

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



please ask for Martha Clampitt
direct line 0300 300 4032
date 12 October 2009

NOTICE OF MEETING

TRAFFIC MANAGEMENT MEETING

Date & Time

Tuesday, 20 October 2009 9.00 a.m.

Venue at

Council Chamber, Priory House, Monks Walk, Shefford

Edwina Grant
**Acting Chief Executive/
Deputy Chief Executive &
Director of Children,
Families & Learning**

To: The Portfolio Holder for Safer and Stronger Communities:

Cllr David McVicar

To all other Members of the Council as requested

AGENDA

1. MEMBERS' INTERESTS

To receive from Members declarations and the **nature** thereof in relation to:-

- (a) Personal Interests in any Agenda item
- (b) Personal and Prejudicial Interests in any Agenda item

2. PUBLIC PARTICIPATION

To deal with general questions and statements from members of the public in accordance with the scheme of public participation set out in Annex 1 to Part A4 of the Constitution.

REPORTS

Item	Subject	Page Nos.
3	Proposed Road Humps - Potton Road, Biggleswade To report to the Portfolio Holder for Safer and Stronger Communities the results of a consultation with residents of Biggleswade Town on the introduction of raised table junctions at St Johns Street/Birch Road, Mountbatten Drive/Potton Road, Havelock Road/Potton Road and Furzenhall Road/Potton Road and to seek approval for a way forward for implementation.	* 1 - 10
4	Petition - M.O.S.S. Make our School Safer - Aspley Guise Lower This report requests the Portfolio Holder to note the situation and that provision will be made in the forward work programme to allow investigation work to be undertaken.	* 11 - 14

- | | | |
|----|--|-----------|
| 5 | Proposed Road Humps - Westoning Road, Harlington | * 15 - 30 |
| | To report to the Portfolio Holder the results of a consultation with residents of Harlington Village on the introduction of a raised table crossing point – with half width carriageway narrowing – outside Harlington Lower School and a raised junction with improved crossing points at the village cross roads, and to seek approval for a way forward for implementation. | |
| 6 | Petition for Weight Limit on Poynters Road, Dunstable | * 31 - 34 |
| | To report to the Portfolio Holder on a petition received, requesting the implementation of a weight limit on Poynters Road in Dunstable and seek approval for inclusion in the 5 year Traffic Management Programme. | |
| 7 | 20mph Speed Limit - Dunstable Road, Studham | * 35 - 48 |
| | To consider a response. | |
| 8 | Park Street, Woburn - Proposed Traffic Calming and 20mph Speed Limit | * 49 - 68 |
| | To consider objections received as a result of the public consultation on a proposal to construct traffic calming on the C100 Road Park Street Woburn and implement a 20mph speed limit. | |
| 9 | Petition to Implement Width Restrictions in Billington Road, Leighton Buzzard | * 69 - 72 |
| | To report to the Portfolio Holder for Safer and Stronger Communities that a petition has been received from residents in the Billington Road area requesting traffic management measures and to recommend that this be noted and the lead petitioner be advised that proposals to change traffic management on Billington Road will be included as part of the wider Leighton Buzzard Exemplar Town process. | |
| 10 | Petition to Resurface Boughton End, Lidlington | * 73 - 76 |
| | The purpose of this report is to present a petition raised by residents of Boughton End, Lidlington requesting resurfacing of the carriageway at this location. This petition has been presented at Executive Committee and referred back for further report. | |

- 11 **Petition to Resurface the Footpath Between Church View Avenue and Hillside Close** * 77 - 80

The purpose of this report is to present a petition raised by residents of Church View Avenue and Hillside Close, Shillington in support of works to improve the condition of the footway in their area and to recommend further actions as a result. This petition has been presented at Executive Committee and referred back for further report.

- 12 **Petition to Provide a Vehicle Activated Sign on the A600 at Deadman's Cross** * 81 - 84

To report to the Portfolio Holder for Safer and Stronger Communities that a petition has been received from residents in Deadmans Cross requesting the placing of a Vehicle Activated Speed reminder sign in Deadmans Cross on the A600 and to recommend a course of action arising from the request.

- 13 **Petition - Road Safety and Congestion on Heath Road and Heath Park Road, Leighton Buzzard** * 85 - 88

The purpose of this report is to present a petition raised by residents requesting double yellow lines at the junction of Heath Park Road. This petition has been presented at Executive Committee and referred back for further report.

- 14 **Proposed Waiting Restrictions - A4012 Woburn Road, Hockliffe** * 89 - 96

To report to the Portfolio Holder for Safer and Stronger Communities the results of a consultation with residents of the A4012 Woburn Road and Old School Court, Hockliffe on the proposed introduction of waiting restrictions and to seek approval for a way forward for implementation.

- 15 **Request for a Footpath / Cyclepath & Footbridge - Leighton Road, Woburn Road, Hockliffe (A4012)** * 97 - 100

The purpose of this report is to present a petition from residents of Hockliffe requesting the provision of a footpath / cyclepath and footbridge on Leighton Road / Woburn Road, Hockliffe. This petition has been presented at Executive Committee and referred back for a further report.

- 16 **Northwood End Road - Petition - Speeding Vehicles, Volume of Traffic, Condition of Road and Footway, Lack of Signs and Inadequate Street Lighting** * 101 - 106

A petition signed by local residents was presented on the 14 April 2009 requesting for Northwood End Road, Haynes to be assessed regarding speeding issues with other issues listed above.

- 17 **Petition to Improve Road Safety in Richmond Road, Leighton Buzzard** * 107 - 110

To report to the Portfolio Holder for Safer and Stronger Communities that a petition has been received from residents in the Richmond Road area requesting traffic management measures to improve safety and to recommend that this be noted and the lead petitioner be advised that it is not recommended to take any further action at the present time.

- 18 **Parking Issues - Station Road / Long Close, Lower Stondon** * 111 - 126

The purpose of this report is to present results from a parking study carried out in accordance with the agreed recommendation at the Development Control Committee on the 16 September 2008, following receipt of a petition in February 2008 from local residents requesting the introduction of parking restrictions to help improve visibility when exiting Long Close on to Station Road, Lower Stondon.

- 19 **Proposed 20mph Speed Limit Zone and Traffic Calming Features - B659 Church Street, Langford** * 127 - 144

To report to the Portfolio Holder for Safer and Stronger Communities the results of a consultation with residents of the B659 Church Street, B659 High Street, Pound Close, Mill Lane and Tithe Farm Close, Langford on the proposed introduction of 20mph speed limit zone along with traffic calming features and to seek approval for implementation of the scheme.

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Meeting: Traffic Management Meeting
Date: 20 October 2009
Subject: Proposed Road Humps – Potton Road Biggleswade
Report of: Basil Jackson
Summary: To report to the portfolio holder for Safer and Stronger Communities the results of a consultation with residents of Biggleswade Town on the introduction of raised table junctions at St Johns Street/Birch Road, Mountbatten Drive/Potton Road, Havelock Road/Potton Road and Furzenhall Road/Potton Road and to seek approval for a way forward for implementation.

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

RECOMMENDATIONS:

that the measures proposed and advertised be implemented as set out in this report.

Background and Information

1. As part of the Planning Application Number MB/05/01477, S106 Agreement and Reserved Matters the former Mid Bedfordshire District Council and Bedfordshire County Council sought the design and implementation of measures along and in the vicinity of Potton Road Biggleswade as part of the future Biggleswade development to improve safety for both schools and for the wider community. The design of the scheme has been developed by TA Millard consulting on behalf of David Wilson Homes in partnership with Bedfordshire Highways, with the design of the scheme and works being fully funded by the developer.

2. Following improvement measures at Potton Road and St. Johns Street Biggleswade are planning approval conditions imposed by the Local Planning Authority and the former County Council as part of the future development for Biggleswade and are a part of a wide range of measures being proposed and delivered during the course of future years:
 - Raised flat top table platform at St. Johns Street/Birch Road junction, intending to assist pedestrians crossing the road and to slow vehicle speeds through the junction on all approaches.
 - Raised flat top table platform at Mountbatten Drive/Potton Road junction, intending to assist pedestrians crossing the road and to slow vehicle speeds through the junction on all approaches.
 - Raised flat top table platform at Havelock Drive/Potton Road junction, intending to assist pedestrians crossing the road and to slow vehicle speeds through the junction on all approaches.
 - Raised flat top table platform at Furzenhall Road/Potton Road junction, intending to assist pedestrians crossing the road and to slow vehicle speeds through the junction on all approaches.

The results of this consultation were sufficiently positive that the decision was made between Central Bedfordshire Council and Bedfordshire Highways to proceed to detailed design.

The Way Forward

3. A consultation exercise was undertaken in September 2009 with all stakeholders, including letters being delivered to all residents in the vicinity of the proposals, as well as notices placed on site.
4. As a result of this consultation, two objections were received to the proposals:
2no. Objection to the Raised Junctions.

The summary of the received objections are as attached to this report

5. It is considered that the proposed measures will best meet the aspirations of the community, to both reduce vehicle speeds at perceived vulnerable locations and to improve safety at desired crossing locations on routes to and from school.
6. The above proposed junction road humps/crossings would be delivered in conjunction with the other proposed traffic calming measures including the mini-roundabout at Shortmead Street/Sun Street junction.

Conclusion and Next Steps

The proposed course of action is therefore to implement the following measures as advertised as part of the Planning Approval granted for Potton Road Traffic Calming Scheme Biggleswade package of measures:

- (a) To implement the raised junctions (75mm flat top road hump) at the following locations St. Johns Street/Birch Road, Mountbatten Drive/Potton Road, Havelock Drive/Potton Road and Furzenhall Road/Potton Road.

CORPORATE IMPLICATIONS

Council Priorities:

Improve road safety and promote sustainable modes of transport

Financial:

There will be an allocation of funds provided by the developer either in this current years or next years development control capital work programme from which this work will be funded.

Legal:

None as a result of this report.

Risk Management:

None as a result of this report.

Staffing (including Trades Unions):

None as a result of this report.

Equalities/Human Rights:

None as a result of this report.

Community Development/Safety:

Will improve safety for pedestrians amongst community.

Sustainability:

Improved crossing points and traffic calming may help encourage modal shift.

Appendices:

Appendix A – Advertised plans of proposals.

Appendix B – Copy of original notices.

Appendix C – Copy of Schedule 5 of the S106 Agreement

Background Papers:

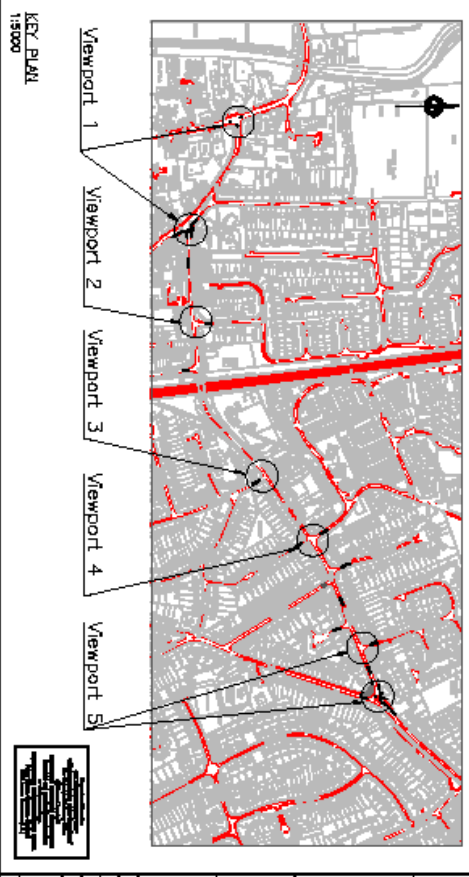
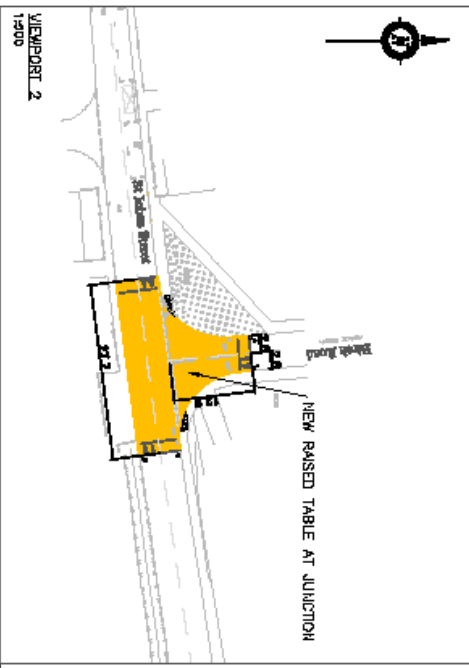
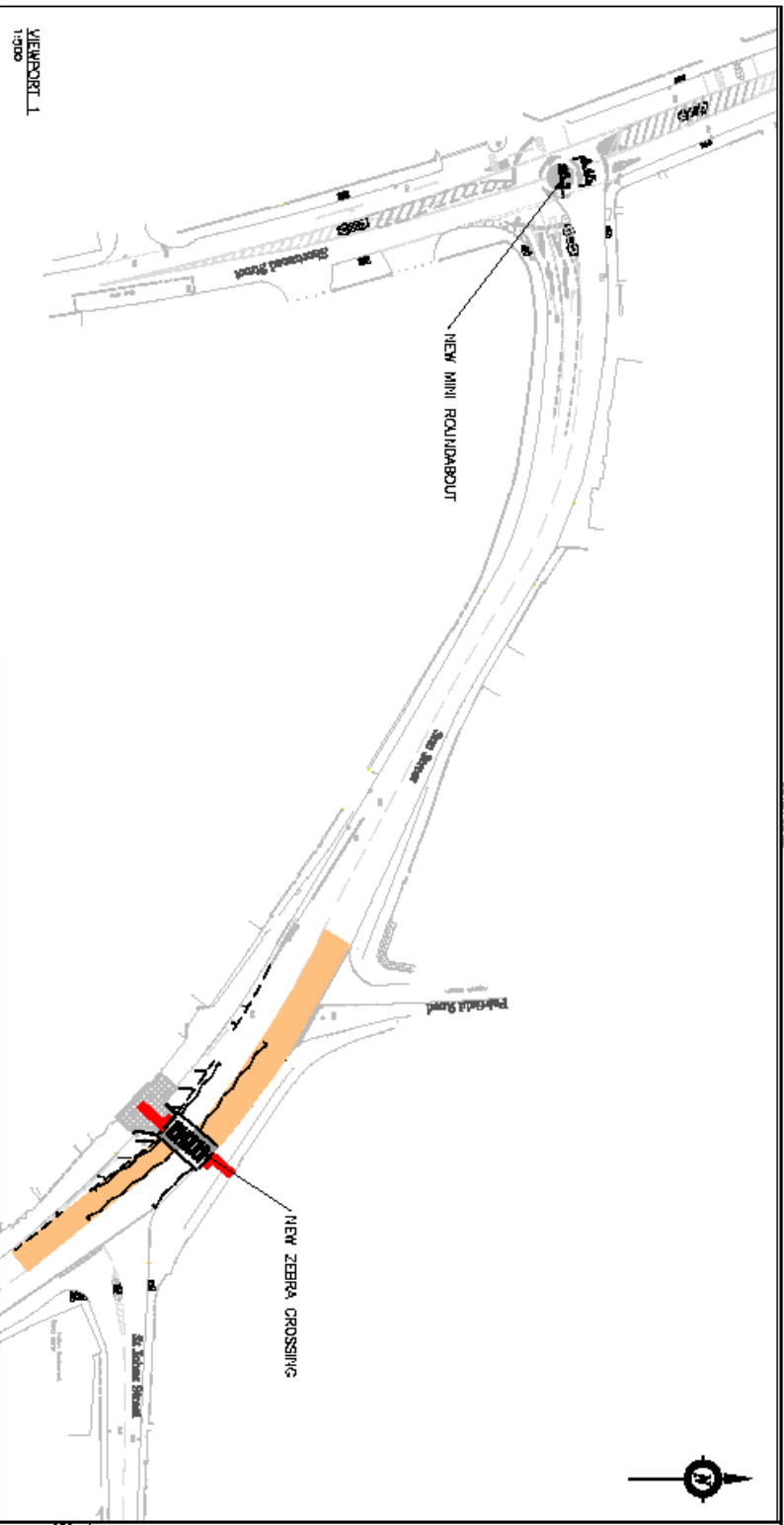
Copies of objections

Location of papers:

Customer Service Centre, Central Bedfordshire Council, The Old Magistrates Court, 4 Saffron Road, Biggleswade and normal opening hours at Biggleswade Library, Chestnut Avenue, Biggleswade.

Appendix A

Design Date: 10/24/2023 10:42:06 AM



Notes:

- All dimensions are to median unless specified otherwise.
- The drawings are based on the 2016 and 2018 aerial photography. The proposed layout is subject to the final planning permission granted by the Local Planning Authority. The design is for general guidance only and is not a final design.
- High, color of traffic signs, if any, are shown for information only.

Key:

- Grass Verges
- Resurfaced Paved Area
- New External High Friction Surfacing
- New External High Friction Surfacing
- New External High Friction Surfacing
- New External High Friction Surfacing
- New External High Friction Surfacing
- New External High Friction Surfacing
- New External High Friction Surfacing

Scale:

1:500	1:1000
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Project Information:

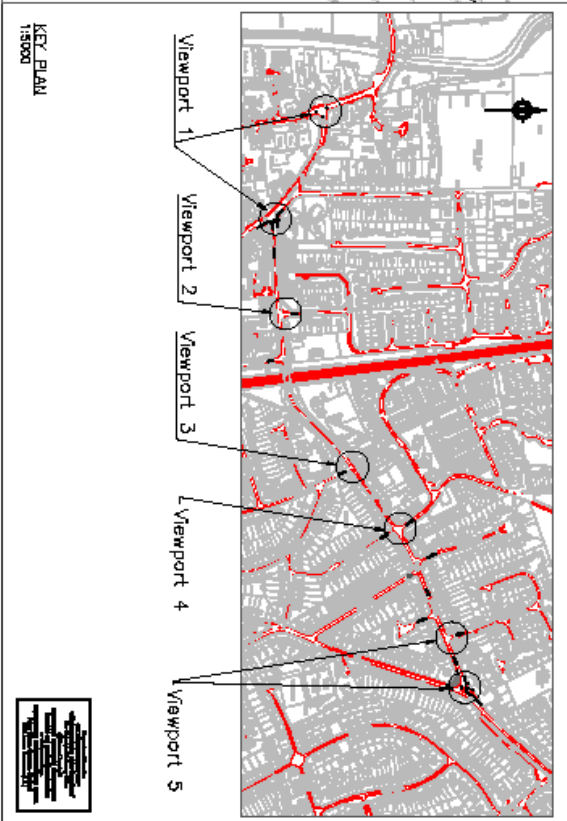
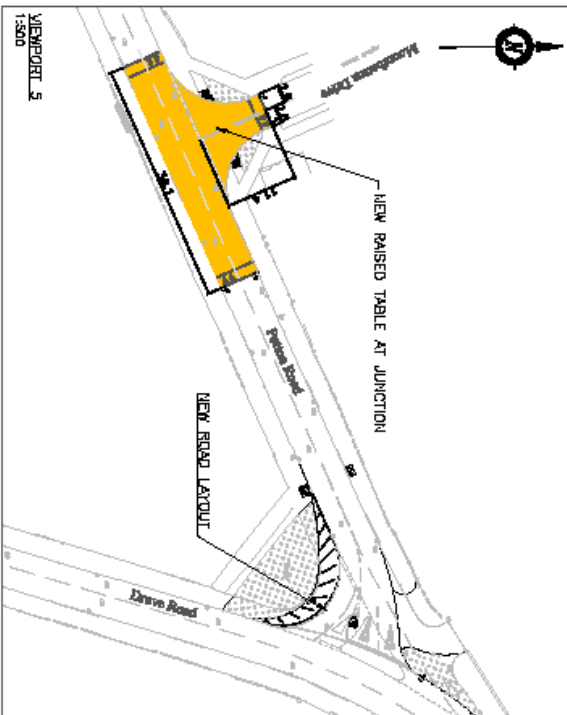
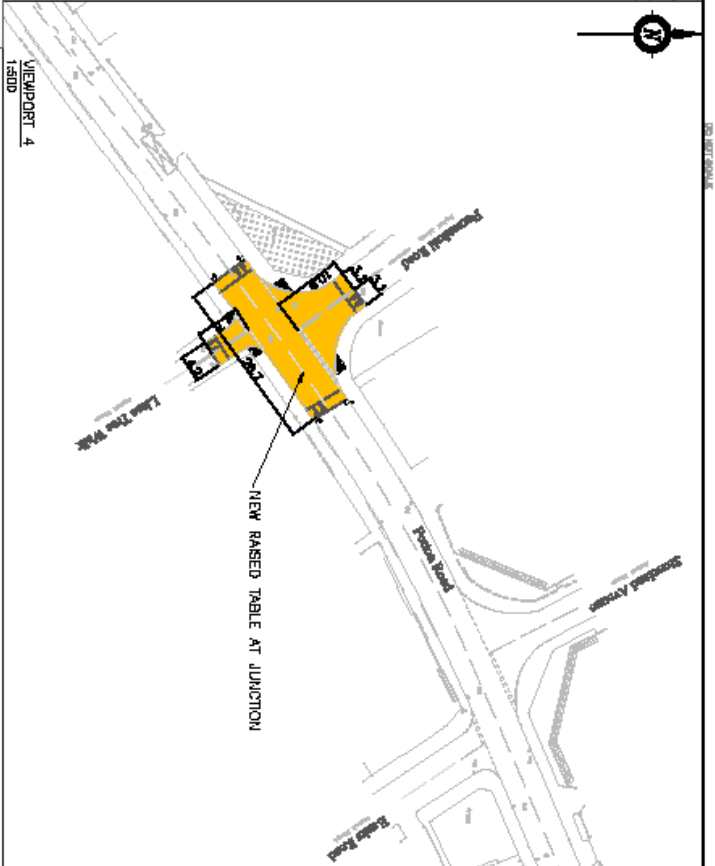
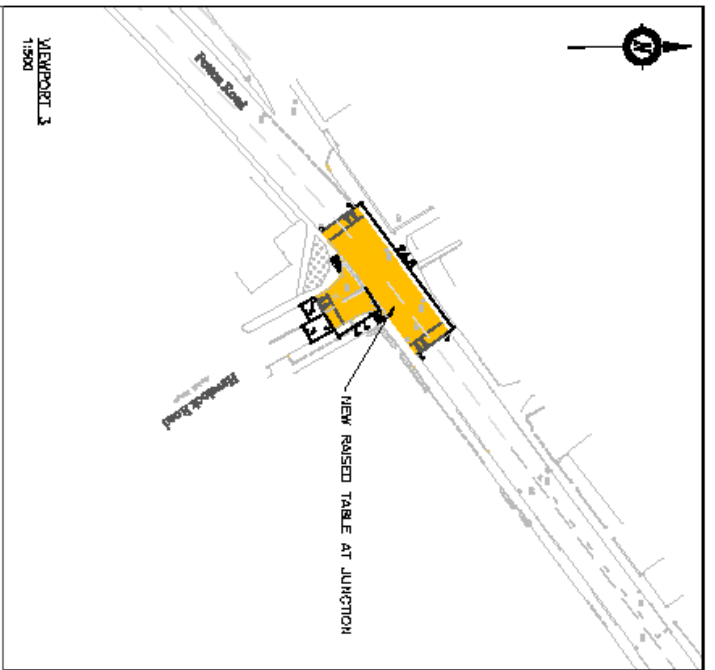
Client:	Central Bedfordshire
Project:	POTTON ROAD BIKESWANE TRAFFIC CALMING PROPOSAL FOR CONSULTATION
Project Ref:	AM2023032301
Sheet:	SHEET 1 OF 2

Drawn By: [Name]

Checked By: [Name]

Author: [Name]

Date: [Date]



Note:

- 1. All dimensions are in metres unless specified otherwise.
- 2. This drawing is based on the site plan and sections supplied by T.A. Adams Architects Limited (T.A.A.) Housing Development Street, Merthyr Tydfil, Mid Glamorgan, CF47 9EL.
- 3. Note colour of traffic signs which have not changed for years of development only.

Key:

	Other Works
	Demolition/Retain Works
	New external High Pressure Sanitary
	Dark external High Pressure Sanitary
	Dark external Trench Parking
	New external Trench Parking

Central Bedfordshire

amey

POTTON ROAD BIKESWAPDE TRAFFIC CALMING PROPOSAL FOR CONSULTATION

PROPOSED TRAFFIC CALMING MEASURES

SHEET 2 OF 2

Author	MR. ANDREW BROWN
Check	MR. ANDREW BROWN
Drawn	MR. ANDREW BROWN
Scale	1:500
Date	15/01/2020
Project No.	15/01/2020
Sheet No.	2
Client	CENTRAL BEDFORDSHIRE
Contract No.	15/01/2020
Revision	
Drawn	
Check	
Scale	
Date	
Project No.	
Sheet No.	
Client	
Contract No.	
Revision	
Drawn	
Check	
Scale	
Date	
Project No.	
Sheet No.	
Client	
Contract No.	
Revision	
Drawn	
Check	
Scale	
Date	
Project No.	
Sheet No.	
Client	
Contract No.	
Revision	
Drawn	
Check	
Scale	
Date	

15/01/2020

Appendix B



PUBLIC NOTICE

HIGHWAYS ACT 1980

PROPOSED RAISED JUNCTIONS – ST JOHNS ROAD/ BIRCH ROAD, BIGGLESWADE AND POTTON ROAD WITH HAVELOCK ROAD; FURZENHALL ROAD & LIME TREE WALK AND MOUNTBATTEN DRIVE, BIGGLESWADE

Central Bedfordshire Council propose to construct Raised Junctions under Section 90 A-I of the Highways Act 1980 and all other enabling powers in connection with a traffic calming scheme in St Johns Street, Biggleswade at its junction with Birch Road and Potton Road, Biggleswade at its junction with Havelock Road. Also Potton Road at its junction with Furzenhall Road & Lime Tree Walk and its junction with Mountbatten Drive. These proposals will be an integral part of measures to reduce vehicle speeds and discourage use of the road by other than local traffic.

The proposed raised junctions will be 75mm high with sinusoidal gradients of approximately 1:25 in entirety and are to be sited at the following locations, listed in approximate southwest to northeast direction:

- 1) St.Johns Street, Biggleswade at its junction with Birch Road, across the full width of St. Johns Street between kerbs for an overall length of 27.7m and for a length of 12.9m from the "Give Way" line into Birch Road.
- 2) Potton Road, Biggleswade at its junction with Havelock Road, across the full width of Potton Road between kerbs for an overall length of 24.6m and for a length of 7.7m from "Give Way" line into Havelock Road
- 3) Potton Road, Biggleswade at its junction with Furzenhall Road and at its junction with Lime Tree Walk, across the full width of the Potton Road between kerbs for an overall length of 26.7m and for a length of 10.9m from the "Give Way" line into Furzenhall Road, and for a length of 7m from the "Give Way" line into Lime Tree Walk.
- 4) Potton Road, Biggleswade at its junction with Mountbatten Drive, across the full width of the Potton Road between kerbs for an overall length of 38.1m and for a length of 11.4m from "Give Way" line into Mountbatten Drive.

Further Details: of the proposals and plans may be examined during normal office hours at the Customer Service Centre, Central Bedfordshire Council, The Old Magistrates Court, 4 Saffron Road, Biggleswade and normal opening hours at Biggleswade Library, Chestnut Avenue, Biggleswade. Telephone 0845 365 6111 for further advice on these proposals.

Objections: should be sent in writing to the Orders and Commons Registration Officer, Countryside Access Service, Central Bedfordshire Council, PO Box 1395, Bedford MK42 5AN, stating the grounds on which they are made by 2nd October 2009.

PO Box 1395
Bedford MK42 5AN

Basil Jackson
Assistant Director for Highways

4th September 2009

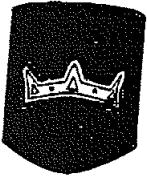
Summary of Objections

Objection 1

4-OCT-2009 12:03 FROM: ACCESS & PARTNERSHIP 01234228315

TO: 908453656001

P: 3/3



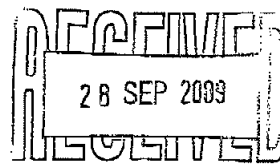
BIGGLESWADE TOWN COUNCIL

The Old Court House
4 Saffron Road • Biggleswade • Beds SG18 8DL

Tel: 01767 313134 • Fax: 01767 601188

e-mail: enquiries@biggleswadetowncouncil.gov.uk

Orders & Commons
Registration Officer
Countryside Access Services
Central Bedfordshire Council
PO Box 1395
Bedford
MK42 5AN



25th September 2009

Dear Sirs

Proposed Raised Junctions – St Johns Street & Potton Road

The Proposals for the above works went before Biggleswade Town Council on the 22nd September 2009.

