially in Park Rd, which is a road not designed to take such heavy traffic as it has seen since the one way a living nightmare, together with the increased queuing on GT Northern Rd which tails almost the entire length down to Station Rd every evening rush hour, and all these problems plus many more are down mainly to the one way system.

You will find little support for it to stay if any outside the seemingly selfish attitude of some Downs Rd residents.

This is about time this was opened back up to two way traffic.

I am a resident of Borough Road and wish for the one way system be removed from from Downs Road.

I wish to express my support for the removal of the current one way system for the following reasons.

1. It causes unnecessary congestion in Great Northern Road. As a resident of Sundown Avenue returning from Luton direction I have to join traffic trying to join the A5. Increased stationary traffic increases local pollution levels increasing the risk of asthma which can kill and increased noise levels.
 2. As above and trying to turn into Park Road requires a wide berth to avoid the metal posts putting you on the wrong side of the road in Great Northern Road and Park Road which is dangerous.
 3. Park Road has not been resurfaced in a long time and is very uneven and too narrow to support frequent two way traffic, especially with parked cars.
 4. Exiting Park Road is hazardous as vehicles including large vans park up to the junction making it impossible to see traffic from either direction. I have then had to pull out into the middle of the road only to face oncoming traffic in Borough Road.
 5. Turning in to Blows Road from Borough Road means turning across traffic turning right out of Blows Road into Borough Road because of the one way system. It would have been safer and more logical to have made the one way system work clockwise with entrance into Downs Road from Great Northern Road one way. Park Road would then have to be one way, resurfaced to take account of increased traffic flow, and KEEP CLEAR road marking or yellow box on Great Northern Road to allow cars out turning right.
 6. The traffic numbers presented at the public meeting back in 2013 did not support the argument that the roads Blow Road, Borough Road, Downs Road, Sundown Avenue were being used as a rat run by non-residents. When you took the locally registered vehicles then took into account delivery vehicles, service vehicles (including ambulances, nurses, social workers) about 80% of the traffic had been accounted for. So the scheme possibly benefits a dozen households at the inconvenience of hundreds of local households. This was a "NIMBY" proposal to increase house values.
 7. There does not appear to have been any change in safety. In fact as described above, the new scheme is less safe and I feel it is a case of when, not if I will be involved in a collision due to this scheme.
 8. The issues of speeding, which is down to a minority of drivers, should be addressed by implementation of the law by using ad hoc speed checks if speeding is a real issue, but with two way traffic in Downs Road and parked cars there is minimal chance of speeding, except at night.
 9. There will be continued excess use of Great Northern Road from Luton Road to High Street South (A5) whilst traffic continues to build up from the town centre. In that respect there would be safer, and faster traffic flow in the town centre if the lights operated like they do in Milton Keynes with traffic flow allowed from one direction at a time in a clockwise rotation. The pedestrian lights should also be phased in, rather than on demand, so that all traffic stops whilst pedestrians cross all four roads (again to aid traffic flow), and the crossings made wider to allow for larger pedestrian volumes and quicker crossing. The time length of each flow will depend on traffic volumes but say 30 seconds North/South and 20 seconds East West and 15 seconds pedestrians but may vary on time of day with longer at peak times and shorter at night and if possible sensors cutting green light short if no traffic. Hopefully this can be addressed when the de-trunking comes.
 10. On a related matter the junction of Station Road (which leads off of Great North Road) and Church Street/Luton Road should have a Box Junction and cameras to keep the junction free.
-

All we can say is thank goodness common sense has prevailed. The one-way system has been a total nightmare for 100s of residents and of questionable benefit to so few. What a waste of Central Bedfordshire's funds!

I wholeheartedly support CBC with their intention to remove the one-way system in Downs Road.

Although I understand that CBC has to listen to a minority and make judgements accordingly, I feel that the Councillors have been misled. The complainants' claims about the volume of traffic and speeding issues were never proven with solid data. Indeed some of the data collected was, as best, inaccurate, and on occasions badly analysed to give the answer they required.

The one-way blockage has not achieved any significant reduction in overall traffic and supposed 'rat-running' as almost all traffic in this area is residential. i.e. journeys to and from work to home etc. The one-way in Downs Road has only benefitted an extremely small number of residents to the inconvenience of the rest of this area (20% - 80%).

