

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



please ask for Martha Clampitt
direct line 0300 300 4032
date 7 April 2010

NOTICE OF MEETING

TRAFFIC MANAGEMENT MEETING

Date & Time

Thursday, 15 April 2010 2.00 p.m.

Venue at

Council Chamber, Priory House, Monks Walk, Shefford

Richard Carr
Chief Executive

To: The Portfolio Holder for Safer Communities and Healthier Lifestyles:

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	Petition - To Change Speed Limits at Husborne Crawley The purpose of this report is to present a petition received from the residents of Husborne Crawley for changes to speed limits and to seek approval for a response to it.	* 3 - 6
4	Ridgmont - Proposed Traffic Calming and 20 mph Zone The purpose of this report is to consider objections received as a result of statutory consultation for the introduction of a 20mph Zone in Ridgmont and the implementation of associated traffic calming, and to seek approval for the implementation of the project.	* 7 - 42

Meeting: Traffic Management Meeting
Date: 15 April 2010
Subject: Petition – To Change Speed Limits at Husborne Crawley
Report of: Basil Jackson, Assistant Director of Highways & Transport
Summary: The purpose of this report is to present a petition received from the residents of Husborne Crawley for changes to speed limits and to seek approval for a response to it.

Contact Officer: Nick Chapman
nick.chapman@amey.co.uk
Public/Exempt: Public
Wards Affected: Woburn and Harlington
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

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 Safety:

Reduced speed would improve safety

Sustainability:

None as a result of this report

RECOMMENDATION(S):

The Portfolio Holder for Safer Communities and Healthier Lifestyles is requested to note the contents of the report and to approve the suggested response to the lead petitioner

Background and Information.

1. In November 2009 a petition was sent Central Bedfordshire Council (CBC) and forwarded for investigation to the Transportation Manager at Bedfordshire Highways. The petition requests that the current 40mph speed limits on roads in and around Husborne Crawley be reduced to 30mph and that a 20mph speed limit be introduced at the lower school.
2. The roads specifically referred to in the petition are A4012 Turnpike Road, School Lane and Bedford Road.
3. The petition comprises 161 signatures from residents and visitors, 43 from children, 27 from parents of schoolchildren and 5 school staff.
4. The petition document contains a report that sets out the concerns of the petitioners and offers some preferred actions. There is a general view expressed that motorists are generally exceeding the existing 40mph limit. This is supported to some extent by speed measurements taken by Beds Highways. These show that on School Lane near Crow Lane 85th percentile speeds were 45.9mph northbound and 43.5mph southbound whilst closer to the school site itself speeds were 51.5 mph northbound and 46 mph southbound. These speeds close to the school are within the range of prosecutable speeds.
5. On the A4102 Turnpike Road things are slightly different. This is an A road and takes vehicles of all classifications. Mill Road and Turnpike Road form part of the access from the Ridgmont bypass to Woburn and average daily flows are between 6000 and 7000 not particularly high for an A road. At the interface between the national speed limit and the 40mph restriction on Turnpike Road measured 85th percentile speeds are 50.5mph inbound and 51.5mph outbound neither of which are particularly surprising given the clear road beyond. By the time vehicles are approaching the School Lane junction these speeds are 35.3mph inbound and 38.2mph outbound, within the posted speed limit.
6. Turnpike road, although it has a number of properties on one side, is fairly open and rural in nature. The presence of the park wall on one side with only 3 openings and the fact that all the houses are behind the highway boundary reinforces this impression to drivers. Speeds on this section are generally not outside what could reasonably be expected. Whilst the 85th percentile speeds are as quoted the mean average speeds of all vehicles passing the 40/de-restriction signs are in the low to mid 40mph bracket. It is extremely unlikely that this would alter significantly if the limit were to be reduced to 30mph given the nature of the approach.