The Town Council objected to all the proposed raised tables as laid out in the plans. I believe the Town Centre Strategy and Master Plan group have also looked at these proposals and they also feel they are of no benefit.

The Town Council approved the proposed new Mini Roundabout but objected to the safe havens that are proposed for Shortmead Street either side of the proposed Mini Roundabout.

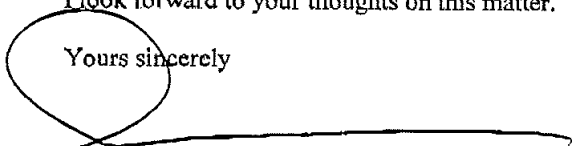
The Town council felt that it would be more appropriate and safer to have a Zebra Crossing at this site.

The Town Council discussed the issue of speeding in Holme Court Avenue, this has been a long standing problem in Biggleswade and the Town Council felt that raised tables at the Southern end of Holme Court Avenue would be of more benefit to the Town.

Although this was a separate issue on the agenda I feel it would be prudent for you to consider this before carrying out any works that you have proposed.

I look forward to your thoughts on this matter.

Yours sincerely


Rob McGregor
Town Clerk

Summary of Objections

Objection 2

Orders and Commons Registration Officer
Countryside Access Service
Central Beds Council
MK42 5AM
PO Box 1395

Dear Sir

Proposed Traffic Calming Project St. John's Road & Potton Road in Biggleswade.

I am writing to object to the above scheme on the following grounds:-

1 St. John's is narrow, cars in opposite direction can barely pass at one point and heavier traffic such as lorries and buses have difficulty elsewhere. Cars are permitted to park on the north side of the road, which is necessary for the residents who have no convenient parking nearby. This means that traffic can only flow in one direction at a time necessitating stopping and proceeding with caution. Although not so narrow as St. John's Road, much the same can be said about Potton Road from the railway bridge to the junction with Drove Road. Thus, additional traffic calming measures appear totally unnecessary and a waste of money.

2 The scheme is also said to discourage through traffic. This would make sense if there was a sensible alternative route, but there is none for traffic coming from the north end of town, except through the congested town centre and back down Drove Road, another residential area. In any case most of the traffic passing through St. John's Road is local to Biggleswade and the immediate district.

It is hoped that you will reconsider the proposals, as such measures are not only unnecessary in this case, but make the journey unpleasant for bus passengers and could provide an unwanted element of danger to other traffic.

Yours sincerely

Appendix C

Additional Information

Planning Application MB/05/01477

and S106 Agreement

Schedule 5 – Local Highway Works

Part 1 - Highway works

- 1 Visibility splays to the junction of the Site and Potton Road as shown on drawing no E952/02
- 2 Improved footways along Potton Road providing access to Edward Peake School and beyond in accordance with a plan to be submitted to the Councils and approved prior to the submission of any Reserved Matters

Part 2

Location	Works
Sun Street/Shortmead Street	New mini roundabout junction
Sun Street/St John's Street	Minor improvements to existing priority junction
St John's Street	Traffic calming
Drove Road/Potton Road	Priority junction improvement scheme New signage and pedestrian refuge islands New tactile paving

The above works in this Part 2 all as shown on Drawing 3792/03/001 RevD annexed

Meeting: Traffic Management Meeting
Date: 20 October 2009
Subject: Petition - M.O.S.S Make our School Safer – Aspley Guise Lower
Report of: Basil Jackson
Summary: This report requests the Portfolio Holder to note the situation and that provision will be made in the forward work programme to allow investigation work to be undertaken

Contact Officer: Adrian Clothier
Adrian.Clothier@amey.co.uk
Public/Exempt: Public
Wards Affected: Woburn and Harlington
Function of: Council

RECOMMENDATIONS:

that a feasibility study/investigation be included in the 5 year integrated works programme to allow improvement measures around Aspley Guise Lower School be identified, designed and delivered subject to budgetary provision.

BACKGROUND

Following growing concerns amongst parents and teachers of Aspley Guise Lower School regarding road safety around the school and the journey to and from school, a petition was formed to urge Central Bedfordshire Council to provide improvements to the surrounding highway infrastructure.

INFORMATION

- 1 Aspley Guise pre-school and Lower School is situated in the village of Aspley Guise on Spinney Lane. The surrounding road network comprises of narrow carriageways with very little footway provision, leading from the Mount Pleasant estate to/from the school.
2. Spinney Lane provides an off highway walking route from the school to/from Woburn Lane and surrounding areas. This route is not highway. The main access to the school/car park is off highway within land managed by CBC school property services.

3. Questionnaires were sent to parents of pupils at the pre-school and lower school asking of their opinions of how to improve road safety around the school for parents walking and driving, feeding into the 'M.O.S.S.' Campaign.

SUPPORT

4. A petition of 67 parents/teachers and local residents has been collated, supporting the request for infrastructure improvements, with the emphasis towards the implementation of traffic calming measures.

Conclusion and Next Steps

5. Aspley Guise Lower School are in the process of collating the responses to the parent questionnaire regarding the problems they associate with their journey to/from school. These results will be made available to assist the assessment and development of any required improvements.
6. In order for Bedfordshire Highways to undertake and investigation and provide infrastructure improvements where necessary, provision will need to be made in the 5 year integrated works programme with sufficient funds available for design and implementation.
7. Together with potential engineering measures, education and travel advice would also be beneficial. The approach should therefore be made in partnership between Bedfordshire Highways and Central Bedfordshire Council Sustainable Transport and Road Risk Advisors.

CORPORATE IMPLICATIONS

Council Priorities:

Improve road safety and promote sustainable modes of transport

Financial:

An initial feasibility study/investigation will be in the region of £3,000. Any viable measures would then be subject to detailed design before construction at an additional cost depending on the scale of works. There is no financial allocation within the current programme for this work and it will be included within the forward work programme.

Legal:

None as a result of this report.

Risk Management:

The study would focus on assessing the current risks and indication solutions where appropriate.

Staffing (including Trades Unions):

None as a result of this report.

Equalities/Human Rights:

None as a result of this report.

Community Development/Safety:

Improve road safety on routes to/from Aspley Guise Lower School.

Sustainability:

Promote sustainable travel

Background Papers

Copy of petition

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Meeting: Traffic Management Meeting

Date: 20 October 2009

Subject: Proposed Road Humps - Westoning Road, Harlington

Report of: Basil Jackson

Summary: To report to the portfolio holder the results of a consultation with residents of Harlington Village on the introduction of a raised table crossing point - with half width carriageway narrowing – outside Harlington Lower School and a raised junction with improved crossing points at the village cross roads, and to seek approval for a way forward for implementation.

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

Public/Exempt: Public

Wards Affected: Woburn and Harlington

Function of: Council

RECOMMENDATIONS:

that the measures proposed and advertised be implemented as set out in this report.

Background and Information

1. As part of the CBC Safer Routes to School initiative, Harlington Parish Council sought the design and implementation of measures outside Harlington Lower School and village cross roads (junction of Westoning Road/Church Road/Station Road/Sundon Road) in order to improve safety for both parents and school children and for the wider community. The design of the scheme has been developed by the Parish Council in partnership with Bedfordshire Highways, with the design of the scheme being funded by the Parish Council with an additional contribution towards implementation.

2. Following a feasibility study undertaken to provide improvement measures at the Lower School and Cross Roads, the following proposals were subject to an exhibition held at the Parish Council Offices:
 - Raised table crossing with half carriageway width narrowing on Westoning Road outside the lower school, intending to assist pedestrians crossing the road and to slow vehicle speeds past the school
 - Raised junction with improved crossing points and widened footways at the cross road junction of Westoning Road/Church Road/Station Road/Sundon Road intending to improve function-ability of the School Crossing Patrol and slow vehicle speeds through the junction on all approaches.

The results of this consultation were sufficiently positive that the decision was made between Harlington Parish Council and Bedfordshire Highways to proceed to formal consultation and detailed design.

Consultation and the Way Forward

3. An extensive consultation exercise was undertaken in September 2009 with all stakeholders, including letters being delivered to all residents in the vicinity of the proposals, as well as notices placed on site and details included in the Village Newsletter – delivered to all residents of the village.
4. As a result of this consultation, five objections were received to the proposals:
1no. Objection to the Raised Cross Roads and Raised Crossing Point, and
4no. Objections to the Raised Crossing Point, Westoning Road

The summary of the received objections and response are as follows:

5. Objection 1 – Proposed Road Hump, Westoning Road

The proposal for a half width build out with flat top hump will not help teach pupils to safely cross a standard width carriageway road. It will not improve safety of the children; it will still be possible for a child to run out in front of a moving vehicle. Suggest that money is spent educating the children in greater depth. Would recommend a part time 20mph speed limit. The half width build out will have an unnecessary impact on traffic for 24 hours a day, 7 days a week.

Response:

Should the proposals go ahead, it is recognised that Road Safety Training should be delivered, both for correct and safe use of the crossing, and general road safety skills. Pedestrian guard-railing is to be provided adjacent to the pedestrian access to the school. An engineering solution to prevent children running into the carriageway in general is not possible, but education as previously mentioned would be of benefit. A part time 20mph speed limit is not considered deliverable and best value for the funds available for this scheme.

6 Objection 2 – Proposed Road Hump, Westoning Road

The proximity of the feature could result in situations where I would not be able to access my drive. I also have a caravan which needs to be coupled on the road, this will cause problems. If the proposal were to go ahead I would be seeking a reduction in my rateable value. The proposal does nothing to help the children cross the road. Traffic still has priority. A pedestrian crossing should be installed. Suggests traffic calming of Westoning Road and footway repairs.

Response:

The proposed 'No waiting at any time' restrictions have been extended since the exhibition of proposals as referred to in the letter of objection. As a result, vehicles waiting at the giving way lines will further from the vehicle access leaving the access clear from parked or waiting vehicles. The proposal will reduce the width of carriageway for which pedestrians need to cross, and therefore reducing the amount of time required to cross the road. The flat top road hump and priority give way will also reduce vehicle speeds through the crossing and on the approaches. The proposal will therefore go some way to help pedestrians cross the road safely. A request for structural maintenance improvements has been made and will be included in the 5 year programme. Details will be available later in the year when the draft programme is complete.

7 Objection 3 – Proposed Road Hump, Westoning Road

The proposal is totally inappropriate for a tranquil village such as Harlington. There has never been any sign of an accident outside the school. Parked cars make it impossible to speed. The danger is parked cars, this should not be allowed. Yellow lines with enforcement are needed. A defined crossing point however would be welcomed. Should the proposal proceed then I would require:

- Compensation for the devaluation of my property
- A reduction in the rateable value of my property
- Compensation for the loss of my living environment
- The name and address of the person/persons who concocted this proposal

Response:

Whilst there is not an injury accident problem outside the school, problems identified in the Schools' Travel Plan orientated around difficulty crossing the road and speed of traffic outside the school. The measures have been developed to address these issues whilst being as sympathetic as possible to the surrounding areas. The location of the works is not within a heritage area, but finishes have been chosen to enhance the feature for both aesthetics and to increase awareness of the feature. Parked vehicles are being removed from the area outside the school as suggested by the objector, but by doing so may result in increased vehicle speeds past the school. A speed reducing feature built into the crossing point was therefore felt to be required – as is being proposed.

8 Objection 4 – Proposed Road Hump, Westoning Road

I have no objection to the construction of road humps; I have concerns about the kerb build outs. In my experience, such build outs pose a potential danger to traffic. A sudden unexpected build out seems to me to do more harm – an example is Brewers Hill Road, Dunstable. In addition, an example in Tottoernhoe, if a vehicle is following close behind a large vehicle, the build out will not be seen, and may cause sudden swerving.

Response:

The build outs referred to in the letter of objection are not comparable with the feature proposed on Westoning Road. Due to the down hill alignment of Westoning Road, visibility to the feature will be excellent, giving the opportunity to plan manoeuvres in advance. The build out is approximately 3m wide and the contrast to the red herringbone on the road hump will achieve high levels of conspicuity. The raised platform will eliminate the potential for high approach speeds to 'beat' opposing traffic to the feature.

9 Objection 5 – Proposed Raised Cross Road Junction and Road Hump, Westoning Road

Whilst supporting the aim of improving safety for pedestrians, I must object to these proposals. As to the Confederation of Passenger Transport's response to Government consultation, road humps are unsuitable where public transport operates. The use of a raised junction is also not suitable for cross roads, as only Westoning Road and Sundon Road require slowing down. Driver and pedestrian behaviour at the junction will lead to confusion and increased danger. The main problem is traffic from the A5120 using Station Road. A new roundabout should be constructed at the Barton Road/Goswell End Road junction to re-route traffic through the village.

Response:

Whilst it is recognised that public bus services operate on this route, a balance must be struck between passenger comfort and providing infrastructure to improve pedestrian safety. The two features are to be installed in two isolated locations, rather than a series of deflections which could severely affect passenger discomfort. No objections have been received from the bus operator. Whilst vehicles approaching the cross road junction on Station Road and Church Road are required to stop or give way, there have been cases of overshoots and excessive speeds towards the junction. With the presence of a School Crossing Patrol operative at this location, a feature to reduce vehicle speeds on all approaches is felt to be appropriate. Crossing points at the junction are to be highlighted with flush dropped kerbs, tactile paving and reflective bollards, in order to increase conspicuity to approaching motorists. Despite engineering measures to improve and highlight crossing points, and measures to reduce vehicle speeds, the onus is always on the pedestrian to assess conditions before choosing to cross. Again, education for pupils could be of benefit with regard to using the crossings. It is not viable to construct a roundabout on the A5120 as part of this scheme.

10. It is considered that the proposed measures will best meet the aspirations of the Parish Council and community, to both reduce vehicle speeds at perceived vulnerable locations and to improve safety at desired crossing locations on routes to/from school.
- 11 The Westoning Road proposed road hump/crossing would be delivered in conjunction with proposed waiting restrictions and no stopping on school entrance markings, in order to keep the area around the school and crossing clear from parked vehicles.

Conclusion and Next Steps

The proposed course of action is therefore to implement the following measures as advertised as part of the Safer Routes to School package of measures:

- (a) To implement a raised table crossing point (75mm flat top road hump) with half carriageway narrowing outside Harlington Lower School
- (b) To implement a raised junction (75mm high) at the junction of Westoning Road/Church Road/Station Road/Sundon Road

CORPORATE IMPLICATIONS

Council Priorities:

Improve road safety and promote sustainable modes of transport

Financial:

There is an allocation of £32,364.00 in the current years capital work programme in addition to funds made available from the Parish Council from which this work will be funded.

Legal:

None as a result of this report

Risk Management:

None as a result of this report

Staffing (including Trades Unions):

None as a result of this report

Equalities/Human Rights:

None as a result of this report

Community Development/Safety:

Will improve safety for pedestrians amongst community

Sustainability:

Improved crossing points and traffic calming may help encourage modal shift.

Appendices:

Appendix A – Advertised plans of proposals

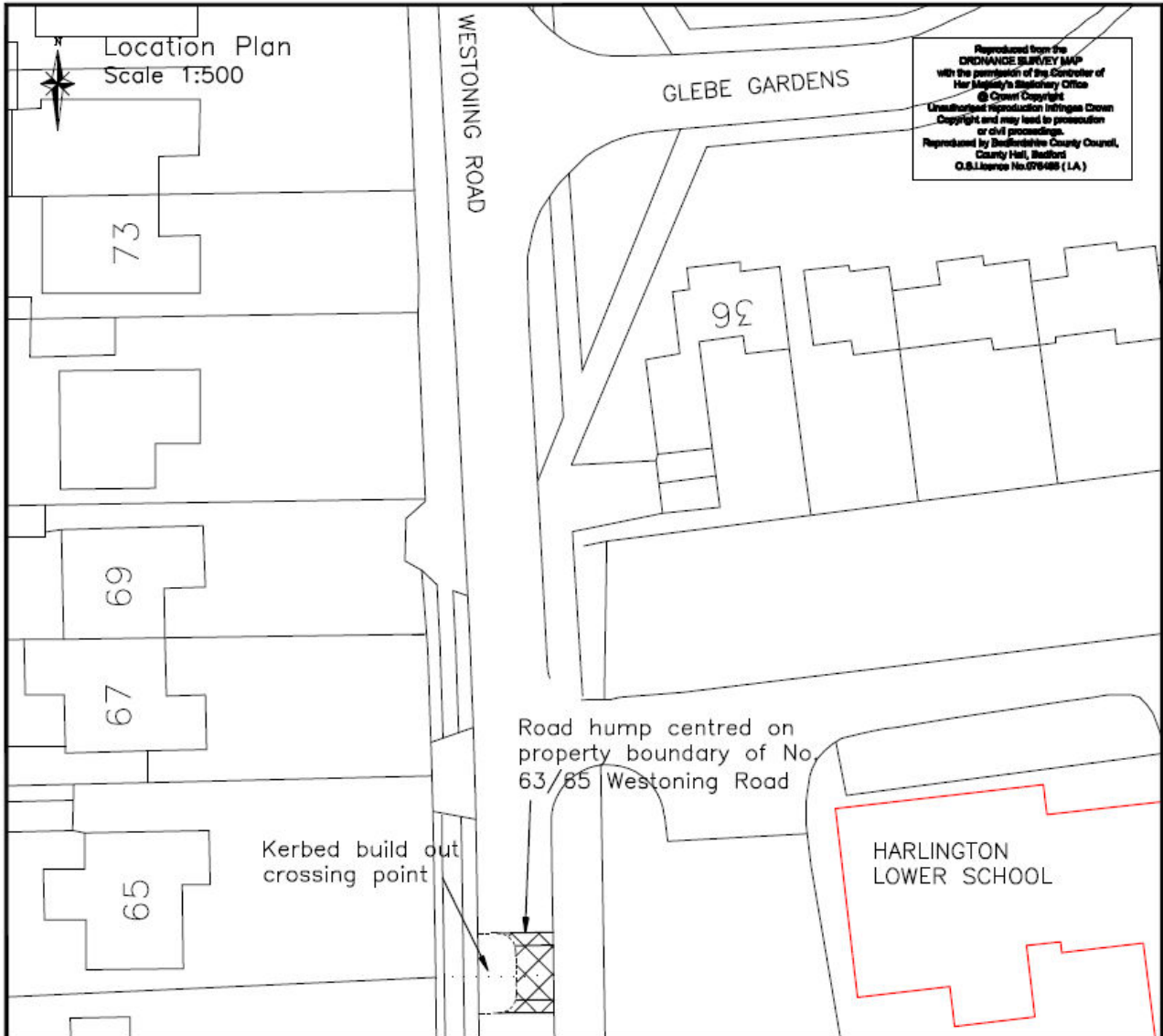
Appendix B – Copy of original notices

Background Papers

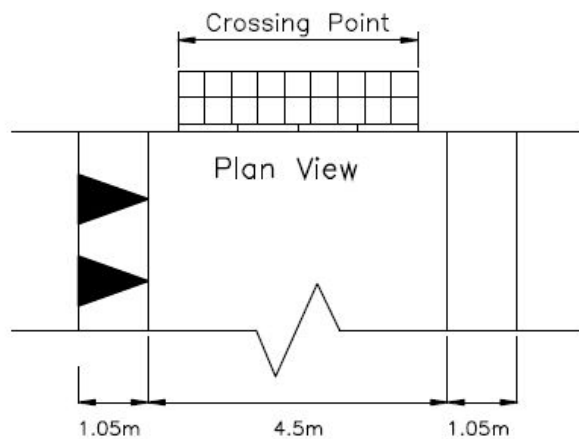
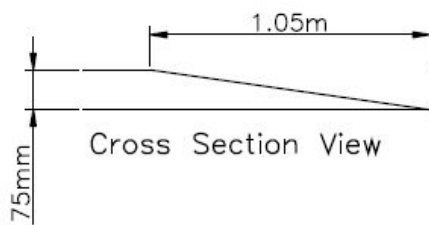
Copies of objections

Location of papers: Priory House, Chicksands and Parish Council Offices, Harlington

Appendix A



Approximate Dimensions of Hump
Not to Scale



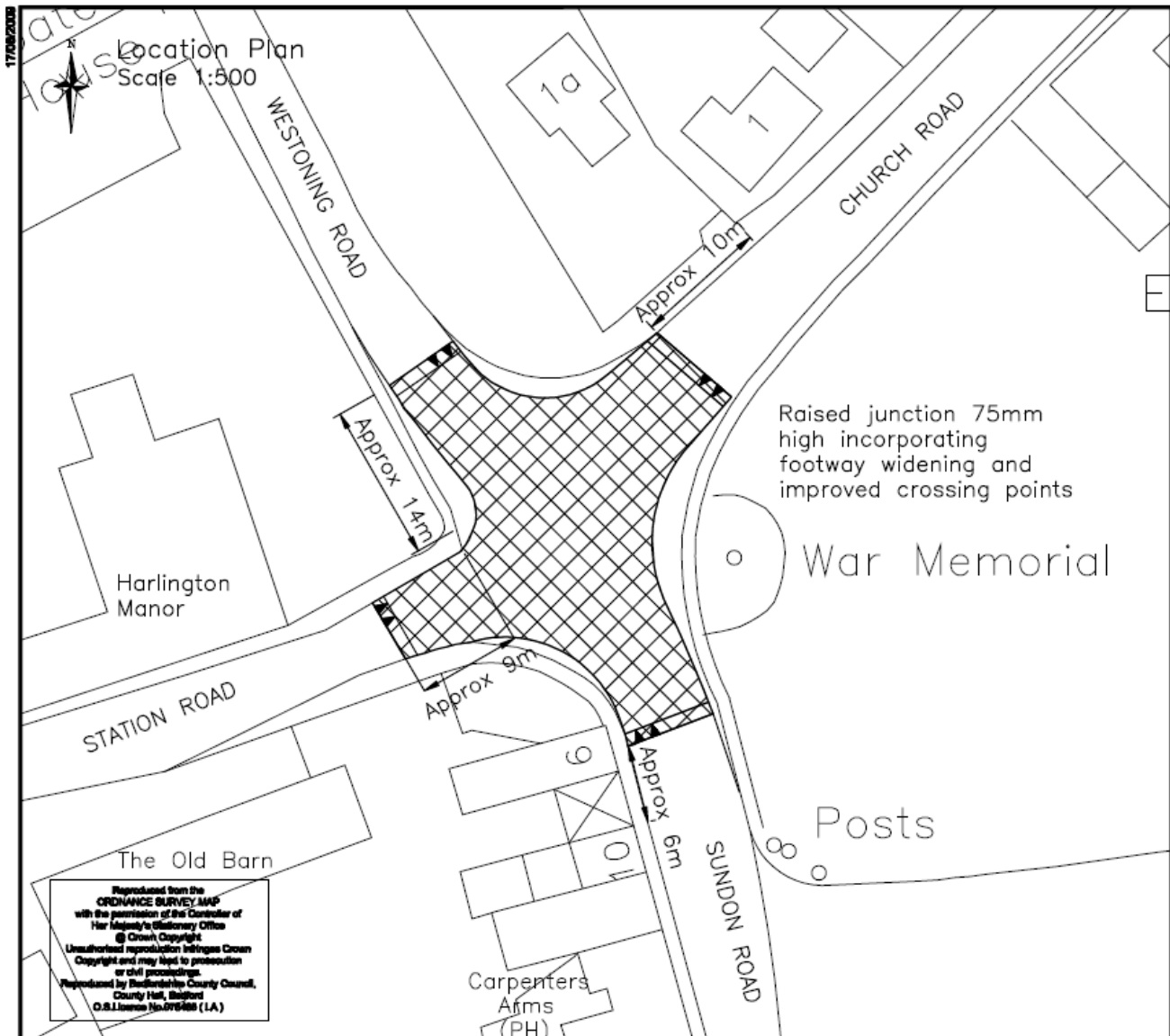
Client

Managing Agent/Contractor

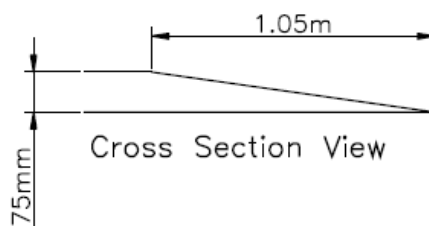
Project Title:
SRIS HARLINGTON

Drawing Title:
WESTONING ROAD HUMP TRO

Revision	By	Date	Description	Checked	Approved
Drawing Number:			Revision:		
BH/300060/DR/TRO/001			-		
Drawn By:	Date:	Checked:	Approval:	Drawing Scale:	Drawing Status:
AC	01/07/08	NOL	NOL	AS SHOWN	CONSULT



Approximate Dimensions of Ramp
Not to Scale



Client:

Project Title:
SRIS HARLINGTON

Drawing Title:
RAISED JUNCTION

Revision	By	Date	Description	Checked	Approved
Drawing Number:			Revision:		
BH/300060/DR/TRO/002			-		
Drawn By:	Date:	Checked:	Approved:	Drawing Status:	Drawing Status:
AC	03/07/09	NOL	NOL	AS SHOWN	CONSULT

Appendix B

PUBLIC NOTICE



THIS NOTICE SUPERSEDES THE NOTICE PUBLISHED ON 10 JULY 2009

HIGHWAYS ACT 1980 PROPOSED ROAD HUMP, WESTONING ROAD, HARLINGTON

Central Bedfordshire Council propose to construct a Flat Top Road Hump under Section 90 A-I of the Highways Act 1980 and all other enabling powers in connection with a road safety engineering scheme at Harlington Lower School as an integral part of the Harlington School 'Safer Routes to School' scheme to improve safety outside the school and promote walking.

In order to promote healthier lifestyles by walking and cycling to school rather than car use, it is felt measures are necessary to improve the area outside Harlington Lower School to make walking and particularly crossing the road directly outside the school safer.

The proposed feature is designed to restrict vehicle speeds and to provide an improved crossing point for pedestrians in conjunction with a half width carriageway build out.

The introduction of this measure will improve road safety and reduce the risk and severity of pedestrian, particularly child, injuries

The type of feature:

Flat Top Road Hump 75mm high across the full width of the narrowed carriageway between kerbs, with maximum overall length of 6.6m and ramp gradient of approximately 1:14

The feature is to be sited at the following location:

Westoning Road, Harlington – centred on the property boundary of numbers 63/65 Westoning Road

Further Details: of the proposals and plan BH/300060/DR/TRO/001 may be examined during normal office hours at Central Bedfordshire Council, Priory House, Chicksands and normal opening times at Harlington Parish Council Office, rear of Parish Office, Church Road, Harlington. These details will be placed on deposit until 6 weeks after the Order is made or until it is decided not to continue with the proposal. Telephone 0845 365 6142 for further advice on this proposal.

Objections: should be sent in writing to the Orders and Commons Registration Officer, Countryside Access Service, Central Bedfordshire Council, PO Box 1395, Bedford MK42 5AN, stating the grounds on which they are made by 18th September 2009.

PO Box 1395
Bedford MK42 5AN

Basil Jackson
Assistant Director for Highways

20th August 2009



PUBLIC NOTICE

THIS NOTICE SUPERSEDES THE NOTICE PUBLISHED ON 10 JULY 2009

HIGHWAYS ACT 1980

PROPOSED RAISED JUNCTION - WESTONING ROAD/STATION ROAD/SUNDON ROAD/CHURCH ROAD, HARLINGTON

Central Bedfordshire Council propose to construct a Raised Junction under Section 90 A-I of the Highways Act 1980 and all other enabling powers in connection with a road safety engineering scheme at the junction of Westoning Road/Station Road/Sundon Road/Church Road, as an integral part of the Harlington Lower School 'Safer Routes to School' scheme to improve safety outside the school and promote walking.

Crossing the carriageway at the cross roads poses a problem for many pedestrians, especially on route to/from school. The purpose of the raised junction is to slow vehicle speeds at this location and provide improved crossing points.