With reference to the letter from yourself, Downs Road, Dunstable - Proposed Removal of One Way Traffic Order.

The removal seems, on balance, to be the right thing to do. The wrong thing to do was to do it in the first place where so many residents didn't want it.

Has anybody been fired who took the decision, Who was/is accountable for wasting tax payers money. Heaven knows you people haven't stopped complaining about the cut backs from central government. Reorganising the chairs on the Titanic springs to mind. Too many people with too many cars, there are no winners.

However, there is a contribution that you guys can make, as you seem to have unlimited funds.

You must take this opportunity to install traffic calming measures in Downs Road, Blows Road and Sundown Avenue. Speed humps are a pain but they work. Insist to the people in these roads that, as part of this change, they are installed.

I understand that this was thrown out a few years ago in Blows Road/Sundown Avenue by the residents. I don't know who or where these people lived, but they are probably the same people who use both roads and race track.

Where Blows Road/Sundown Avenue crosses Half Moon Lane is a very serious accident waiting to happen.

I have today received notice from Nick Chapman, Transportation Manager, Central Bedfordshire, regarding the above mentioned proposed removal of the one-way traffic order in Downs Road, Dunstable.

As a long standing resident (over 20 years) of **PARK** Road, Dunstable, I wish to record my utter disbelief that the aforementioned one-way system was ever introduced back in August 2013.

Park Road is a much smaller and quieter road than Downs Road, and indeed all the neighbouring roads, but has been forced since 2013 to endure all the extra traffic as a result of the introduction of the one-way system in Downs Road. Countless petitions and meetings have proved that the **MAJORITY** of local

residents, living in the affected area, never voted for the one-way system originally. In fact a strong group of genuinely worried residents expressed their concerns from the initial enquiry and have continued to this present date to oppose the ridiculous outcome of this one way traffic order.

I therefore wish to record my comments as follows:-

Please remove the one way traffic flow in Downs Road with an immediate effect as is possible.

Please, in future, could the council take strong note of the local resident's, that is those living in the area and affected by any changes, petitions and comments.

It has taken over two and half years of traffic nightmare and strong community backbone to make the Council see sense and restore a system which worked perfectly well for the majority of locally affected residents. Surely, it is obvious that the residents of an area would know and be able to predict any issues with any "proposed schemes"?

In conclusion, may I thank you for this long awaited notice of removal of the one-way traffic order in Downs Road as finally the fiasco can be put to bed!

Before the one way system was introduced in Downs Road the traffic was spread between all roads in the area. Now since the local traffic is forced to use Park Road and Borough Road both roads have become very dangerous. We have constant queues and horns blaring as cars try to pass each other. As time passed we expected the situation to settle down but things are still as bad as day one.

I would like to see the one way system removed for the safety and convenience of all the residents.

Further to your letter stating that the one way system at the Great Northern Road end of Downs Road is to be removed and the previous two way reinstated I would like to have my support for the action noted.

I received a note through my door advising I had missed a hand written petition that was being taken around but to email this address to advise my support.

I am writing in response to your letter of 20th January 2016 and to strongly support the proposal to remove the one way system in Downs Road. The reasons for this are as follows:

This causes great inconvenience to the residents of the whole of the surrounding area as they can no longer take the most direct route from Luton Road to their homes. Journey times are far longer due to longer queues in Great Northern Road, adding to those already trying to get out onto the A5. It seems ridiculous that the residents all have to use 3 roads instead of one. Eg instead of going straight up Downs Road, I now have to go along Great Northern, Park road, and Borough Road.

This route has to be more unsafe, as it is impossible to enter Park road on the correct side of the carriage way. Visibility is bad, and one has to stop in Great Northern Road to ensure there is no traffic coming down Park road before one enters the road. This is a narrow road in bad condition, it's not straight like Downs Road, and is clearly far less suitable to take this volume of traffic.

The extra traffic going along Great Northern Road is actually causing traffic to back up on the A5 that cannot turn right into Great Northern Road due to the queueing at the pinch point just off the A5. This cannot be a good thing. If no extra accidents have occurred I am very surprised.

Apart from anything else, this measure was taken originally without any consultation in the area, and it was clearly very unpopular with the vast majority of residents in the area. This was shown at a meeting shortly after it happened, at the local school. This meeting was attended by I would guess at least 300 to 400 people, including my husband and I. A vote was taken, and the one way system was removed due to only a handful of those present being in favour. Sadly this did not last, and following a consultation that backed up the original consensus, a permanent one way system was put in place. So much for democracy. The residents set up an association and continued to fight this with petitions and even writing to the MP, but to no avail until now.