7. Between 1/1/01 and 31/12/09 there have been 10 recorded injury incidents on the stretch of Turnpike Road from School Lane to the parish boundary. These resulted in 1 fatal, 1 serious and 12 slight injuries. 5 of these (1 serious 4 slight) were at the School Lane junction and are generally junction related. Three involve rear end shunts to vehicles waiting to turn out and two relate to vehicles pulling out in front of oncoming traffic. There is no evidence to suggest speeds in excess of the posted limit contributed to any of these incidents. The fatal incident occurred close to the change in speed limit and was a head on collision between a car and a goods vehicle.
8. On School Lane there have been two slight injury accidents to the north east of the school but nothing close to the school in the same time period. Neither of these incidents mentioned included pedestrians and / or school children travelling to or from the school.
9. Generally the area is served by reasonable footways and there are opportunities to cross with good visibility where necessary.
10. Bedfordshire Highways are currently implementing a safer routes to school scheme at the lower school. Currently parents that drop children off by car use the nearby pub car park and walk through the playing field to the school. This offers a safe off-road walking route. It is appreciated however that not all children arrive this way. The scheme therefore will improve the footway on School Lane from Turnpike Road to the school on the SW side and at the same time will introduce flashing 'wig-wag' orange school warning lights and signs together with a gateway and a school safety zone sign. There will be new road markings and the existing markings will be refreshed at the school and these will also have a no stopping order on them. These measures will further highlight the presence of the school and the probability of parent / child movements.
11. Looking at the C94 Bedford Road there is a similar picture with 4 slight and 1 serious incident at the junction with School Lane. Again these are largely related to junction manoeuvres and driver behaviour rather than excessive speed.
12. The request for a 20mph speed limit at the school is also not currently one that would be delivered. It would not be best practice to implement this in a 40mph speed limit.
13. **Conclusion and The Way Forward**
14. This petition and supporting statements have been carefully considered and discussed with Bedfordshire Police Traffic management representatives. The concerns of the residents are clearly very real with concerns that they live in an increasingly dangerous environment. This is an increasing source of correspondence from communities across Central Bedfordshire.
15. Neither the vehicle speeds nor the injury incidents in themselves indicate an intervention level that would automatically trigger any changes to traffic management. When the speed limit review of A and B roads was carried out over the last two years no changes were proposed.

16. The A4102 was surface dressed in 2009 and the road markings were replaced to current standards.
17. Discussions with the police confirm that they have carried out a considerable amount of enforcement in recent years. I can also confirm that Turnpike Road and School Lane have been placed on the speed maintenance list and as a result the beat manager will continue to collect speed data at locations where speeds appear high and enforce existing limits when appropriate.
18. The situation will therefore continue to be monitored by the police. It is the experience of both Beds Highways and the police that changing a speed limit and signing does not automatically change driver behaviour. The 40mph speed limit is deemed to be generally appropriate to the type and nature of the roads concerned. It would be difficult or impossible to enforce a 30mph or 20mph speed limit in the vicinity of the school without physical traffic calming measures to ensure compliance and at current intervention levels this would not be considered.
19. The area will be re-assessed for possible additional coloured patches and speed roundels if required to reinforce the existing speed limits. The area will also be placed on the list for the deployment of the mobile vehicle actuated speed signs owned by Central Bedfordshire and available for temporary use.
20. In addition to the continuing police presence, consideration is being given to the introduction of a community based speed monitoring programme that would enable local communities to carry out highly visible speed checks at approved locations to reinforce the police actions. The key to reducing speeds within inhabited areas is continuing and increasing driver education and the community input can be a valuable asset in this. This scheme is not yet in place but is currently being considered for communities across Central Bedfordshire.

Background documents:-

Petition
Accident stats (plan only)
Speed plan
Srts plan

Meeting: Traffic Management Meeting

Date: 15 April 2010

Subject: Ridgmont - Proposed traffic calming and 20mph Zone

Report of: Basil Jackson, Assistant Director of Highways & Transport

Summary: The purpose of this report is to consider objections received as a result of statutory consultation for the introduction of a 20mph Zone in Ridgmont and the implementation of associated traffic calming, and to seek approval for the implementation of the project.

Contact Officer: Sopella Zvekare
Sopella.Zvekare@amey.co.uk

Public/Exempt: Public

Wards Affected: Ridgmont

Function of: Council

RECOMMENDATION(S):

That the Portfolio Holder for Safer Communities and Healthier Lifestyles note the responses received and approve the proposal to introduce the 20mph Zone and Traffic Calming as detailed in this report.