The type of feature:

- Raised Junction 75mm high across the full width of the junction between kerbs with on/off ramps with gradients of approximately 1:14

The feature is to be sited at the following location:

At the junction of Westoning Road/Church Road/Sundon Road/Station Road, Harlington, with on/off ramps at the following locations:

- Westoning Road – approx 14m north-west of the boundary wall of Harlington Manor at the junction of Station Road.
- Church Road – approx 10m south-west of the property boundary of numbers 1a/1 Church Road.
- Sundon Road – approx 6m north of the northern property boundary of number 10 Sundon Road.
- Station Road – approx 9m south-west of the boundary wall of Harlington Manor at the junction of Westoning Road.

Further Details: of the proposals and plan BH/300060/DR/TRO/002 may be examined during normal office hours at Central Bedfordshire Council, Priory House, Chicksands and normal opening times at Harlington Parish Council Office, rear of Parish Hall, Church Road, Harlington. Telephone 0845 365 6142 for further advice on this proposal.

Objections: should be sent in writing to the Orders and Commons Registration Officer, Countryside Access Service, Central Bedfordshire Council, PO Box 1395, Bedford MK42 5AN, stating the grounds on which they are made by 18th September 2009.

PO Box 1395
Bedford MK42 5AN

Basil Jackson
Assistant Director for Highways

20th[†] August 2009

Summary of Objections

Objection 1

Dear Sirs,

HIGHWAYS ACT 1980
PROPOSED RAISED JUNCTION – WESTONING ROAD/STATION
ROAD/SUNDON ROAD/CHURCH ROAD, HARLINGTON

Whilst supporting the aim of improving safety for pedestrians within Harlington Village, I must object to the above proposal.

Firstly, I refer to the Confederation of Passenger Transport's response to the Government's consultation on Road Safety, Strategies and Targets. A copy of an article from CBW 22 July 2009 is enclosed. Grant Palmer has recently placed low floor vehicles onto the local Toddington-Bedford X42 route to the benefit of less mobile passengers. In addition local school buses are operated by a variety of operators, mostly using elderly double deck vehicles which do not ride well over road humps and speed tables.

Second, the use of a raised junction is not appropriate for the crossroads. Traffic approaching from Church Road and Station Road already has to come to a halt before crossing Sundon Road/Westoning Road as does turning traffic. The only flow requiring slowing is that travelling from Westoning Road to Sundon road or visa versa. Some form of four-way give way or stop signing would seem to provide a simpler and cheaper solution.

Thirdly driver and pedestrian behaviour over the raised junction will lead to confusion and increased danger. As examples, pedestrians may assume (wrongly) that as the road surface is level with the pavement they have priority. Milton Keynes Council had to put up signs saying "pedestrians do not have priority" when wide humps were installed in Midsummer Boulevard. Furthermore, drivers approaching the raised junction may react in many ways. Examples include: cautious owner drivers who slow right down and gingerly mount the ramp, whilst commercial drivers and 4x4 drivers barely notice the ramps and do not reduce speed. Thus the poor pedestrian has a much more difficult task when estimating approaching vehicle speed and whether it is safe to cross.

Finally and most important, the proposal is a red herring. The major problem for both pedestrians and drivers is the volume of traffic across the crossroads – a volume increased by the roundabout at the junction of Toddington Road and the A5120. A more satisfactory solution would be reducing vehicle flow over the crossroads by changing the priority at the Barton Road/Goswell End Road junction and construction of a new roundabout at the Westoning Road/A5120 junction. This would allow Goswell End Road to serve its originally intended purpose as a partial village by-pass. Removal of traffic from Church Road with two severe and narrow bends and only a single narrow footpath and from Station Road also with a very narrow single footpath would represent a much greater gain to safety than the proposed raised junction. Both of these highly dangerous pedestrian routes are heavily used at peak times by commuters to the Rail Station and students going to the Upper School.

On the other two proposals I would simply restate the CPT objection to the hump in Westoning Road and note that it is one thing to introduce no-waiting restrictions but quite another to enforce them. A trip around many Luton schools will illustrate the point. Many parents seem to believe that yellow lines are there simply to help them park parallel to the kerb!

In summary the aims are laudable but the proposals use scarce resources to benefit only one main group - schoolchildren going to the Lower School. Alternative solutions should be sought which will benefit a wider section of the village and represent true value for money.

Objection 2

Dear Sir

Re: Proposed road hump, Westoning Rd, Harlington. Plan: BH/300060/DR/TRO/001

I write with regard to the public notice of the safety engineering scheme at Harlington Lower School; proposal and plan number BH/300060/DR/TRO/001. My particular concern is in connection with the proposed flat top road hump across the carriageway adjacent to properties 63 and 65 Westoning Road.

Whilst I fully understand the need for speed-reducing measures and have no objection to the construction of road humps, I have concerns about kerb build-outs, as proposed in this instance.

In my experience, with reference to other features of this kind, such kerb build-outs pose a potential danger to traffic. Especially when visibility is reduced, due to darkness or bad weather, a sudden and unexpected kerb build-out seems to me to do more harm than good; giving rise to possible unexpected swerving or braking. The kerb build-outs in Brewers Hill Road, Dunstable seem to me to be a prime example. They are anything but clearly visible and I can easily imagine an unsuspecting motorist hitting the suddenly build-out kerb and blowing a tyre ... or worse. They don't actually seem to serve a purpose in slowing traffic; just causing a hazard. In addition, cyclists would be forced to move out across traffic at this point, which could be dangerous, both to them and to motorists.

A further example, of a more severe build-out, is at the speed limit on the outskirts of Totternhoe, at the bottom of the hill up to Dunstable. Whilst this is more visible from a distance, it is not if a large vehicle is being followed down the hill. I have seen vehicles closely following another swerve hastily to avoid hitting the build-out, as the vehicle in front moved to the right and suddenly revealed it. This is dangerous, not only for the vehicle doing the swerving, but to any vehicle coming the opposite way, which has priority and might not realise that a second vehicle is following the first as it goes around the build-out. Clearly, the vehicle should NOT be following so closely, or possibly so fast ... but this does not get away from that fact that the build-out poses a danger due to the fact that it can be unexpected and hidden from view; and seems to me not to be a safe way of slowing traffic.

In summary, I have no objection to the construction of speed humps but see no advantage in building out the kerbs as far as speed reduction is concerned. In my opinion this will only serve to make the road more dangerous, not less.

Yours sincerely

Objection 3

Dear Sir or Madam

PROPOSED ROAD HUMP HARLINGTON LOWER SCHOOL CENTRED ON THE PROPERTY BOUNDARY OF NUMBERS 63/65 WESTONING ROAD

I protest most strongly about the above proposal and clearly it has not been thought out in a proper manner. The proposal is totally inappropriate for a tranquil village such as Harlington.

I have resided at number 65 for well over 30 years and in all that time there has never been any sign of a road traffic accident outside the school due to speed. At opening and closing school times Westoning Road is full of parked school cars making it impossible for speeding traffic.

The danger problem is cars parked right outside the school gates making crossing the road hazardous. Parking outside the school should not be allowed. The simple and cheap answer is double yellow lines outside the school and occasionally regulated by the police. After all, they cost us people a lot of money and we receive very little in return. In addition, a defined school crossing would be welcomed.

If the council has a surplus of "peoples' money" available then there are projects of much higher priority in Harlington, e.g.

- The footpath up to the surgery in Westoning Road. (Try going to the surgery in a wheelchair).
- Trees need cutting back in Westoning Road.

- The appalling state of the road in Station Road.
- The walk-way at the local shops. Gaps of 5 c.m. wide between the paving slabs. (A broken ankle awaits).
- And so on, many more.

Should the proposal proceed then I would require:

1. Compensation for the devaluation of my property
2. A reduction in the rateable value of my property.
3. Compensation for the loss of the quality of my living environment.
4. The name and address of the person/persons who concocted this proposal without knowing what they were doing to the village and local peoples' environment.

Why would anybody in their right mind impose and spoil others environments that they would not impose on themselves?

My solicitors have been alerted.

Yours faithfully

A

Objection 4

Dear Sir

ROAD HUMP OUTSIDE NOS 63/65 WESTONING ROAD, HARLINGTON

I object to the above proposed road hump, and whilst doing so make the following observations:-

Your Public Notice in the Herald and Post dated 9th July 2009 states "Flat Top Road Hump 75mm high across the full width of the road between kerbs- - - -" is not what I understood the proposed structure to be. According to illustrations sent to me, and an exhibition on the subject that I attended at the local Parish Hall on 9th July 2009, the proposed structure was a half road blockage allowing passage on South Bound side of road only, and waiting lines for North Bound traffic directly outside my drive, which means there could be situations when I would not be able to access my drive. I find this totally unacceptable. I have a caravan which needs to be coupled on the road and the structure proposed would cause me severe problems, and indeed severe problems for passing and waiting traffic. If this proposal were to go ahead I would be seeking a reduction in my rateable value. Also your Notice states "- - - -it is felt measures are necessary to improve the area outside Harlington Lower School to make walking and particularly crossing the road directly outside the school safe." As I see it, the proposed structure does nothing to help the children cross the road at all. Traffic still has priority, not the children. If a Pedestrian Crossing were to be installed, this would give children priority. Not only would children of the Lower School benefit, but so would children of Parkfields Middle School, Toddington, who are collected and returned by 'bus to the pavement outside the Lower School. Also to benefit from a Pedestrian Crossing would be the Mothers and Toddlers Group who meet next to the Lower School. Incidentally, I have lived here for 21 years and there has, as far as I am aware, never been a serious accident outside the School.

At peak times Westoning Road is quite a busy road, and I do agree some calming measures are needed. May I suggest traffic bumps (preferably the 2 metre square type) are placed at strategic points along the length of the road, rather than one outside the school. This would tend to have a calming effect over the whole road and would not reduce the usable road width. In conjunction with these road bumps a Pedestrian Crossing would solve all our problems.

In closing, if money is being spent in this way it would be better to repair the pavements in this road and others in the village. My Wife is in a wheelchair and a journey to the surgery further up the road, and indeed to the shops in Lincoln Way, is very dangerous, to put it mildly.

I once again stress my objection to the structure described to me

Yours faithfully

Objection 5

Objection to plan BH/300060/DR/TRO/001 for Westoning Road Harlington

Dear Sirs

The part of the proposal for a "half width carriageway build out" with flat top road hump will not help to teach pupils to safely cross a standard width carriageway road which will be the "normal" situation in other aspects of their lives. The plan will not of itself improve the safety of the children. It will still be possible for a child to run out in front of a moving vehicle in the vicinity of the school or indeed anywhere. I suggest that the money proposed for the scheme be better spent in educating the children in greater depth about the safe use of roads and pavements. The parents should also be involved in this so as to re-inforce the safety messages. I do not believe that a half width carriageway will "promote healthier lifestyles by walking and cycling to school rather than car use" as stated in the proposal. The half width carriageway will of itself promote nothing of the sort. I agree that the "no waiting at any time" put forward in another proposal may force some parents to walk their children to school thus promoting a healthier lifestyle.

As a possibly more soundly based proposal I believe that the council should investigate variable speed limit signs that flash "20MPH" at the busy times of the school day and are otherwise "off". I am told that such signs are currently in use on school roads in Scotland. Can I ask that the council check the effectiveness of these signs and their cost relative to the proposed scheme.

Will the council also note that the half width carriageway will have an unnecessary impact on road traffic for twenty four hours a day seven days a week.

Why does the Notice state "...reduce the risk and severity of pedestrian, particularly child, injuries". I would rather have no injuries to any pedestrian adult or child, and this will be made far more likely by teaching parents and children how to correctly use the existing infrastructure.

Yours Sincerely

Meeting: Traffic Management Meeting
Date: 20 October 2009
Subject: Petition for Weight Limit on Poynters Road Dunstable
Report of: Basil Jackson
Summary: To report to the portfolio holder on a petition received, requesting the implementation of a weight limit on Poynters Road in Dunstable and seek approval for inclusion in the 5 year Traffic Management Programme.

Contact Officer: Nick Chapman
Nick.chapman@amey.co.uk
Public/Exempt: Public
Wards Affected: Dunstable Downs
Function of: Council

RECOMMENDATIONS:

that subject to adoption of the Freight Strategy by Central Bedfordshire the proposal for a weight limit on Poynters Road be included in the 5 year Traffic Management Programme.

Background and Proposal

1. Central Bedfordshire Council have received a petition from residents of the Poynters Road area in Dunstable, requesting the implementation of a weight limit along this route. The route forms a key access for heavy goods vehicles travelling to and from the Woodside Industrial Area. The petitioners propose the use of Luton Road and Boscombe Road as an alternative access to the industrial areas for HGVs.
2. A total of 468 signatures are included on the petition, which claims that the HGVs are travelling in excess of the speed limits and are causing disturbance to residents and damage to the road and properties. A copy of this petition is included as background papers to this report.
3. Poynters Road is adjoined by a number of residential roads, primarily providing access to local residential areas. Boscombe Road, situated further westwards into Dunstable, is fronted only by industrial properties and the White Lion Retail Park. It is considered that the use of this route by heavy goods vehicles, as an alternative to Poynters Road would not have an adverse impact upon local residents.

4. The implementation of a weight limit along Poynters Road would automatically preclude HGV access to adjoining residential areas. Based on this philosophy, it is proposed that any weight limit aimed at banning HGVs movements on Poynters Road should be implemented on an area-wide basis. However, an area-wide weight limit would prove expensive. The costs of similar weight limits have been in the order of £80,000. A scheme of this magnitude would need to be included in the 5 year capital programme as a prospective scheme for future years.

Currently Central Bedfordshire has no adopted Freight Strategy. A framework document has been developed and is currently in the stage of being considered by officers prior to presentation to members for adoption. Any future freight management measures to be adopted should ideally be in accordance with adopted principles that are contained within that strategy. It is proposed therefore that the implementation of an area wide weight limit in Poynters Road be consequent upon that document being adopted and be in line with its contents.

5. It has been confirmed with the Highways Agency and with Bedfordshire Police that Poynters Road forms part of a diversion route from M1 in the event of the motorway being closed as a result of an incident. It is proposed that a weight limit could be 'over-ridden' by the police in the occasional event of the M1 being closed. Such an arrangement would be subject to further consultation and approval from Bedfordshire Police and the Highways Agency following development of a potential scheme.

Alternative Proposals

6. The provision of the proposed 'Woodside Connection' route from a new junction in the M1 to the north of Dunstable would provide an alternative route for HGVs to access the industrial area from the M1, particularly from the north. However, it is considered that this road is unlikely to be completed before 2016.
7. The proposed North Dunstable Zonal Travel Plan considered Freight Quality Partnershi which would seek means of rationalising the number of heavy goods vehicle movement accessing the Woodside Industrial area. However, the progression of this in connection with a Zonal Travel Plan is dependant upon future financial support from the Highways Agency and Central Bedfordshire Council, as well as successful engagement with local employers. In addition, it is considered that this would only reduce HGV movements by maximum of around 10%. It is hence likely that there will be continued demand for acce by HGVs along Poynters Road and Boscombe Road.

Conclusion and Next Steps

8. Requests for implementing area-wide HGV signing and restrictions need to take account of impacts upon the local road network in terms of maintenance, safety, noise and other environmental factors. The proposed weight limit along Poynters Road will need to be included in the 5 year capital works programme and be subject to the guidance contained within the Freight Strategy.

CORPORATE IMPLICATIONS

Council Priorities:

Make transport improvements to benefit the local environment for residents within Central Bedfordshire.

Financial:

The costs of similar weight limits are in the order of £80,000. A scheme of this cost will need to be included in the 5 year capital programme.

Legal:

None as a result of this report

Risk Management:

None as a result of this report

Staffing (including Trades Unions):

None as a result of this report

Equalities/Human Rights:

None as a result of this report

Community Development/Safety:

None as a result of this report

Sustainability:

Removal of HGVs from Poynters Road would result in some localised congestion relief.

Background Information

Copy of Petition from Residents of Poynters Road

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Meeting: Traffic Management Meeting

Date: 20th October 2009

Subject: 20mph speed limit
Dunstable Road, Studham.

Report of: Basil Jackson

Summary: To consider a response

Contact Officer: Caroline Almond
Caroline.almond@amey.co.uk

Public/Exempt: Public

Wards Affected: Studham

Function of: Central Bedfordshire Council

Reason for urgency (if appropriate) To consider representations made on a consultation to implement a length of 20mph speed limit in Studham and to recommend a course of action

RECOMMENDATIONS:

that the portfolio holder is requested to note the suggestion and objection. However, this report recommends implementing the length of the 20mph speed limit as advertised.

Background and Information.

1. A petition with 190 signatures by local residents of Studham requesting a 20mph speed limit was received in April 2008. This petition was reported to the Development Control Committee of Bedfordshire County Council on 22nd May 2008.
2. The petition from Studham specifically requested that a 20mph speed limit be implemented between The Bell Public House and the village hall until an alternative speed restriction could be implemented.

3. Following the Committee meeting the request was assessed by Bedfordshire Highways as part of the review of speed limits being carried out at that time. As a result a design was prepared for consultation including a 100m length of 20mph speed limit.
4. The guidance for the implementation of 20mph speed limits without additional traffic calming is that a 20mph speed limit should be self enforcing i.e. 85% of vehicles should already be at or below 24mph. After assessing the speed data it was apparent that the only location where the current vehicle speeds were approximately 20mph was located at the 'pinch point' (see App 4). This was considered to be insufficient to support a 20mph speed limit. This was also the opinion of the police
5. After assessing the speed data (App 5) – Traffic Police office commented as follows:
'As requested, I have looked at the supplied data, collected at three locations in Studham. It has been agreed that a successful 20 mph speed limit should generally be self-enforcing. The nature of the road, and available road space at data collection point 3, on Dunstable Road, Studham will cause the majority of motor vehicles to comply with the desired 20 mph speed restriction at that point. However where motor vehicle speeds are substantially higher than the proposal, as evidenced in the collected traffic data at points 1 and 2 on Dunstable Road, Studham, and the desired 20 mph speed restriction is unlikely to be complied with, unless accompanied by the introduction of suitable traffic calming measures. Currently, it would not be appropriate to lower the present 30 mph speed restriction to 20 mph, without engineering to cause motor vehicles to travel naturally at, or around 20 mph throughout the length of the desired speed restriction.'
6. As a result of this a report was presented to the Development Control Committee on 29th September 08 recommending that a 20mph limit not be implemented. The committee resolved that a 20mph speed limit be implemented against the advice.
7. A draft order to implement this was prepared and advertised for statutory consultation.
8. No specific objections were received. Three representations were received.
 - The police have formally noted that the restriction will not be enforceable.
 - One letter of support
 - One letter of support with a request for further restrictions.
9. There are no proposals for further restrictions at this time.

Conclusion and Next Steps

10. Although the police are generally not in support of any 20mph restrictions that are not self enforcing it was felt by the members that considered the matter that the benefit to the community outweighed those considerations and that the implementation of then limit would send a strong message to drivers.

It is therefore intended to implement the restriction subject to finance being available within the forward work programme for 2010/11.

It is not possible to extend the proposal without further statutory consultation and this is not proposed at this time.

CORPORATE IMPLICATIONS

Council Priorities:

To be considered for the 5 year programme such as an 'ad-hoc' speed review (see below for financial implications).

Financial:

The construction of this scheme is approximately £4,000.

Legal:

None as a result of this report.

Risk Management:

None as a result of this report.

Staffing (including Trades Unions):

This report and recommendation does not have any implications under the Human Rights Act 1998.

Equalities/Human Rights:

None as a result of this report

Community Development/Safety:

None as a result of this report

Sustainability:

None as a result of this report

Appendices:

Appendix 1 – Location Plan

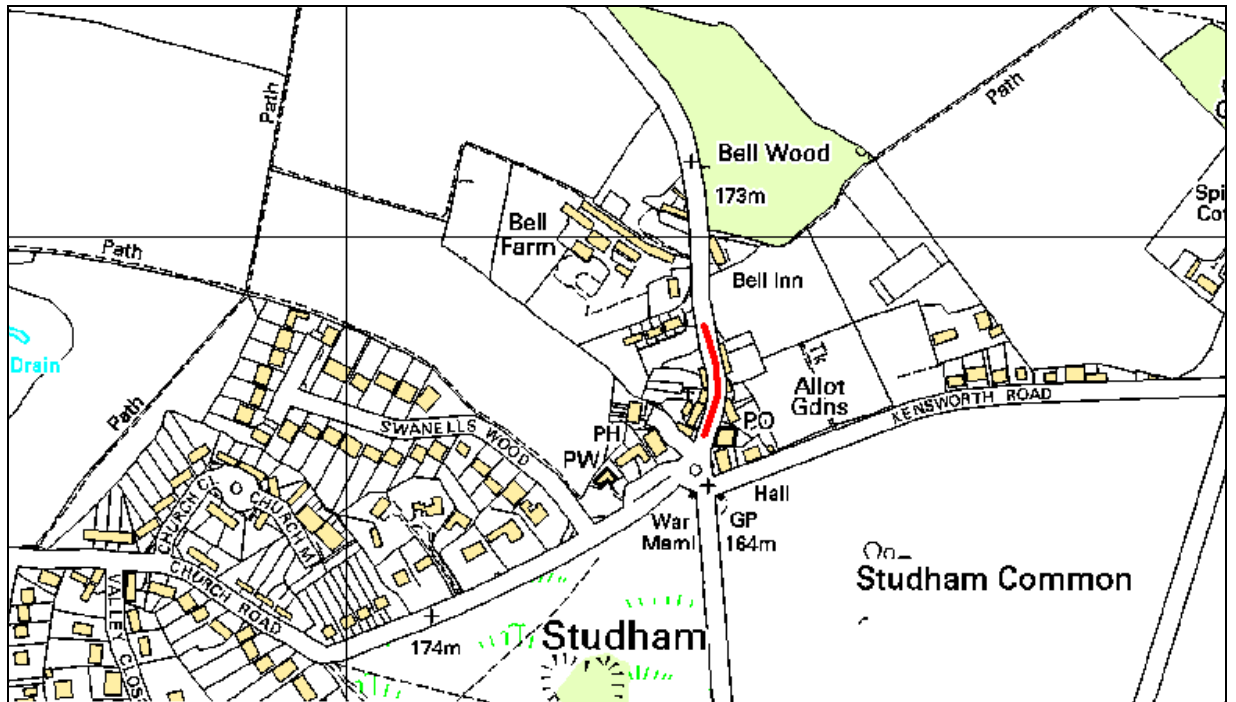
Appendix 2 – Public Consultation/ Correspondence

Appendix 3 – Suggestion Received

Appendix 4 – Support

Appendix 5 – Speed data and images

Appendix 1 - Location Plan



Appendix 2 – Public Consultation/ Correspondence

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A 20MPH SPEED LIMIT ON DUNSTABLE ROAD, STUDHAM AND CONSOLIDATE THE EXISTING 30MPH SPEED LIMIT ON DUNSTABLE ROAD AND CLEMENTS END ROAD, STUDHAM.

Reason for the proposal: The proposed Order is considered necessary on the grounds of promoting road safety. The proposed 20mph speed limit is specifically aimed at reducing vehicle speeds through Studham, where pedestrian activity and road safety has been identified by the community as an issue.

Therefore, Central Bedfordshire Council proposes to make a Traffic Regulation Order as follows:

Effect of the Order:

To introduce a 20mph speed limit on the following length of road:

That Length of Dunstable Road, Studham (C225) which extends from the property boundary of Nos 4 and 4A Dunstable Road in a northerly direction for approx 100 metres a point approx 10 metres north of No 26 Dunstable Road (northern boundary).

To consolidate the following lengths of the existing 30mph speed limit, either side of the proposed 20mph speed limit:

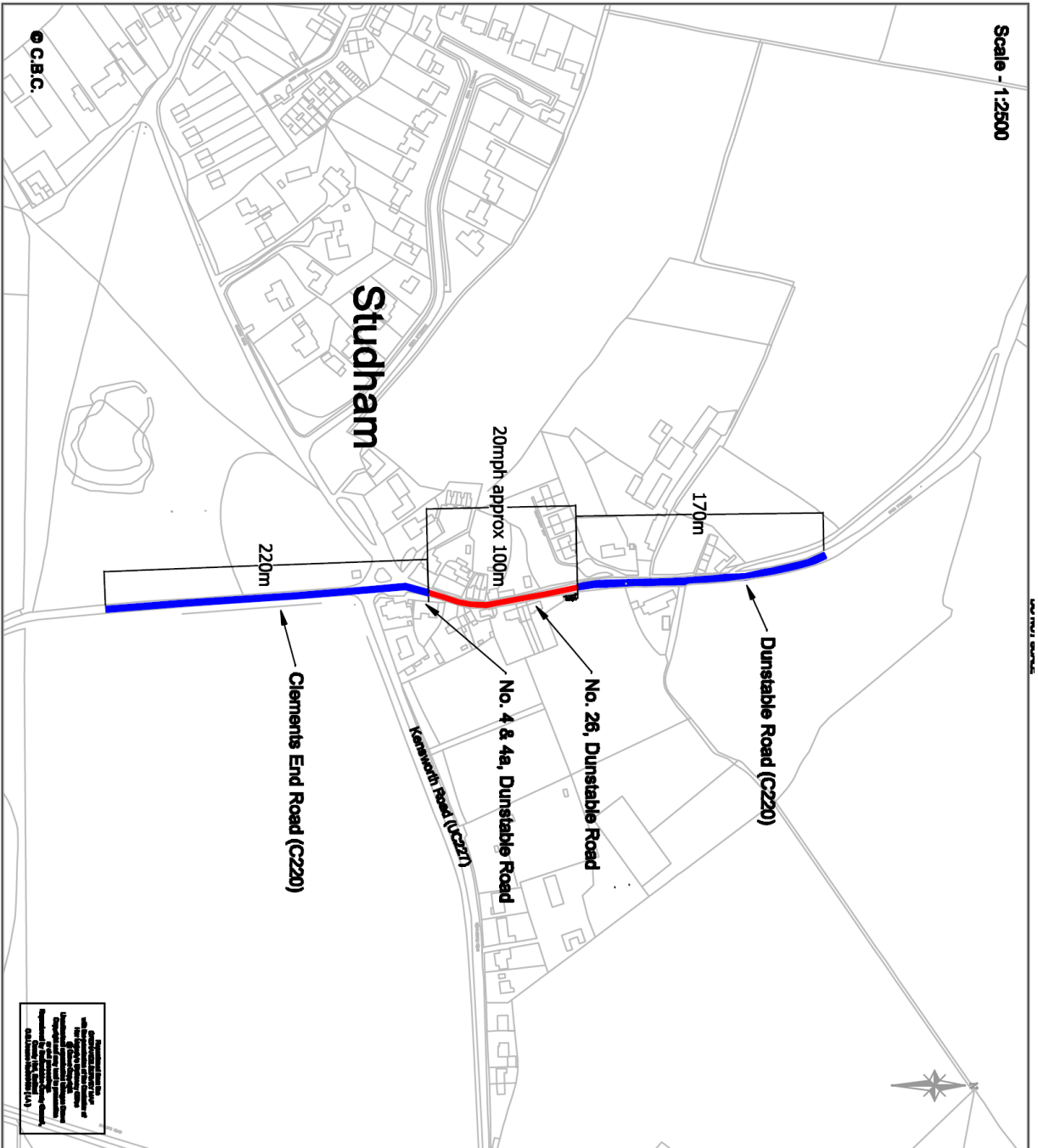
1. That Length of Dunstable Road and Clements End Road, Studham (C225 and C220), which extend from the property boundary of Nos 4 and 4A Dunstable Road in a southerly direction for approx 220 metres.
2. That Length of Dunstable Road, Studham (C225) which extends from a point approx 10 metres north of No 26 Dunstable Road (northern boundary) in a northerly direction for approx 170 metres.

Order to be revoked: If implemented the previous speed limits on the above lengths of road will be revoked.

Further Details: of the proposed Order, a plan and a statement of reasons for proposing to make the Order may be examined during normal office hours at the Customer Service Centre, Central Bedfordshire Council, High Street North, Dunstable and normal opening hours at Dunstable Library, Vernon Place, Dunstable. These details will be placed on deposit until 6 weeks after the Order is made or until it is decided not to continue with the proposal. Telephone Caroline Almond on 0845 3656057 for further advice on this proposal.

Objections: should be sent in writing to the Orders & Commons Registration Officer, Countryside Access Service, PO Box 1395, Bedford MK42 5AN, stating the grounds on which they are made by 9th September 2009.