The traffic through our road has increased since this was put in place, even though we expected that it should drop. We accept that our road is a route through the estate as should the residents of Downs road. It has always been thus. I don't understand why Downs Road was ever treated as a special case. I believe that any cutting through by non- residents may have increased due to sat nav, and also there are far more accidents on the motorway

these days, it is almost every week day rather than several a month. I believe this could be down to the removal of motorway lighting. Obviously the more building work that goes on the worse this will continue to get, until we get a north/south bypass for Dunstable which is the only answer, and it seems will never happen.

I cannot see the de-trunking of the A5 helping as one cannot stop the lorries that come through Dunstable unless there is a physical barrier. The other new roads being built in the area will only in my opinion make the traffic situation in Dunstable worse, allowing for easier cutting across from the motorway to the A5.

On a positive note, although I originally could not see that the 20mph limits would help the speeding problems we have on our long straight road, I admit that they have slowed people down, not to 20mph, but maybe 30pmh rather than the previous 40-60 mph in most cases, which is far more reasonable and safe.

In summary the removal of the one way system cannot come quickly enough for me. If it were removed I might be less angry about the vast waste of my council tax money, and time and energy used in this ludicrous venture. For sanity to prevail would now seem enough.

Having lived in Richard Street and now in Stokers Close just off Station Road we have suffered greatly from the increase in traffic, pollution and noise especially since the one way system was installed in Downs Road.

On these grounds we support the removal of this scheme because the traffic has not improved in any shape or form.

In many ways it is more dangerous especially at start and end of school because these roads are used as rat runs by those in a hurry, This is the main issue as everybody is in a hurry and has no respect for others.

Traffic comes to a halt at Beginning and end of school, plus during other busy times of the day . Taking the car is a nightmare, I can walk into town but unfortunately others are too busy or like my husband disabled.

Thank you for your letter with regards to the Removal of the One-Way Traffic in Downs Road, and I must say that myself and all the neighbours in Half Moon Lane could not be happier to hear this as this sure has been a complete 'Waste of Tax payers money' once again!.

We had a meeting about this a few years ago and the vote had gone 'For Against it' to be even be put in place, but this was overturned, and now you informed us that this is will now be removed, and not before time I hate to say!

What was the point in the first place may I asked to have called for a meeting and the Residents to vote, and then to completely ignore our voice and vote for refusing to have this put in place.

Can you please tell me when this work will be taking place, and having access to it once again.

Having been forced to go down 'Parks Road' when coming back from Great Northern Road, in order to get home, I must say that 'Park Road and Borough Road, sure have had taken a lot of toll on the road use, and the roads have now been damaged and Pot Holes', and in Park Road between a House, some new 'Houses have been put up, which of course makes the traffic down there very heavy and dangerous when driving along there.

I support this proposal on the grounds: that survey data proves that it has not reduced overall traffic in the area. It has not simply shared nuisance in an equitable way but has increased congestion on Great Northern Road, inconvenienced many residents on a daily basis, altered the tradition traffic patterns in the area and reduced road safety by increasing the distance travelled and the number and tightness of turns.

The inconvenience and disturbance to a large number of Dunstable residents has been disproportionate to any benefits gained by a small group of initiating petitioners.

We would like to register that we are in favour of the proposed removal of the One-way Traffic Order. We hope that the Council will return Downs Road to it's original layout as suggested in your letter to residents on 20th January 2016 and as per the Order Title Central Bedfordshire Council (The South Bedfordshire District (Various Roads) (Dunstable and Houghton Regis) (Traffic Regulations) Order 1997 (Variation No.*) Order 201*.

The one way system in Downs Road has never worked and is still causing problems to residents in Dunstable. Speed is now a problem in Downs Road as motorists go

faster because they don't expect to meet another car until somebody tries to exit Allen Close.

To be forced to queue in Great Northern Road and then try to manoeuvre the tight bends in Park or Borough Road makes the whole area very unsafe for both pedestrians and motorists.

This problem is not going away, hasn't improved with time and Downs Road really needs to have the one way system removed.