Background

1. Ridgmont is a residential rural village that is located to the north east of Woburn Safari Park and lies within a conservation area. The High Street was part of the A507 prior to the construction of the Ridgmont by-pass and now provides a link between the A507 and the new Ridgmont by-pass. Ridgmont Lower School is located on the High Street at the junction with Eversholt Road. The volume of through traffic has reduced significantly in Ridgmont following the completion of the Ridgmont by-pass.
2. Speeds in excess of 30mph were recorded on the High Street, Station Road and Eversholt Road. The 85%ile speeds on High Street is approximately 32 mph with a traffic flow of around 1954 veh/day, and on Eversholt Road is approximately 38mph with a total flow of around 1525 veh/day. The speeds experienced give rise to concern and anxiety from residents – especially the elderly and those with children. The excessive speeds of the minority also deter walking and cycling and have a negative effect on road safety and the local environment.

3. Examination of the accident records for Ridgmont show that there have been one serious injury accident and twelve slight injury accidents in the last five years. All accidents occurred along the High Street.

Proposal

4. A package of proposed road safety improvement measures has been designed. These measures include the introduction of a 20mph Zone with a system of traffic calming features in High Street and Eversholt Road. The form of traffic calming chosen are flat top humps (65mm high) at 6 locations and a round top hump (65mm high) at 1 location. Flat top humps have been chosen as the High Street is part of a regular bus route (Stagecoach Route 160/165, Leighton Buzzard to Bedford). Flat top humps have minimal impact on the comfort of bus drivers and passengers, whilst the majority of private cars have to slow down considerably to pass over the flat top hump. A round top hump has been chosen to be installed in Eversholt Road as it is not a bus route and a round top hump results in the smallest increase in vehicle emissions. An uncontrolled humped crossing is proposed on High Street adjacent to the pedestrian entrance to Ridgmont Lower School.
5. Meetings have taken place between the Bedfordshire Highways and the Parish Council with regard to the proposed 20mph and traffic calming scheme. The Parish Council are in agreement with this proposal.

Consultation

6. Statutory 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 statutory consultees. A consultation letter containing the public notice and plans was delivered to properties on the High Street within the proposed 20mph speed limit zone.
7. Within the objection period 6 letters of objection were received, 1 e-mail objecting to the scheme, a letter of support from the Police, 3 letters of support and 5 e-mails supporting the scheme. A letter was also received from the Ridgmont Parish Council supporting the scheme.
8. **Points raised by the objectors include the following:-**
 - a. The proposed traffic calming measures are excessive and not justified.
 - b. The proposed measures will not reduce vehicle speeds on Eversholt Road.
 - c. Road humps are unsightly and result in increased noise pollution, ground borne vibrations, carbon emissions, greater fuel consumption, damages vehicles and delays emergency service vehicles.
 - d. Proposed traffic calming does not address the collision problem at the entrance to Woburn Safari Park off the High Street.
 - e. Traffic calming is required at the junction of High Street and Mount Pleasant to improve road safety for children travelling to the school.

- f. In favour of horizontal deflection traffic calming measures such as chicanes and are opposed to road humps.

9. **In response to the objections it should be noted:**

- a. The aim of the scheme is to slow traffic to encourage and assist cyclists and pedestrians, deter through and speeding traffic, and improve the amenity of the area for the residents. The proposed traffic calming will discourage excessive / inappropriate speeds as well as improve traffic and pedestrian safety.
- b. Vehicles travelling over road humps at appropriate speeds should not suffer damage, provided the humps conform to the Highways (Road Hump) Regulations. A study investigated the effect of repeatedly traversing road humps on vehicles and no damage to any of the vehicles was seen, despite repeated passes at speeds up to 40 mph.
- c. Extensive research failed to find any conclusive evidence that traffic-induced vibrations can cause significant building damage and it is very unlikely that the introduction of the road humps pose a significant risk of even minor damage to property.
- d. Smooth, low speed driving, in as high a gear as possible, will result in relatively low emissions. The effect on emissions, therefore, of any traffic calming scheme will depend on how the scheme influences both the average speed of traffic and the amount of speed variation.
- e. Although some traffic management measures can result in increased emissions per vehicle, they also generally result in a reduction in the volume of traffic. Thus, even though emissions per vehicle may increase, this can be offset by the reduction in traffic.
- f. No response has been received from the emergency services and cycle groups accept the need for road humps.
- g. Any discomfort experienced by motorists should be minimised by traversing road humps at an appropriate speed. The proposed flat topped road humps are much less severe than round topped road humps.
- h. Horizontal carriageway deflections, such as localised narrowings and chicanes, are not always effective in reducing vehicle speeds. In the case of kerb build-outs and pinch points, the narrowed carriageway, even if reduced to a single lane, still allows most vehicles to be driven relatively quickly through the available gap, unless there is opposing traffic to prevent this occurring.
- i. Attitude surveys conducted into traffic calming schemes suggest that the public dislike horizontal deflections, such as chicanes, more than they dislike road humps.