Order Title: if made will be "Central Bedfordshire Council (20mph and 30mph Speed Limits) (Dunstable Road and Clements End Road, Studham) Order 200*"



Scale - 1:2500

C.B.C.

Studham



AMENDED SPEED LIMITS
 The proposed speed limit changes are shown in blue on the map. The proposed 20mph speed limit is shown in red on the map. The proposed speed limit changes are shown in blue on the map. The proposed 20mph speed limit is shown in red on the map.

- Notes:**
- █ Proposed 20mph Speed Limit (Approx 100m)
 - █ Amended 30mph speed limit
- Note - The extent of this speed limit is not changing, the new traffic management order will only be amended due to the 20mph speed limit



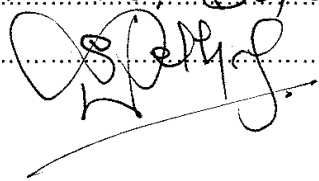
<p>Project Title: COUNTY WIDE SPEED LIMIT REVIEW 1 OF 1</p>	
<p>Drawing Title: 20MPH AND 30MPH SPEED LIMIT DUNSTABLE ROAD STUDHAM</p>	
<p>Contractor: CA</p>	<p>Date: 28/04/08</p>
<p>Design: CA</p>	<p>Date: 28/07/08</p>
<p>Checked: NOTL</p>	<p>Date:</p>
<p>Approved: NC</p>	<p>Date:</p>
<p>Drawing Number: BH/300070/DR/1200/04/002</p>	
<p>Drawn By: NTS</p>	<p>Drawn Date: INPD</p>

Proposed Traffic Regulation Order – 20mph speed limit - Dunstable Road, Studham

<p>This Authority has considered the proposed Traffic Regulation Order as outlined in your letter dated <u>4.8.09</u> and offer the following comments for further consideration.</p> <p>Comments</p> <p>The guidelines issued for speed enforcement indicate that enforcement locations will not normally be located less than 300 metres from the speed restriction signs. The proposal to introduce a twenty mph speed limit of approximately 100 metres on Dunstable Road, Studham will divide the current thirty mph speed restriction creating three areas of speed limits, all of which are less than 300 metres, therefore all are unenforceable.</p>	
<p>This Authority has considered the proposed Traffic Regulation Order as outlined in your letter, together with the reason(s) given, is accepted by this authority, therefore no objection will be offered.</p>	

Name: - S. P. WELHAM

Address BEDFORDSHIRE POLICE TRAFFIC MANAGEMENT
BEDFORD HEIGHTS
MANTON LANE, BEDFORD MK41 7PH

Signed: 

Appendix 3 – 1 Suggestion

Re: County Wide Speed Limit Review 20 / 30 mph on Dunstable Rd, Studham, Beds.
Ref: BH/300070/DR/1200/044/002

I am writing with reference to the matter above. I notice from your diagrams that the 20 MPH proposal starts at number 26 Dunstable Rd. I believe it should be extended northwards up to the Bell and the Bell Cottages for the following reasons:

1. Traffic comes into Studham very fast and the first point of call upon arrival is the residential cottages opposite the Bell and then the Bell itself.
2. As well as the cottages, our car park is opposite and there is frequently people crossing this 'fast' road and often the elderly find it hazardous that as soon as they step out, a car appears at great speed.
3. Within yards of each other there are 4 exits/entrances: Southern Way, Harpers Fine Meats, Our Car Park and our small parking area alongside The Bell, as well as the Bus Stop. I know from experience it can be tricky to pull out due to fast moving vehicles.
4. The small parking area next to The Bell, we often allocate to the elderly / disabled so they don't have to walk too far, however this means they have to reverse back onto the Dunstable road, where visibility is poor and oncoming traffic too fast.

I am pleased that a 20MPH speed limit is to be implemented but I believe with respect to the points above to extend northward to include Southern Way, Harpers, The Bell, and The Bell Cottages would be beneficial and safety conscious.

Hoping that this is given due consideration and thank you for taking the time to read my letter,

Appendix 4 – Support

Dear Sir

Re: Proposed 20mph Speed Limit – Studham

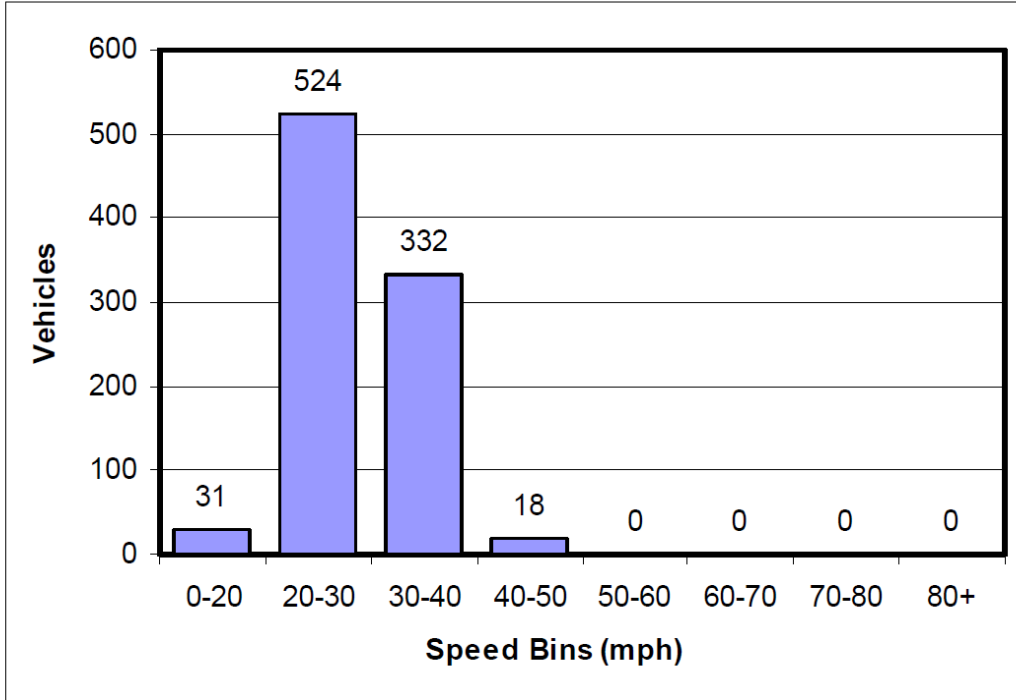
Thank you for your recent letter regarding the proposed 20mph Speed Limit in Studham.

I am fully in agreement with this proposal. I live at number 13 Dunstable Road and have witnessed a large number of accidents on the bend and its vicinity and am still amazed that to date there have been no fatalities.

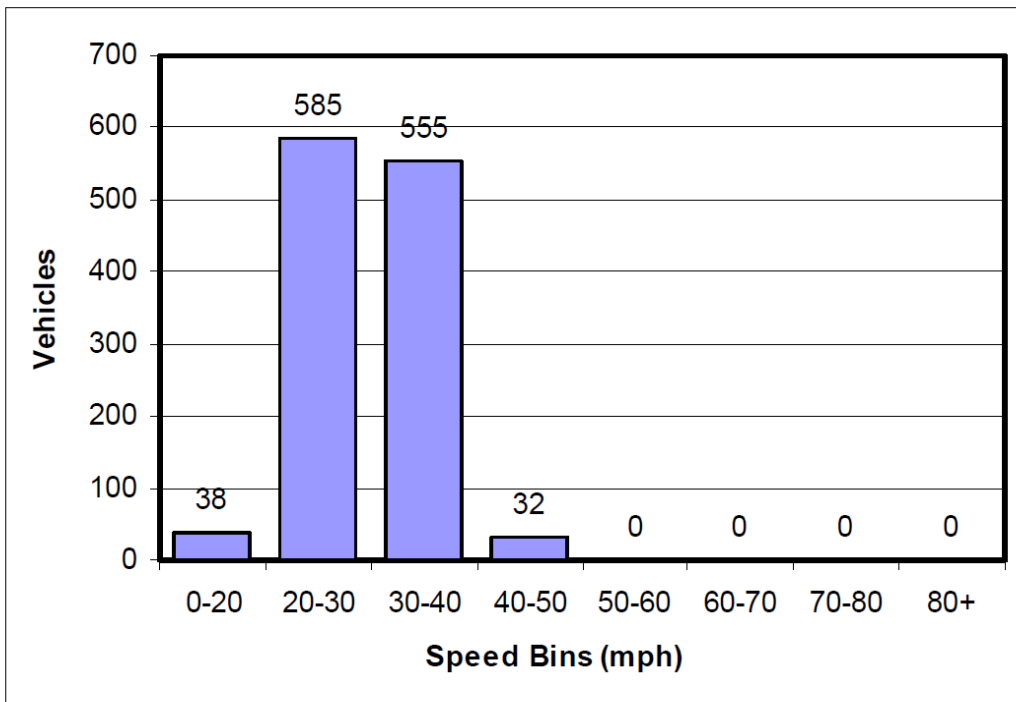
The only point I would make is that I believe the proposed distance from the very sharp bend is not sufficient to encourage drivers to slow down sufficiently to safely negotiate the bend. I would advocate that the 20mph speed limit should extend in a southerly direction from The Bell Public House to the cross roads of Dunstable Road with Kensworth Road/Church Road and Clements End Road.

Speed Bins

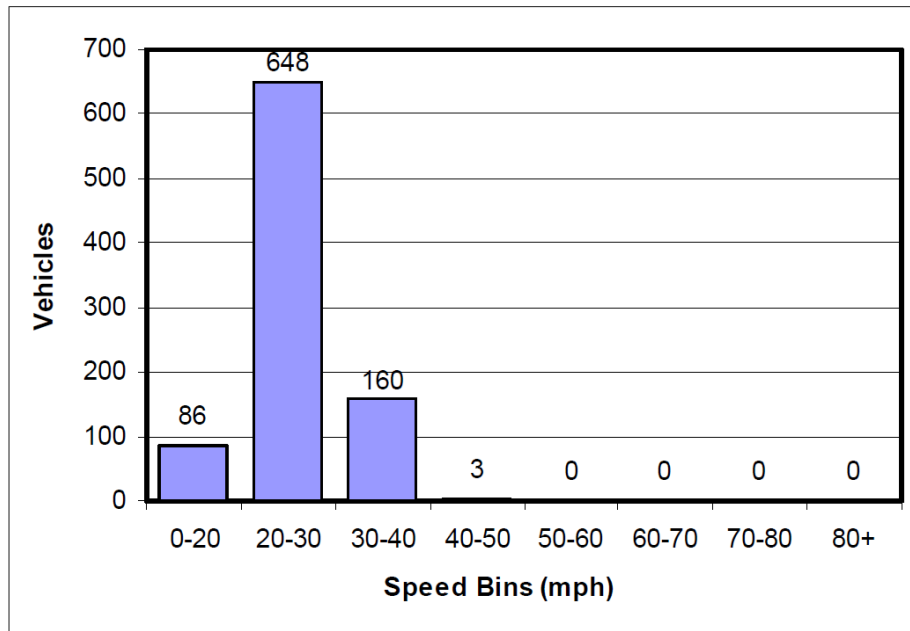
Speed data 1 – Taken at terminal 30mph/de-restrict speed signs.
(Northbound)



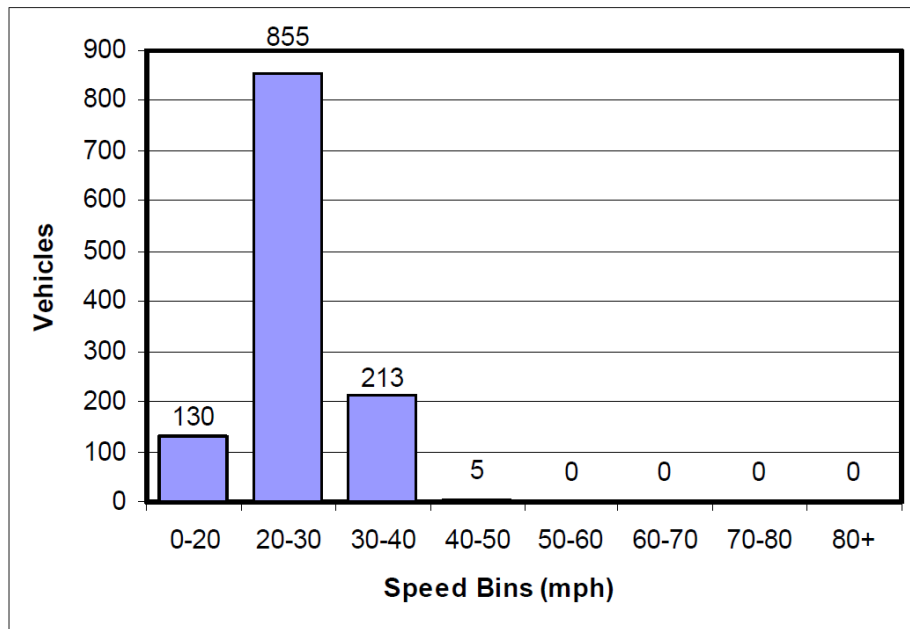
(Southbound)



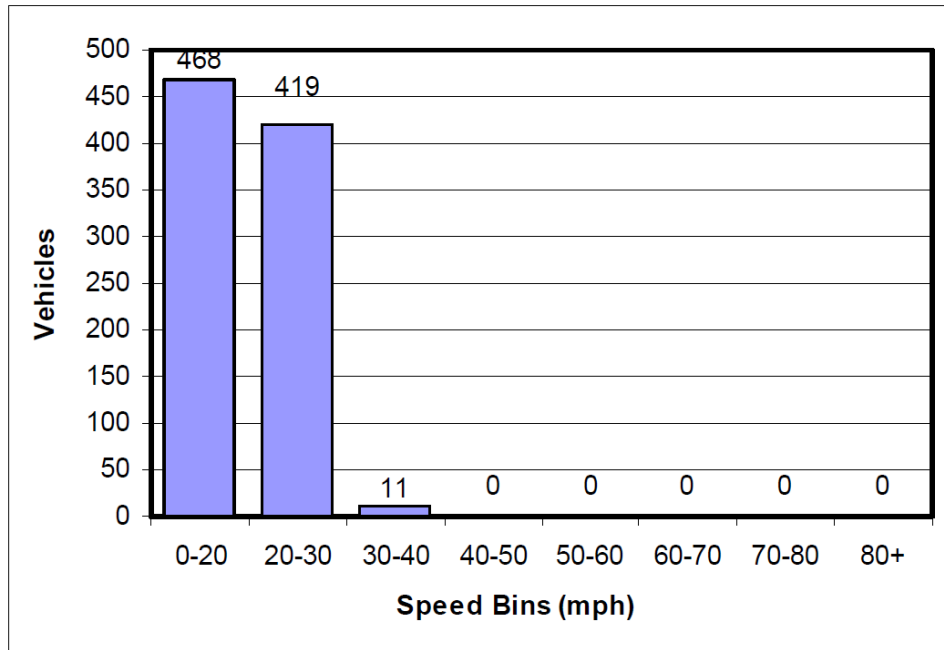
**Speed data 2 – Taken at lamp column 002
(Northbound)**



(Southbound)



Speed data 3 – Taken from lamp column 001.
(Northbound)



(Southbound)

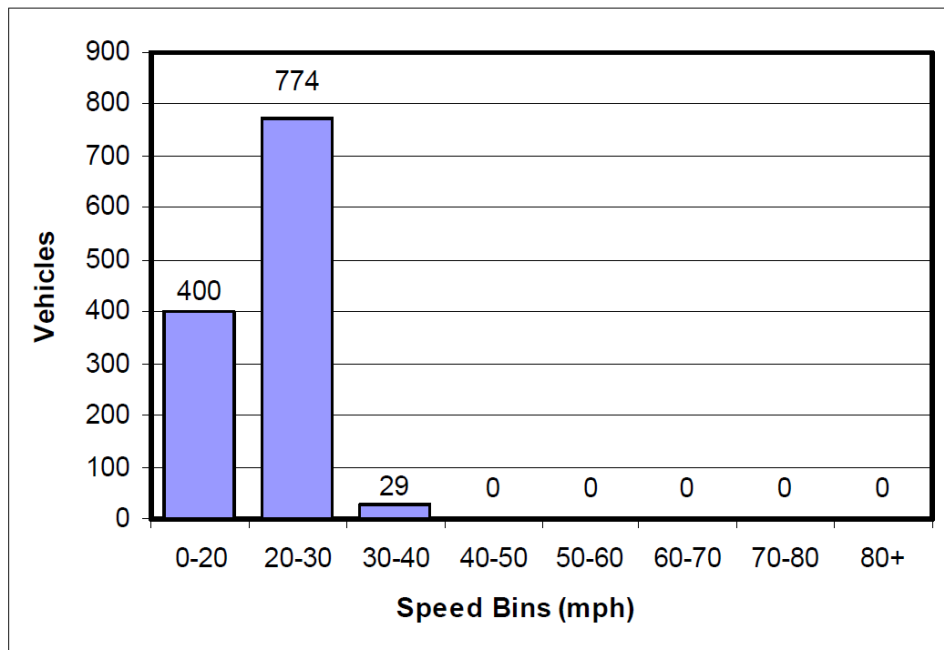




Image 1 - The 'pinch point' on Dunstable Road, Studham

Meeting: Traffic Management Meeting

Date: 20th October 2009

Subject: Park Street, Woburn

Proposed Traffic Calming and 20mph Speed Limit

Report of: Basil Jackson

Summary: To consider objections received as a result of the public consultation on a proposal to construct traffic calming on the C100 road Park Street Woburn and implement a 20mph speed limit.

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

Public/Exempt: Public

Wards Affected: Woburn

Function of: Council

Reason for urgency
(if appropriate)

RECOMMENDATIONS:

that the portfolio holder is requested to consider the objections received to the traffic calming and speed limit proposals for Park Street Woburn.

Background and Information.

1. Officers of Bedfordshire County Council were approached in 2008 by the Duke of Bedfordshire to discuss the possibility of implementing a system of traffic calming through Woburn Estate on the C100 Park Street.
2. The road is currently subject to a 30mph speed limit but is rural in nature and unfenced on either side running through open parkland.
3. The key concern raised by the Duke was the number of deer being killed annually on this stretch of carriageway. This is stated by the estate to have been 13 animals in 2008.

4. Bedfordshire Highways accident records indicate no injury accidents in the last three years. Accidents involving 'wild' animals are treated as damage only unless there is some injury to driver or passengers and therefore the records will not reflect the actual level of deer strikes. On this basis there is no reason, on ground of casualty reduction, to undertake any road safety or speed reduction works.
5. Vehicle speed and volume data has been collected over a 7 day period on the stretch of road under consideration and these indicate that 85% of vehicles in both directions were travelling at speeds between 35 and 40mph. The volume of traffic, in both directions, over the same period was around 3800 or around 760 per day.
6. Given the largely rural nature of the road, the absence of frontages and the lack of vehicle numbers the speeds as measured are not unexpected or surprising.
7. Historically where requests have been received for traffic management where there are no road safety criteria to undertake works the Council has been prepared to work with Parish and Town Councils where there is a local willingness to fund works.
8. In this case the Duke of Bedfordshire was prepared to fund both the design and implementation of traffic calming on this road to reduce speeds to a level where deer strikes would be unlikely. The Council was prepared to work with the Duke to discuss this proposal.
9. From the speed measurements and volumes it was decided that a comprehensive system of traffic calming would be needed to gain 20mph compliance. The resulting design for 31 sinusoidal road humps is considered to be appropriate for this.
10. Sinusoidal road humps are designed to utilise a constantly changing circular curve to give a relatively smooth ride at the correct speed but increasing discomfort as speed rises.

ALTERNATIVES CONSIDERED

11. Issues raised by the objections to be considered at the meeting.

CONSULTATION

12. Consultation was carried out by the normal method of erection of site notices, publication of the proposals in the press and direct mailing to the list of statutory consultees.
13. To date 5 written objections have been received and one letter suggesting alternative proposals. Two comments have been received from the police by email.

14. Points raised by the objectors include the following:
 - a. The 30 speed limit is sufficient given the nature of the road
 - b. Traffic will be displaced onto other rural roads
 - c. The humps will make it difficult for emergency vehicles
 - d. The humps may cause difficulties for gritters
 - e. There is an environmental cost to displacing traffic
 - f. The added cost of upkeep
 - g. Aesthetics will be affected
 - h. Humps will have a detrimental effect on cars
 - i. Displaced vehicles will adversely affect road safety for walkers on other rural roads.
15. The further letter of comment agrees with the proposals but requests additional measures. These measures are outside the scope of the matter under discussion and cannot therefore form part of this decision.
16. in response to the objections it should be noted that:
 - Speeds are currently consistently above the speed limit
 - There may be an element of displacement but this is difficult to determine and given the already low volumes of vehicles is likely to be of fairly minimal impact.
 - No response has been received from the emergency services
 - Traffic calming is negotiable by gritting lorries but may cause some difficulties for snowploughs in the unlikely event that becomes necessary.
 - There may indeed be a small environmental penalty if vehicles divert but this may be offset by other vehicles being driven more slowly
 - The cost of maintenance is likely to be slightly increased as additional road markings will require maintenance but this is minimal.
 - Aesthetics are subjective.
 - Road humps traversed at the correct speed are unlikely to have a significant effect on the condition of vehicles.
 - Road safety on other roads would need to be assessed before any opinion could be offered.
17. The end of the consultation period falls after the production of this report. Therefore, any additional responses received by the 9th October will be reported at the meeting.
18. To restrict the speed to 30mph with a lesser series of road humps would not be an option. This would require a system of upgraded street lighting to be installed. This would not be in keeping with the rural nature of the setting. At 20mph no such system of lighting is required.

Conclusion

19. The scheme as proposed does not provide any immediate improvement in casualty reduction as there are none to reduce. It should however address the issue of deer deaths due to vehicle strike.

20. Any offer of funding for highway works that will offer speed reduction on the highway network should be carefully considered as a net benefit to the network.
21. It is not possible to implement the 20mph order in isolation as the traffic calming is required to enforce the speed limit.
22. The level of consultation responses has been lower than might have been expected and has not included a response from the blue light services, other than police, at the time of writing. The police do not object to the proposal and do not feel it will adversely affect their response times.

CORPORATE IMPLICATIONS

Council Priorities:

Reduction of vehicle speed improves safety and can assist in reducing vehicle emissions

Financial:

This scheme is to be funded by the Woburn Estate.

The full budget for the design and construction of this scheme is £77,500.

Legal:

None as a result of this report.

Risk Management:

None as a result of this report.

Staffing (including Trades Unions):

This report and recommendation does not have any implications under the Human Rights Act 1998.

Equalities/Human Rights:

None as a result of this report

Community Development/Safety:

None as a result of this report

Sustainability:

None as a result of this report

Appendices:

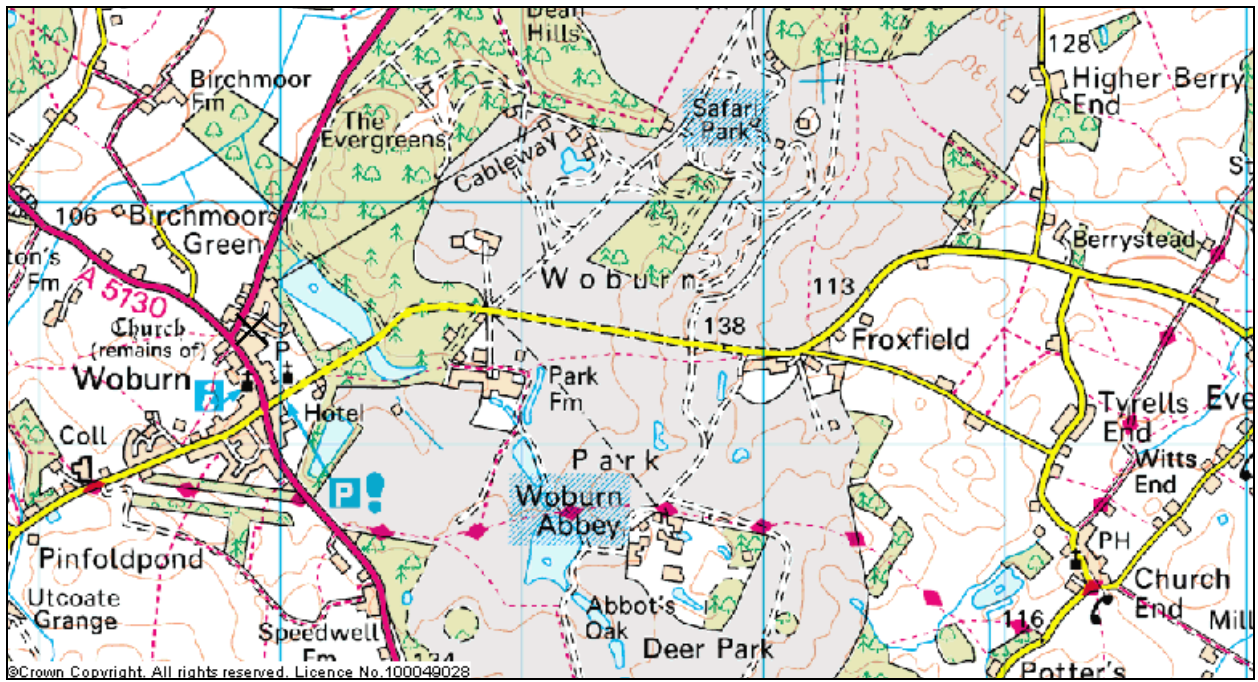
Appendix 1 – Location Plan

Appendix 2 – Correspondence and Consultation

Appendix 3 – Objections

Appendix 4 – Suggestions

Appendix 1 - Location Plan



Appendix 2 – Correspondence and Consultation

**CENTRAL BEDFORDSHIRE COUNCIL (20MPH SPEED LIMIT) (PARK STREET C100,
WOBURN) ORDER 200***

THE CENTRAL BEDFORDSHIRE COUNCIL in exercise of their powers under Section 84(1) and (2) of the Road Traffic Regulation Act 1984 (hereinafter referred to as “the Act”) and of all other enabling powers, after consultation with the Chief Officer of Police for the County of Bedfordshire in accordance with paragraph 20 of Part III of Schedule 9 to the Act hereby direct as follows:-

1. Any previous Speed Limit Order made on the length of road specified in the Schedule to this Order is hereby revoked.
2. No person shall drive any motor vehicle at a speed exceeding 20 miles per hour on any of the length of road specified in the schedule to this order.
3. This Order may be cited as “Central Bedfordshire Council (20mph Speed limit) (Park Street C100, Woburn) Order 200*“and shall come into operation on the day of xxxxxx 200*.

GIVEN under the Common Seal of the Central Bedfordshire Council
this xxxx day of xxxx 200*

CENTRAL BEDFORDSHIRE COUNCIL (20MPH SPEED LIMIT) (PARK STREET, C100,
WOBURN) ORDER 200*

SCHEDULE

Length of road in Woburn

That Length of Park Street (C100), Woburn, from Lions Lodge cattle grid in a north easterly direction to Froxfield Gate cattle grid. A total length of approximately 2,060 metres.

THE STATEMENT OF REASONS FOR THE MAKING OF A ORDER TO INTRODUCE A 20MPH SPEED LIMIT ON PARK STREET (C100), WOBURN.

INTRODUCTION

Central Bedfordshire Council proposes to introduce a 20mph speed limit on Park Street (C100), Woburn.

LENGTHS OF ROADS CONCERNED

To introduce a 20mph speed limit on the following length of road

That length of Park Street Woburn, from Lions Lodge cattle grid in a north easterly direction to Froxfield Gate cattle grid. A total length of approximately 2,060 metres.

The proposal is shown on plan BH/305228/DR/1200/003

SUPPORTING DATA

The proposed Order is considered necessary on the grounds of promoting road safety. The proposed 20mph speed limit is specifically aimed at reducing vehicle speeds along Park Street (C100), Woburn (the deer park) where vehicle speeds have been identified by Woburn Estate as an issue.

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A 20MPH SPEED LIMIT ON PARK STREET, WOBURN

Reason for the proposal: The proposed Order is considered necessary on the grounds of promoting road safety. The proposed 20mph speed limit is specifically aimed at reducing vehicle speeds along Park Street (C100), Woburn (the deer park) where vehicle speeds have been identified by Woburn Estate as an issue.

Therefore, Central Bedfordshire Council propose to make a Traffic Regulation Order as follows:

Effect of the Order:

To introduce a 20mph speed limit on the following length of road:

That length of Park Street (C100), Woburn which extends from the Lions Lodge cattle grid in a north easterly direction for a distance of approx 2,060 metres to the Froxfield Gate cattle grid..

