

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



**please ask for** Martha Clampitt  
**direct line** 0300 300 4032  
**date** 5 February 2010

## **NOTICE OF MEETING**

### **TRAFFIC MANAGEMENT MEETING**

Date & Time

**Tuesday, 16 February 2010 9.30 a.m.**

Venue at

**Council Chamber, Priory House, Monks Walk, Shefford**

Richard Carr  
**Chief Executive**

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	<p><b>Petition - To create a new Footway in the grass verge opposite Gilbert Inglefield and Van Dyke Schools - Leighton Linlade</b></p> <p>The purpose of this report is to present a petition received from the Plantation Unitary Branch of the South West Bedfordshire Conservative Association on behalf of parents, teachers, governors and other members of this ward regarding children crossing Vandyke Road. This petition has been presented at Executive Committee and referred back for a further report.</p>	* 5 - 8
4	<p><b>Proposed Waiting Restrictions, Dells Lane, Biggleswade</b></p> <p>The report seeks the approval of the portfolio holder for Safer and Stronger Communities for the waiting restrictions in Dells Lane, Mead End, Coppice Mead and Broadmead, Biggleswade to be implemented as advertised following public consultation and having considered the representations received.</p>	* 9 - 26

- 5      **S278 Queen Street, Stotfold - Traffic Calming Feature**      \*      27 - 34  
To report to the Portfolio Holder for Safer and Stronger Communities the results of the statutory consultation on proposals to implement a traffic calming table at the junction of A507 High Street and Queen Street Stotfold and seek approval to implement the proposals.
- The scheme has been the subject of a Stage 2 Road Safety Audit (RSA). Additionally a Stage 3 Road Safety Audit will be undertaken on completion of the works with any recommendations implemented in agreement with the Client Central Bedfordshire Council.
- 6      **C100 Ampthill Road, Maulden (Between Ampthill and Maulden) and Ailesbury Road, Ampthill**      \*      35 - 50  
To report to the Portfolio Holder for Safer and Stronger Communities the results of a consultation on a proposal Traffic Regulation Order to raise the existing 30mph speed limit to 40mph along Ailsbury Road, Ampthill and the C100 Maulden Road, Ampthill and Ampthill Road, Maulden and to seek approval for implementation of this scheme.
- 7      **Henlow Camp Maintenance and S106 enhancement, dispute for determination**      \*      51 - 62  
The report proposes that the Portfolio Holder for Safer and Stronger Communities determine the delivery of the scheme, noting the unresolved dispute with Parish Members.

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**Meeting:** Traffic Management Meeting  
**Date:** 16<sup>th</sup> February 2010  
**Subject:** Petition – To create a new footway in the grass verge opposite Gilbert Inglefield and Vandyke Schools – Leighton Linlade.

**Report of:** Basil Jackson

**Summary:** The purpose of this report is to present a petition received from the Plantation Unitary Branch of the South West Bedfordshire Conservative Association on behalf of parents, teachers, governors and other members of this ward regarding children crossing Vandyke Road. This petition has been presented at Executive Committee and referred back for a further report.

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**Contact Officer:** Debbie Poynton  
[debbie.poynton@amey.co.uk](mailto:debbie.poynton@amey.co.uk)

**Public/Exempt:** Public

**Wards Affected:** Leighton-Linslade Central/Plantation

**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

The provision of a footpath would improve walking routes for pedestrians

**Financial:**

If the proposals are accepted by Central Bedfordshire Council there will be a capital cost of approximately £70,000 for construction of a footway.

**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 Safety:**

Would improve safety for pedestrians

**Sustainability:**

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

**RECOMMENDATION(S):**

1.

- (a) 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 on Vandyke Road and to recommend that no action is taken to provide a footway at this location at the present time.

**Background and Information.**

1. In December 2009 a petition was sent Central Bedfordshire Council (CBC) and forwarded for investigation to the Transportation Manager at Bedfordshire Highways on behalf of parents, teachers, governors and other members of Plantation and Heath and Reach Ward who are requesting that CBC pave the grass walkway opposite Gilbert Inglefield and Vandyke School to enable students to cross at pedestrian crossing and walk towards the town centre.
  2. This petition was reported to Executive Committee on the 15 September 2009 and referred back for a further report.
  3. Gilbert Inglefield and Vandyke Schools are situated on Vandyke Road.
  4. There are two crossing points close to the schools.
    - A toucan crossing outside Gilbert Inglefield school leading directly into Nelson Road
    - An uncontrolled crossing point close to the Meadway mini roundabout.
- Students are also understood to cross the road at other points closer to town.
5. The lead petitioner considers that the uncontrolled crossing point is situated right on top of a roundabout and the ad hoc crossing points are where cars have not yet slowed down for the roundabout.
  6. There is no footway leading from the toucan crossing toward the town centre on the north west side at this point.
  7. The lead petitioner is therefore requesting an extension of the pavement on the northwest side from the toucan crossing as far as the southern junction of Vandyke Road and the Vandyke Road service road
  8. A Safer Routes to School project has recently been implemented in the vicinity of these two schools and resulted in a number of changes to access

arrangements . part of the design process for such schemes is to look at the school travel plans and extract pertinent information to inform the design process. The creation of a footway on the opposite side of Vandyke Road was not an aspiration within the Vandyke Upper School travel plan.

9. Additionally in assessing this request for a footway it is important to note as follows:
- That there is a perfectly suitable footway on the school side of Vandyke Road on which to walk toward the town centre.
  - The toucan crossing leads directly into Nelson Road running parallel to Vandyke Road. This is a less heavily trafficked road that is linked back via Clarence Road to Vandyke Road where a footway does exist on the north west side of the road heading into town.
  - That the uncontrolled crossing point is there to permit access to the footway leading to the properties on the Vandyke Road service road.
  - That these are middle and upper school students and being capable of walking to and from school unsupervised should be considered to be competent to make a safe crossing of Vandyke Road further toward the town if that is their wish.
10. Reference has also been made within the covering letter to the surface of the road at the roundabout which is badly pitted and dangerous for cyclist. This has been forwarded to the Bedfordshire Helpdesk for action and this will not form part of this report.

### **The Way Forward**

9. Whilst it is accepted that a footway in this location would be a net benefit to the network there are adequate alternative routes and as a result a scheme to provide a footpath has been given a low priority and will not be included in the current five year programme.
10. The estimated cost of the works is £60 – 70k purely for footway construction. Dependant upon any necessary statutory diversions being needed and upon whether there may be a need to pipe the ditch that would adjoin part of the footpath those costs could be much higher.

### **Conclusion and Next Steps**

No action be taken to provide a footway at this location or an additional crossing of Vandyke Road at this time.

### **Background Papers**

Copy of Petition

A plan will be displayed at the meeting

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**Meeting:** Traffic Management Meeting  
**Date:** 16<sup>th</sup> February 2010  
**Subject:** Proposed Waiting Restrictions, Dells Lane, Biggleswade  
**Report of:** Basil Jackson, Assistant Director Highways & Transportation  
**Summary:** The report seeks the approval of the portfolio holder for Safer and Stronger Communities for the waiting restrictions in Dells Lane, Mead End, Coppice Mead and Broadmead, Biggleswade to be implemented as advertised following public consultation and having considered the representations received.

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**Contact Officer:** C-J Pateman  
[caroline-jane.pateman@amey.co.uk](mailto:caroline-jane.pateman@amey.co.uk)

**Public/Exempt:** Public

**Wards Affected:** Biggleswade

**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal will seek to reduce on street congestion by encouraging commuters to use the station car park thus allowing residents to park on street and to promote safety at road junctions for road users.

**Financial:**

The implementation of this scheme will cost approximately £2,200

**Legal:**

Implementation of the traffic regulation order

**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 Safety:**

None as a result of this report

**Sustainability:**

None as a result of this report

**RECOMMENDATION(S):**

1. **(a) that the no waiting at any time restrictions are implemented as advertised.**

**BACKGROUND**

1. Dells Lane and the roads off it are within walking Distance of Biggleswade railway station and rail travellers use this road to park all day. This causes inconvenience for residents of Dells Lane, Coppice Mead, Mead End and Broadmead from early morning until late in the evening, Monday to Friday.
2. Residents of Dells Lane have requested Central Bedfordshire Council to implement waiting restrictions to stop commuter parking along Dells Lane especially in the vicinity of the junctions to a number of side roads.

**INFORMATION**

3. Dells Lane is an urban street with two-way traffic, which runs between High Street and Holme Court Avenue. The section of Dells Lane to which the Order will apply is residential.
4. Parking is at a premium at this location being close to the railway station as well as being residential. Vehicles are currently parked on and close to the junctions off Dells lane reducing visibility for drivers and making access difficult. The highway code advises that vehicles should not be parked within 10m of a junction for this reason.

Biggleswade is currently undergoing an exercise in master-planning for the town centre. There are a number of scenarios currently proposed but it is likely to result in proposals to change the way in which parking is addressed in the town centre and at the station.

In the light of this whilst a number of the representations are requesting different restrictions or residents parking this would not be appropriate at the present time.

The restrictions proposed are designed to keep junctions clear and are largely in line with the parking advice at junctions contained within the highway code. In this respect they do not take up a great deal of space available to residents.

## CONSULTATION

5. Correspondence received in response to the advertised order resulted in 3 letters of support and 6 letters of objections, including a residents' petition.

## SUPPORT

6. As a result of this consultation, three letters of support were received to the proposals. The summary of the received letters are as follows:
- (a) Support letter 1
- Improve safety at locations proposed.
  - Increase the danger to residents using driveways due to greater concentration of parking.
  - Would like Residents Parking Permits for this length of Dells Lane.
- (b) Support letter 2
- Proposed restriction, northern end of Dells Lane – space for parking from the end of the restriction to the start of the vehicular crossover will allow one and a half cars to park. This will encourage two cars to park there and result in obstructing the access and reduce visibility of Mead End.
  - Would like the restriction extended across the front of this property to its northern boundary.
  - Waiting restrictions on the eastern side of Dells Lane could result in cars parking on the western side of Dells lane. A couple of vehicles parked outside number 21 could result in a chicane effect.
  - Would like the restriction extending northwards.
- (c) Support letter 3
- Concerned road markings will encroach over vehicle crossover.
7. The Police fully support the proposals.