- j. Regularly spaced traffic calming features are required in 20mph zones and road humps are the most effective at reducing speeds when there is no opposing traffic, and in comparison to other traffic calming features are economic to construct.

Conclusion

- 10 In conclusion although there are a considerable number of points made by the objectors, many of them have already been considered within the design works as outlined within the responses. Current regulations still require traffic calming features to be implemented to create 20mph zones and this scheme is in accordance with those regulations. There are currently new 20mph proposals being issued by the DfT for consultation, but even those would require specific authorisation on a scheme by scheme basis before the number of traffic calming features could be relaxed.

This scheme is in accordance with the general aspirations of Central Bedfordshire Council and Ridgmont Parish Council to promote road safety, promote walking and cycling, deter through traffic and improve the environment for local residents.

This scheme will be monitored after installation so that the effectiveness of the measures in terms of safety and speed reduction can be demonstrated.

CORPORATE IMPLICATIONS

Council Priorities:

Reduction of vehicle speeds through traffic calming to encourage walking and cycling, make it safer for all road users, improve amenity for residents and further deter through traffic. Reduction of vehicle speed also improves safety and can assist in reducing vehicle emissions.

Financial:

Cost of implementation of overall scheme is likely to be in the region of £56K.

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:

Possible reduction in number and severity of accidents, together with a reduction in anxiety of residents caused by vehicles travelling at excessive / inappropriate speeds.

Sustainability:

Slowing and reduction in number of vehicles together with encouraging walking and cycling.

Appendix A – Plans

Appendix B – Public Notice

Appendix C – Objections / Comments

Background Papers:

None

Location of papers: Priory House, Chicksands

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PUBLIC NOTICE

HIGHWAYS ACT 1980

PROPOSED TRAFFIC CALMING MEASURES - HIGH STREET AND EVERSOLT ROAD, RIDGMONT

CENTRAL BEDFORDSHIRE COUNCIL propose to construct traffic calming measures under Section 90 A-I of the Highways Act 1980 and all other enabling powers, as part of the Ridgmont 20mph Zone, which is a traffic calming scheme to reduce vehicle speeds and improve road safety and the environment for local residents.

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

The proposed traffic calming measures will be:

- 5 No. Flat top humps, that will be 8.2m long (including ramps) and 65mm high. These humps will not extend the full width of the carriageway.
- 1 No. Flat top hump, that will be 8.2m long (including ramps) and 65mm high. This hump will extend the full width of the carriageway (from kerb to kerb).
- 1 No. Round top hump, that will extend the full width of the carriageway and will be 3.7m long (including ramps) and 65mm high. This hump will not extend the full width of the carriageway.

A. The flat top road humps (not extending across the full carriageway width) are to be sited at the following locations in High Street, Ridgmont:

Feature 1 - Approximately 128 metres south-west of the junction with Eversholt Road.

Feature 2 - Approximately 54 metres south-west of the junction with Eversholt Road.

Feature 4 - Approximately 44 metres north-east of the junction with Station Road.

Feature 5 - Approximately 58 metres south-west of the junction with Church Street.

Feature 6 - Approximately 53 metres north-east of the junction with Church Street.

B. The flat top road hump (extending across the full carriageway width) is to be sited at the following location in High Street, Ridgmont:

Feature 3 - Approximately 29 metres south-west of the junction with Station Road.

C. The round top hump is to be sited at the following location in Eversholt Road, Ridgmont:

Feature 7 - Approximately 70 metres south-east of the junction with High Street.

Further Details: of the proposals and a plan can be examined during normal office hours at the Customer Service Centre, Central Bedfordshire Council, The Old Court House, Woburn Street, Ampthill. Telephone Sopella Zvekare on 0845 3656134 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 (or e-mail: chris.heard@centralbedfordshire.gov.uk), stating the grounds on which they are made by 22nd February 2010

PO Box 1395
Bedford MK42 5AN

Basil Jackson
Assistant Director for Highways

31st January 2010



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A 20MPH SPEED LIMIT ZONE & TWO 30MPH SPEED LIMITS AND CONSOLIDATE THE EXISTING 30MPH AND 40MPH SPEED LIMITS ON VARIOUS ROADS IN RIDGMONT

Reason for proposal: This proposal is intended to reduce vehicle speeds and improve the safety and environment for local residents. The speed limits form an integral part of a traffic calming scheme which will include the introduction of traffic calming features in the proposed Ridgmont 20mph Speed Limit Zone.