I am a resident of Norcott Close which is not far from Downs Road, and have been affected by the one-way traffic order on Downs Road, particularly when travelling home from Luton Road.

I, and my family are in favour of changing the road back to how it was, but wish to express our annoyance that this scheme was ever introduced in the first place. It was obvious to most people that the scheme would only serve to move the traffic from Downs Road to other neighbouring roads, and when questionnaires were sent out around the area the majority of people voiced that opinion, and were against the scheme.

Once again it seems something has been pushed through the council by those with a vested interests, despite the views and interests of the majority, and council money has been wasted on a scheme, which now has to use more council money to be reversed.

Please add our names to the petition supporting the removal of the one-way traffic order in Downs Road.

We are long-term residents of xx Great Northern Road and have to suffer the impact of this one-way system:

- there is significantly worst congestion at peak times in the morning and evening
- the congestion is significantly worst when there are problems with the M1
- at peak times it has become far more difficult to park in Great Northern Road
- we rent a lock-up garage in Downs Road and are now forced to drive further distance and use a number of other roads when driving to the garage, namely any combination of Park Road, Grove Road, Borough Road and Lovers Walk.

I would like to register my support for the removal of the existing one-way traffic order in Downs Road. Please let me know if you have any further questions.

I am very pleased that Central Beds Council has decided to reverse the one way system back to its original two way flow. I had been concerned for many months that at peak times the traffic jams that were evident down Great Northern Road could cause a major problem for the future. As you

had stated at one of the previous council meetings an increase in traffic is inevitable over the next five years. I could see a situation arising whereby the traffic could queue from the A5 all the way down Great Northern Road continuing onto Station Road and Priory Road and backing up to the A505, should this happen a major traffic jam would occur on the A505 causing grid lock in Dunstable at peak times. It is in everyone's interest therefore to keep traffic flowing and the two way system reinstated will ensure this happens avoiding major traffic jams as I have highlighted.

I am inconvenienced by the current situation as it takes on average an extra 15 minutes for me to reach home on a journey which should take 5 minutes adding to pollution in the area because of the static traffic, not to mention the extra costs involved in terms of petrol.

Please accept this email as notice that I agree that the one-way should be removed from Downs Road Dunstable (Great Northern Road to Allen Close) and that this road should be returned to its former layout.

The reason I feel this way is that the one-way has not lessened the traffic difficulties, that are experienced in most areas, but made the situation far worse and due to driver frustration and 'forcing' traffic on to fewer roads much more dangerous.

I have been informed that you are proposing to remove the one way system from Downs Road.

Since it was put in place it has caused chaos on a daily basis. Blocking off this road not only caused queues in Great Northern Road. It has also been a nightmare for homeowners who have a constant queue outside their homes and near misses with cars being forced to do a detour around the tight bends in Park Road and Borough Road. I have witnessed several scraps and bumps since these motorists have been forced to take this route.

I do hope you remove this one way system and allow the residents of Dunstable to drive and live in safety.

I am delighted that the council have re-considered the one-way system in Downs Road Dunstable. The current system has forced the traffic to be congested.

The results of your survey showed 72% wanted to remove the one-way system. However, I like many others who live in the area, have had my journey to & from my house, made longer and more difficult by the introduction of the one-way system. I'm sure that if the council had involved all the residents of the estate, who use the local roads, then the proportion of respondents in favour of removing the one-way system would have been even greater.

I look forward to the council removing the one-way system and thus easing the congestion in this area.

I write to strongly support the removal of the One Way traffic order currently in operation in Downs Road Dunstable.

I was firmly against the implementation of this from the start so sincerely hope this can now be reversed.

Besides being inconvenient and a longer route on my daily commute it has caused;-
More traffic backing up on Great Northern Road towards A5,
Exiting Downs Road onto Great Northern Road more difficult due to the extra traffic flow & backed up traffic
Difficult & dangerous entry & exit on both ends of Park Road

The greater inconvenience & danger caused by this Traffic Order affects far more residents than those of Downs Road for whom the Traffic Order was originally imposed for.

In conclusion & to clarify I support the proposal to REMOVE the One-way traffic Order on Downs Road, Dunstable from Allen Close to Great Northern Road.

I am in favour of removing the one way system.

I was against it when it was first promulgated as was every one else I spoke to at the time, so it should never have had money wasted on the scheme in the first place.

To whom it may concern.