## OBJECTIONS

8. As a result of this consultation, 5 letters of objection were received, including a petition. The summary of these are as follows:
- (a) Objection 1
- Does not want the restriction road markings to go over vehicle crossover.
- (b) Objection 2
- The proposals will not relieve the parking problems at the northern end of Dells Lane beyond our proposals: these being the blind bend and being unable to see oncoming traffic, especially during peak hours.
  - Would like residents parking only.

- (c) Objection 3
- The scope of the proposal doesn't go far enough
  - Would like the following considered:
  - Dells Lane – from London Road to 50m south of Bunyan Road – No Waiting Zone.
  - Introduce residents only parking scheme in the areas of limited off-road parking.
  - Trial shuttle bus service at peak times between the station and prime residential areas, notably from the east of town.
  - Would like to know why First Capital Connect have introduced Premium parking Bays at the station, 25% are occupied on average every day, money making and yet more commuter cars on the streets.
- (d) Objection 4 (2 letters received)
- Believes the north end of Dells Lane should be looked at as a priority.
  - Markings are not required at the junctions we propose as they are covered by the Highway Code which should be Police enforced.
  - Would like the bus stop clearly marked.
  - Would like additional parking restrictions in Dells Lane: From number 1 to Mead End junction and from number 2 to number 14 Dells Lane.
  - Believes the restrictions in Saffron Road have pushed more commuter parking into Dells Lane.
  - Parking problems also exist at Dells Lane's junctions with Tennyson Avenue and The Dells.
- (e) Objection 5 (includes petition)
- Fifty eight residents in the Dells Lane area signed a petition to register their objections to the proposed scheme.
  - They believe these proposals will worsen the parking issues in other roads leading off Dells lane.
  - Would like the western side of Dells Lane, Tennyson Avenue, Chaucer Drive and Dickens Court to be restricted as well.

### **Town Council Meeting**

9. The outcome of the meeting of the Town Council on 26<sup>th</sup> January 2010 was the residents request to have waiting restrictions introduced for two hours in the morning.

### **Conclusion and Next Steps**

10. The restriction and its associated road markings will not encroach over the vehicle crossovers in Mead End.
11. Tennyson Avenue currently has a No Waiting At Any Time restriction at its junction with Dells Lane which will remain.
12. To keep the wider issue of town centre and station parking a matter of prominence in the town centre master planning process.

**Appendices:**

Appendix A – Plan

Appendix B – Public Notice

Appendix C – Responses to Consultation including Objections and Petition

**Background Papers:** (open to public inspection)

None

Appendix A



# PUBLIC NOTICE

**THIS NOTICE SUPERSEDES THE NOTICE PUBLISHED ON 20<sup>TH</sup> NOVEMBER 2009**

**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE WAITING RESTRICTIONS IN DELLS LANE, MEAD END, BROADMEAD & COPPICE MEAD, BIGGLESWADE**

Reason for proposal: The proposed Order is considered necessary on the grounds of promoting road safety. The waiting restrictions are specifically aimed at reducing the number of vehicles parking all day along Dells Lane particularly in the vicinity of its side road junctions. This will improve visibility for motorists entering and exiting Mead End, Broadmead and Coppice Mead.

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

Effect of the Order:

**Introduce No Waiting At Any Time on the following lengths of road in Biggleswade:-**

Dells Lane: East side, from a point 18 metres north of the property boundary between Nos 25 and 27 Dells Lane, in a northerly direction for a distance of approximately 39 metres.

Dells Lane: East side, from a point 17 metres south of the property boundary between Nos 45 and 47 Dells Lane, in an southerly direction for a distance of approximately 40.5 metres.

Dells Lane: East side, from a point 16.5 metres south of the property boundary between Nos 53 and 55 Dells Lane, in an southerly direction for a distance of approximately 46 metres.

Mead End: Both sides, from a point 16.5 metres west of the property boundary between Nos 3 and 5 Mead End, in a westerly direction for a distance of approximately 23 metres.

Broadmead: Both sides, from a point 15 metres west of the property boundary between Nos 2a and 2 Broadmead, in a westerly direction for a distance of approximately 15 metres.

Coppice Mead: Both sides, from a point 11 metres west of the property boundary between Nos 1 and 2 Coppice Mead, in a westerly direction for a distance of approximately 15 metres.

Further Details: of the proposed Order, and a plan showing the lengths of road affected may be examined during normal office hours at the Customer Service Centre, The Old Magistrates Court, 4 Saffron Road, Biggleswade and at normal opening hours at Biggleswade Library, Chestnut Avenue, Biggleswade. 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 C-J Pateman on 08453 656003 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 31 December 2009.

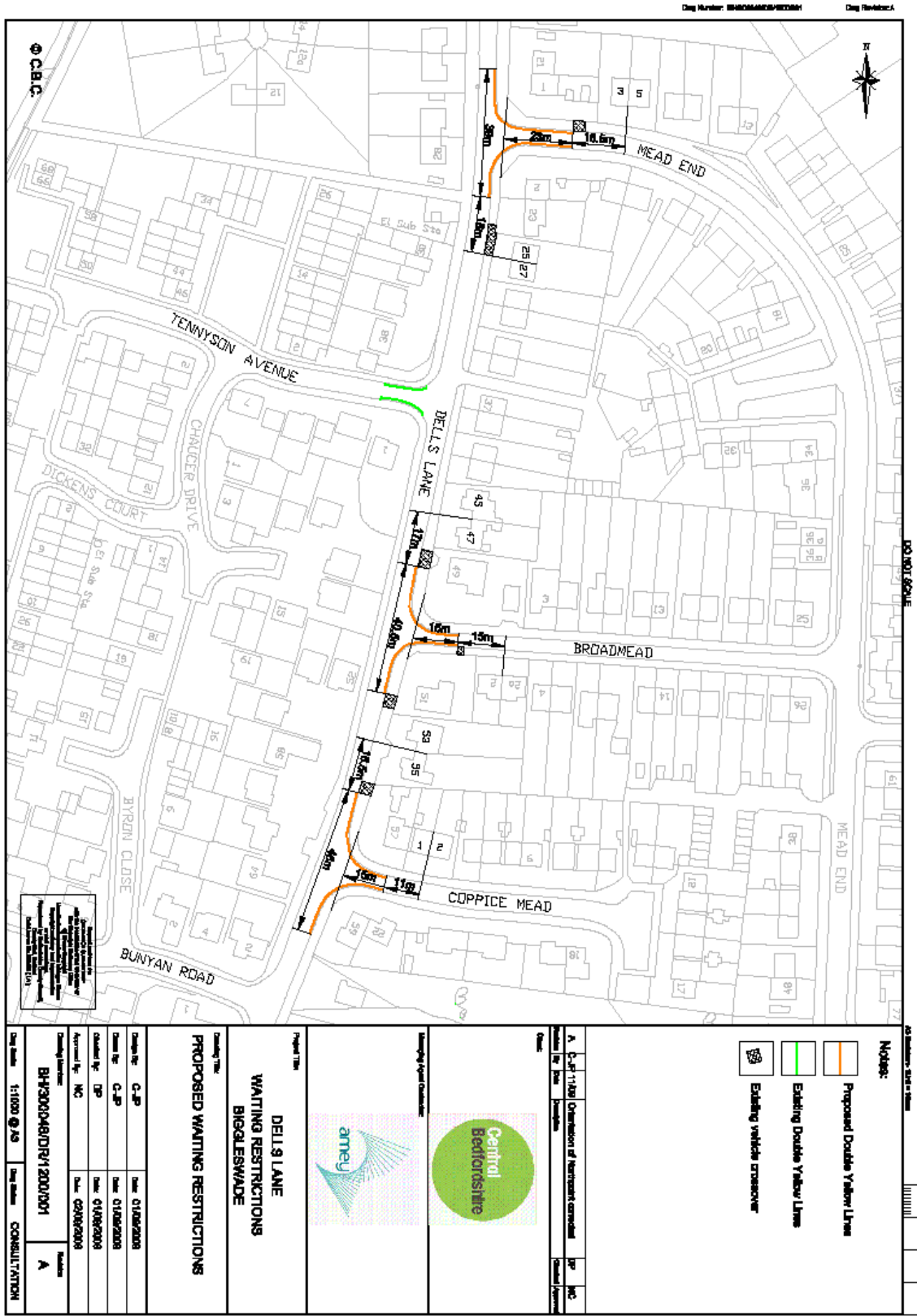
Order Title: if made will be "Central Bedfordshire Council (Bedfordshire County Council (District of Mid Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No \*) Order 20\*\*".

PO Box 1395  
Bedford MK42 5AN

Basil Jackson  
Assistant Director for Highways


27 November 2009

Appendix B



Appendix C

PROPOSAL TO INTRODUCE NO WAITING AT ANY TIME RESTRICTIONS IN BIGGLESWADE

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

Name: - .....

Address ... BEDFORDSHIRE POLICE ...  
TRAFFIC MANAGEMENT .....

SATURN FACILITIES MANTON LANE BEDFORD MK41 7PH

Signed: - .....

DOCUMENT REF	<u>146124</u>
CONTRACT	<u>AMEY</u>
ACTION	<u>BY CP</u>
YN	<u>DATE</u>
<b>25 NOV 2009</b>	
PIES	
	<u>3.12</u>



Petition for objection to introduce waiting restrictions

The residents of Tennyson Avenue, Chaucer Drive and Dickens court strongly object to the proposal put forward by the Countryside access service to introduce waiting restrictions in Dells Lane, mead End, Broadmead and Coppice Mead in Biggleswade.

We are confident that by taking these measures the commuters will move across to the other side of Dells Lane into Tennyson Avenue, Chaucer Drive and Dickens Court.

These roads should be included in the proposed order as the parking problem will just be moved into a different direction.

We already have a problem with commuter parking which has increased greatly in the past few years.

The commuters currently park all down one side of Tennyson Avenue creating restricted access for residents entering and exiting their properties, also this is the only access to the estate. They persistently park on the corners of the junctions of Tennyson Avenue and Chaucer Drive blocking access to roads and to drop pavements for mobility scooters. This has been reported to the police repeatedly who only respond by that they do not have the manpower to deal with the problem.

They also park on both sides of the road in Chaucer Drive resulting in no access for any emergency services. On one occasion last year a resident of Dickens Court had to carry his child to an ambulance as the said junction was blocked.