Order to be revoked: If implemented any previous speed limit order on the above length of road will be revoked.

Further Details: of the proposed Order, a plan and a statement of reasons for proposing to make the Order may be examined during normal office hours at Central Bedfordshire Council, Priory House, Monks Walk, Chicksands and Customer Service Centre, The Old Court House, Woburn Street, Ampthill. These details will be placed on deposit until 6 weeks after the Order is made or until it is decided not to continue with the proposal. Telephone 0845 3656057 for further advice on this proposal.

Objections: should be sent in writing to the Orders & Commons Registration Officer, Countryside Access Service, PO Box 1395, Bedford MK42 5AN, stating the grounds on which they are made by 9th October 2009.

Order Title: if made will be "Central Bedfordshire Council (20mph Speed Limit) (Park Street (C100), Woburn) Order 200*"

PO Box 1395
Bedford MK42 5AN

Basil Jackson
Assistant Director for Highways

10th September 2009

PUBLIC NOTICE

HIGHWAYS ACT 1980

PROPOSED ROAD HUMPS - PARK STREET (C100), WOBURN

Central Bedfordshire Council propose to construct 31 Road Humps under Section 90 A-I of the Highways Act 1980 and all other enabling powers in connection with a road safety engineering scheme at Park Street (C100), Woburn (the deer park).

The proposed features are designed to reduce vehicle speeds and to improve road safety along Park Street (C100), Woburn (Woburn estate deer park) for deer and other Woburn wildlife, where vehicle speeds have been identified by Woburn Estate as an issue.

The introduction of these measures will improve road safety and reduce the risk and severity of incidents towards deer.

The type of feature:

Sinusoidal Road Humps are 75mm high across the full width of the road between verges, with maximum overall length of 3.7m and ramp gradient of approximately 1:12

The features are to be sited at the following locations:

The length of Park Street C100, Woburn for approximately every 60 metres, between Lions Lodge to Froxfield Gate. A total length of approximately 1,960 metres.

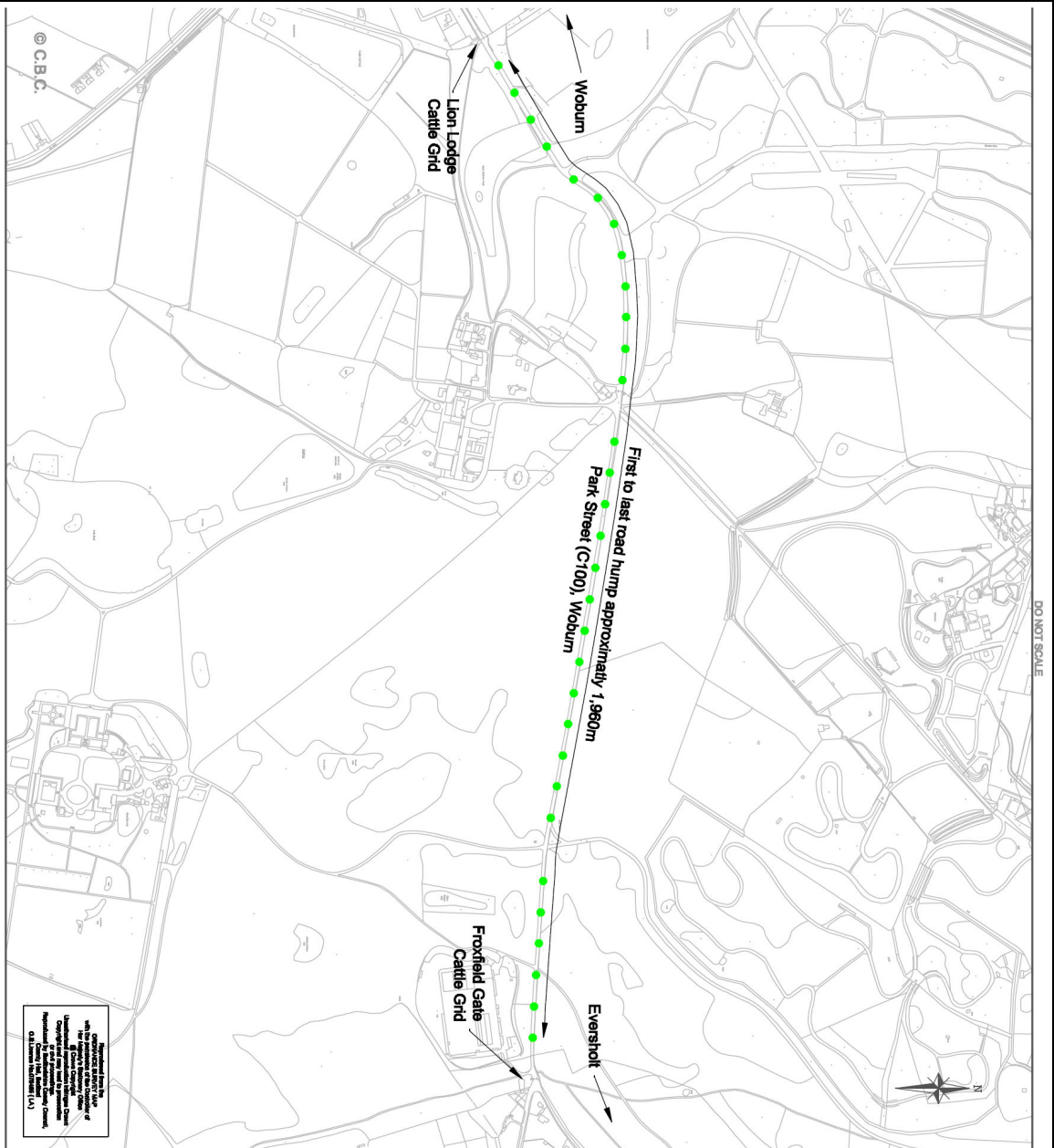
Further Details: of the proposals and plan BH/305228/DR/1200/004 may be examined during normal office hours at Central Bedfordshire Council, Priory House, Monks Walk, Chicksands and Customer Service Centre, The Old Court House, Woburn Street, Ampthill. Telephone 0845 365 6057 for further advice on this proposal.

Objections: should be sent in writing to the Orders and Commons Registration Officer, Countryside Access Service, Central Bedfordshire Council, PO Box 1395, Bedford MK42 5AN, stating the grounds on which they are made by 9th October 2009.

PO Box 1395
Bedford MK42 5AN

Basil Jackson
Assistant Director for Highways


10th September 2009



Information from the Highways Act 1980 (Section 162) states that the Local Authority has a duty to provide a safe and convenient route for all road users. The Local Authority is committed to providing a safe and convenient route for all road users. The Local Authority is committed to providing a safe and convenient route for all road users. The Local Authority is committed to providing a safe and convenient route for all road users.

AS Bamber - 1/10/10

Notes:

-  Road Hump
- Proposed 31 road humps for approximately 1,960 metres. Humps to be spaced approximately 60 metres apart.

Number	By	Date	Description	Checked	Approved



Managing Agent Contractor:



Project Title:
**PARK STREET
WOBURN
ROUTE C100**

Drawing Title:
**TRAFFIC REGULATION ORDER
ROAD HUMPS**

Drawn By:	CA	Date:	20/08/2009
Checked By:	AC	Date:	27/08/2009
Approved By:	NOL	Date:	27/08/2009
Drawing Number:	BH/305228/DR/1200/004		
Drawn By:	1:12500	Drawn Title:	INFO

Appendix 3 – Objections

~~Ref: Road Humps - Park Street (C100) Woburn~~

Dear Sir,

I object to the proposed Road Humps - Park Street (C100) Woburn and 20 miles an hour speed limit on two grounds.

1. The C100 currently has a 30 mile an hour speed limit and three cattle grids which are sufficient to slow the traffic to a safe speed applicable for the road's environment, traffic volume and size. The road is straight with a good view of potential obstructions, such as deer, there is no need for further restrictions.

2. With the proposed restrictions in place, I believe that vehicles would try alternative routes from Woburn such as though Milton Bryan then into Eversholt, a route comprising of even smaller country roads, when compared to the C100, which are not suitable for vans or larger vehicles and would be a danger for such a volume of traffic; or though Ridgmont, which has just had a bypass to negate the its traffic problems, though to Eversholt, again causing dangerous traffic conditions though single lane roads such as Berry End.

I trust that you agree with these objections and look forward to your response.

Dear Sir,

I wish to object to the proposed road humps being installed on Folk Street, Woburn, also known as the C100 and the reduction in the speed limit.

This is straight road with, apart from one small incline, excellent visibility. The road has three cattle grids which indicate livestock is roaming and I feel that a 30mph limit, which is clearly signposted is relevant to the road.

I am concerned that if over thirty speed humps are installed, drivers will find alternative routes. These will take them through Milton Bryan and Ridgmont. Both these routes will increase the traffic through Evesholt. I walk my two children to and from school. There is no pavement and the traffic does not generally

I object to the proposal to put speed humps through Woburn Deer park on the C100 from Lion Lodge to Froxfield Gate for the following reasons:-

- The difficulty emergency vehicles will have to reach Eversholt
- The difficulty of effective gritting of the C100 in winter
- The environmental consequences on single track village roads by increased traffic avoiding the speed humps. This rerouting of traffic may be an objective of Bedford Estates but does not help the pedestrian safety, air pollution and noise on our narrow village roads.
- The cost of lighting and upkeep from public funds via the Council
- The aesthetics of chevron markings etc. through an area of outstanding natural beauty
- I live in Hills End Eversholt and we already suffer from cars and lorries using our road as a cut through, and this will get much worse
- I work locally and use the C100 regularly - the effect on my car if speed humps are introduced will be costly.

Surely rumble strips and speed cameras would achieve the same objective and raise some income for the Council?

Please let me know when and where the Traffic Management decision meeting chaired by David McVicar is to be held.

Thank you for your help in this matter.

I am writing to formerly object to the proposal to the installation of numerous speed humps through Woburn Park as this excessive number will make driving impossible endanger the access of emergency vehicles and therefore endanger our lives in the village of Eversholt and mean a detour to get to Woburn.

Bedfordshire Rights of Way Association

Affiliated to the Open Spaces Society

Your Ref:

Mr Chris Heard, Orders & Commons Registration Officer
Countryside Access Service
Central Bedfordshire Council
PO Box 1395
BEDFORD
MK42 5AN

5, Tyrells End,
Eversholt,
Bedfordshire
MK17 9DS

Tel: (01525) 280547

24 September, 2009

Dear Mr Heard,

Proposed 20 mph limit and 31 speed bumps on the C100 across Woburn Dear Park

This Association objects to the installation of 31 speed bumps because it will see an increase in traffic using Berry End Road between Eversholt and Ridgmont. This will increase the likelihood of a traffic accident between motor vehicles and walkers travelling between Eversholt Footpath Nos 12, 16 and 17 along what is a narrow and winding section of road on which cars are all too often driven at too fast a speed.

Please let us have a copy of the Committee report when it has been produced.

Appendix 4 – Suggestions

Dear Mr. Jackson

**Proposed Traffic Regulation Order – Road Humps Park Street Woburn
BH/305228/DR/1200/004**

May I start by saying that we are not writing to object to these proposals to impose a 20 mph speed limit and put in road humps through the Park. We are in favour - please see my exchange of correspondence with The Duke (then Lord Howland), in 2000.

We are however writing to ask you to consider also putting 'road humps' from the village centre along Park Street to the Lions Gate and refurbishing the footpaths, as part of this proposal to enhance the safety of the residents of Park Street and the many members of the public who walk to and from the Park from the Public Car Park, opposite our cul de sac.

We put a request to Mid Beds District Council in 2007, to reduce or remove the car parking facility on Park Street, between the exit from our cul de sac (Nos. 5 & 6) and the crossroads in the village centre, because of the danger to us when exiting, when cars are parked within 7 yards, leaving us completely unsighted.

I enclose a copy of the exchange of correspondence (including a letter from our neighbours Dr. & Mrs Milward) and a file note I made of our meeting with Debbie Poynton of Bedfordshire C.C. Highways in July 2007.

The essence of Beds C.C. Highways decision to not reduce or remove the car parking was the cost of changing a Traffic Regulation Order / Bye Law. And also that the car parking constituted a traffic calming device. The road humps would provide this and there is ample parking in the public car park

Yet what is now being proposed is a much more costly scheme to protect the deer and the wildlife in the Park and further reduce the death toll, which is averaging 11 – 13 a year. When I wrote to Lord Howland nearer 30 a year were being killed .

May we ask you to consider our request, in the light of the foregoing ?

We are copying this letter to our local Councillor 'Budge' Wells.

Dear Lord Howland,

FILE NO. _____

With the recent surge in the number of deer being killed on the stretch of road beyond Lion Gate I am writing to offer some observations to reduce the numbers.

My wife and I regularly walk our dog down Park Street and beyond and see large numbers of cars speeding down Park Street, over the cattle grid (in spite of the sign) - some even overtake at great speed on the stretch of road opposite the church. It is probably the first straight bit of road for some motorists if they have been stuck behind slow vehicles coming from the Leighton Buzzard or Woburn Sands direction!

There are no 30 MPH signs on the left hand side of the road coming from Market Place to remind people that it is still restricted. There is a sign on the right hand side of the road outside the Vicarage but it is obscured by a tree when approaching from Market Place. The sign is also covered in mould and is almost totally non reflective. This is also true of the first 30 MPH sign on the left hand side of the road about 80 yards from Lion Gate, which is totally ineffective.

Your 'Kill your speed not the Deer' sign is just 25 yards from Lion Gate which people speeding at 40 mph plus are past before seeing its message - unlike the next sign beyond the next gate there is no sensor for a light to come on to illuminate the sign.

We moved here only two years ago and appreciate that this problem is not new.

I mentioned these comments to your brother Robin the other evening when eating in Market Place who felt they might be useful to pass on to you.

Thank you for supplying details of the proposed 20 mph speed limit on the C100 through Woburn Park, supported by traffic calming.

An examination of the collision history over the last five years has not identified any *recordable* collisions, however I am aware that a number of deer have received fatal injuries, the figures being displayed on entry to the park.

The current 30 mph speed restriction would appear to be appropriate for the type of road, but would benefit from a form of traffic calming to cause compliance as presently a weekly average of 22% are travelling at 35 mph or above, this however does not appear to be an option with the absence of a system of street lighting.

The installing of a 20 mph speed restriction with the proposed supporting traffic calming would not have a significant effect on Police response times to incidents, although consideration has to be given to the potential increase in demands for speed enforcement, road safety measures and other demands that may be made from neighbouring communities, resulting from motorists choosing to use an alternative route avoiding the lower speed limit and calming measures.

Road traffic data obtained in March 2006 indicates that around 3000 motor vehicles per day travel on the C100, through Woburn Park, with peak traffic volumes at 08:00 hours and 17:00 hours, weekdays. The commuting motorist travelling to or from the Milton Keynes and A5 area, faced with travelling at a slower speed over 31 traffic calming humps, using more fuel twice a day may elect to avoid the road and choose to travel through Eversholt or Ridgmont.

Both of these communities have recently requested road safety attention, with particular concerns expressed for parents and children walking to and from schools.

Regards,

Not being aware of the reason for the proposal, or why the proposal has been identified as the most suitable, there would not be an objection from this authority to the 20 mph speed limit supported by road humps to cause compliance of the restriction. It would be requested that a provision is made for the traffic to monitored in the villages of Eversholt and Ridgmont and should there be a significant increase that generates evidenced complaints, appropriate road safety measures be implemented.

Regards,

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Meeting: Traffic Management Meeting
Date: 20 October 2009
Subject: Petition to implement width restrictions in Billington Road Leighton Buzzard

Report of: Basil Jackson

Summary: To report to the portfolio holder for safer and stronger communities that a petition has been received from residents in the Billington Road area requesting traffic management measures and to recommend that this be noted and the lead petitioner be advised that proposals to change traffic management on Billington Road will be included as part of the wider Leighton Buzzard Exemplar Town process.

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

Public/Exempt: Public

Wards Affected: Leighton Linslade.

Function of: Council

Reason for urgency
(if appropriate)

RECOMMENDATIONS:

that the contents of the petition be noted and the lead petitioner be advised that proposals to change traffic management on Billington Road will be included as part of the wider Leighton Buzzard Exemplar Town process.

Background

1. In January 2009 a petition was sent to Bedfordshire County Council on behalf of residents of Billington Road, Leighton Buzzard regarding the need for a width restriction with priority working on Billington Road Leighton Buzzard in the belief this will reduce vehicle speeds. In accordance with the process in operation at that time an acknowledgement was sent to the lead petitioner.
2. The procedure in place at that time was for Bedfordshire Highways staff to undertake investigation into the grounds stated on the petition and to report the petition together with a proposed course of action to the first available meeting of the Bedfordshire County Council Development Control Committee.

3. Due to the changes in local government arrangements in Bedfordshire that were taking place at the time there was no opportunity to do this within the life of the outgoing County Council and the arrangements for presenting to members of the new Central Bedfordshire Council were not available at that time, and indeed for some time subsequently.
4. This petition was reported to Executive Committee on the 15 September 2009 and referred back for a further report.
5. Leighton Buzzard is currently in the process of considerable residential development as part of the Milton Keynes and South Midlands Development Area. Part of the brief for this extensive work is that it be accompanied by measures targeted at reducing car ownership and encouraging modal shift in the way residents travel in and around the town. This is under the general heading of the Leighton Buzzard Public Transport Exemplar Project.
6. The underlying principles of this project relate to the provision of a positively advantageous environment for public transport and walking and cycling to encourage a reduction in the use of cars for local journeys. This will build on the traffic management schemes already implemented and the current work of the Cycle Demonstration Town staff working with designers to improve the cycle infrastructure.
7. The exemplar works will look at further improvements right across the area linking the major new development to the town centre and the rail station. The measures implemented will be designed to considerably restrict the current level of vehicular use of Billington Road particularly to through traffic with the exception of buses and cycles. The aim being to make Billington Road more accessible and friendly for residents.
8. Currently Central Bedfordshire officers are still in the process of working with the developers to produce a comprehensive design brief for this work. Implementation of works is currently targeted to be by 2012 but the current economic downturn may affect this.
9. It would therefore be inappropriate to move forward with relatively costly traffic management works at this time ahead of the finalisation of the comprehensive design brief.

Conclusion and Next Steps

10. The most appropriate course of action is to advise the petitioners that designs to amend the traffic management of Billington Road are likely to be undertaken this year for wider consultation and future implementation. This will depend on funding through development and this in itself will depend on the rate of progress of the development. This may be reviewed should the timescale for the wider scheme be revised.

CORPORATE IMPLICATIONS

Council Priorities:

This work is in accordance with the Councils objectives for Environment and Economy in that it looks at sustainable communities, sustainable local travel and the use of local shops and amenities.

Financial:

The cost of design will be met from within existing budgets.

Legal:

None as a result of this report.

Risk Management:

None as a result of this report.

Staffing (including Trades Unions):

None as a result of this report.

Equalities/Human Rights:

None as a result of this report.

Community Development/Safety:

Will ultimately improve this

Sustainability:

Will ultimately improve this

Background Papers

Copy of petition

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Meeting: Traffic Management Meeting

Date: 20 October 2009

Subject: Petition To Resurface Boughton End, Lidlington.

Report of: Basil Jackson

Summary: The purpose of this report is to present a petition raised by residents of Boughton End, Lidlington requesting resurfacing of the carriageway at this location. This petition has been presented at Executive Committee and referred back for further report.

Contact Officer: Debbie Poynton
Debbie.poynton@amey.co.uk

Public/Exempt: Public

Wards Affected: Lidlington.

Function of: Council

RECOMMENDATIONS:

that the incoming petition be noted and that the lead petitioner be informed that the proposed scheme for resurfacing will be placed in the 5-year forward work programme to be implemented in 2011/12 subject to review of priorities at that time.

Background and Information.

1. In January 2009 a petition from residents of Boughton End, Lidlington was received by Bedfordshire County Council. requesting improvements to the condition of the footway in their area.
2. In accordance with the process in operation at that time an acknowledgement was sent to the lead petitioner and a copy was forwarded to Bedfordshire Highways.
3. The procedure in place at that time was for Bedfordshire Highways staff to undertake investigation into the grounds stated in the petition and to report the petition together with a proposed course of action to the first available meeting of the Bedfordshire County Council Development Control Committee.

4. Due to the changes in local government arrangements in Bedfordshire that were taking place at the time there was no opportunity to do this within the life of the outgoing County Council and the arrangements for presenting to members of the new Central Bedfordshire Council were not available at that time, and indeed for some time subsequently.
5. This petition was reported to Executive Committee on the 15 September 2009 and referred back for a further report.

Information

6. A petition signed by residents of Boughton End, Lidlington was received regarding the condition of the carriageway.
7. Residents have raised concerns on a number of occasions through Central Bedfordshire Helpdesk to the condition of the carriageway and potholes along this road.
8. Residents' correspondence shows that previously two short lengths of carriageway have been resurfaced. Although the potholes outside the residential properties have only been repaired.
9. Residents believe that farm traffic using this road and poor drainage are contributing factors to the condition of the carriageway surface.

The Way Forward

10. Investigation shows that works at this location should be included within the year programme of forward schemes. Several sections are in poor overall condition and planned maintenance to include a drainage scheme, haunching and strengthening of the field accesses will be required.
11. The estimated cost of the works is £45,000 depending upon any necessary statutory diversions being needed.

Conclusion and Next Steps

12. The proposed scheme for resurfacing will be placed in the 5 year forward work programme with a recommendation that it be implemented in 2011/12 subject to review of priorities at that time. In the interim period the road will be maintained in a serviceable condition.

CORPORATE IMPLICATIONS
Council Priorities: None as a result of this report.
Financial: If the proposals are accepted by Central Bedfordshire Council there will be a capital cost of approximately £45,000 for the complete scheme,

Legal:

None as a result of this report.

Risk Management:

None as a result of this report.

Staffing (including Trades Unions):

None as a result of this report

Equalities/Human Rights:

This report and recommendation does not have any implications under the Human Rights Act 1998.

Community Development/Safety:

None as a result of this report.

Sustainability:

None as a result of this report.

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Meeting: Traffic Management Meeting
Date: 20th October 2009
Subject: Petition To Resurface The Footpath Between Church View Avenue And Hillside Close.
Report of: Basil Jackson
Summary: The purpose of this report is to present a petition raised by residents of Church View Avenue and Hillside Close, Shillington in support of works to improve the condition of the footway in their area and to recommend further actions as a result. This petition has been presented at Executive Committee and referred back for further report.

Contact Officer: Debbie Poynton
Debbie.poynton@amey.co.uk
Public/Exempt: Public
Wards Affected: Silsoe & Shillington
Function of: Council

RECOMMENDATIONS:

that the incoming petition be noted and that the lead petitioner be informed that:

The proposed scheme for resurfacing is placed in the 5 year programme subject to the annual review of priorities.

Background and Information

1. In June 2009 a petition was sent by Councillor Alison Graham to the Highways office at Woodlands on behalf of residents of Church View Avenue and Hillside Close, Shillington requesting improvements to the condition of the footway in their area.
2. In accordance with the process in operation at that time an acknowledgement was sent to the lead petitioner and a copy was forwarded to colleagues at Bedfordshire County Council.

3. The procedure in place at that time was for Bedfordshire Highways staff to undertake investigation into the grounds stated on the petition and to report the petition together with a proposed course of action to the first available meeting of the Bedfordshire County Council Development Control Committee.
4. Due to the changes in local government arrangements in Bedfordshire that were taking place at the time there was no opportunity to do this within the life of the outgoing County Council and the arrangements for presenting to members of the new Central Bedfordshire Council were not available at that time, and indeed for some time subsequently.
5. This petition was reported to Executive Committee on the 15 September 2009 and referred back for a further report.

Information

6. A petition signed by residents of Church View Avenue and Hillside Close was received stating that the footpath that runs between Church View Avenue and Hillside Close is badly overgrown with weeds and seriously uneven. Residents requested that the footway be resurfaced.
7. The footpath is used mainly by those residing in the houses immediately adjacent to gain access to the rear of their houses and Hillside Road. It is essentially a footway between two rows of houses.

The Way Forward

8. Routine Safety Inspection and Engineers Investigation have taken place at regular intervals and have picked up reactive maintenance issues. The footway is severely distressed and overgrown by vegetation.
9. Structural maintenance and renewal works is justified at this location and the scheme should be included in the 5 year programme. The estimated cost is approximately £7500.
10. However, due to the condition of the adjoining footways, it would be difficult to deliver the link footway scheme in isolation. The footways adjoining the carriageways at Hillside Close and Church View also require maintenance. Indicative costs for this, is approximately £13000.
11. Additionally there are existing concrete lamp columns in the footway that are likely to be due for upgrading to steel columns. It would be premature to re-construct the footway until after this has been assessed and implemented.

Conclusion and Next Steps

12. Whilst the footways are undoubtedly in need of some maintenance works they are relatively minor in nature and the footway between the houses serves only those properties. These works should not be carried out in isolation and the adjoining footway areas will need to be included within the proposals.
13. In assessing priorities, works that benefit the greatest number of people would generally receive a higher weighting. Notwithstanding this, the footway in question is highway and therefore will be maintained. The proposed scheme for resurfacing is therefore included in the 5 year programme.

CORPORATE IMPLICATIONS

Council Priorities:

None as a result of this report.

Financial:

The resurfacing proposals as detailed will have a capital cost of approximately £20,500 for the entire scheme,

Legal:

None as a result of this report.

Risk Management:

None as a result of this report.

Staffing (including Trades Unions):

None as a result of this report

Equalities/Human Rights:

This report and recommendation does not have any implications under the Human Rights Act 1998.

Community Development/Safety:

None as a result of this report.

Sustainability:

None as a result of this report.

Background Information

Copy of Petition.

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Meeting: Traffic Management Meeting
Date: 20 October 2009
Subject: **Petition to provide a Vehicle Actuated Sign on the A600 at Deadmans Cross.**

Report of: Basil Jackson

Summary: To report to the portfolio holder for safer and stronger communities that a petition has been received from residents in Deadmans Cross requesting the placing of a Vehicle Actuated Speed reminder sign in Deadmans Cross on the A600 and to recommend a course of action arising from the request.

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

Public/Exempt: Public

Wards Affected: Maulden and Houghton Conquest

Function of: Council

Reason for urgency
(if appropriate)

RECOMMENDATIONS:

that the contents of the petition be noted and the lead petitioner be advised that the request to provide a Vehicle Actuated Sign in Deadmans Cross is not in accordance with developing Central Bedfordshire practice in respect of Vehicle Actuated Signs.

Background

1. In late 2008 a petition was sent to Bedfordshire County Council on behalf of residents Deadmans Cross regarding the request for a vehicle actuated sign on the A600 to address the speed of vehicles through the community. In accordance with the process in operation at that time an acknowledgement was sent to the lead petitioner.
2. The procedure in place at that time was for Bedfordshire Highways staff to undertake investigation into the grounds stated on the petition and to report the petition together with a proposed course of action to the first available meeting of the Bedfordshire County Council Development Control Committee.

3. Due to the changes in local government arrangements in Bedfordshire that were taking place at the time there was no opportunity to do this within the life of the outgoing County Council and the arrangements for presenting to members of the new Central Bedfordshire Council were not available at that time, and indeed for some time subsequently.
4. This petition was reported to Executive Committee on the 15 September 2009 and referred back for a further report.
5. Deadmans Cross is a small community situated on the A600 to the southwest of Bedford. The speed limit through the community is currently set at 40mph. The road surface is in good condition and there are gateway features at each change in speed limit.
6. Speed measurements show that 85% of vehicles are travelling through Deadmans Cross in excess of the 40mph speed limit and that during the week that speeds were measured between 8.5 and 11.25 percent of vehicles exceeded the prosecutable limit.
7. These speeds are not unexpected and are within the capabilities of the road. The community is very small with only a handful of properties.
8. Currently there are a great number of vehicle actuated signs on the Central Bedfordshire road network. These are variously owned by the highway authority and Parish Councils that have funded their installation over a number of years from Parish funds or grant monies. In order to remain effective these signs require, at least, annual maintenance and calibration. Signs that actuate at the wrong speed or not at all rapidly lose credibility with drivers. Operating signs do have a limited value in reminding drivers of the speed or hazard and can be beneficial in the right circumstances. This work is costly and an increasing burden as signs age.
9. The environment of Deadmans Cross on the A600 is such that it is unlikely that a VAS would initiate a noticeable change in driver behaviour. Given the small size of the community the sense of 'place' is reduced and that would normally reinforce the message to drivers that they are in an inhabited area. It is therefore considered that little or no benefit would result from this sign. Furthermore, there has been only one slight injury accident recorded in the area in the last three years.
10. The approximate installed cost of a new sign is £5,000 to £6,000 assuming that electricity is available close by and over £8,000 for a solar powered example. Routine defect maintenance for 5 years is included in this cost but thereafter will cost on average £350 per sign. Any non routine items, vandal or vehicle damage is at the Councils cost. There are currently 135 such signs in Central Bedfordshire.