A separate public notice has been published for the introduction of traffic calming features in the proposed 20mph Speed Limit Zone. The 20mph Speed Limit Zone will only be introduced if the traffic calming features are implemented.

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

Effect of the Order:

A. To introduce a 20mph Speed Limit Zone on the following lengths of road in Ridgmont;

1. That length of C87 High Street, Ridgmont, which extends from the junction with Mount Pleasant in south westerly direction for a distance of approx 613 metres
2. That length of Eversholt Road, Ridgmont, which extends from the junction with C87 High Street, in a south easterly direction for a distance of approx 115 metres
3. That length of C76 Station Road, Ridgmont, which extends from the junction with C87 High Street, in a north westerly direction for a distance of approx 24 metres
4. The entire length of Mount Pleasant, Ridgmont
5. The entire length of Church Street, Ridgmont
6. The entire length of Segenhoe Close, Ridgmont

B. To introduce a 30mph Speed Limit on the following lengths of road in Ridgmont:-

1. That length of C87 High Street, Ridgmont which extends from a point approx 15 metres west of the western flank wall of property No. 7 High Street in a westerly direction for a distance of approx 75 metres
2. That length of Eversholt Road, Ridgmont which extends from a point approx 14 metres south east of the south eastern flank wall of property No. 23 in a south easterly direction for a distance of approx 75 metres

C. To consolidate the following lengths of the existing 30mph Speed Limit in Ridgmont:-

1. That length of C87 High Street, Ridgmont which extends from the junction with Mount Pleasant in a north easterly direction for a distance of approx 162 metres
2. That length of C87 High Street, Ridgmont which extends from a point approx 17 metres south west of the south western flank wall of property No. 18 High Street, in a south westerly then westerly direction for a distance of approx 172 metres
3. That length of Eversholt Road, Ridgmont which extends from a point approx 115 metres south east of the junction with High Street, in a south easterly direction for a distance of approx 90 metres
4. The entire length of Lydd's Hill, Ridgmont.

D. To consolidate the following length of the existing 40mph speed limit in Ridgmont:-

That length of C76 Station Road, Ridgmont, which extends from a point approx 24 metres north west of the junction with High Street, in a generally northerly direction for a distance of approx 470 metres.

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

Further Details: of the proposals and a plan can be examined during normal office hours at the Customer Service Centre, Central Bedfordshire Council, The Old Court House, Woburn Street, Ampthill. Telephone Sopella Zvekare on 0845 3656134 for further advice on these proposals.