Residents of this area have attended the Biggleswade forums where on every occasion the parking issue has been brought up. At the last meeting this was given number one priority by the committee members and police.

We include with this letter of objection a petition that has been signed by concerned residents and hope this will be taken into consideration when the proposal is put forward.

Your ref. CSP/34616/37593/3.12

Dear Mr. Chapman

Thank you for your letter  
25<sup>th</sup> November 2007 with reference  
to the Proposed Waiting Restrictions  
Dalls Lane, Byggeswade.

The proposal to introduce 'No  
waiting at any time' (Double  
Yellow Lines) at the three junctions  
outlined in the plan would  
improve safety at those sites.

However it would also increase  
the danger to residents trying  
to get in or out of their driveways  
as the parking would be concentrated  
into a smaller available area  
of roadway.

We would therefore suggest  
that as well as the double  
Yellow lines you introduce  
Residents only Parking  
Permits. This would increase  
the safety of the whole of this  
stretch of Dells Lane, not  
just the Rose junction.

Yours sincerely

24 November 2009

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

**Introduction of Waiting Restrictions in Dells Lane Biggleswade**

Dear Sir

I strongly object to the proposed waiting restrictions on the grounds that it is yet another "sticking plaster" solution rather than a thought out strategy to improve road safety, access, and alleviate the long term suffering of all residents in and around the station through commuter parking

In short the restrictions will help but do not go far enough. In addition we need to:

- 1 **Make Dells Lane** from the London Road Junction to 50 metres south of Bunyan Road a **No Waiting Zone**. This will improve traffic flow 100%, and reduce the risk of accidents especially at peak times. Where there is limited or lack of off road parking introduce a Residents Parking Scheme along those stretches
- 2 Introduce a **2 hour No Waiting period**, in Tennyson Avenue, Chaucer Drive, Dickens Court, Mead End, Broadmead, Coppice Mead, and indeed all roads in the immediate vicinity of the station

I have written to MBDC on at least two occasions, and raised this particular issue/solution at the Biggleswade Safety Forum. Not only is it cost effective it has been **proved** to be successful following introduction in areas in Welwyn Garden City, Baldock, and Letchworth

- 3 Investigate the possibility of a trial shuttle bus service at peak times between the station and prime residential areas, notably the estates on the east side of town
- 4 Ask First Capital Connect why they have introduced " Premium Parking Bays" at the station, 25% are occupied on average every day I have passed, money making, and yet more commuter cars on the streets

After years of promising action Central Bedfordshire now need to bite the bullet and come up with proposals and a strategy, fully involving residents, to improve road safety, access, and alleviate the long term suffering of commuter parking in and around the station

Yours faithfully

November 28, 2009

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

Dear Sir or Madam

**Proposed Waiting Restrictions, Dells Lane, Biggleswade**

We are residents at the above address on the east side of Dells Lane, at the northern end of drawing BH/300048/DR/1200/001 Rev A which we received along with the public notice regarding the above issue.

We welcome the introduction of waiting restrictions at the Mead End/Dells Lane junction, as parking in this location, particularly during the working week frequently restricts visibility significantly.

We would be grateful however if you would consider the following two points:

1. The proposed double yellow lines at the northern end of the proposal finish midway outside our property. Our drive and drop kerb are not marked on your drawing, but the drop kerb lines up with the northernmost building shown on our property, which is our garage.

We are concerned that the gap left between the double-yellow lines and our vehicle crossover will be long enough for about 1 ½ cars. This may result in two cars trying to squash into this space, restricting access to our property.

Vehicles parked between the double yellow lines and our crossover point will significantly restrict our visibility of the Mead End junction when accessing our property. This already occurs with unrestricted parking, but these waiting restrictions provide an opportunity to improve our visibility of this junction significantly.

We would therefore like you to consider extending the double yellow lines to at least in line with our property's northern boundary.

2. Waiting restrictions on the eastern side of the road are likely to result in people parking on the western side of Dells Lane (outside 22-28 Dells Lane). One or two vehicles parked on the eastern side (outside our property - as outlined in point 1 above) will create a chicane-like route for traffic. Extension of the double yellow lines as suggested above would prevent this.

We would be grateful for acknowledgement that the matters raised in this note will be considered.

Yours faithfully

with reference to the above letter on page 2 of the  
supplemental chronicle of Dells Lane.

① There is no NORTH Side to Dells Lane it is either  
East or West as Dells Lane runs North-South.

② Regarding the three junctions mentioned.  
Restrictions already exist according to my Highway Code  
Section 140 which states that no vehicle should park  
within 10 metres of a junction. POLICE should  
enforce the law if they are doing their job properly  
but they have FAILED. So your proposed markings  
are a waste of time & money.

③ You have failed to address the real problem which  
has been reported many times & that is parking  
at the NORTH end of Dells Lane where I live

④ Parking restrictions should be made as follows  
NO 1 DELLS LANE TO HEAD END JUNCTION  
NO 2 DELLS LANE TO NO 14. with the bus  
stop clearly marked.

⑤ The Council has provided FREE Car parking in the  
Station Area near Mountstar Metals but commuters  
will not walk a few more yards but clutter  
up Dells Lane even more so since restriction were  
made on Saffron Rd.

⑥ Parking restriction in Dells Lane are long overdue  
Cars & lorries MOUNT the foot path by nos 1  
& 3 daily to get through. Buses stop in the  
middle of the road to pick up & drop off. Cars  
are parked on the BUS STOP everyday & the  
Police do NOTHING.

⑦ a Pedestrian crossing is URGENTLY REQUIRED  
near T LONDON RD which was promised some years ago  
The curb was dropped in readiness at least TEN  
YEARS ago but the job never completed.

⑧ and ref item ②

The junction problems also need to be addressed  
on the WEST SIDE OF Dells Lane namely

TENNYSON AVE and THE DELLS

I trust you will give due consideration to all points  
which I have listed  
Yours Sincerely

Your ref.  
CJM waiting restrictions

Dear Sir

1/12/09.

Thank you for your letter dated 26/11/09.

As it will not be possible for me to attend the meeting on JAN 19<sup>th</sup> 2010. Would you kindly report the wider problems of parking in Wells Lane Biggleswade in particular the NORTH end starting at the London Rd. Back St junctions, which I listed in my previous letter.

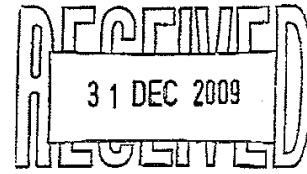
① Parking restrictions to junctions on the WEST side of Wells Lane in particular THE DIANS

② Insert a Box for the BUS STOP by 6 & 8 Wells Lane

③ Single YELLOW LINES to stop all day parking by commuters as follows  
NO 1 Wells Lane to head E<sup>st</sup> junction  
NO 2 Wells Lane to NO 14

④ Many years ago a pedestrian crossing was promised by T LONDON RP  
ACTION PLEASE

Each of the four items above are very important  
Your help would be appreciated  
Yours Sincerely



23 December 2009

- With reference to the proposed waiting restrictions in Dells Lane, Mead End, Broadmead and Coppice Mead, Biggleswade

Whilst the above project will assist the flow of traffic in the areas stated, my concern is for the traffic flow from the junction of Dells Lane with London Road up to Coppice Mead. When you turn into Dells Lane from London Rd there is a blind bend where vehicles park both sides (mainly commuters parking all day) and you cannot see the oncoming traffic.

During the following times 8.00 am to 9.15am, 12.00 to 13.30 and 15.15 to 19.30 holdups occur regularly, due to school traffic and later works traffic from Stratton Industrial Site and Biggleswade South Roundabout, also shoppers from Homebase Site.

Consideration could be given to making parking restrictions for residents only along Dells Lane from Coppice Mead to the junction with London Road, this would ensure the flow of traffic in both directions is improved.

Yours faithfully



14<sup>th</sup> Nov. 2009

Dear Sir or Madam

Thank you for your letter  
and plan for proposed parking  
outside my house. I think  
this is a good idea and  
thing is I am not sure if  
the Double Yellow lines will  
cross the entrance of my  
drive? (What's best)

Thanking you in anticipation  
Yours faithfully

Merry Christmas

13<sup>th</sup> December 2009

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

Dear Sir or Madam

I am objecting to the proposed double yellow lines going over my vehicle crossover at 2 Mead End.

Your drawing BH/300048/DR 1200/001 does not seem to show the correct measurements. I want the lines to stop before the pavement starts to drop at my crossover. I make it 20 Metres approximately to the start of my crossover, this leaves over 60 feet for a lorry or bus to keep to the correct side of the road at the Mead End/Dells Lane junction and therefore I don't see the need to encroach with yellow lines on my crossover.

Could I have a revised drawing or confirmation that you will not be proceeding to put double yellow lines across the drop kerb/entrance to my driveway that my visitors/tradesmen will require for parking.

Yours faithfully

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**Meeting:** Traffic Management Meeting  
**Date:** 16<sup>th</sup> February 2010  
**Subject:** S278 Queen Street Stotfold – Traffic Calming Feature.  
**Report of:** Basil Jackson, Assistant Director Highways & Transportation  
**Summary:** To report to the portfolio holder for safer and stronger communities the results of the statutory consultation on proposals to implement a traffic calming table at the junction of A507 High Street and Queen Street Stotfold and seek approval to implement the proposals.

The scheme has been the subject of a Stage 2 Road Safety Audit (RSA). Additionally a Stage 3 Road Safety Audit will be undertaken on completion of the works with any recommendations implemented in agreement with the Client Central Bedfordshire Council.

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Contact Officer: Andrew Rosamond  
[andrew.rosamond@amey.co.uk](mailto:andrew.rosamond@amey.co.uk)  
Public/Exempt: Public  
Wards Affected: Stotfold.  
Function of: Council

<b>CORPORATE IMPLICATIONS</b>
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<b>Council Priorities:</b>
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Improve road safety and promote sustainable modes of transport
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<b>Financial:</b>
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£5k (2009/10), £100k (2010/11) and £5k (2011/12)
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<b>Legal:</b>
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None
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<b>Risk Management:</b>
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None as a result of this report
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<b>Staffing (including Trades Unions):</b>
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None as a result of this report
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<b>Equalities/Human Rights:</b>
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None as a result of this report
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**Community Development/Safety:**

Will improve safety for vehicular traffic on the A507 Network

**Sustainability:**

None as a result of this report.