Due to the inconvenience of the current one way traffic order, and the intolerable increase in congestion since its introduction, I would like to voice my request and sign the petition that the said scheme should be reversed to the original two way traffic system that was in place prior to the council's intervention.
I support the Removal of the current one way traffic order.

With regard to the latest consultation on the one way traffic in Downs Road, I write AGAIN to confirm my opinion that removing this system is the only fair way to move this situation forward. I have emailed you many times with my views on this subject and was very pleased to receive the latest letter. For us residents of the area, by blocking off my entry into Downs Road the only way for me to reach my house from my place of work is to turn down Park Road. This road is very small and you can't turn into it if there is someone waiting to come out of it which is a ridiculous situation. I still need to reach my house regardless which roads you block off so all you have done by putting this one way system in place is move me from one road to another. You have also created traffic queues as I sit in line and wait to get to Park Road in order to turn left, where before I would have been able to turn earlier and therefore reduce the traffic from Great Northern Road.

There were other options put forward at the time for traffic calming measures which the majority of residents preferred – measures which would have slowed us all down and perhaps deterred non residents from using our streets, but still enabled us to reach our homes in a direct route. But these options were ignored, even though they had a majority vote. A situation that has never fully been explained.

Please finally remove this unfair system and allow us to travel freely to our homes.

As opponents of the one way traffic system in Downs Road Dunstable we were very pleased to see the proposal to reverse the decision. We have sympathy with residents of Downs Road who have undoubtedly had less traffic to contend with but at the expense of many others.

At times the queues to get out onto the A5 tail back to the roundabout at top of Priory Road and beyond which is frustrating and time consuming. Nearer the A5 there is the opportunity to weave one's way through Park Road, Borough Road etc. which many feel the need to take.

Observations on the situation - irresponsible parking has a great deal to do with the congestion problem in all the roads concerned. There would appear to be a total lack of concern for what would cause others a problem. Even with the one way system in operation, parking (which is on both sides) close to the exit from Downs Road onto Gt Northern Road is often so close to the island it is difficult to get through. A stricter enforcement of sensible parking would be desirable but how this can be achieved is unclear. More double yellow lines? One side parking? Limited parking? Resident parking permits?

We trust the present one way system will be abandoned.

Other Representations

As we live on a corner house at the junction of Great Northern Rd and Downs Rd, we are uniquely situated to be impartial observers on the performance of the One-way system. This is because we have now to make a detour to reach our garage, which is situated at the back, adjoining Allen Close, and are exposed to the traffic conditions in Great Northern Rd. So many of the comments received concerning the scheme seem to be coloured by “Nimbi” sentiments, which is a condition which tends to be rife in Dunstable, as befits a town which has lost most of its employment, and what now is taking over, are low-salary jobs at Amazon and warehousing.

What you may be not aware of is that when the One-way scheme was first proposed, and a public meeting held in a local school hall, there was the nearest thing to a riot which I have seen, with a solitary policeman disappearing from sight. Your colleagues explaining the results of the detailed traffic survey had to conclude prematurely, due to the barracking! The Downside Estate, which use Downs Rd as a rat-run, were angry, partly because the whole affair had turned out to be a battle between the then Cllr Reynolds, who was against the plan, and had elected to be an “Independent”, after taking umbrage with his Conservative colleagues, and Cllr Pepworth, who had initially responded to complaints from Downs Rd inhabitants, and who, prior to him standing as “Independent”, had been a Labour councillor. Furthermore, this rankled deeply with Reynolds, who resented Pepworth sitting on Central Beds meetings, and not him.

What has happened since the scheme has been implemented is that safety has been vastly improved, both for cyclists, who have special provision made for them, and for those living in Downs Rd. We have had a car though our wall in the past, when entering Downs Rd, due to a car approaching from the opposite direction. Furthermore, as most of the houses on the straight portion of the road have no off-street parking, so a long stretch of effectively single lane road, led to vehicles racing each other, trying to reach the other end of the “narrows” before meeting a car coming from the other direction. As can be imagined, parked cars were damaged as cars tried to pass, and limited visibility, due to a plethora of white-vans, meant that cars at opposite ends of the restriction could not see each other.