Conclusion and Next Steps

11. It is not considered appropriate to install a vehicle actuated sign in this location at this time.
12. It is recommended that no further action is taken at the current time.

CORPORATE IMPLICATIONS

Council Priorities:

N/A

Financial:

None as a result of this report

Legal:

None as a result of this report.

Risk Management:

None as a result of this report.

Staffing (including Trades Unions):

None as a result of this report.

Equalities/Human Rights:

None as a result of this report.

Community Development/Safety:

None as a result of this report.

Sustainability:

None as a result of this report.

Background Information

Copy of petition

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Meeting: Traffic Management Meeting
Date: 20 October 2009
Subject: Petition – Road Safety and Congestion on Heath Road and Heath Park Road, Leighton Buzzard.
Report of: Basil Jackson
Summary: The purpose of this report is to present a petition raised by residents requesting double yellow lines at the junction of Heath Park Road. This petition has been presented at Executive Committee and referred back for further report.

Contact Officer: Debbie Poynton
Debbie.poynton@amey.co.uk
Public/Exempt: Public
Wards Affected: Leighton Buzzard – Plantation.
Function of: Council

RECOMMENDATIONS:

that the incoming petition be noted and that the lead petitioner be informed that in respect of parking at Heath Park Road no action is taken to introduce parking restrictions at this location.

Background and Information.

1. In July 2009 a petition was sent by local residents of Heath Park Road and Copper Beech Way requesting double yellow lines on both sides of Heath Park Road at its approach to the junction with Heath Road, Leighton Buzzard.
2. In accordance with the process in operation at that time an acknowledgement was sent to the lead petitioner.
3. The procedure in place at that time was for Bedfordshire Highways staff to undertake investigation into the grounds stated on the petition and to report the petition together with a proposed course of action to the first available meeting of the Bedfordshire County Council Development Control Committee.

4. Due to the changes in local government arrangements in Bedfordshire that were taking place at the time there was no opportunity to do this within the life of the outgoing County Council and the arrangements for presenting to members of the new Central Bedfordshire Council were not available at that time, and indeed for some time subsequently.
5. This petition was reported to Executive Committee on the 15 September 2009 and referred back for a further report.

Information

6. A petition requesting double yellow lines on both sides of Heath Park Road at its approach to the junction with Heath Road, Leighton Buzzard has been received from local residents.
7. Heath Park Road is a residential road located close to Heathwood School and is used by parents to park when dropping off and picking up children using this school.
8. Residents are concerned that vehicles parking along Heath Park Road cause problems for motorists when entering and exiting this junction and causes congestion on Heath Road .
9. Accident records show that between 1 January 2005 and 31 December 2007, the last three years for which records are available, there have not been any recorded personal injury accidents in the area under consideration.
10. The introduction of waiting restrictions in Heath Park Road is likely to displace vehicles in to other residential roads, with the potential to cause more severe problems elsewhere.
11. Throughout the year Bedfordshire Highways receive a large number of requests for a whole range of works and it is therefore necessary to prioritise such requests by considering the following criteria.
 - Road safety
 - Congestion relief
 - Capacity Improvement
 - Environmental Impact
 - Promotion of integrated transport
 - Improving accessibility
 - Council policy
 - Cost
12. Using these criteria an assessment has been carried out to prioritise this request for the introduction of waiting restrictions. Using a point based assessment form 10 points has been awarded for this request. This is equivalent to 2 stars on the rating system and low priority as set out below.
13. The proposal would provide some benefits to the community. However, at this time, the available funds for this type of work are fully allocated to existing commitments.

Conclusion and Next Steps

14. Dangerous parking and obstruction of the highway is an offence, residents may consider contacting the Police who may consider using their existing powers of enforcement to resolve the matter.
15. Parking at Heath Park Road is to be monitored and should circumstances change this request is reconsidered under the present assessment scheme.

CORPORATE IMPLICATIONS

Council Priorities:

None as a result of this report.

Financial:

None as a result of this report.

Legal:

None as a result of this report.

Risk Management:

None as a result of this report.

Staffing (including Trades Unions):

None as a result of this report

Equalities/Human Rights:

This report and recommendation does not have any implications under the Human Rights Act 1998.

Community Development/Safety:

None as a result of this report.

Sustainability:

None as a result of this report.

Background Papers

Copy of Petition.

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Meeting: Traffic Management Meeting
Date: 20th October 2009
Subject: Proposed Waiting Restrictions – A4012 Woburn Road, Hockliffe
Report of: Basil Jackson
Summary: To report to the Portfolio Holder for Safer and Stronger Communities the results of a consultation with residents of the A4012 Woburn Road and Old School Court, Hockliffe on the proposed introduction of waiting restrictions and to seek approval for a way forward for implementation.

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

Public/Exempt: Public

Wards Affected: Toddington

Function of: Council

RECOMMENDATIONS:

that the proposal to introduce waiting restrictions on the A4012 Woburn Road be implemented as set out in this report.

Background and Information

1. Hockliffe Lower School, Hockliffe is included in a scheme in the Safer Routes to School initiative in this years work programme. The design proposals have taken into account the road safety issues highlighted in School Travel Plan prepared by Hockliffe Lower School, concerns raised by Hockliffe Parish Council, and also some other issues identified during site visits by engineers.

The measures proposed include a highlighted uncontrolled crossing point close to school's pedestrian entrance via the foot bridge, widening of the footway, improved road signing, a reduction in speed limit, and a proposal to introduce waiting restrictions for a short period during school start and finish times.

2. During site visits at school start times it was observed that vehicles were parked alongside the kerb immediately south of the existing crossing point. This parking obscured visibility of the school crossing patrol operation point. This underlined the need to restrict waiting close to the crossing point on the eastern side of carriageway.
3. Travelling northbound on the A4012 Woburn Road from its junction with the A5 in Hockliffe, there is a footway on the both sides of the carriageway. The footway on the west side terminates immediately after the uncontrolled crossing point located close to school's pedestrian entrance via the foot bridge. The footway on the east side extends further north from Hockliffe Village. It is 1.4m wide but reduces to 600mm width on the culvert. This is not sufficient width for the safe movement of pedestrians. As the carriageway at this location is 7m wide, it is proposed to reduce the carriageway width to 6.4m to achieve a minimal width of footway (1.2m). The visual width of carriageway will further be reduced to 6m when single yellow lines are laid. This should assist in reducing vehicle speeds.
4. Due to concerns over pedestrian safety and in particular school children, it is important to keep the uncontrolled crossing point along with widened part of footway clear of parked vehicles during school start and finish times. Therefore waiting restrictions for one hour during the am and pm school times are proposed.

It is also proposed to introduce a 'No Stopping' Traffic Regulation Order on the school keep clear markings in line with current council policy.

Following the consultation period on the proposals no objections have been received for the proposed reduction in speed limit (to 30mph) but two objections have been received to the proposed waiting restrictions.

No objections have been received to the 'No Stopping' proposal for the school keep clear.

The Way Forward

5. Of the two objections received to the waiting restrictions, one was from a resident of Old School Court, Woburn Road. This was on the grounds of insufficient parking space. The resident has to park one car on the road as the household has 2 cars but one parking space. The waiting restriction proposed would prevent this. Also, the resident has expressed concerns that proposing waiting restrictions at this location would cause a drop in the value of the property.

The other objection was received from a small business Cattery Ltd on the grounds that such restrictions to the south of their driveway would displace parents to park their vehicles around their access making it dangerous for their customers. To prevent this from occurring, Cattery Ltd has requested that the waiting restrictions are to cover their entrance.

6. The proposal to introduce 'No Waiting 8-9am and 3-4pm' (single yellow lines) on one side of the A4012 Woburn Road around Hockliffe Lower School premises will have very minimal effect on the existing resident parking. However, the restrictions would improve safety of school children and accompanying parents by increasing visibility to school crossing patrol operation site. Other than at school times the parking situation will be as at present.

The request for an extension of the proposed waiting restriction is not considered necessary for the same reason, although the displacement of parking will be monitored after implementation and if necessary further action taken.

7. The portfolio holder is requested, notwithstanding the two objections, to approve the implementation of the proposals as advertised on the basis of road safety outside the school gate.

CORPORATE IMPLICATIONS

Council Priorities:

The promotion of safety schemes in the vicinity of schools based on school travel plans is an ongoing Council priority.

Financial:

There is an allocation of £43,080.0 in the current years work programme for the implementation of Safer Routes to School for Hockliffe Lower School from which this work will be funded.

Legal:

None as a result of this report

Risk Management:

None as a result of this report

Staffing (including Trades Unions):

None as a result of this report

Equalities/Human Rights:

None as a result of this report

Community Development/Safety:

None as a result of this report

Sustainability:

Widened footway and enhanced crossing point with waiting restriction in place may help encourage pedestrian movements thus a decrease in car use to drop off and pick up school children.

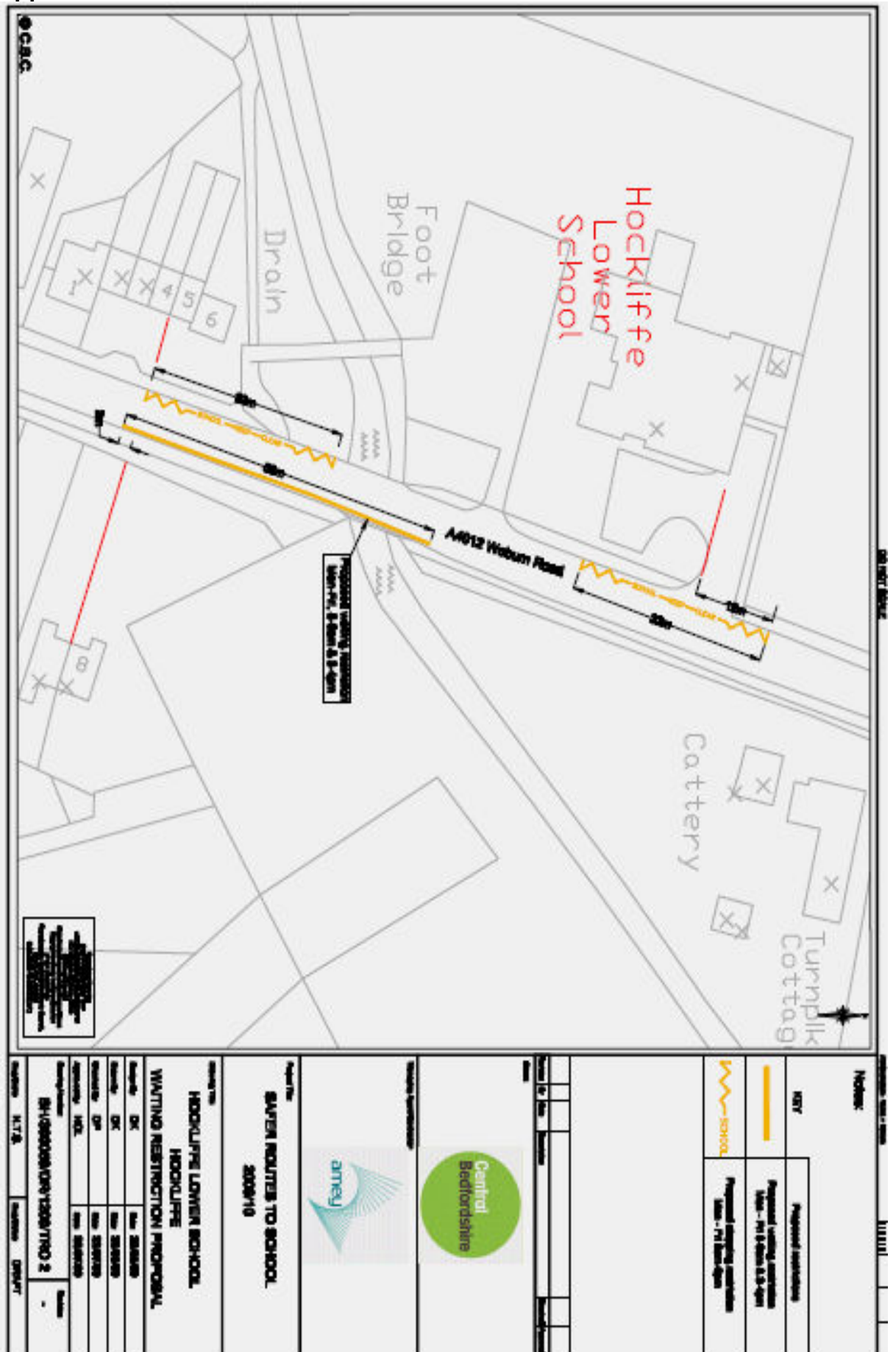
Appendices:



Appendix A – Plan of proposals

Appendix B – Copy of original notice

Background Papers
Objections

Appendix A



<p>Notes:</p> <p>KEY</p> <p>Proposed utility restriction  Proposed utility restriction 8am - 7pm & 8am - 5pm</p> <p>Proposed utility restriction  Proposed utility restriction 8am - 7pm & 8am - 5pm</p>	
<p>Project Title:</p> <p>WATER ROUTES TO SCHOOL 2009/10</p>	
<p>Client:</p> <p>HOCKLIFFE LOWER SCHOOL HOCKLIFFE WATERING RESTRICTION PROPOSAL</p>	
<p>Project No:</p> <p>2009/10</p>	<p>Project Name:</p> <p>WATERING RESTRICTION PROPOSAL</p>
<p>Project Manager:</p> <p>2009/10</p>	<p>Project Location:</p> <p>2009/10</p>
<p>Project Start:</p> <p>2009/10</p>	<p>Project End:</p> <p>2009/10</p>
<p>Project Status:</p> <p>2009/10</p>	<p>Project Phase:</p> <p>2009/10</p>
<p>Project Budget:</p> <p>2009/10</p>	<p>Project Cost:</p> <p>2009/10</p>
<p>Project Risk:</p> <p>2009/10</p>	<p>Project Impact:</p> <p>2009/10</p>
<p>Project Compliance:</p> <p>2009/10</p>	<p>Project Reporting:</p> <p>2009/10</p>
<p>Project Contact:</p> <p>2009/10</p>	<p>Project Approval:</p> <p>2009/10</p>
<p>Project Review:</p> <p>2009/10</p>	<p>Project Sign-off:</p> <p>2009/10</p>

Appendix B

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO STOPPING AND WAITING RESTRICTIONS ON THE A4012 WOBURN ROAD, HOCKLIFFE

Reason for proposal: The proposed Order is considered necessary on the grounds of promoting road safety. The waiting restriction is specifically aimed at keeping the School Crossing Patrol operation location free of parked vehicles during the school start and finish times. The No Stopping restrictions are aimed at keeping entrances to the Hockliffe Lower School free of parked vehicles during school opening hours where a 'Safer Routes to School' scheme is being promoted.

Therefore, Central Bedfordshire Council proposes to make a Road Traffic Regulation Order as follows:

Effect of the Order:

A. Introduce no waiting, 8am to 9am and 3pm to 4pm Monday to Friday inclusive on the following length of road in Hockliffe:-

On the eastern side of the A4012 Woburn Road, Hockliffe which extends from a point approx 2 metres south of the boundary between property Nos 7 and 8 Woburn Road in a north easterly direction for a distance of approx 56 metres.

B. Introduce No Stopping, 8am to 6pm Monday to Friday inclusive on the following lengths of road in Hockliffe:-

On the western side of the A4012 Woburn Road, Hockliffe which extends from the boundary between the property Nos 4 and 5 Old School Court in a north easterly direction for a distance of approx 32 metres.

On the western side of the A4012 Woburn Road, Hockliffe which extends from a point approx 12 metres north of the northern flank wall of Hockliffe Lower School in a south westerly direction for a distance of approx 32 metres.

Further Details: of the proposed Order and a plan may be examined during normal office hours at Customer Service Centre, Central Bedfordshire Council, High Street North, Dunstable and normal opening hours at Dunstable Library, Vernon Place, Dunstable. These plans will be placed on deposit until 6 weeks after the Order is made or until it is decided not to continue with the proposal. Phone Deepak Kaphle on 08453 656057 for further details.

Objections: should be sent in writing to the Orders and Commons Registration Officer, Countryside Access Service, Central Bedfordshire Council, PO Box 1395, Bedford MK42 5AN, stating the grounds on which they are made by 14th September 2009.

Order Title: if made will be "Central Bedfordshire Council (Bedfordshire County Council (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No *) Order 200**".

PO Box 1395
Bedford MK42 5AN

Basil Jackson
Assistant Director for Highways

11th August 2009

Objections

Orders and Commons Registration Officer
Countryside Access Service
Central Bedfordshire Council
PO Box 1395
Bedford
MK42 5AN

10th September 2009

To Whom It May Concern:

I am writing with regards to the proposed plans to make the parking on the A4012 outside the school restricted

I object to the plans due to the fact that we have two cars in our household with only one parking space this means that we use that part of the road to park our vehicle on. The working hours my partner and myself have to do mean we will be directly affected by the plans.

The alternatives for parking will be the A5, which is far too dangerous due to the volume of traffic along the road. We could park on the same side of the road by our house which is again near the A5 but this will cause huge problems with traffic building up around the traffic lights and will not be safe for the children walking to school and crossing the road.

I completely agree the speed of the traffic along the A4012 by the school is too fast and I will fully support anything that will reduce the speed. However how do our cars not being there have any bearing on this?

The school has a lolly pop lady who helps the children cross the road safely and I fail to see how our car causes a problem? If she stands on the same side of the road as the school she will have complete visibility as no one parks on that side, which will however change if these plans get implemented. The only problem I see is the parents who park all along both sides of the road to drop their children off. Surely a village like Hockliffe only has children from the village attending to the school so why are these parents who are concerned about their children's safety not helping the situation and walking to school?

Another concern is the resale value of my home. If you restrict the parking this will have a direct impact to our neighbour's property values and ours, which is already struggling due to current climate.

Please let me know if these plans go ahead the proposal you have for alternative parking for ourselves and other people that are in the same situation, of which I can think of four of my neighbours.

Yours Faithfully

Orders & Commons Registration Officer
Countryside Access Service
Central Bedfordshire Council
PO BOX 1395
Bedford
MK42 5AN

Dear Sir,

We would like to object to the planning permission proposed to enforce a 'no waiting' area on the A4012, Woburn Road. Our residence and business is the boarding cattery opposite the school and we already suffer from taxis and parents using our drive to turn in and parking in front of our driveway. This makes it dangerous for our customers and us when trying to pull into or out of our driveway. The new 'no waiting' lines are sure to increase this and no doubt some of the parents will begin to use our drive as a car park.

Due to this we would like to propose that the no waiting mon-fri area is extended (on our side of the road, opposite to the school) in front of our property to cause fewer disagreements and hazards.

Many thanks for your time, if you need to contact either of us for more discussion, please do not hesitate to contact us.

Regards,

Meeting: Traffic Management Meeting
Date: 20th October 2009
Subject: Request For A Footpath / Cyclepath & Footbridge – Leighton Road, Woburn Road, Hockliffe (A4012).
Report of: Basil Jackson
Summary: The purpose of this report is to present a petition from residents of Hockliffe requesting the provision of a footpath / cyclepath and footbridge on Leighton Road / Woburn Road, Hockliffe. This petition has been presented at Executive Committee and referred back for a further report.

Contact Officer: Debbie Poynton
Debbie.poynton@amey.co.uk

Public/Exempt: Public

Wards Affected: Hockliffe

Function of: Council

RECOMMENDATIONS:

that the Portfolio Holder for Safer and Stronger Communities is requested to note the contents of the report following an investigation into the provision of a footpath / cyclepath and footbridge in Hockliffe and to recommend that no action is taken to provide a footway / cycleway and bridge at this location.

Background and Information

1. In May 2009 a petition was sent by Andrew Selous MP on behalf of residents of Hockliffe regarding the continued need for a footpath/cyclepath and footbridge on Leighton Road / Woburn Road. This petition was received at the main office at Woodlands on the 4 June 2009. In accordance with the process in operation at that time an acknowledgement was sent to the lead petitioner.
2. The procedure in place at that time was for Bedfordshire Highways staff to undertake investigation into the grounds stated on the petition and to report the petition together with a proposed course of action to the first available meeting of the Bedfordshire County Council Development Control Committee.

3. Due to the changes in local government arrangements in Bedfordshire that were taking place at the time there was no opportunity to do this within the life of the outgoing County Council and the arrangements for presenting to members of the new Central Bedfordshire Council were not available at that time, and indeed for some time subsequently.
4. This petition was reported to Executive Committee on the 15 September 2009 and referred back for a further report.

Information

5. In June 1995 Hockliffe Brownie Pack petitioned the Parish Council regarding a footpath in Leighton Road.
6. A further request was received in October 2008, again requesting the installation of a footpath / cycleway with a bridge over the brook to help assist local residents walking along Leighton Road to reach the local church, burial ground and footpaths that run through the area.
7. Leighton Road is a rural road subject to the national speed limit over most of the length requested with no residential access along the section of proposed footway and no properties within 300 metres of the Goose Green end. The Church and residential properties at Church End are approximately 450 metres from the end of the proposed footway and have an alternative access using the existing footway along the A5 and Church Lane.

The Way Forward

8. A scheme to provide a footpath / cycleway and bridge has been given a low priority and will not be included in the current five year programme.
9. The estimated cost of the works is £60 – 70k depending upon any necessary statutory diversions being needed.

Conclusion and Next Steps

10. No action is taken to provide a footway / cycleway and bridge at this location.

CORPORATE IMPLICATIONS
<p>Council Priorities: The provision of a footpath / cycleway and bridge would improve walking routes for pedestrians.</p> <p>Financial: If the proposals are accepted by Central Bedfordshire Council there will be a capital cost of approximately £70,000 for the entire scheme.</p> <p>Legal:</p>

None as a result of this report.

Risk Management:

None as a result of this report.

Staffing (including Trades Unions):

None as a result of this report

Equalities/Human Rights:

This report and recommendation does not have any implications under the Human Rights Act 1998.

Community Development/Safety:

Assists detached communities to access services on foot with improved safety.

Sustainability:

Central Bedfordshire encourages the use of walking as a sustainable transportation mode where suitable.

Background Papers

Copy of Petition.

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Meeting: Traffic Management Meeting
Date: 20 October 2009
Subject: Northwood End Road
Petition – Speeding vehicles, volume of traffic, condition of road and footway, lack of signs and inadequate street lighting.
Report of: Basil Jackson
Summary: A petition signed by local residents was presented on the 14 April 2009 requesting for Northwood End Road, Haynes to be assessed regarding speeding issues with other issues listed above.

Contact Officer: Caroline Almond
Caroline.almond@amey.co.uk
Public/Exempt: Public
Wards Affected: Haynes
Function of: Council
Reason for urgency
(if appropriate)

CORPORATE IMPLICATIONS

Council Priorities:

Reductions of speed lead to increased road safety and reduced emissions

Financial:

None as a result of this report.

Legal:

None as a result of this report.

Risk Management:

None as a result of this report.

Staffing (including Trades Unions):

This report and recommendation does not have any implications under the Human Rights Act 1998.

Equalities/Human Rights:

None as a result of this report

Community Development/Safety:

None as a result of this report

Sustainability:

None as a result of this report

RECOMMENDATION:

that the portfolio holder for safer and stronger communities is requested to note the situation with regard to the speeding issues on Northwood End Road, Haynes, and to recommend that a budget for future speed limit review assessments is included within the forward programme of works.

Background and Information.

1. A petition signed by local residents was presented to the Council on the 14 April 2009.
2. Residents are requesting that Northwood End Road, Haynes should be assessed on grounds of road safety in respect of the following concerns.
 - Speed of traffic
 - Volume of traffic
 - Condition of carriageway and/or footway
 - Lack of footways
 - Inadequate signs for speed calming
 - Provision of road/ pedestrian safety
 - Street lighting

Speed and Volume of Traffic & Road Safety:

3. Northwood End Road is currently within a 30mph Speed Limit (see Appendix 1). There is currently no speed or volume data held for this site but this would form part of any initial assessment or feasibility study.
4. Traffic Management Police have received no recent speed complaints for this location.
5. Bedfordshire Highways have undertaken a speed limit review for the highway authority in line with Government objectives. This was intended to ensure that the speed limits and their extents were correct on all A and B class roads. This has now been carried out.
6. Additionally, a number of village speed limits were reviewed and changes to speed limits and extents recommended as a result. The location in question has not been reviewed.
7. The budget for reviewing speed limits has now been committed for the remainder of this financial year. Given that the statutory process of reviewing speed limits has now been completed all new requests for speed related reviews will be treated on an Ad-hoc basis.

8. In order to undertake this a budgetary provision will be required within the forward work programme and this will be included during the current budget setting round. Its ultimate inclusion will be a matter for members to decide.

Condition of the carriageway and footway:

9. The carriageway of Northwood End Road was assessed for possible patching work needed in March 2009, however after assessment it was found not to be in need of any patching at that time.

Carriageway and footway surface:

10. Northwood End Road was Patched & Surface Dressed Summer 2009.
11. All helpdesk enquiries will be reviewed as part of the annual assessment process and a draft programme will be published in December. The final content of next years programme will ultimately depend on available funding and the emerging priorities of Central Beds Council.

Lack of footway/ Provision of pedestrian safety:

12. This financial year (09/10), area teams have recommended that the parishes use their partnership budget towards footways, however, there is no history if requests for footway along Northwood End Road. No further action is therefore intended on this item at present.

Lack of Footways

13. The issue of additional lengths of footway will be considered as part of the forward planning process.

Street Lighting:

14. Northwood End Road is currently lit to parish lighting standards. This includes the lighting in Northwood End Road. There is currently no programme of upgrading Parish lighting in rural communities.

Conclusion and Next Steps

15. The speed limit assessment will need to be included in the forward work programme.

Appendices:

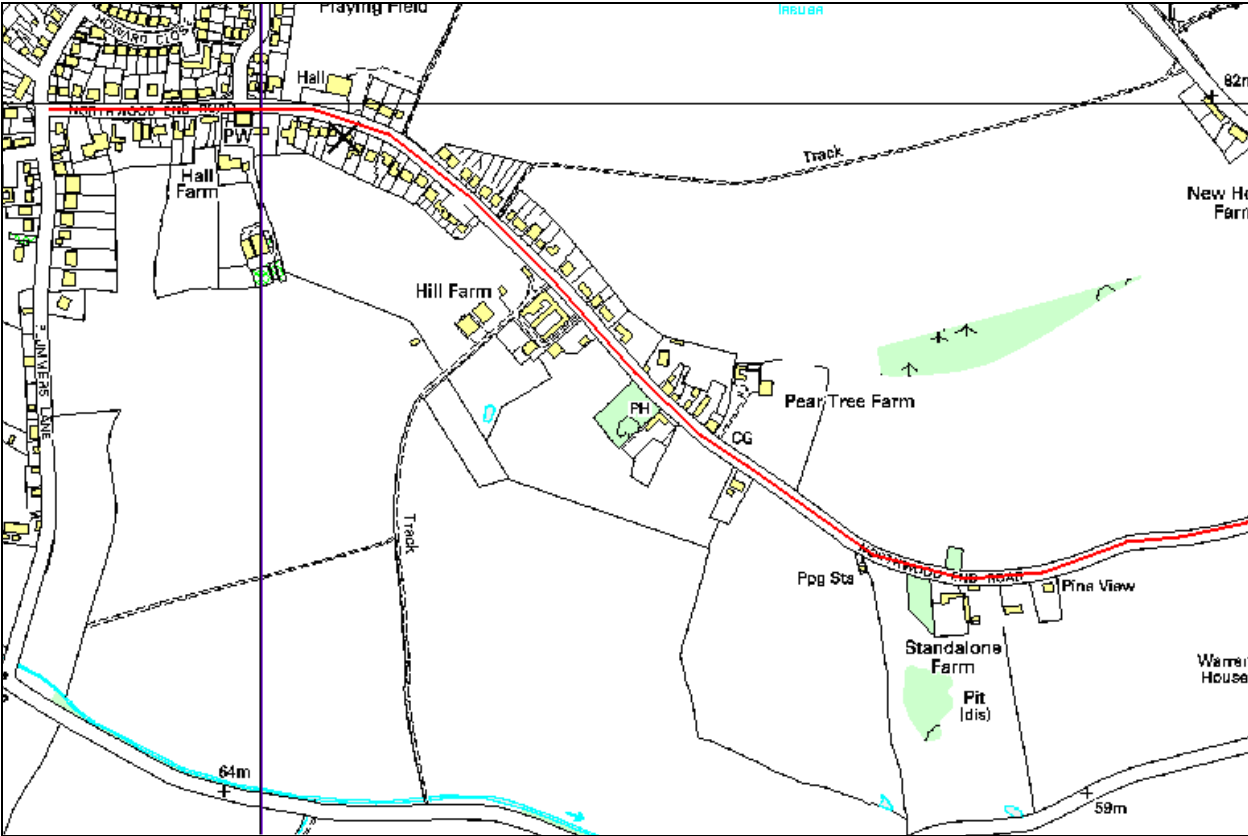
Appendix 1 – Location Plan/ existing street lighting plan.