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**RECOMMENDATIONS:**

that: -

- (a) **The half raised flat top table traffic calming feature is implemented as part of the proposed design in accordance with the requirements of the planning condition 17.**
- (b) **The submitted design was the subject of a RSA Stage 2 Safety Audit and the recommendations included into the final design.**
- (c) **As a follow up a RSA Stage 3 (on completion of the works) will be undertaken with any recommendations implemented in agreement with the Client Central Bedfordshire Council.**

**Background and Information**

**Planning**

1. The initial planning application for a residential development was submitted to Mid Bedfordshire District Council for the local planning authority committee to approve. However, this planning application was withdrawn.
2. A second revised Planning Application was registered by the Bryant Homes (Eastern) Ltd for a residential development consisting of 96 dwellings and all associated works at the above location which resulted in the planning application being taken to an appeal inquiry on grounds of: -
  - a.) The effect of the proposal on the character and appearance of the Kingfisher Way public footpath and on enjoyment of the users of that path.
  - b.) The effect of the development on the living conditions of the residential occupiers of Victoria Drive and Baldock Road
  - c.) The effect of the proposal on the supply of affordable housing in the Mid Bedfordshire Area.
3. The inquiry was held on the 10/11/2004 and 11/11/2004 and the outcome was for the application to be approved.
4. Full details of the planning applications can be found in Appendix A.

**Reasons for Granting**

5. Before development commences details of the highway works that include speed reduction measures as indicated on the Levitt Partnership drawing No 14 revision L, resurfacing of the footway at the entrance to The Chequers Public House and improvements to the Queen Street/High Street junction as illustrated on Thorburn Colquhoun drawing No 31981/TP/SK-2 shall be submitted to and be approved in writing by the Local Highway Authority and no dwelling shall be occupied until the agreed details have been implemented in full.
  
6. The drawings referenced to the proposed highway works as detailed in Condition 17 of the Planning Conditions were approved on the 16/11/2007 and are listed below in the table.

DRAWING NUMBER	DRAWING TITLE
14846/2001B	Section 278 Principles
14846/2002B	Roadworks & Drainage Layout (Sheet 1 of 2)
14846/2003A	Roadworks & Drainage Layout (Sheet 2 of 2)
14846/2004B	Construction Layout (Sheet 1 of 2)
14846/2005B	Construction Layout (Sheet 2 of 2)
14846/2006B	White Lining & Signage Layout (Sheet 1 of 2)
14846/2007B	White Lining & Signage Layout (Sheet 2 of 2)

NB: The above listed drawings were drawn and detailed by Woods Hardwick the Highway Design Consultant on behalf of the Developer.

## Consultation

7. Statutory Public Notices were published on 6 November 2009 and erected on site to advertise the traffic calming feature and an extensive consultation exercise was undertaken with all stakeholders, including letters being delivered to all residents in the vicinity of the proposals.
8. As a result of this consultation, 1 letter of support, 1 letter of objection and 1 petition from 11 residents was received.

### Support Letter (1)

Stotfold Council

- Highways Act 1980 – Proposed half speed table (raised junction), Queen Street, Stotfold
- Further to the Recreation Committee meeting on 11<sup>th</sup> November 2009, no objections were received from the committee for the above.

### Objection Letter and Petition (1)

1 Letter of objection with 1 Petition of Objectors (11 No. residents) were received. The summary of the received letter/petition are as follows:

- Speed table at this location offers no real benefit to cars approaching the junction as they have to give way anyway.
- Cars in Queen Street travelling towards the junction at speed are the main problem.
- Location of raised speed calming measure would be better located if built half down Queen Street somewhere either side of Prince Charles Avenue.
- Need the two outstanding mini-roundabouts at the junctions of Mill Lane and Prince Charles Avenue.
- Speed of cars entering Queen Street from the High Street is an issue that needs addressing by making the whole junction a raised table platform at the same time introducing speed calming features on the whole length of the High Street.

## Conclusion and way forward

In the interests of highway and pedestrian safety and on behalf of the highway authority it is recommend that the construction of the half raised flat top table at the junction of the A507 High Street/Queen Street junction Stotfold be approved.

As a follow up an RSA Stage 3 (on completion of the works) will be undertaken with any recommendations implemented in agreement with the Client Central Bedfordshire Council.

**Appendices:**

Appendix A – Planning applications  
Appendix B – Advertised Public Notice  
Appendix C - Advertised plans of proposals  
Appendix D - Letters of support / objections

Background Papers  
Mid Beds - Planning Application

**Appendix A**

Planning Application Links

**Details of Planning Application - MB/04/00943/FULL**

<http://www.midbeds.gov.uk/CBC/acolnetDC/DCpages/acolnetcgi.gov?ACTION=UNWRAP&RIPNAME=Root.PgeResultDetail&TheSystemkey=553073>

**Planning Application - MB/03/01541/FULL**

<http://www.centralbedfordshire.gov.uk/portal/searchresult.asp?Case+Number+%3A=03%2F01541&Address+%3A=&submit=Search>

**Appendix B - Public Notice**



# PUBLIC NOTICE

**HIGHWAYS ACT 1980**

**PROPOSED HALF SPEED TABLE (RAISED JUNCTION) –**

**QUEEN STREET, STOTFOLD**

Central Bedfordshire Council propose to construct a half Speed Table (Raised Junction) under Section 90 A-I of the Highways Act 1980 and all other enabling powers in connection with a traffic calming scheme in Queen Street, Stotfold. This proposal will be an integral part of measures to reduce vehicle speeds and discourage use of the road by other than local traffic.

The proposed Half Speed Table (Raised Junction) will be 75mm high with gradients of approximately 1:20 in entirety and is to be sited at the following location:

Queen Street, Stotfold which extends from its junction with (A507) High Street (give way lines), across the full width of Queen Street between kerbs for an overall length of 17m.

Further Details: of the proposal and plan may be examined during normal opening hours at Stotfold Town Council, The Simpson Centre, Hitchin Road, Stotfold. Telephone 0845 365 6120 for further advice on this 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, (or e-mail: [chris.heard@centralbedfordshire.gov.uk](mailto:chris.heard@centralbedfordshire.gov.uk)) stating the grounds on which they are made by 4th December 2009.

PO Box 1395  
Bedford MK42 5AN

Basil Jackson  
Assistant Director for Highways

6<sup>th</sup> November 2009





**Appendix D - Letters of Support/Objection**

**Letter(s) of support**

**No 1: -**

**Sent:** 16 November 2009 14:55

**Subject: - Highways Act 1980 – Proposed half speed table (raised junction),  
Queen Street, Stotfold**

Further to the Recreation Committee meeting on 11<sup>th</sup> November 2009, no objections were received from the committee for the above.

***Mandy Howard***  
***Assistant Clerk***

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**Letter(s) of Objections**

**No 1: -**

Further to your letter dated the 6<sup>th</sup> of November and with reference as above, I and the undersigned overleaf would like to bring to your attention the following:

- 1) We strongly object to the proposed half speed table (raised junction) at the junction of Queen Street and High Street as highlighted in your attached drawing.
- 2) A speed table at this point would offer no real benefit as the cars travelling from Queen Street entering High Street, have to slow down (and already are at this point) as they are about to join a road that has the right of way.
- 3) Cars travelling from Queen Street towards the junction with High Street represent the majority of the problem with speed (as opposed to cars entering Queen Street from High Street).
- 4) If some kind of raised speed calming measure were to be installed, then it would make a lot more sense and offer some real value, if it was built half way down Queen Street, somewhere at either side of Prince Charles Avenue drive (see enclosed modified drawing).
- 5) However, what is really needed are the two outstanding mini-roundabouts that have been promised for a few years now, one at the junction with Prince Charles Avenue and one at the Mill Lane junction. They would act as natural speed calming measures without the drawbacks of raised speed humps.
- 6) Finally, the issue of cars entering Queen Street at speed from High Street is one that needs to be addressed from the High Street road itself and not from Queen Street. Cars do speed in the High Street, sometimes exceeding 50mph, so a raised junction at the interchange between Queen Street and High Street would only make sense if it was to be accompanied by a series of other speed calming measures along most of the whole length of High Street.

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**Meeting:** Traffic Management Meeting  
**Date:** 16<sup>th</sup> February 2010  
**Subject:** C100 Ampthill Road, Maulden  
(Between Ampthill and Maulden) and  
Ailesbury Road, Ampthill.

**Report of:** Basil Jackson, Assistant Director Highways & Transportation

**Summary:** To report to the Portfolio Holder for Safer and Stronger Communities the results of a consultation on a proposal Traffic Regulation Order to raise the existing 30mph speed limit to 40mph along Ailesbury Road, Ampthill and the C100 Maulden Road, Ampthill and Ampthill Road, Maulden and to seek approval for implementation of this scheme.

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**Contact Officer:** Caroline Almond  
[caroline.almond@amey.co.uk](mailto:caroline.almond@amey.co.uk)

**Public/Exempt:** Public

**Wards Affected:** Maulden and Ampthill

**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

**Financial:**

The construction of this scheme will cost approximately £7,000

**Legal:**

None as part of this report

**Risk Management:**

None as part of this report

**Staffing (including Trades Unions):**

None as part of this report

**Equalities/Human Rights:**

None as part of this report

**Community Safety:**

None as part of this report

**Sustainability:**

None as part of this report

**RECOMMENDATION(S):**

**The proposal to introduce a 40mph speed limit along Ailesbury Road, Ampthill and the C100 Maulden Road, Ampthill and Ampthill Road, Maulden is implemented as set out in this report.**

**Background**

1. Bedfordshire Highways have undertaken a speed limit review for the highway authority as required by Central Government. This was required to ensure that the speed limits and their extents were appropriate on all A class and B class roads. This has now been completed.
2. In addition as a result of outstanding requests from Parish Councils and others a number of village speed limits were reviewed. This included Maulden where issues have been raised in the past regarding consistent speeding on a length of existing 30mph road on the approach to the village from Ampthill by the Parish Council and residents.

This road is currently subject to a speed limit of 30mph throughout its length from Ampthill to Maulden. This is considered inappropriate by the Parish Council and the Police.

Maulden was assessed under the Department for Transport guidelines in applying the appropriate speed limit for the nature and environment of road including assessment of speed and volume data and accident history. Traffic speed and volume measurements were taken for a 7 day period.