Cllr Spurr decided that the needs of those living in Downs Rd, although they were numerically less than the neighbouring roads and Downside estate, outweighed their needs, and the present scheme was introduced. After an initial period when people deliberately went the wrong way, things have settled down. One can now exit from Allen Close more safely, and also from our garage, as sightlines are very restricted. However, at present, one has only to contend with traffic from one direction. Indeed, despite double-yellow lines being introduced on corners, this has only resulted in cars/vans being parked on the pavement at the corners, as the vehicle population, with splitting of houses and fresh house building off Park Road, rockets.

Cllr Reynolds, meanwhile, having lost his seat in the last election, was seething, and continued to distribute letters and try and introduce new forums. He admitted once, when asked directly, that the campaign was partly driven by a personal spat against Pepworth, who had risen higher in the ranks, and had been a Socialist, to boot.

Finally, he managed to engage the attention of a Conservative Cllr, Carole Hegley, Social Care & Housing, who is close to Brian Spurr. She lives in Totternhoe, miles from here. At a new meeting Brian Spurr, after hearing from Reynolds and Pepworth once more, proposed to reverse the whole scheme, saying it was unusual for opposition to continue for so long! Apparently this will cost at least £98,000, when the council is closing everything in sight and threatening to increase our council tax by 4%! How can this be justified at this point?

As it was revealed that a long running analysis of traffic movement in the area was on-going, and that it was felt that everything would change with the de-trunking of the A5 in two years time, it seemed strange to spend all our money on changes, before the de-trunking effect was experienced. Also, doing so would skew the on-going traffic analysis. Furthermore, with major infillings and new estates having taken place since the introduction of the one-way system, no provision is being made to control the traffic flow. Sleeping-policeman cannot be introduced, due to the single lane nature of Downs Rd, and the blanket 20mph zone is openly flouted.

Actually, for much of the day, traffic is quite low, so a system operated by a time-controlled traffic light or barrier, could be an effective compromise. Better still, wait for the de-trunking.

We would be very happy to discuss with you personally on site the situation, as being a Design Engineer myself, we can talk without emotions clouding the issue. Also, apologies for the length of the diatribe!

As it been pointed out in your letter the traffic problems will be looked at in 2017 when the council plans to de-trunk the A5, as a road user the one-way does not matter to me whether the one-way is removed or not, but from a tax payers point of view I believe that a decision for the removal of the one-way should not take place until the A5 de-trunking is planned.

My name is Xxxxx Xxxxxx. My partner and I; Xxxxxx Xxxxxxx recently moved to Great Northern Road, in fact this move took place on the 5th of January of this year and it was a big shock to my system where parking is concerned here. I am a nurse and as you can imagine, I work flexible shift however I dread working a long day which means leaving work at 8 pm and trying to get parking after a long, tiring shift. I literally sat in my car some nights and sob as no parking is available at that time of night. I would constantly keep driving around hoping and praying a parking space would become available soon. Sometimes when I get home I cannot get a good night sleep as I would lie in bed hoping the car would still be in one piece due to where I had to park it overnight. I also hope it doesn't get towed or ticket as it is parked on double yellow line and this is all out of desperation. Not to mention how busy the road is with traffic coming from every direction. On many occasions my only way out is the one way system route; the same route you are planning to open again for two way system.

We do not have parking permit therefore other people who do not live in this neighbourhood use it to their benefits and we the residents are suffering as a result. I cannot believe you people do not take all of this into consideration. We are paying our council tax just as everyone else and therefore should be treated fairly which is definitely not happening. There must be a solution; maybe something to reduce the traffic passing through in order for us to park our car safely especially at night; without having to be so stressed out when leaving work. Everywhere else I have lived in the past had been the total opposite to what I am experiencing. Usually I cannot wait to reach home after a long day at work to de stress myself, now I dread going home due to the stress of parking and this makes me really sad because my stress level is then increased. Please, please, can you help us the residents of Great Northern road.

I lived at 17A Downs Road when the one way system was introduced and would like to say as a former resident this system only helped a handful of residents.