Appendix 2 – Aerial view

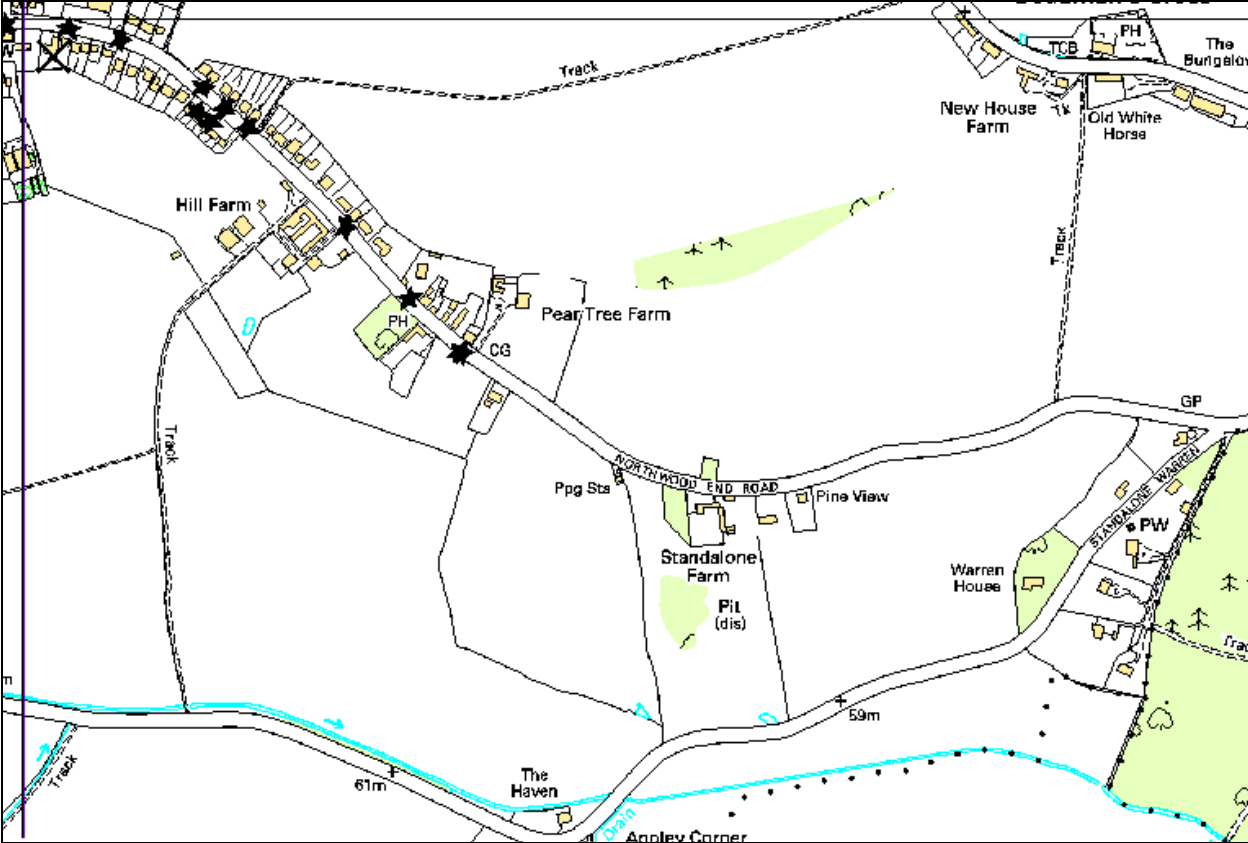
Background papers

Petition

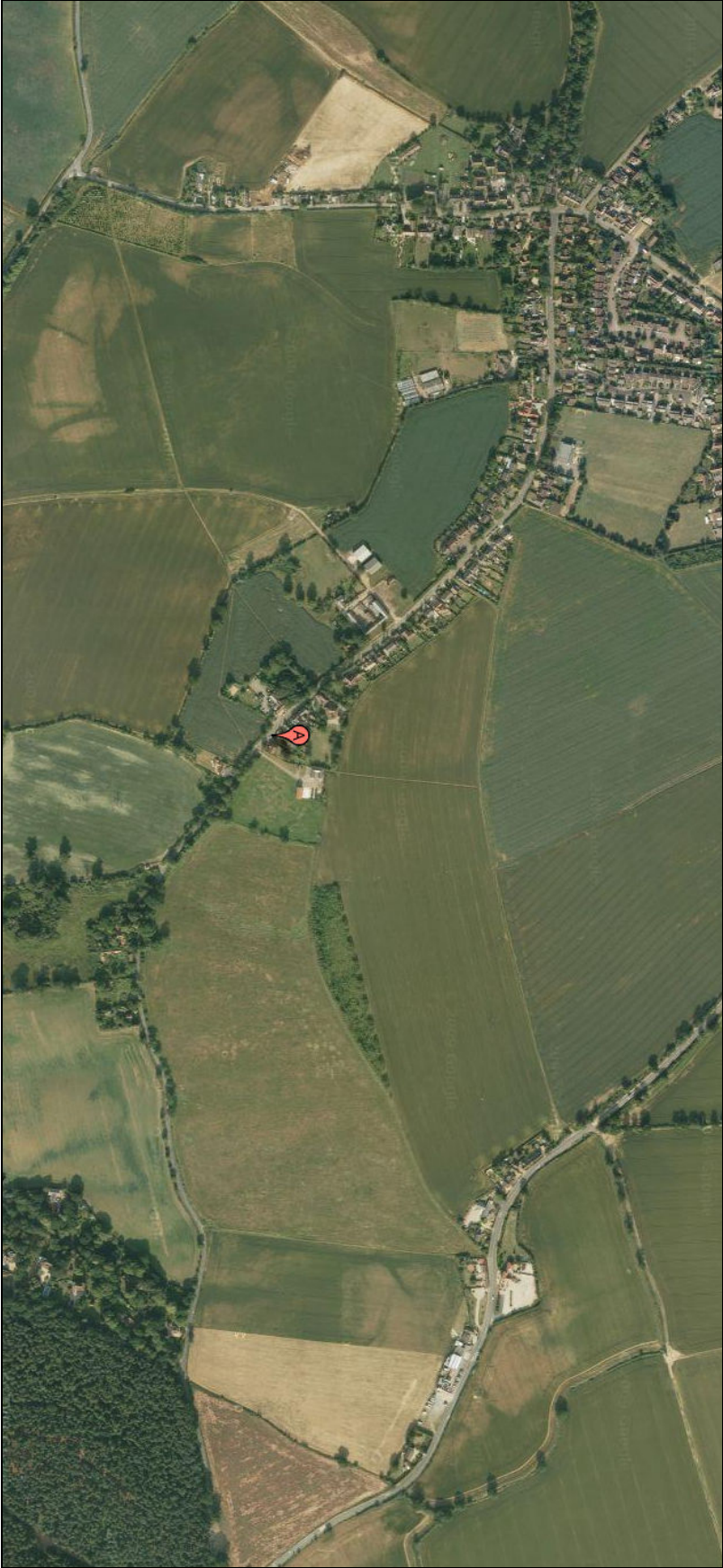
Appendix 1 - Location Plan



Existing parish lighting locations (★)



Arial view



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Meeting: Traffic Management Meeting
Date: 20th October 2009
Subject: Petition to Improve Road Safety in Richmond Road Leighton Buzzard.

Report of: Basil Jackson

Summary: To report to the portfolio holder for safer and stronger communities that a petition has been received from residents in the Richmond Road area requesting traffic management measures to improve safety and to recommend that this be noted and the lead petitioner be advised that it is not recommended to take any further action at the present time.

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

Public/Exempt: Public

Wards Affected: Leighton Linlade

Function of: Council

Reason for urgency
(if appropriate)

RECOMMENDATIONS:

that the contents of the petition be noted and the lead petitioner be advised that proposals to implement traffic management on Richmond Road are not planned at the current time.

Background

1. In late 2008 a petition was sent to Bedfordshire County Council on behalf of residents of Richmond Road, Leighton Buzzard regarding the need for a one way street order on Richmond Road Leighton Buzzard. In accordance with the process in operation at that time an acknowledgement was sent to the lead petitioner.
2. The procedure in place at that time was for Bedfordshire Highways staff to undertake investigation into the grounds stated on the petition and to report the petition together with a proposed course of action to the first available meeting of the Bedfordshire County Council Development Control Committee.

3. Due to the changes in local government arrangements in Bedfordshire that were taking place at the time there was no opportunity to do this within the life of the outgoing County Council and the arrangements for presenting to members of the new Central Bedfordshire Council were not available at that time, and indeed for some time subsequently.
4. This petition was reported to Executive Committee on the 15 September 2009 and referred back for a further report.
5. Richmond Road is a closed loop on a residential estate in Leighton Buzzard and, as a result, does not have any traffic other than local people and deliveries.
6. In common with many such estates, the houses were not constructed with off road parking and as a result on street parking has increased in accordance with vehicle ownership levels to the extent that on occasions the road is likely to be congested.
7. Some of the properties have constructed off road parking but these are in a minority. Most of the properties fronting Richmond Road do have the opportunity to do this and this would address much of the problem.
8. The implementation of a one way system in a closed loop such as this is not recommended. Vehicle owners close to the ends of the loop have a tendency to drive contrary to the flow rather than all the way round the loop to access premises.
9. It is true that residential congestion may cause difficulties for large vehicles requiring access and this may include emergency service vehicles but this is true in many residential streets and it is not feasible to address all of these through engineering or traffic management methods. In this case the resident's vehicles and their visitors are generally the cause of the problem and the solution is at least partly within their own control with off-street parking a possibility.
10. The Council is currently developing a parking policy document and that will specifically look at parking congestion issues and the introduction of verge parking in residential estates. Central Bedfordshire does not currently have a policy relating to this. Residents should, in any case, be encouraged to address parking issues where possible by the creation of private off road parking.

Conclusion and Next Steps

11. No further action is recommended to be taken at this time.

CORPORATE IMPLICATIONS

Council Priorities:

None as a result of this report

Financial:

None as a result of this report

Legal:

None as a result of this report.

Risk Management:

None as a result of this report.

Staffing (including Trades Unions):

None as a result of this report.

Equalities/Human Rights:

None as a result of this report.

Community Development/Safety:

None as a result of this report

Sustainability:

None as a result of this report

Background Papers.

Copy of petition

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Meeting: Traffic Management Meeting
Date: 20 October 2009
Subject: Parking Issues - Station Road / Long Close, Lower Stondon.
Report of: Basil Jackson

Summary: The purpose of this report is to present results from a parking study carried out in accordance with the agreed recommendation at the Development Control Committee on the 16th September 2008, following receipt of a petition in February 2008 from local residents requesting the introduction of parking restrictions to help improve visibility when exiting Long Close on to Station Road, Lower Stondon.

Contact Officer: Paul Salmon
0300 3006180
paul.salmon@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Silsoe and Shillington
Function of: Council

RECOMMENDATIONS:

1. that the
 - (a) The portfolio holder is requested to note the situation with regard to parking at Long Close.
 - (b) During this financial year double lines be introduced around the radii of the junction in accordance with Section 243 of the Highway Code (10m in both directions).
 - (c) A scheme to provide verge parking on Brittain's Rise be considered for the forward programme subject to policy. Officers should continue to monitor the parking situation at the junction as a result of the introduction of these restrictions.

Background and Information

1. A petition with 36 signatures by local residents was presented by Councillor Rita Drinkwater to the County Council meeting on the 14 February 2008.
2. A report was presented to the Development Control meeting on the 16th September 2008 (Appendix 1) requesting yellow lines at the junction of Station Road / Long Close to help improve visibility for motorists and pedestrians exiting Long Close.
3. The request was previously assessed by Bedfordshire Highways and was given a score of 8. This was then allocated into the low priority category (Low 1 - 10 points, Medium 11 – 35 points and High priority 35 + points) insofar as the forward programme was concerned.
4. Cllr Rita Drinkwater requested that a further study was undertaken on the area, with the intention of developing a full solution to the parking problem. This was accepted by Development Control Committee at their meeting in September 2008. (Appendix 2).

Information

5. Station Road is subject to a 30mph speed limit and provides access to several residential roads. Long Close is a private residential road.
6. The removal of parked vehicles along Station Road close to the junction with Long Close would improve access for motorists and improve visibility for motorist and pedestrians.
7. Site visits have taken place and investigations show that the problem is created by three distinct and different elements as follows:-
 1. The junction being in very close proximity to a tight horizontal bend in Station Road
 2. The sharp vertical rise in level approaching the junction from Long Close
 3. Parked vehicles on either side of the junction.

The Way Forward

8. A scheme to provide verge parking on Brittain's Rise and the introduction of double yellow lines at the junction of Long Close with Station Road is considered for the forward programme following the introduction of a parking policy.

9. The estimated cost of the works is £25 – 30k depending upon any necessary statutory diversions being needed.

Conclusion and Next Steps

10. Double lines should be introduced around the radii of the junction in accordance with Section 243 of the Highway Code (10m either direction). In addition, officers should continue to monitor the parking situation at the junction as a result of the introduction of these restrictions.
11. A Parking Policy document is currently in preparation for Central Bedfordshire Council and will be a matter for consultation with members later this year. That document will seek to produce policies that will be flexible enough to address the needs of individual communities or sectors of the community whilst maintaining the thrust of national policy in respect of demand management and responsible use of car parking.
12. Should a separate budget be identified, and subject to a policy being in place, this work could be included within the forward programme.

CORPORATE IMPLICATIONS

Council Priorities:

Sensible approach to parking demand management will assist public

Financial:

If the proposals are accepted by Central Bedfordshire Council there will be a capital cost of approximately £30,000 for the entire scheme, for the double yellow lines which are proposed at this time, the cost would be in the region of £3,000 - £5,000.

Legal:

None as a result of this report.

Risk Management:

None as a result of this report.

Staffing (including Trades Unions):

None as a result of this report

Equalities/Human Rights:

This report and recommendation does not have any implications under the Human Rights Act 1998.

Community Development/Safety:

None as a result of this report

Sustainability:

Parking controls may help encourage modal shift.

Appendices:

Appendix 1 – A report presented to the Development Control meeting on the 16th September 2008.

Appendix 2 - Parking Study

Background Papers (open to public inspection):

Location of papers: Priory House, Chicksands

Appendix 1



Committee/Date:	Development Control Committee 16 th September 2008
Title:	Petition – Poor Visibility Long Close, Stondon. Request for Parking Restrictions.
Council Priority:	Local Transport Plan policies that address the priority of safer roads
Report of:	BASIL JACKSON – ASSISTANT DIRECTOR HIGHWAYS & TRANSPORT
Directorate:	ENVIRONMENT
Contact:	Debbie Poynton, Bedfordshire Highways
Phone:	08453 656088
E.Mail:	debbie.poynton@amey.co.uk
Action required:	To note the situation with regard to parking at Long Close and agree that no action is taken to introduce parking restrictions at this location.
Electoral divisions affected:	Silsoe and Shillington - Councillor Rita Drinkwater
Appendices:	1. Petition 2. Location Plan 3. Aerial Photograph 4. Photographs 5. Assessment
Status:	Open

1. **RECOMMENDATION**

- 1.1 The Committee is requested to recommend to Councillor Wootton, Cabinet Member for Highways and Waste, to note the situation with regard to parking on Station Road / Long Close, Lower Stondon and agree that no action is taken to introduce parking restrictions (double yellow lines) at this location.

2. **SUMMARY**

- 2.1. A petition with 36 signatures by local residents was presented by Councillor Rita Drinkwater to the County Council meeting on the 14 February 2008 requesting the introduction of parking restrictions on Station Road at its junction with Long Close, Lower Stondon.

3. **REASON FOR DECISION / REPORT**

- 3.1. The County Council considers all petitions presented to it and responds accordingly.

4. **PROPOSAL / DETAIL OF REPORT**

- 4.1 A petition with 36 signatures by local residents was presented by Councillor Rita Drinkwater to the County Council meeting on the 14 February 2008.
- 4.2 Residents are requesting that parking restrictions be introduced along a length of Station Road on each side of the junction with Long Close for a distance of 10 metres.
- 4.3 A number of concerns have been raised by residents regarding the number of vehicles parking along Station Road at the junction with Long Close. The parked vehicles cause poor visibility for motorists exiting Long Close on to Station Road.
- 4.4 Station Road is subject to a 30mph speed limit and provides access to several residential roads. Long Close is a private residential road.
- 4.5 Residents have suggested that the use of a mirror would be beneficial to motorists exiting Long Close. Unfortunately, the use of visibility mirrors is not supported by Bedfordshire Council. Visibility mirrors can cause both an obstruction and a distraction to drivers. It is therefore intended to take no further action in respect of this request.
- 4.6 During a number of site visits there were vehicles parked along Station Road close to the junction with Long Close.
- 4.7 Concerns from local residents regarding the provision of waiting restrictions at this location have been received. A number of residents living close to the junction are blue badge holders and concerns have been raised that if yellow lines were introduced at this location greater than the 10m from the junction access to their property would be affected. The severity of their disability prevents the residents walking any distance particularly if they parked within Long Close as the footway is on an incline up to the junction with Station Road.
- 4.8 Residents have previously been advised by local Police that parking is permitted at this location but not for a given distance from the junction.
- 4.9 Enforcement by Police has recently been carried out at this location. Residents have previously been advised by local Police of where to

- park to avoid causing an obstruction but some have failed to respond and have been issued with a fixed penalty parking ticket.
- 4.10 The Police have stated that the courts are reluctant to pursue prosecution for obstruction unless waiting restrictions are also present. There is a view from the police that because of the layout of this junction there is a potential safety issue and they would support the introduction of waiting restrictions.
- 4.11 Accident records show that between 1 May 2005 and 30 April 2008 the last three years for which records are available, there have not been any recorded personal injury accidents along Station Road and its junction with Long Close.
- 4.12 It is not current policy to introduce waiting restrictions at junctions on an ad hoc basis. There are many such junctions throughout the County and it would be impossible and impractical to introduce restrictions at them all. In cases where there is specific support from the police restrictions would be considered but still subject to the normal assessment process as outlined below.
- 4.13 The removal of parked vehicles along Station Road close to the junction with Long Close would improve access for motorists and improve visibility for motorist and pedestrians.
- 4.14 Throughout the year we receive a large number of requests for a whole range of works and it is therefore necessary for us to prioritise such requests by considering the following criteria;
- Road safety
 - Congestion relief
 - Capacity Improvement
 - Environmental Impact
 - Promotion of integrated transport
 - Improving accessibility
 - Council policy
 - Cost
- 4.15 Using this criterion an assessment has been carried out to prioritise this request for the introduction of waiting restrictions. Using a point based assessment form (Appendix 1).
- 4.16 Following the assessment each request is then put into one of three categories – Low 1- 10 points, Medium 11 – 35 points and High priority 35 + points.

4.17 The forward programme for minor Traffic Regulation Orders currently stands at approximately 70 locations with 50 locations scoring 15 + points. Station Road / Long Close scored 8 points and is a low priority. No funding is available to undertake low priority works.

4.18 Parking at Station Road / Long Close will continue to be monitored and should circumstances change this request would be reconsidered under the present assessment scheme.

5. **ALTERNATIVES CONSIDERED**

5.1 Dangerous parking and obstruction of the highway is a prosecutable offence, residents may consider contacting the Police who may consider using their existing powers of enforcement to resolve the matter.

6. **CONSULTATION**

6.1. None as a result of this report

7. **RISK ASSESSMENT**

7.1. Financial implications/risks including value for money

7.1.1. None as a result of this report

7.2. Legal implications/risks

7.2.1. None as a result of this report

7.3. Human Resources implications/risks

7.3.1. This report and recommendation does not have any implications under the Human Rights Act 1998.

7.4. Equality & Diversity implications/risks

7.4.1. None as a result of this report

7.5. Sustainability implications/risks

7.5.1 None as a result of this report

8 CONCLUSION

Members are advised to note:

- 8.1 That this request has been assessed as low priority and as a result would not be likely to be funded in the foreseeable future.
- 8.2 Parking at Station Road / Long Close will continue to be monitored and should circumstances change this request would be re-considered under the present assessment scheme.

Background Information

Petition
Location Plan,
Aerial photograph
Photographs
Assessment

Page 88







Appendix 2

Long Close/Station Road, Lower Stondon

A petition was presented to the County Council regarding the installation of double yellow lines at the exit of Long Close, joining Station Road on both corners of the junction. This was considered inappropriate as it would not allow those who need to park on Station Road at this location or at the very least provide them with a viable alternative area to park. Cllr Rita Drinkwater requested that a further study was undertaken on the area, with the intention of developing a full solution to the parking problem. This was accepted by Development Control Committee at their meeting in September 2008.

Since the request site visits have taken place and investigations into possible measures have been looked at and this report highlights the most viable option.



Photo 1



Photo 2

As can be seen from the two photographs above the visibility on exiting Long Close is very poor. Motorists have to take extra care whilst turning in either direction and in particular when turning right, as seen in Photograph 2. The problem is created by the combination of three distinct and different elements as follows:-

1. The junction being in very close proximity to a tight horizontal bend in Station Road
2. The sharp vertical rise in level approaching the junction from Long Close
3. Parked vehicles on either side of the junction.

Clearly it would be unrealistic and prohibitively expensive to adjust both horizontal and vertical alignments of the roads. The initial Petition requested Double Yellow lines starting in Long Close and then into Station Road on both

corners of the junction. This arrangement exists in Fakeswell Lane, the road to the left of Long Close as seen in the photograph below. However, there is no demand for parking on Station Road immediately adjacent this junction as there is for Long Close.



Photo 3

After several site visits and witnessing various levels of parking at various times of the day, it is accepted that more often than not visibility on exit from Long Close is restricted by parking vehicles. In some instances this can amount to just a few or even a single car, to the length of Station Road to the right of Long Close being fully occupied by Parked Cars.

In dealing with this issue it must be noted that there are several properties adjacent to Long Close on Station Road have no alternative parking. Accordingly, the introduction of double yellow lines would displace parked vehicles and therefore an alternative must be provided as part of the proposed solution. The only immediate possibility would be to provide an additional area for parking on the area of land which runs between Brittain's Rise and Station Road, although it is accepted that this is not ideal as residents would have to park their vehicles away from their properties and would have to cross a main road. This would undoubtedly create issues for those that may be mobility impaired.

Currently this piece of Verge is not used for any particular purpose but has on it two Telegraph Poles that would need to be considered in the proposal and three Lamp Columns which may need to be moved. There are also four existing trees with the possibility of at least three of them would have to be removed. These can be seen in the Photographs below.



Photo 4



Photo 5

A potential solution is to develop the existing area to allow for parking to be created on the Station Road side of the verge. This would involve the landscaping of the area, a new footpath, moving lamp columns and the installation of hard standing within the new area. The proposal can be found attached on a separate drawing Appendix 1. The estimated cost of such a proposal is between £35 -45K depending upon any necessary Stat diversions. This is not considered best value in view of the identified problem and associated risk.

The only alternative would be to introduce verge parking on the side of Brittain's Rise. This would enable safer access to vehicles, being away from the live traffic and is an improvement of the current on street parking that exists along Station Road. Due to there being less site constraints on this side of the verge the provision of verge parking would be considerably less expensive with an estimate cost of £25 – 30k depending upon stats.

The maximum amount of Double yellow lines would be to Station Road on either side of the junction would be 40m. Accordingly, this amount of car parking space will be displaced and should be catered for in the new parking area.

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Meeting: Traffic Management Meeting

Date: 20 October 2009

Subject: Proposed 20mph Speed Limit Zone and Traffic Calming Features – B659 Church Street, Langford

Report of: Basil Jackson

Summary: To report to the Portfolio Holder for Safer and Stronger Communities the results of a consultation with residents of the B659 Church Street, B659 High Street, Pound Close, Mill Lane and Tithe Farm Close, Langford on the proposed introduction of 20mph speed limit zone along with traffic calming features and to seek approval for implementation of the scheme.

Contact Officer: Nick Chapman

Public/Exempt: Public

Wards Affected: Langford and Henlow Village

Function of: Council

RECOMMENDATIONS:

that the proposal to introduce 20mph speed limit zone along with traffic calming features on the B659 Church Street be implemented as set out in this report.

Background and Information

1. As part of the programme of Safer Routes to School schemes in this years work programme a scheme has been designed for Langford Lower School. The scheme considers road safety issues highlighted in School Travel Plan prepared by Langford Lower School, concerns expressed by Langford Parish Council, and other issues identified during site visits by officers.
2. A package of proposed road safety improvement measures has been designed. These measures will include the introduction of a 20mph zone with a system of traffic calming features. The traffic calming will comprise speed cushions, a raised junction, a zebra crossing on a raised speed table together with a new mini-roundabout, improved footway and improved road signing.

3. Historically Bedfordshire has not undertaken traffic calming works with vertical features i.e. humps or tables, on A class roads.

In 1996/7, in response to a request for traffic calming in Langford, the highway authority therefore implemented priority chicanes at the entrances to Langford on the A6001.

It is the opinion of the Parish Council that these have not been effective.

Langford Parish Council has continued to campaign for additional traffic calming through the village

4. In 2007 it was agreed that Bedfordshire Highways would seek to re-classify the A6001 to a lower classification in order to facilitate alternative methods of traffic calming. An application was duly made to the Government Office for the Eastern Region for this to be undertaken.
5. This was successfully carried out and on 15th May 2009 the A6001 was re-classified as the B659.
6. Speed surveys undertaken in April 2008 close to Langford Lower School entrance indicate that the 85th percentile speed of vehicles travelling north is 32.9mph south is 31.1mph. Therefore a 20mph zone without traffic calming would not be viable.
7. Statutory Public Notices were published on 11th September 2009 and erected on site to advertise the 20mph speed limit zone and traffic calming proposals. It was made clear that the proposed traffic calming features would only be implemented if the 20mph were to proceed.
8. Following the consultation, 7 written objections have been received and a letter of comment from Langford Parish Council. The statutory objection period ended on 9th October 2009 however an additional 10 days have been added for responses due to the current postal workers dispute. This report has considered only objections received by the end of the statutory period and any objections received after this period will be reported directly to the portfolio holder at the meeting.

9. **The Way Forward**

More than 150 letters were sent out within the community. Seven written objections and one letter commenting on the scheme have been received.

The responses include the following:

- That the proposed speed cushions in front of their properties would cause disturbance and increase in noise level.
- That a proposed speed cushion close to a property would pose difficulty in on-street parking.
- That the proposed mini-roundabout (at B659 Church Street / East Road junction) is not in an appropriate location.
- That the existing mini-roundabout located at B659 Church Street/High Street junction be a large roundabout instead.

- That speed cushions are not the right type of traffic calming features so, would cause increase in noise level, pollution, wear and tear on vehicles.
 - That such traffic calming features would effect emergency service response times.
10. Langford Parish Council has expressed its opinion that that the existing mini-roundabout located at the junction of the B659 High Street with Garfield Rd should be removed as it is a hazard.

The Parish Council had previously written confirming that they were happy with the 20mph proposals presented at a Parish Council meeting held on 3rd June 2009.