The 85<sup>th</sup> percentile speeds in both directions were measured at 44mph and 47mph over the period.

Taking the above into account it was felt that a speed limit of 40mph would be more appropriate for this stretch of road between the two communities allowing a definite step change in speed down to 30mph to be shown at the entrance to each community.

3. The Parish Council had purchased white village gates to highlight the change of environment when entering Maulden from Ampthill. These would be erected at the entrance to the village but their effectiveness will be increased if supported by the proposed change in speed limit.

4. The proposed 40mph speed limit is deemed appropriate following the assessments undertaken. The roundabout on the junction with Ailsebury Road will have the effect of slowing traffic prior to entering the 30mph speed limit at Ampthill.
5. Meetings were organised between Highways and the Bedfordshire Traffic Management Police and Maulden Parish Council Highways representative, who were all satisfied that the speed limit should be implemented as advertised.  
Traffic Management Police suggested that a 40mph speed limit would also be more appropriate for enforcement purposes on this rural road.
6. The proposal for a 40mph speed limit was advertised for 4 weeks, from the 3<sup>rd</sup> of December to the 3<sup>rd</sup> of January. Details of the proposed Order, a plan and a statement of reasons for proposing to make the Order were shown on the Public Notice for all to examine at the Customer Service Centre, Ampthill and at Ampthill Library. Public notices were also put up on site and consultation letters sent to all stakeholders.
7. As a result of this consultation, 1 objection letter was received to the proposals.

The summary of the received objection letter and response are as follows:

The objection:

1. 'Narrow Footway on Gas House Lane to Ailsebury Road with no verge to protect walkers'.
2. 'The increase of speed will increase the likelihood of fatal injury if a child was to get into the road or a car was to mount the pavement'.
3. 'It will encourage drivers to increase their speed on approach to the roundabout junction'.
4. 'The field next to Gas House Lane is likely to be developed'.
5. Ampthill 20mph speed limit - 'Why should the residents and visitors to the Woodlands estate have to endure a speed limit of twice that figure at the top of Ailsebury Road?'
6. Timing of notification period – 'People are very busy organising Christmas activities you make it highly unlikely that locals will notice the signs until it's too late'.

Response:

The volume of pedestrians and cyclists crossing at the Ailsebury Road roundabout and walking from Ampthill to Maulden are far less in Volume to the 20mph section mentioned in point 5, there is also 1 fatal and 1 serious recorded within the last 3 years of the assessment and along with the speed data taken (see Appendix B), it was concluded that a 40mph speed limit was the appropriate speed limit for the lengths of roads in question.

The roundabout junction with Ailsebury Road (as pointed out in the objection letter) slows motorists on the approach to Ailsebury Road and Ampthill. The roundabout will reflect the speed at which motorists will travel regardless of speed signage on approach to the junction.

There is no current distinction between the very rural length of Ampthill Road (between Maulden and Ampthill) and the residential areas on entering Maulden and Ampthill. The proposed locations for then 30mph signage on entering these areas will give more impact to motorists entering a very different environment with increased risk of pedestrian activity.

In a potential development on the field next to Gas House Lane, there would be a full safety audit to assess the dimensions of the road and Bell mouth entering the development, dependant on Highways Safety regulations. No such development has been confirmed so the road has been assessed under the speed limit review as it stands currently.

The public consultation period was advertised for 4 weeks (there is a minimum of 3 weeks) from 3<sup>rd</sup> December 2009 to the 3<sup>rd</sup> of January 2010. All statutory consulted were consulted.

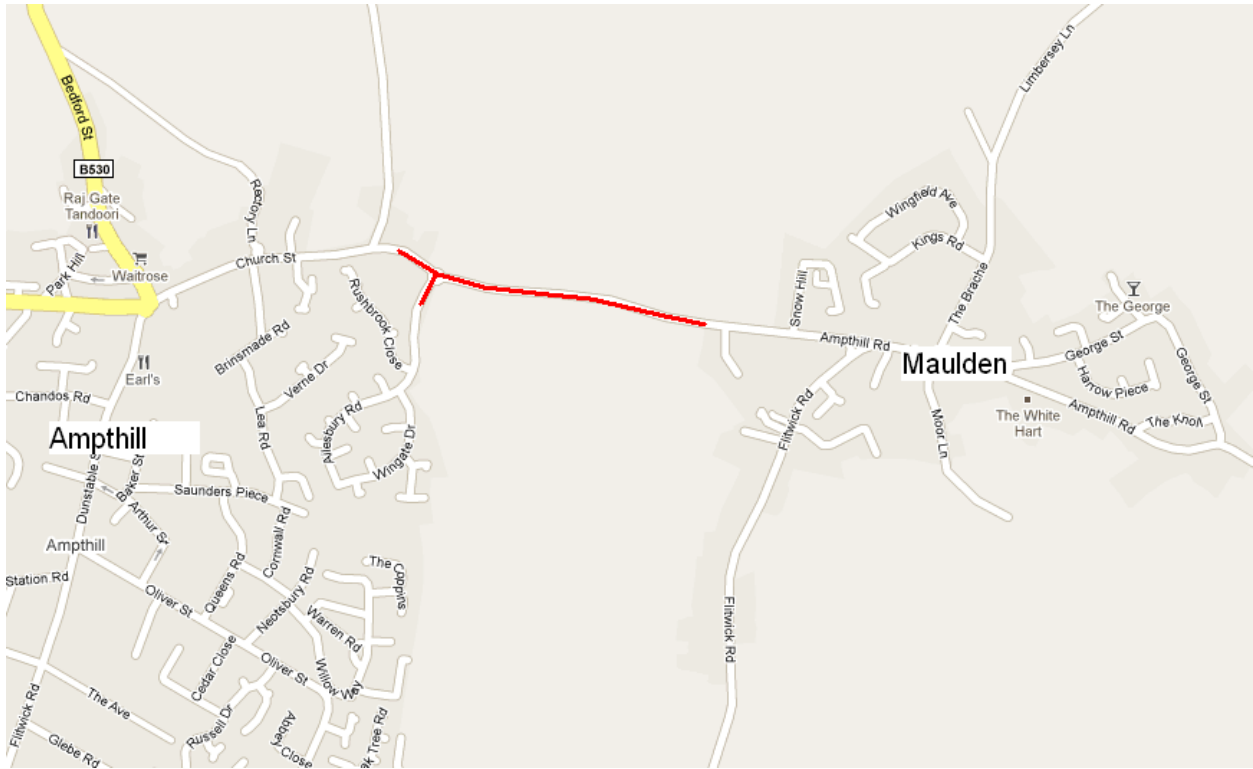
**Appendices:**

Appendix A: Location Plan

Appendix B: (Ampthill Road - Speed and volume Data)

Appendix C: (Public Notice, Consultation and Correspondence)

### Appendix A Location Plan



**Appendix B**

**Amphill Road, Maulden - Speed and Volume Data:**

**Volume of traffic – Westbound (C100 Amphill Road – Maulden to Amphill).**

Job No	5598								
Client	Amey								
Road	Amphill Road								
Location	0								
Site No.	MAU7								
Start Date	10-Mar-08								
Description	Volume Summary								
Direction	Westbound								

Average Weekday	2,336
7 Day Average	2,167

Time	Day of Week							Ave W'day	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	10-Mar	11-Mar	12-Mar	13-Mar	14-Mar	15-Mar	16-Mar		
AM Peak	274	286	269	264	260	202	135		
PM Peak	171	192	195	216	205	183	162		
00:00	2	1	0	8	6	22	28	3	10
01:00	2	1	1	3	2	17	15	2	6
02:00	4	2	1	1	0	6	5	2	3
03:00	3	0	2	0	1	2	2	1	1
04:00	4	3	3	8	3	1	2	4	3
05:00	23	29	21	20	25	18	5	24	20
06:00	47	44	52	51	42	25	14	47	39
07:00	154	161	153	173	169	43	14	162	124
08:00	274	286	269	264	260	112	43	271	215
09:00	148	171	141	176	165	159	107	160	152
10:00	124	120	129	121	125	179	117	124	131
11:00	123	128	112	135	113	202	135	122	135
12:00	146	137	145	132	135	183	162	139	149
13:00	119	128	115	128	148	174	117	128	133
14:00	153	128	158	165	143	151	117	149	145
15:00	171	171	180	176	202	115	106	180	160
16:00	144	180	195	183	192	101	102	179	157
17:00	158	181	185	216	205	156	83	189	169
18:00	147	192	175	194	165	121	78	175	153
19:00	97	105	137	123	127	112	54	118	108
20:00	40	57	62	67	83	67	48	62	61
21:00	46	27	48	50	51	44	23	44	41
22:00	19	27	32	41	49	47	20	34	34
23:00	10	13	12	15	43	25	5	19	18
<b>Total</b>	<b>2158</b>	<b>2292</b>	<b>2328</b>	<b>2450</b>	<b>2454</b>	<b>2082</b>	<b>1402</b>	<b>2336</b>	<b>2167</b>

7-19	1861	1983	1957	2063	2022	1696	1181	1977	1823
6-22	2091	2216	2256	2354	2325	1944	1320	2248	2072
6-24	2120	2256	2300	2410	2417	2016	1345	2301	2123
0-24	2158	2292	2328	2450	2454	2082	1402	2336	2167



**Volume of traffic – Eastbound (C100 Ampthill Road – Ampthill to Maulden).**

Job No	5598								
Client	Amey								
Road	Ampthill Road								
Location	0								
Site No.	MAU7								
Start Date	10-Mar-08								
Description	Volume Summary								
Direction	Eastbound								