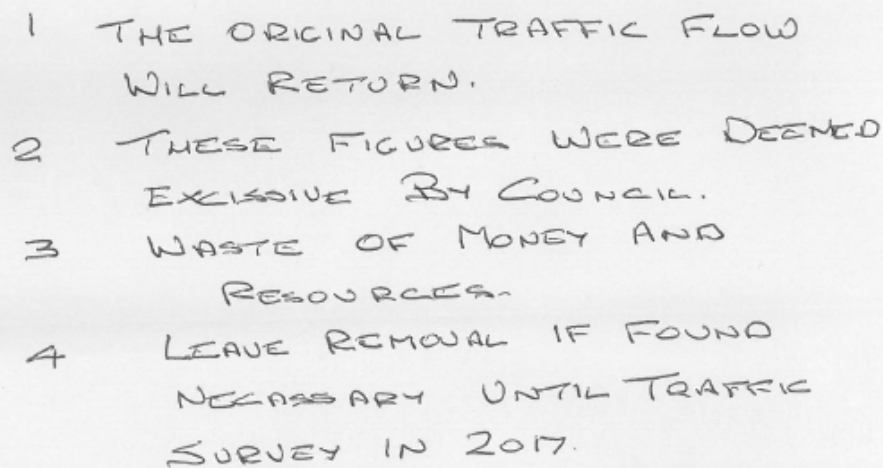
There never was more traffic using this road then the surrounding roads. The new system made my journey

home from work much longer every night. I was forced to drive via small unsuitable roads with sharp blind bends. It was a major factor in my decision to move.

Your decision to consider reversing this one way system comes too late for me but will make life easier and safer for the residents of this area.

Mrs Xxxxxx came to see me about the action the Council intends to take about the one way system in Downs Road. She made the following points :-

1. Would it not be wiser to refrain from taking any action until traffic flows in Dunstable can be analysed following the opening of the Dunstable Northern Bypass and the Woodside link road?
2. Please could no double yellow lines be installed without adequate additional parking be provided.
3. Have any results been made public from the pollution meters installed in the immediate area
4. She asked for an assurance from the Council would bear in mind the need for value for money in respect of any measures taken imminently should analysis of traffic flows following the opening the bypass and Woodside link Road show that another solution should be looked at.

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- 1 THE ORIGINAL TRAFFIC FLOW
WILL RETURN.
- 2 THESE FIGURES WERE DEEMED
EXCESSIVE BY COUNCIL.
- 3 WASTE OF MONEY AND
RESOURCES.
- 4 LEAVE REMOVAL IF FOUND
NECESSARY UNTIL TRAFFIC
SURVEY IN 2017.
-

If the one-way system at the bottom of Downs Rd is abandoned we really need pavement bollards particularly at Grove Road junction where the double yellow lines ^{are} as at the moment vehicles park fully on the corner pavement which completely obliterates driver's vision when a) leaving Grove Rd into Downs Rd b) leaving the right-of-way at the bottom of my garden (there are garages here for numbers 9-41 Grove Rd) c) People turning left out of Allen Close where they have to negotiate vehicles coming down Downs Rd as well those turning left from Grove Rd. On occasions there has been a large Transit Van parked there. (We have 4 Transit/Spunker Vans brought home at night which restrict vision).

If there are vehicles parked down the side of my back garden as well as the one of the Δ pavement you have no vision of approaching cars etc. (A large part was taken by S.Beds Council of my front garden for greater visibility many years ago.) This is now used as a parking bay because it is an easy option. On the opposite corner of Grove Rd/Downs Rd, vehicles are parked all the way round the radius which further restricts vision of approaching vehicles. At times pedestrians have to step into the road to get by.

Allen Close does have a slightly better vision but this is blocked at times because of the parking & when 2 vehicles are together on the pavement pedestrians have been forced to walk in the road. On the 4th December last a young cyclist was *knocked off his bicycle and taken to hospital - He was travelling from Air Northern Rd up the 1 way system as it is a cycle way & the car that hit him was travelling in the opposite direction. As parking is on both sides of the road traffic is restricted to the centre section. The 20mph is not being adhered to also. On our corner I have knowledge of 3 cars being written off plus a further cyclist who was hit. I actually looked after his bike when he was taken to hospital.

Considering the financial situation and the council will be making plans to detrunk the A5 it would be better to wait until then, the council has been accused in the past of wasting our money and it may be the case that any alterations in the road layout could possible be a waste.

Please wait until 2017 when the council will be looking at the whole area.

May I initially ask why Sundown Avenue residents were not consulted in your survey?

I feel this proposal would have a negative effect on the traffic flow on the east side of Sundown Avenue. The adjoining Blows Road creates a straight road which vehicles speed on then in attempting to cut the corner at the south end of Sundown Avenue problems have occurred.

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