11. Response to the objections:
- Speed cushions are designed to cause minimal deflection to vehicles travelling at the required speed and therefore are not considered to give significant increases in vehicle noise.
 - Cars can be parked on or close to speed cushions provided that other parking restrictions are not present.
 - The mini roundabouts are considered to be appropriate and correctly located.
 - Speed cushions do not generally affect the passage of emergency vehicles to a significant degree.
12. The existing mini-roundabout located at the junction of the B659 High Street with Garfield Rd was constructed in 2006 under a Section 278 planning agreement. This mini-roundabout is considered to be a traffic calming feature within the proposed 20mph zone. There is no reason to consider that the existing mini-roundabout is a hazard. If it were to be removed there would be a need to construct additional traffic calming measures. There is no financial allocation for any additional work over and above the designed scheme.
13. The portfolio holder is therefore requested to approve the implementation the scheme as advertised.

CORPORATE IMPLICATIONS

Council Priorities:

The promotion of safety schemes in the vicinity of schools based on school travel plans is an ongoing Council priority.

Financial:

There is an allocation of £90,000 in the current years work programme for the implementation of Safer Routes to School for Langford Lower School from which this work will be funded.

Legal:

None as a result of this report

Risk Management:

None as a result of this report

Staffing (including Trades Unions):

None as a result of this report

Equalities/Human Rights:

None as a result of this report

Community Development/Safety:

None as a result of this report

Sustainability:

Lower speed limit on the main road, widened footway and enhanced crossing point may help encourage pedestrian movements thus a decrease in car use.

Appendices:

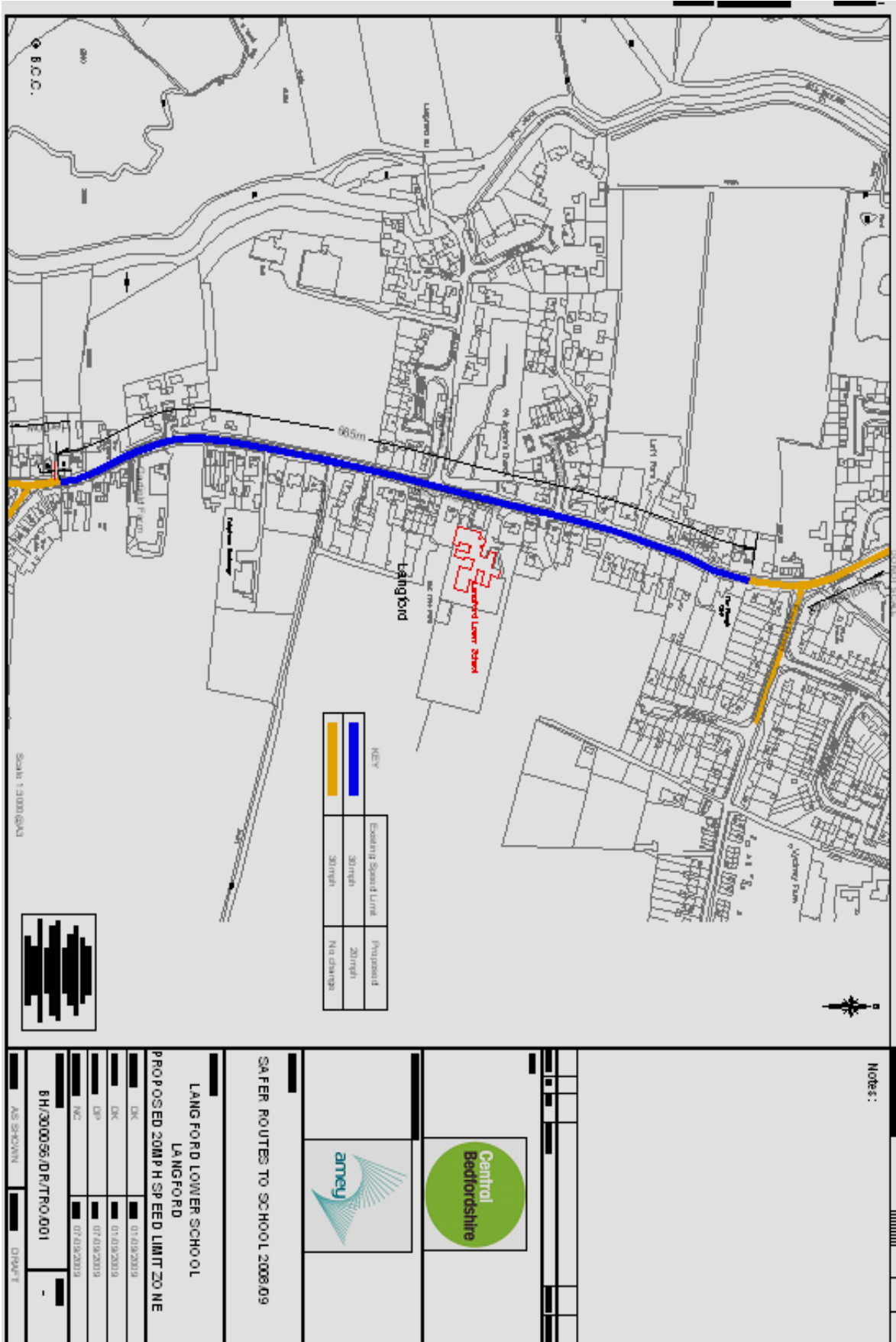
Appendix A – Plan of proposals

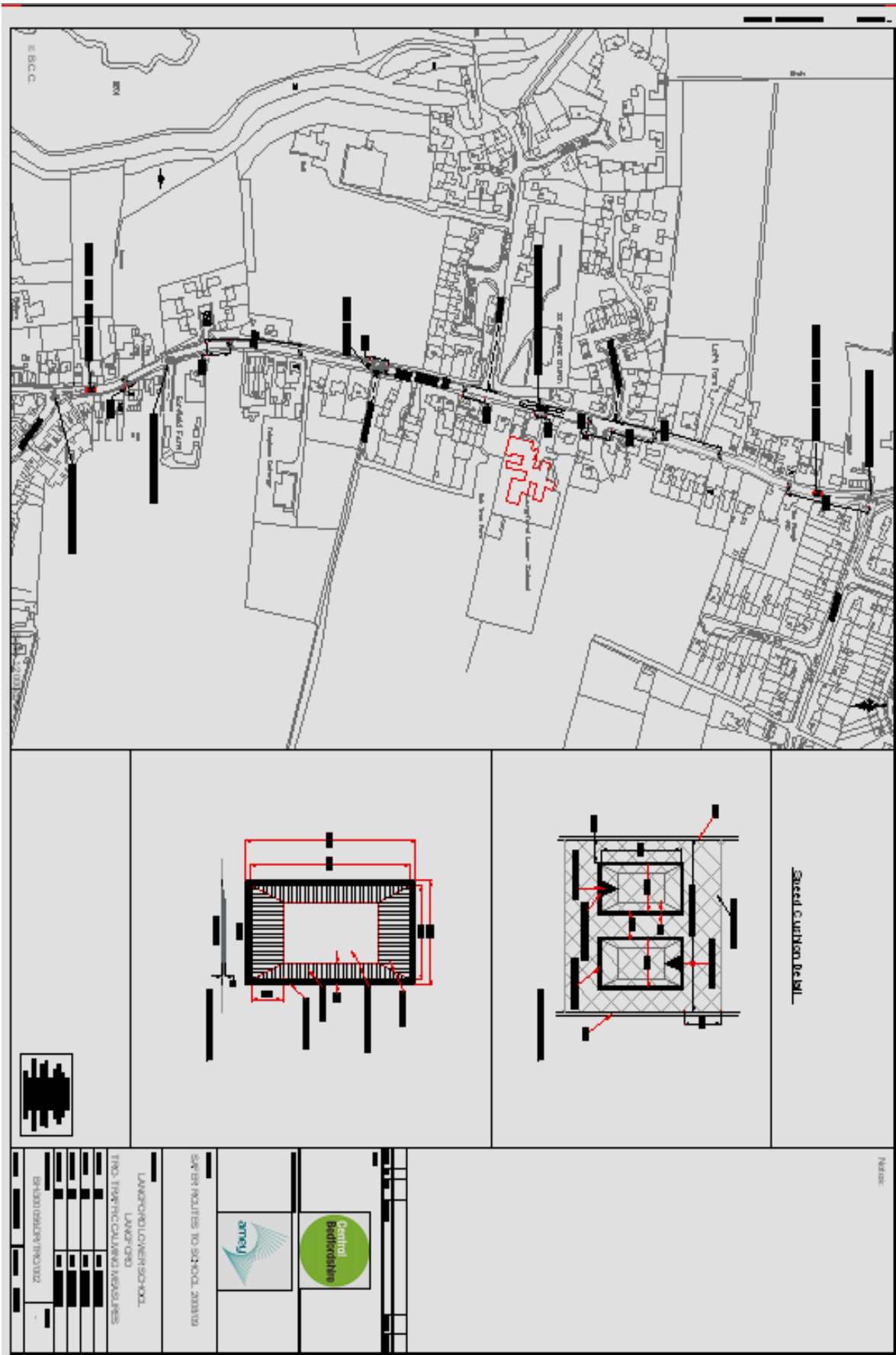
Appendix B – Copy of original notice

Background Papers

Objections

Appendix A





Appendix B



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A 20MPH SPEED LIMIT ZONE ON THE B659 CHURCH STREET IN LANGFORD

Reason for proposal: The proposed Order is considered necessary on the grounds of promoting road safety. The proposed 20mph Speed Limit Zone is intended to reduce the speed of vehicles outside Langford Lower School premises where a 'Safer Routes to School' scheme is being promoted. If implemented, this will improve road safety and quality of environment, and will promote walking and cycling.

The proposed 20mph Speed Limit Zone is an integral part of the proposed traffic calming scheme on the B659 Church Street in Langford between its junctions with Station Road and East Road.

Therefore, Central Bedfordshire Council proposes to make a Road Traffic Regulation as follows:

The effect of the Order:

To introduce a 20mph Speed Limit Zone on the following length of road in Langford:

Church Street, Langford which extends from a point 2 metres north of the boundary between Nos. 2 and 2a Church Street in a generally northerly direction for a distance of approx 685 metres.

A separate public notice has been published for the proposed introduction of traffic calming features on the B659 Church Street in Langford between its junctions with Station Road and East Road. The traffic calming works will only take place if this 20mph Speed Limit Zone proposal is implemented.

Further Details: of the proposed Order, reasons for the proposal and a plan may be examined during normal office hours at the Customer Service Centre, The Old Magistrates Court, 4 Saffron Road, Biggleswade and normal opening hours at Biggleswade Library, Chestnut Avenue, Biggleswade. These details will be placed on deposit until 6 weeks after the Order is made or until it is decided not to continue with the proposal. Telephone Deepak Kaphle on 0845 365 6129 for further details on the proposals.

Orders to be revoked: If implemented any previous Speed Limit Order made on the above length of road will be revoked.

Objections: should be sent in writing to the Orders and Commons Registration Officer, Countryside Access Service, Central Bedfordshire Council, PO Box 1395, Bedford MK42 5AN, stating the grounds on which they are made by 9 October 2009.

Order Title: if made will be "Central Bedfordshire Council (20mph Speed Limit Zone) (B659 Church Street, Langford) Order 200**"

PO Box 1395
Bedford MK42 5AN

Basil Jackson
Assistant Director for Highways

11 September 2009



PUBLIC NOTICE

HIGHWAYS ACT 1980

PROPOSED TRAFFIC CALMING FEATURES - B659 CHURCH STREET, LANGFORD

BETWEEN ITS JUNCTIONS WITH STATION ROAD AND EAST ROAD

CENTRAL BEDFORDSHIRE COUNCIL proposes to construct various traffic calming features under Section 90 A-I of the Highways Act 1980 and all other enabling powers on B659 Church Street, Langford, as part of the proposed 20mph Speed Limit Zone and 'Safer Routes to School' initiative to improve road safety outside the Langford Lower School premises and promote walking and cycling.

A separate public notice has been published for the introduction of 20mph Speed Limit Zone. The traffic calming works will only take place if the proposed 20mph Speed Limit Zone is implemented.

The proposed traffic calming features will be:

- Raised junction, 75mm nominal height above existing carriageway level with ramps slopes not less than 1:15.
- Raised table coincidental with Zebra Crossing, 75mm nominal height above existing carriageway level.
- Speed Cushions in pairs at 8 different locations each 3m long and 1.7m wide with a 1m gap (inc. road marking) in between and 75mm nominal height above existing carriageway levels.

The raised junction is proposed to be sited at the following location in Langford:

- Junction of the B659 Church Street with Gurneys Lane and approx 17 metres long inc. ramps. The table will also extend into Gurneys Lane for a distance of approx 5 metres from the eastern kerb line of the B659 Church Street.

The Raised Table is proposed to be sited at the following location in Langford (for the Zebra crossing):

- B659 Church Street outside Langford Lower School where the existing Zebra crossing is located, approx 10 metres long inc. ramps.

Speed Cushions are proposed to be sited at the following locations in Langford:

- Church Street approx 2.5m north of the boundary between Nos 161 and 163 Church Street.
- Church Street approx 21m north of centre line of Pound Close.
- Church Street approx 85m north of centre line of Pound Close (outside No 125 Church Street).
- Church Street approx 20m south of centre line of Mill Lane.
- Church Street approx 22m south of centre line of Tithe Farm Close (outside No 103 Church Street).
- Church Street approx 39m north of centre line of Tithe Farm Close.
- Church Street approx 100m north of centre line of Tithe Farm Close (outside No 85 Church Street).
- Church Street approx 78m south of centre line of East Road (outside No 78 Church Street).

Further Details: of the proposals and a plan may be examined during normal office hours at the, Customer Service Centre, The Old Magistrates Court, 4 Saffron Road, Biggleswade and normal opening hours at Biggleswade Library, Chestnut Avenue, Biggleswade. These details will be placed on deposit until 6 weeks after the Order is made or until it is decided not to continue with the proposal. Telephone Deepak Kaphle on 0845 365 6129 for further details on the proposals.

Objections: should be sent in writing to the Orders and Commons Registration Officer, Countryside Access Service, Central Bedfordshire Council, PO Box 1395, Bedford MK42 5AN, stating the grounds on which they are made by 9 October 2009.

PO Box 1395
Bedford MK42 5AN

Basil Jackson
Assistant Director for Highways

11 September 2009

Objections

Orders & Commons Registration Office
Countryside Access Service
Central Bedfordshire Council
P.O. Box 1396
Bedford MK42 5AN



0618 941X
September 27 2009

Dear Sir

Re: Proposed 20mph Speed Limit & Traffic Calming Features
B669 Church St Langford

Firstly, I was disappointed the plans were not at the Magistrates Court Diggeshade when I went to view them. I spoke to Chris Stead who seemed to think they had got lost in the post & has suggested I ring Deepak to voice my concerns. In case I don't get hold of Deepak, I've decided to voice my concerns in writing.

I now plan to put 2 Speed Cushions right outside my house No 125 & have been told by friends who have had the same cushions inside their houses that they create a great deal of noise (day & night) & after much campaigning got the damn things removed. I sleep in the front of the house & do not wish to ear constant noise through the night.

Secondly, has anyone gone into the horrendous parking problems along this stretch of Church St. Outside my house (No 125) are the cars belonging to next doors 24 hour carers (for a paraplegic boy), neighbouring houses cars, cars for the recreation ground & much traffic using the driveway to British Telecom. There won't be room for speed cushions !!!

I have my life in my hands everytime I try to get out of my own drive, visibility is atrocious.

I would be very happy for someone to come out & visit to see what I am concerned about regarding the parking issue.

It would be so much simpler to just install Speed Cameras !! The "Boy Racers" who use Church St as a racetrack at night will continue to do so just skidding these cushions. If there were speed cameras they would have to slow down.

I can see me getting no sleep with the constant "Bang Bang" of cars going over these cushions & I would ask you to reconsider this hideous idea.

Yours faithfully

Central Bedfordshire Council,
PO Box 1395
Bedford MK42 5AN



Langford,
Biggleswade SG18 9QA
Bedfordshire

30th September 2009

Reference – Central Bedfordshire Council (20 MPH Speed limit Zone) (B659 Church Street, Langford) Order*

Dear Sirs

I wish to place an objection to the proposed order as a professional and qualified engineer based on the following points.

- The proposed roundabout at East Road should be "before" the bend coming from the Biggleswade direction at the junction of Church Road and Church Street.
- Bedfordshire police with the local parish council conducted a speed check in the vicinity of Church Road / Church Street junction and apart from one person all the people caught speeding and pulled over were locals. (See local free Villager magazine for article).
- The Church Road / Church Street junction would allow for a "full proper" roundabout to be installed therefore forcing traffic to slow down as opposed to driving straight over mini roundabouts which do not slow traffic down. (What should happen and what happens in real life is different).
- By locating the roundabout at Church Road / Church Street the 20 MPH zone could be extended to include East Road which is a straight "race track" and would improve road safety.
- Planning permission has been turned down several times for a multi million pound development at the "old mushroom farm" which is virtually at the junction of Church Street and East Road for road safety reasons. Planning applications have included installing traffic lights and I believe even a mini roundabout which is now being proposed.
- The proposed mini roundabout at East Road would allow the developer to re apply for planning permission for a multi million pound development when it has been rejected on several occasions by the former Mid Beds Council for road safety reasons etc.
- Did planning staff not check in a thorough and professional way that planning permission had been turned down at this junction for road safety etc reasons in relation to the several proposals

made to the former Mid Beds Council? (I assume they are the same staff or part of a larger team who would have had knowledge of these previous applications).

I for one would like to know how the "old mushroom farm" multi million pound development can be turned down on several occasions by the previous Mid Beds Council for road safety reasons and the new Central Beds Council "slipping a mini roundabout in" at East Road by means of road calming and safety thus allowing the developer to resubmit his application? Do they think the local population is stupid and would think something possibly underhand is going on even though it might not be?

I would not be surprised if this point is brought to the attention of local papers like the "Beds on Sunday" as their might be a whiff of scandal here and I would not like to be a local official(s) with impending local government cuts being caught with the possibility of a scandal.

Yours sincerely

26th September 09

Orders and Commons Registration Officer
Countryside Access Services
Central Bedfordshire Council
PO Box 1395
Bedfordshire
MK42 5AN

Dear Sirs

**Re –Central Bedfordshire Council (20mph Speed Zone) B659 Church Street
Langford**

We are writing in response to the above proposal to which we approve in principle but have the following objection and observations:

We strongly object to the location of the speed cushion directly in front of our property, 103 Church Street, which will also affect the opposing property 94 Church Street.

We viewed similar speed cushions installed in Letchworth at the week end and noted only circa 60% of vehicles actually slowed down and this calls their effectiveness into question. More impotently each vehicle going over the cushion produced a clunk clunk-clunk noise.

As both of the above properties are built very close to the road edge (circa 4m) this will result in a considerable noise nuisance virtually 24/7 hours/days, which could lead to stress related health issues.

A more practical arrangement would be to re-position this cushion closer to the Zebra crossing in front of the adjoining school nursery which is not an occupied dwelling. Alternatively create a mini roundabout opposite Tithe Barn Close.

Additional Observations:

The section of road surface in front of 103 Church Street requires repairs to pot holes and re-surfacing prior to implementing the scheme. We suffer undue traffic noise and vibration to the building structure due to the course road surface and HGV,s hitting pot holes.

Removal of the existing chicanes will also be detrimental as these act as a physical restraint to vehicles entering this stretch of road.

Extending the yellow lines from the crossing to Tithe Barn Road will also improve safety. Drivers dropping children off in front of our property do/will obstruct the view of the crossing and speed cushions. These parked vehicles also obstruct the road vision splay and make it dangerous for us and our neighbours when we attempt to exit this private shared drive. We have to exit between parked cars and hope other vehicles will see us before they hit us. How can so many vehicles parked along the road make it safe for cyclist or pedestrians? We would suggest a survey by a Highways Engineer take place at peak school opening/closing time to assess the full safety issues. This small private driveway serves three properties with a total of 7 vehicles.

We trust that our concerns and observations will be fully taken into consideration and appropriate changes made.

Yours sincerely

Countryside Access Service
Central Bedfordshire Council
PO Box 1395
Bedford
MK42 5AN

Langford
Beds
SG18 9NX

21/9/09

Dear Sir

Re Proposed 20mph Speed Limit Zone and Traffic Calming Features: B659 Church Street Langford

Further to your letter 15 September 2009 regarding the above.

I strongly oppose to the placing of traffic calming features between numbers 161 and 163 Church Street. I do not think the distance between the two existing roundabouts at Station Road and the Garfield Farm roundabout warrant any further traffic calming features. Vehicles have already slowed down when approaching these roundabouts and there is not enough time to build up speed before you reach the second roundabout. Maybe an idea would be to alter the current roundabout at the Garfield Farm to a raised type, this would slow down traffic even more.

I also feel we are at a distance from the school where these humps will not have any effect to the children crossing the road by the school. I also have lived on a road previous where these calming features were placed and they caused nothing but distress for the people living near them, we found cars approached them at speed then hit their breaks then revved their engine to build up speed again causing a disturbance for the properties.

I would ask that you please consider my suggestions and concerns.

Thank you

Yours truly

4th October 2009

Dear Sir or Madam,

I am writing in connection with the 'Proposed 20 mph Speed Limit Zone and Traffic Calming Features: B659 Church Street, Langford'.

I live at 1 Pound Close, Langford, and one of the proposed Speed Cushions is directly opposite my back door. From previous experience I know that the noise when HGVs and tractors bang and crash over these obstacles, as they will, is unacceptable. It is bad enough in my kitchen as it is. I therefore strongly object to the placing of this speed Cushion in the proposed position.

I personally have difficulty in understanding how anybody with any understanding of Risk and Hazard Analysis can believe that the proposed measures will improve safety. It is well known that such Speed Cushions cause damage to vehicles with the consequences often being subsequently discovered at high speed on Motorways. Apart from this, the need to concentrate on these obstacles will inevitably divert driver's attention from where it should be i.e. keeping an eye on what is happening on the pavement where the real danger lies.

Yours Faithfully

6th October 2009

Orders and Commons Registration Officer,
Countryside Access Service,
Central Bedfordshire Council,
PO Box 1395,
Bedford, MK42 5AN

Dear Sir,

Proposed Traffic Calming Features – B659 Church Street, Langford

I have read with some care the above proposal, as well as the separate proposal to introduce a 20 mph speed limit along the same stretch of road (which is a sensible idea, and to which I have no objection at all). However, regarding the proposed traffic calming features, I wish to make the following points, which I hope will be taken into consideration before a decision is taken.

1. Speed cushions, raised tables and other types of ramps will create difficulties for the emergency services. I am particularly concerned with ambulances, which may be transporting severely ill passengers. The speed cushions and other speed ramps currently existing in various locations in Biggleswade and Hitchin have confirmed to my personal satisfaction that it is not possible to travel across these smoothly, regardless of how slowly one travels.
2. These types of traffic calming measures will increase the noise level for residents in the nearby houses. Traffic will be braking, changing gear, bumping over the speed cushions, and accelerating away and this will be constant – whether or not there is oncoming traffic
3. Apart from the increase in noises to residents, this will increase wear and tear on vehicles, and potentially increase fuel consumption and exhaust emissions, due to the constant braking / acceleration. This cannot be a desirable outcome.
4. One of the benefits of the existing "chicane" traffic calming features is that when there is no oncoming traffic, vehicles can travel smoothly along Church Street, and I can think of no sensible reason why this should not continue to be the case – possibly re-siting the chicanes if they are believed to be in the "wrong" places – under a 20 mph speed limit, assuming that that is approved.

Yours faithfully,

Orders and Commons Registration Officer
Countryside Access Service
Central Bedfordshire Council
PO Box 1395
Bedford
MK42 5AN

30 September 2009

Proposed 20 mph Speed Limit Zone and Traffic Calming Features: B659 Church Street Langford
Amey Ref: DK/38737/3.12/300056

Dear sir/madam,

I am writing in response to the above captioned proposal. I am of course in favour of safer roads. However, I do object to the part of the proposal that involves the installation of speed cushions.

I would have to traverse three or five pairs of these at least twice a day to exit and enter the village. I am concerned that this would damage my car: if I drive directly over a single cushion, with wheels either side, there is the potential for damage to the inner part of all tyres; if I choose the 'one tyre on the cushion and one on the road' approach, I risk terminally damaged suspension spring(s).

Additionally, the stretch of road between the lane to the telephone exchange and the Garfield Farm mini-roundabout, has cars parked along the length on the east side most of the time, and cushions (or indeed a raised junction) at the beginning of the line of parked cars as one travels south could, I think, actually impede one's ability to pull out in a safe and timely manner.

There seems to be a great deal of speed cushions and raised sections being proposed (10 in total – I can feel my lower back panicking). Would it not be possible to put in the new roundabout, raise the zebra crossing and the Gurney's Lane junction and then monitor drivers' adherence to the 20 mph speed limit to see if further restrictions are necessary?

The Public Notice included in the letter from Amey mentions the promotion of walking and cycling. I can see that slower moving traffic would make cycling more pleasant and safer, and no doubt walking too. However, what effect does the addition of speed cushions have on low-level pollution? Increased levels would obviously be less healthy for those of us walking around the village.

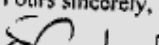
I have lived in Langford for ten years, and as a general observation, I would like to point out that the only time at which I have had to be especially careful on the B659 (as now named), is during the school drop-off and pick-up periods, as a result of the thoughtless and inconsiderate parking of some of the parents. I sincerely hope and respectfully suggest that however these changes are implemented, a rigorous enforcement of the parking and driving regulations is practised at all times of day, as I feel this can only add to the effect of the 'Safer Routes to School' scheme.

I will not miss the chicanes. I think a move to another solution to prevent speeding is a good idea. The one north of Tithes Farm Close is a particular problem, especially when travelling south, as it is really a bit too near the junction. I am happy with the proposed 20 mph speed limit.

1 of 2

Please note that the Public Notice included in the letter from Amey did not, as far as I can see, mention the new roundabout at East Road, although it is on the attached map.

I would be grateful for a response to the points I have raised and look forward to hearing from you,

Yours sincerely,


LANGFORD PARISH COUNCIL

E.P.RUTT, M.A.
Clerk and Responsible Financial Officer

**152 LONDON ROAD
BIGGLESWADE
BEDFORDSHIRE
SG18 8EH
Tel: 01767 601833**

**Mr Shortland
Service Director
Beds Highways
Woodlands Annexe
Manton Lane
Bedford
MK41 7NU**

DOCUMENT REF	36788	
	AMEY	
CONTRACT	BEDFORDSHIRE HIGHWAYS	
ACTION	BY	JS
Y/N	DATE	- 8 JUN 2009
COPIES		
ORIGINAL		
FILE NO	3.08	

5 June 2009

Dear Mr Shortland

RE-CLASSIFICATION OF A6001 THROUGH LANGFORD

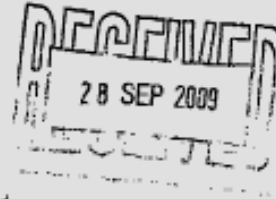
Thank you for coming with your Watchman-in-Chief and Engineer to meet with the Parish Council on 3 June.

All agreed it was a very useful, productive and encouraging meeting.

I write to confirm that the Council approves the plans as presented, subject to your making minor amendments should they be desirable and possible.

Yours sincerely

Philip Rutt.
Clerk



LANGFORD PARISH COUNCIL

E.P.RUTT, M.A.
Clerk and Responsible Financial Officer

**152 LONDON ROAD
BIGGLESWADE
BEDFORDSHIRE
SG18 8EH
Tel: 01767 601833**

23 September 2009

**Orders and Commons Registration Officer
Countryside Access Service
Central Bedfordshire Council
PO Box 1395
Bedford
MK42 5AN**

Dear Sir

**PROPOSED 20 MPH SPEED LIMIT ZONE AND TRAFFIC CALMING FEATURES
B659 CHURCH STREET LANGFORD**

I refer to letter received from Mr N Chapman, Transportation Manager, Amey, dated 14 September 2009 regarding the above.

My Council wishes to comment as follows:

At meetings with officers of Bedfordshire Highways my Council was given to understand that the mini roundabout at the junction of High Street with Garfield would be removed. This still appears on the plan.

My Council believes very strongly that this roundabout is road hazard and that the plan should be revised so that it is removed.

Please note that my Council reserves the right to add to this comment before the closing date 9 October.

Yours sincerely
Clerk 