Average Weekday	2,401
7 Day Average	2,248

Time	Day of Week							Ave W'day	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	10-Mar	11-Mar	12-Mar	13-Mar	14-Mar	15-Mar	16-Mar		
AM Peak	184	166	186	181	162	190	126		
PM Peak	216	244	248	258	240	212	158		
00:00	3	5	8	5	9	43	33	6	15
01:00	4	2	3	4	1	26	19	3	8
02:00	0	0	2	2	3	7	18	1	5
03:00	0	1	0	1	2	1	6	1	2
04:00	9	5	5	4	3	3	5	5	5
05:00	15	21	13	14	16	5	4	16	13
06:00	54	53	62	58	56	25	7	57	45
07:00	153	158	167	152	136	26	21	153	116
08:00	184	166	186	181	162	86	30	176	142
09:00	110	141	140	115	136	129	79	128	121
10:00	118	119	114	122	107	182	99	116	123
11:00	122	142	109	119	154	190	126	129	137
12:00	120	131	152	176	196	212	146	155	162
13:00	142	131	125	133	157	165	158	138	144
14:00	150	146	147	151	156	135	134	150	146
15:00	191	200	189	205	232	172	155	203	192
16:00	216	244	230	229	240	145	145	232	207
17:00	212	233	248	258	233	173	98	237	208
18:00	146	175	162	184	187	129	77	171	151
19:00	98	108	119	127	123	122	68	115	109
20:00	47	70	76	88	89	73	47	74	70
21:00	58	61	60	61	60	55	29	60	55
22:00	34	36	55	51	76	46	24	50	46
23:00	17	18	16	27	49	42	10	25	26
<b>Total</b>	<b>2203</b>	<b>2366</b>	<b>2388</b>	<b>2467</b>	<b>2583</b>	<b>2192</b>	<b>1538</b>	<b>2401</b>	<b>2248</b>

7-19	1864	1986	1969	2025	2096	1744	1268	1988	1850
6-22	2121	2278	2286	2359	2424	2019	1419	2294	2129
6-24	2172	2332	2357	2437	2549	2107	1453	2369	2201
0-24	2203	2366	2388	2467	2583	2192	1538	2401	2248

**Speed of traffic - Westbound (C100 Ampthill Road – Maulden to Ampthill).  
7 day Average**

<b>Road</b>	Ampthill Road	0-20	0.6%	<b>Speed</b>	
<b>Location</b>	0	20-30	9.1%	Ave	85%ile
<b>Site No.</b>	MAU7	30-40	56.8%	37.8	44.0
<b>Start Date</b>	10-Mar-08	40-50	29.8%		
<b>Day</b>	7 Day Ave.	50-60	3.4%		
<b>Direction</b>	Westbound	60-70	0.2%		
<b>Description</b>	Speed Summary	70-80	0.0%		
		80+	0.0%		

	Vehicle Speed Bins (mph)								Speed	
	0-20	20-30	30-40	40-50	50-60	60-70	70-80	80+	Ave	85%ile
00:00	0	0	5	3	1	0	0	0	37.9	49.8
01:00	0	0	3	2	1	0	0	0	40.6	51.0
02:00	0	0	1	1	1	0	0	0	43.8	
03:00	0	0	1	1	0	0	0	0	38.5	
04:00	0	0	1	1	0	0	0	0	39.9	
05:00	0	0	8	11	2	0	0	0	42.3	47.0
06:00	0	3	21	12	3	0	0	0	39.1	46.2
07:00	0	11	66	42	5	0	0	0	38.3	44.3
08:00	2	26	135	48	4	0	0	0	36.6	42.8
09:00	2	14	92	40	3	0	0	0	36.9	43.2
10:00	1	14	78	35	3	0	0	0	36.8	42.7
11:00	0	13	79	38	5	0	0	0	37.6	43.7
12:00	1	14	87	43	3	0	0	0	37.3	43.7
13:00	1	12	75	39	5	0	0	0	37.5	43.5
14:00	2	11	88	41	3	0	0	0	37.2	43.3
15:00	0	16	95	44	5	0	0	0	37.3	43.0
16:00	0	15	85	52	6	0	0	0	38.0	44.5
17:00	0	14	92	54	7	0	0	0	38.4	44.4
18:00	0	14	87	48	5	0	0	0	38.1	44.1
19:00	0	9	58	35	6	1	0	0	38.7	45.1
20:00	0	4	32	22	3	0	0	0	38.9	45.8
21:00	0	3	21	14	3	1	0	0	39.6	46.1
22:00	0	4	15	14	1	0	0	0	39.1	45.8
23:00	0	1	8	6	1	0	0	0	40.1	47.6
<b>Total</b>	<b>12</b>	<b>198</b>	<b>1231</b>	<b>647</b>	<b>74</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>37.8</b>	<b>44.0</b>

**Speed of traffic – Eastbound (C100 Ampthill Road – Ampthill to Maulden).**

<b>Road</b>	Ampthill Road	0-20	0.2%	<b>Speed</b>	
<b>Location</b>	0	20-30	4.3%	Ave	85%ile
<b>Site No.</b>	MAU7	30-40	48.4%	40.3	47.1
<b>Start Date</b>	10-Mar-08	40-50	37.8%		
<b>Day</b>	7 Day Ave.	50-60	8.4%		
<b>Direction</b>	Eastbound	60-70	0.8%		
<b>Description</b>	Speed Summary	70-80	0.1%		
		80+	0.0%		

	Vehicle Speed Bins (mph)								Speed	
	0-20	20-30	30-40	40-50	50-60	60-70	70-80	80+	Ave	85%ile
00:00	0	1	5	6	2	0	0	0	41.2	50.6
01:00	0	0	1	4	2	0	0	0	45.7	51.7
02:00	0	0	0	1	0	0	0	0	47.3	49.9
03:00	0	0	0	0	1	0	0	0	45.4	
04:00	0	0	1	3	0	0	0	0	44.3	
05:00	0	0	5	6	2	0	0	0	42.3	49.7
06:00	0	2	15	24	9	1	0	0	44.4	51.3
07:00	0	4	51	57	14	1	0	0	41.0	48.2
08:00	0	5	83	57	10	1	0	0	39.6	46.1
09:00	0	5	65	50	9	1	0	0	40.0	46.8
10:00	1	7	64	46	11	1	0	0	39.7	46.7
11:00	0	7	76	47	12	0	0	0	39.4	46.6
12:00	1	9	83	68	12	1	0	0	39.8	46.5
13:00	0	5	65	61	11	1	0	0	40.5	47.1
14:00	1	8	71	54	11	2	0	0	40.0	47.3
15:00	0	10	110	64	14	1	0	0	39.2	45.3
16:00	1	12	118	71	14	2	0	0	39.6	46.4
17:00	0	8	120	82	17	1	0	0	39.8	46.3
18:00	0	7	83	61	15	2	0	0	40.8	47.8
19:00	0	5	54	47	12	1	0	0	40.9	47.8
20:00	0	3	32	34	10	1	0	0	41.8	49.0
21:00	0	1	25	28	4	1	0	0	41.7	48.3
22:00	0	1	21	24	6	1	0	0	42.4	48.8
23:00	0	1	14	13	3	1	0	0	43.1	50.2
<b>Total</b>	<b>5</b>	<b>102</b>	<b>1161</b>	<b>908</b>	<b>201</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>40.3</b>	<b>47.1</b>

**Appendix C - Public Notice, Consultation and Correspondence:**



# PUBLIC NOTICE

**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE 40MPH SPEED LIMITS  
ON AILESBUURY ROAD, AMPHILL AND THE C100 BETWEEN AMPHILL  
AND MAULDEN.**

Reason for the proposal: The proposed Order is considered necessary on the grounds of promoting road safety. The proposed 40mph speed limits on Ailesbury Road, Ampthill and the C100 Maulden Road, Ampthill and Ampthill Road, Maulden are considered to be an appropriate speed limit for the type of road and environment.

Therefore, Central Bedfordshire Council proposes to make a Speed Limit Order as follows:

Effect of the Order:

**To introduce 40mph speed limits on the following lengths of road:**

That length of Ailesbury Road, Ampthill which extends from the roundabout junction with the C100 Maulden Road, Ampthill and Ampthill Road Maulden in a southerly direction for approx 40 metres.

That length of the C100 Maulden Road, Ampthill and Ampthill Road Maulden, which extends from a point approx 35 metres west of it's junction with The Pathway, Maulden westerly for approx 680 metres to a point approx 60 metres east of its junction with Gas House Lane, Ampthill.

Orders 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, The Old Court House, Woburn Street, Ampthill and normal opening hours at Ampthill Library, 1 Dunstable 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 Caroline Almond on 0845 3656057 for further advice on these proposals.

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 3rd January 2010.

Order Title: if made will be "Central Bedfordshire Council (40mph Speed Limit) (C100 Maulden Road, Ampthill & Ampthill Road, Maulden and Ailesbury Road, Ampthill) Order 200\*\*"

PO Box 1395  
Bedford MK42 5AN

Basil Jackson  
Assistant Director for Highways

3rd December 2009

## **Consultation Letter**

### **Proposed 40mph Speed Limit – Ampthill Road, Maulden.**

*Dear as attached*

The Central Bedfordshire Council proposes to introduce a 40mph speed limit on the following length of road in Maulden.

#### **Length of Roads Concerned:**

1. That length of the C100 Ampthill Road Maulden, which extends from a point approximately 35 metres west of it's junction with The Pathway, Maulden, to a point approximately 60 metres east of it's junction with Gas House Lane. A total distance of approximately 680 metres.
2. That length of Ailesbury Road from it's junction with the C100 Ampthill Road Maulden, in a southerly direction for approximately 40 metres.

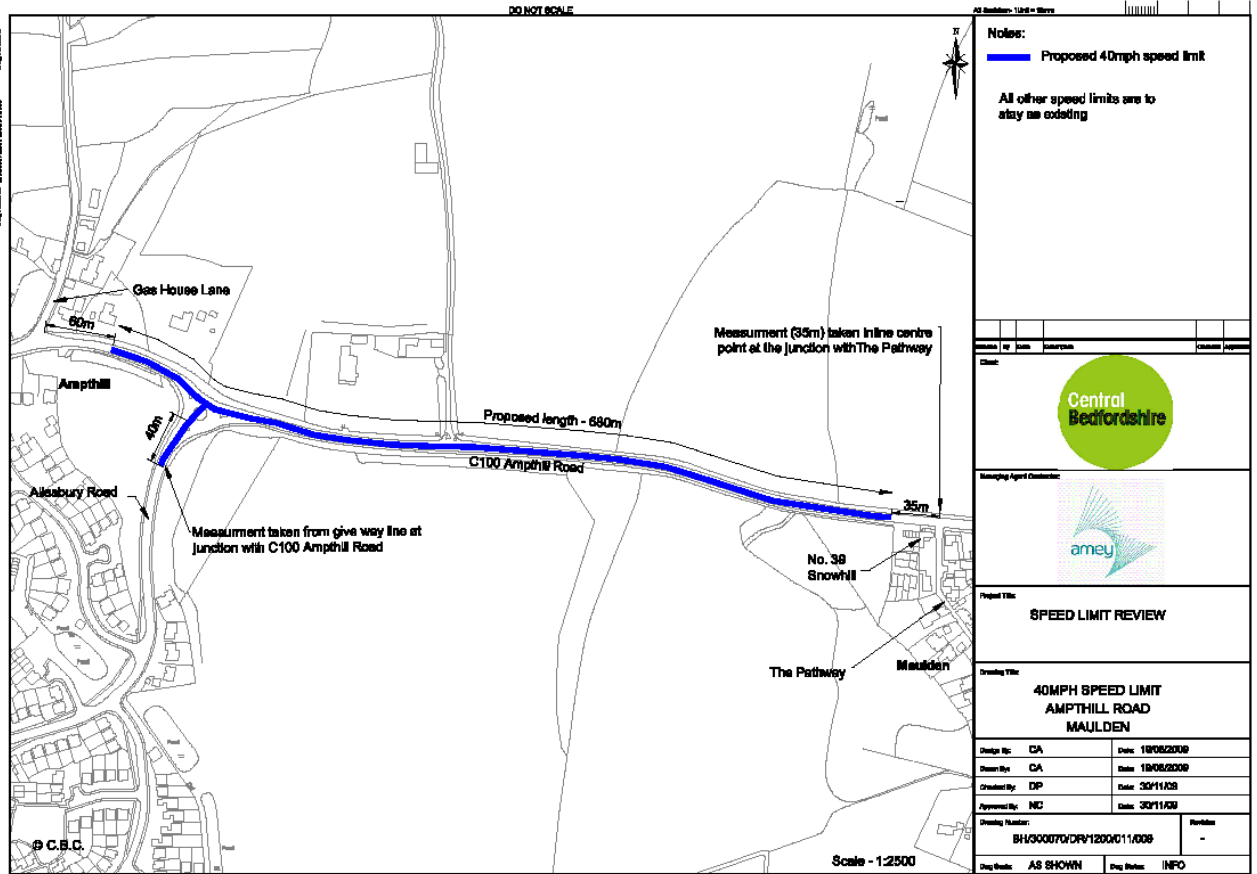
Details are shown on the enclosed drawing ref. BH/300070/DR/1200/011/009

#### **Supporting Data**

The proposed Order is considered necessary on the grounds of promoting road safety. The proposed 40mph speed limit on the C100 Ampthill Road and Ailesbury Road is considered to be an appropriate speed limit for the type of road and environment.

As part of these works, a gateway feature will be provided on entering Maulden, where a visible change of environment is present to reflect the need for a change in speed limit.

The Council is publishing the Notice of Intention to make an Order at the same time as carrying out preliminary consultations. This is permitted by Regulation 7 of the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996. I should accordingly be grateful if you would let me know by the 3<sup>rd</sup> January 2010, the closing date for the receipt of objections, whether you have any observations to make.



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To Bedfordshire Highways / from Central Bedfordshire Council  
23/12/2009

I have an objection letter from Mr & Mrs Hemmings, 3 Manton Close, Ampthill, which I will forward to you.

They mention that it appears that Ampthill Town Council have not been notified of the proposal. However, I did forward the details by e-mail on 16/12/09, as a member of the public was going to raise the issue at a Town Council meeting that night

---

Dear Engineer,

Can you please response to residents following enquiries?

1. What are your signage proposals please? Will there be a speed gate?
2. What were the reasons for extending the proposed 40mph speed limit towards Ampthill, past the roundabout junction to Ailesbury Road please?

Thank you

Central Bedfordshire  
Orders & Commons Registration Officer

---

Dear Resident,

The signage proposals will be the standard 600mm '30' signs for the start of a 30mph speed limit.

If you are referring a 'speed gate' to a white wooden village gate on entering a residential area, there will be a pair of gates on entering Maulden which the Parish are funding if this consultation is agreed.


On entering the proposed 30mph speed limit just passed the roundabout in Ampthill, there isn't sufficient space or visibility for a village gate but the speed limit will be conspicuous due to the red anti skid patch and '30' roundel on the carriageway which hopefully will a feel for more of a change in surroundings so will hopefully slow the speed there and not further into Ampthill as they are doing.

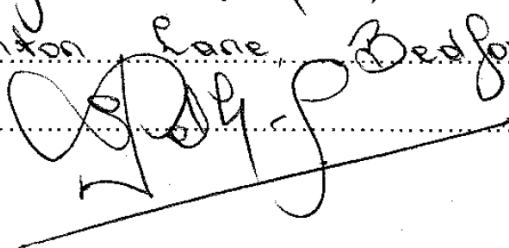
Regards,

Engineer

Support –

Bedfordshire Traffic Management Police

<p>This Authority has considered the proposed Traffic Regulation Order as outlined in your letter dated <u>4.12.09</u> and offer the following comments for further consideration.</p> <p>Comments</p>	
<p>This Authority has considered the proposed Traffic Regulation Order as outlined in your letter, together with the reason(s) given, is accepted by this authority, therefore no objection with be offered.</p>	

Name: - S. P. WELHAM  
Address Bedfordshire Police Traffic Management.  
Bedford Heights,  
Manton Lane Bedford MK41 7PH.  
Signed: - 



## Objection Letter –

**REF Central Beds Council (40mph speed limit) (C100 Maulden Road, Ampthill & Ampthill Rd, Maulden & Ailesbury Rd, Ampthill) Order 200\***

### **Grounds for objection to proposed speed limit change-**

The road between Gas House Lane to Ailesbury Road has a very narrow pavement with no verge to protect walkers from the main road.

This is a pathway taken by parents with children either up to St Andrews Church or into Ampthill town centre when not driving out of the Woodlands estate. Indeed it is the only metalled footpath into Ampthill from Maulden and is well used.

By increasing the speed that traffic are able to travel increases the likelihood of fatal injury if a child were to get onto the road or a car were to mount the narrow pavement.

The junction between Ailesbury Road and Ampthill Road/Maulden Road is a roundabout at which drivers coming out of Ampthill towards Maulden frequently show a disinclination to slow down and give way to traffic coming out of the Woodlands estate to turn right. Indeed there has been a number of occasions I have thought a driver would fail to stop and cause an accident.

By increasing the speed limit on the Gas House Lane side of this roundabout heading towards Maulden, will encourage drivers to increase their speed approaching the roundabout and thus increase the likelihood of a collision with vehicles approaching the roundabout on Ailesbury Road. This will make a serious accident more likely.

My understanding is that the field next to Gas house lane is likely to be developed with a mixture of housing and parking facilities, surely encouraging traffic to be approaching Ampthill faster than 30 mph will lead to problems with people trying to exit this development.

Not so long ago the speed limit within the Ampthill town centre was decreased to 20 mph to improve the safety of people moving across the roads within town. Why should the residents and visitors to the Woodlands estate have to endure a speed limit of twice that figure at the top of Ailesbury Road?

Please can someone explain to me why raising the speed limit in a residential area above 30 mph is intended to improve safety!

Also, I would like to complain about the timing of the notification period for this planning request.

By putting the signs up in December when people are very busy organising Christmas activities you make it highly likely that locals who would otherwise have submitted objections will not notice the signs until it is too late to make the 3<sup>rd</sup> January 2010 closing deadline.

I also find it strange that the Ampthill Town Council appear not to have even been notified that this planning request was being put in, this is hardly joined up Government.

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**Meeting:** Traffic Management Meeting  
**Date:** 19<sup>th</sup> January 2010  
**Subject:** Henlow Camp Maintenance and S106 Enhancement,  
Dispute for Determination  
**Report of:** Basil Jackson  
**Summary:** The report proposes that the Portfolio holder for Safer and Stronger Communities determine the delivery of the scheme, noting the unresolved dispute with Parish Members.

---

**Contact Officer:** Lee Baldry, Senior Project Manager  
**Public/Exempt:** Public  
**Wards Affected:** Silsoe and Shillington, Langford and Henlow  
**Function of:** Parishes of Henlow and Stondon Council

#### **CORPORATE IMPLICATIONS**

##### **Council Priorities:**

##### **Financial:**

The scheme is programmed for FY2009/10. Subject to the Portfolio Holder's decision, it will be rolled over to FY2010/11. Expenditure to date has been design fee.

The scheme is funded by £84k of Section 106 contributions and a capital contribution of £25k for associated footway foundation work.

##### **Legal:**

None as a result of this report.

##### **Risk Management:**

A decision to terminate the scheme would necessitate Section 106 funds being returned to the developer. Design fees accrued to date would require separate CBC budget.

The Section 106 contribution is for 'enhancement.' Outcomes outside this brief may cause Central Bedfordshire Council to default on the planning obligations.

Redesigning the scheme would require additional budget for design fees.

**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 Safety:**

None from this report.

**Sustainability:**

None as a result of this report.

**RECOMMENDATION(S):**

**that the decision is made to proceed with the Type 2 plan.**

**Scheme description**

1. The scheme aims to enhance the village centre of Henlow Camp. This will be achieved by use of improved materials in the footway, kerbing layout revisions, provision of new trees and improved street furniture. A general layout is presented in Appendix A.
2. The scheme is bisected by the Parish boundary, between Henlow and Stondon Parish Councils. Cllr. Drinkwater has played a substantial liaison role throughout.
3. The design has been developed with Members from both Henlow and Stondon parishes over an extended period.
4. The result is a scheme which will deliver a series of enhancements to the operation and appearance of the Henlow Camp village centre, meeting its brief for enhancement whilst also meeting the ambitions of the community.

**Unresolved issues**

5. The site has many adjacent businesses; a majority without off-street parking. Customers park indiscriminately on the footways, which damage them and contribute to poor appearance. However, none of the defects meet criteria for immediate maintenance.

6. It not a good use Council funds to enhance footways which suffer indiscriminate parking. Premature failure would result. It has therefore been necessary to produce a design which allows alternative parking and strengthen the foundations so that the new surface may achieve its full service life.
7. Members are sensitive to the parking demands of the businesses, and perceive the parking issues to be the primary focus of the scheme. This is not the case and any proposed revision is a born only of a need for the scheme to be sustainable. Officers are equally sensitive and have responded with a design which does not reduce overall parking opportunity.
8. The design will redistribute parking into safe and legal spaces and restore the footway for pedestrian trafficking. Where current parking (legitimate or not) might be slightly reduced, alternative is provided elsewhere.
9. Members feel that the Type 2 plan does not meet their parking ambitions.

### **Progress to date**

10. Officers have been clear that full Member and community support is integral to a successful scheme. Design work has therefore been open and inclusive at all times.
11. The culmination was Members' approval to the Type 2 plan presented in Appendix A, and evidenced in Appendix B.
12. Henlow Parish Council gave approval, subject to determination of two specific parking issues summarised above.
13. Despite concerns made clear at the time, Officers agreed to reconsider input from Henlow Parish Council Members Joy and Phillips and the Chairman, Cllr. Wiles. Members' input was worked up into a drawing which was subjected to Safety Assessment, presented in Appendix C.
14. The Safety Assessment reported concerns with the revisions proposed by Henlow Parish Council Members.
15. Henlow Parish Council Members do not agree with the findings of the Safety Assessment, as discussed in Cllr. Wiles' email presented in Appendix D.
16. Officers consider that overruling the Assessment would result in a site layout which is unsafe and place unreasonable risk on the Authority. Officers therefore feel unable to progress Henlow Parish Council Members' proposals

### **Need for escalation**

17. Central Bedfordshire Council Member support is clear, lead by Cllr. Drinkwater as presented in Appendix E.
18. Stondon Parish Council fully support the Type 2 plan presented in Appendix A.

19. Although supportive of most elements of the scheme, Henlow Parish Council does not accept Officers' previous recommendation to pursue the Type 2 plan and cite a wish to redesign some areas.
20. The scheme has enjoyed a long period of consideration and all avenues have been fully investigated. Officers therefore consider that no further redesign is appropriate.

**Conclusion and Next Steps**

21. Officers recommend delivery of the Type 2 plan with no amendments.
22. A decision to do so is required from the Portfolio Holder, mindful of the issues cited by Henlow Parish Council.
23. A decision to proceed with the Type 2 plan would confirm the scheme onto the FY2010/11 programme of works.

**Appendices:**

Appendix A - Type 2 plan

Appendix B - Support from Henlow and Stondon Parish Councils

Appendix C - Safety Assessment

Appendix D - Response from Cllr. Wiles, Chairman, Henlow Parish Council

Appendix E - Support from Cllr. Drinkwater

**Background Papers:** (open to public inspection)

None

**Location of papers:** Priory House, Chicksands

**Appendix A - Type 2 plan**

## Appendix B - Support from Henlow and Stondon Parish Councils

Fri 26/06/2009 12:23

Lee - Many thanks again for attending the Highways & Open Spaces Committee meeting on 22nd June, your attendance was much appreciated, especially given up your time out of hours so to speak.

The Members appreciated being able to have their input on the New Layout Type 2A, and to hear your views on consultations to date.

As you know Henlow Parish Council have always been very supportive, and as requested would like to give this written support of the concept and details as shown to the Type 2 layout presented on 22nd June.

The main points and concerns raised on the night were:

1. Investigation of possible dedication of strip of concrete to be incorporated to new footpath o/s Fine Wines, Flamez Chicken & Pizza House, Chicken 'n' Spice Take Away
2. Provision of 'herringbone parking instead to the lay-by shown outside properties in no 1 above.
3. Consideration be given to moving the parking bays shown outside Henlow Tandoori, Blockbuster Video, Crest Cars and Racing Ltd to the opposite (south) side of the access road
4. Keeping the bollards.

The Members thank you for taking on board their concerns, and for promising to look into the details as listed above.

Please let me know if any further information is desired from Henlow PC . Regards - Bert  
Bert Schrier  
Clerk to Henlow Parish Council

Thu 25/06/2009 10:32

Good morning Lee,

At our Stondon PC meeting last night I am pleased to say we accepted your latest drawings for the Henlow Camp enhancement.

Also this acceptance was unanimous.

Some comment has been expressed on Henlow PC having opposing views on Bollards and Trees. As there is no known pedestrian accidents in this area it would seem questionable particularly as the bin and lamppost in their requested area have been the only casualty's. Bollards if low could cause damage to cars visiting the hairdressers etc. anyone with concern for pedestrian safety should perhaps first visit the Persimmon estate and see the vast areas of narrow roads with NO footpaths even en route to playgrounds.

I personally have a Passion for trees but worry about the practicality of these chosen positions, However I will respect Henlow's final decisions.

Thank you for your patience, professionalism and help throughout this long consultation.

Regards,  
Cllr. Kerry Dellar



## Appendix C - Safety Assessment

**Sent:** 12 October 2009 09:38

*With regards to your recent Safety Assessment request for the proposed parking arrangements at Henlow Camp, please see below for our response:*

*It is considered that the proposal to relocate the existing parking bays located on the Service Road to the offside narrow footway strip, is inherently dangerous. Drivers will be forced to open their doors towards live traffic on the main road, in a location where vehicles exiting the roundabout's circulatory carriageway will be naturally straying towards the nearside of the carriageway as they leave the junction. In places the footway strip is extremely narrow, and drivers' doors on larger cars will encroach into the carriageway. In any event, the strip is too narrow to safely accommodate a pedestrian leaving / accessing a vehicle. The strip also has a significant slope across it, which could lead to trips and falls into the live carriageway. There are very serious concerns that drivers / passengers would be at a high risk of being struck by vehicles passing on the main carriageway, and it is strongly recommended that this proposal is not pursued.*

*Regarding the formal echelon parking proposed on Hitchin Road; it is likely that eastbound drivers leaving the roundabout will on occasion enter the bays forwards across the opposing flow, rather than reverse-in / forwards-out from the westbound approach as intended. This will always involve inherent risk of collisions, particularly when reversing back out into the main line to leave the bays. However, this is arguably no more dangerous than the present arrangement. The main concern here will be that the pedestrian desire line along the footway adjacent to the edge of carriageway will be blocked by parked vehicles, and pedestrians will be at risk of collisions from vehicles entering / leaving the bays. Presently vehicles parking here pull fully forwards encroaching into the (non-highway) concrete strip fronting the shops. Following formalisation of the echelon parking, this strip will not be used and blocked by concrete bollards; cars will be forced to block the footway. Pedestrians would be highly unlikely to divert via the shop frontage, and in any event, it would be inappropriate for the Highway Authority to provide a discontinuous footway. This should be given serious consideration.*

*If you require further assistance, please let me know.*

*Regards*

*Engineer (Road Safety) | Bedfordshire Highways*

**Appendix D - Response from Cllr. Wiles, Chairman, Henlow Parish Council**

Mon 02/11/2009 14:11

Lee,

Firstly, can I thank you for your efforts in this matter so far. I understand that this has not been an easy project, and you should be congratulated for having navigated it this far.

However having said that, you were quite right in assuming that Henlow Parish Council (HPC) are very disappointed with the non-inclusion of either of our suggested parking revisions. You will recall that these were discussed at length at the last site meeting we had, and having spent time observing the existing parking situation, we believed you understood our concerns, and were led to believe that some level of echelon parking in the 'Fine Wines' quadrant would be achievable.

Whilst we are still very keen for this scheme to go ahead (and as you will recall, always have been), we are not only very disappointed by this latest response, we are deeply concerned by the safety implications of pressing ahead with the existing type 2 layout without the inclusion of the echelon parking, and would call for this decision to be reviewed urgently.

Our key points are:

1) You once again state that you believe the Type 2 layout does not reduce the number of legitimate parking opportunities in the area.

This may well be close to the truth, but misses the point. If we do not also provide parking opportunities for some of the non-legitimate parking that occurs daily at peak times, then these people will continue to park wherever they can, in non-legitimate ways, mounting pavements, blocking the carriageway close to the roundabout, etc. This will produce a situation FAR more dangerous than the supposed reasons why you cannot include echelon parking.

2) Having studied the Safety Assessment and observed the area ourselves in great detail, we CANNOT agree with your conclusion that this scheme 'contravenes the formal safety assessment'. In fact we feel that the contrary conclusion can, and should, be drawn.

I detail the relevant points below.

The first point made is that drivers travelling east will enter the echelon parking facing the wrong way. Nothing that we have observed to date will make direction of entry mandatory. Drivers coming from whichever direction will enter forwards or backwards as suits their driving skills. Many do not reverse into parking spaces anywhere as they cannot judge the length of their vehicle. The Assessor then goes on to say "However, this is arguably no more dangerous than the present arrangement." There are many towns around the country where this type of parking works well. One local example being Stevenage Old Town, where the parking is in fact perpendicular to the road, is busier, and there are arguably significantly more distractions for motorists on the road itself. It should also be noted that ingress and egress from the proposed echelon parking would be from a B road, whilst the scheme as proposed is allowing similar movements outside Camp Stores, directly from and onto an A road, and in closer proximity to the roundabout - which is surely more dangerous?

The Assessors primary concern is for pedestrians. They are concerned that "the footway adjacent to the edge of carriageway will be blocked by parked vehicles, and pedestrians will be at risk of collisions from vehicles entering / leaving the bays." Supposedly, at present, "vehicles parking here pull fully forwards encroaching into the (non-highway) concrete strip fronting the shops." This is factually incorrect. Whilst it does happen in some cases, we also see many instances where cars drive forwards onto this area and stop with the rear of the car covering the "so-called" pavement. I took photographs of the parking here during our last site visit and none of the cars parked at that time were encroaching on the strip of land fronting the shops. We also have to remember that cars are currently parking perpendicular to the main carriageway, whereas an echelon arrangement would clearly have the effect of reducing the 'effective length' in that direction. If the Assessor is concerned about pedestrians, then the only safe place along this stretch is immediately in front of the shops which dedication coupled with a raised kerb or a couple of bollards, will provide.

I hope that given the above information, you will be able to reconsider, and get back to us with a more practical, safer, solution in the near future.

I look forward to hearing from you, and working together to reach the best solution for all.

Kind Regards,  
Tim Wiles, Chairman  
Henlow Parish Council

**Appendix E - Support from Cllr. Drinkwater**

*Sun 22/11/2009 19:53*

*Dear Lee*

*Re: Henlow Camp Enhancement*

*I would like to add my support to this project. The project team, lead by Lee Baldry have worked with the 2 Parish Councils of Henlow and Stondon to bring together a scheme which will enhance the shopping area. It has been neglected for some considerable time and the funding from a Section 106 will allow the area to be brought upto standard.*

*Regards*

*Rita*

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