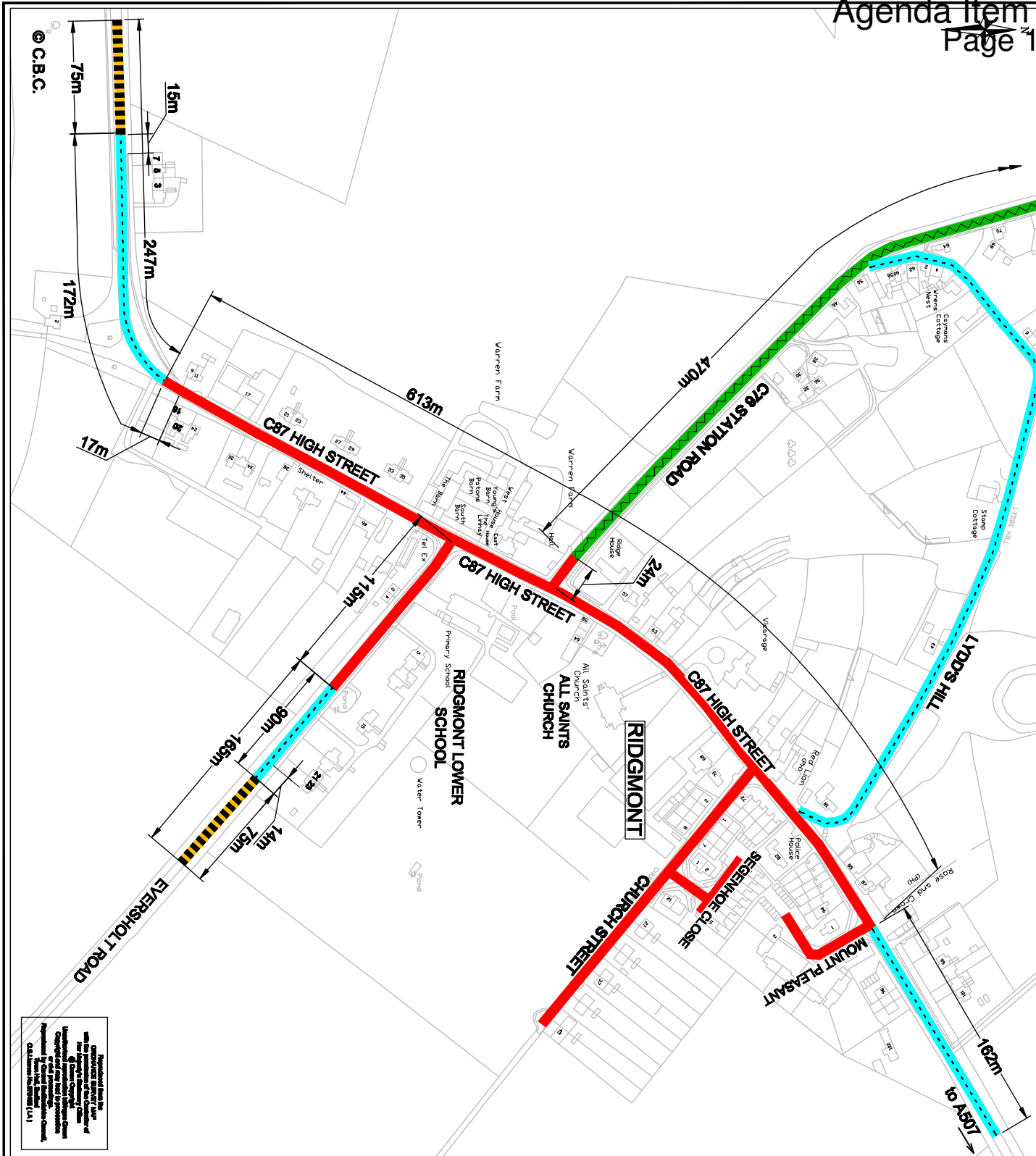
Objections: should be sent in writing to the Orders and Commons Registration Officer, Countryside Access Service, Central Bedfordshire Council, PO Box 1395, Bedford MK42 5AN (or e-mail: chris.heard@centralbedfordshire.gov.uk), stating the grounds on which they are made by 22nd February 2010

Order Title: If made will be "Central Bedfordshire Council (20mph Speed Limit Zone and 30mph & 40mph Speed Limits) (Various Roads, Ridgmont) Order 200*"

PO Box 1395
Bedford MK42 5AN

Basil Jackson
Assistant Director for Highways

31st January 2010



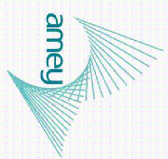
DO NOT SCALE

Information for the Client:
This drawing is the property of the Designer and shall remain the property of the Designer. It is not to be used for any other purpose without the written consent of the Designer. The Designer shall not be liable for any loss or damage, including consequential loss or damage, arising from the use of this drawing. The Designer shall not be liable for any loss or damage, including consequential loss or damage, arising from the use of this drawing. The Designer shall not be liable for any loss or damage, including consequential loss or damage, arising from the use of this drawing.

Notes:

- █ PROPOSED 20MPH SPEED LIMIT ZONE - REPLACING THE EXISTING 30MPH SPEED LIMIT
- █ PROPOSED 30MPH SPEED LIMIT - REPLACING THE NATIONAL SPEED LIMIT
- █ EXISTING 40MPH SPEED LIMIT TO REMAIN
- █ EXISTING 30MPH SPEED LIMIT TO REMAIN

Revision	By	Date	Description	Checked	Approved



Managing Agent Contractor:

Project Title:

RIDGMONT TRAFFIC CALMING SCHEME

Drawing Title:

PROPOSED 20MPH ZONE & 30MPH SPEED LIMIT - RIDGMONT

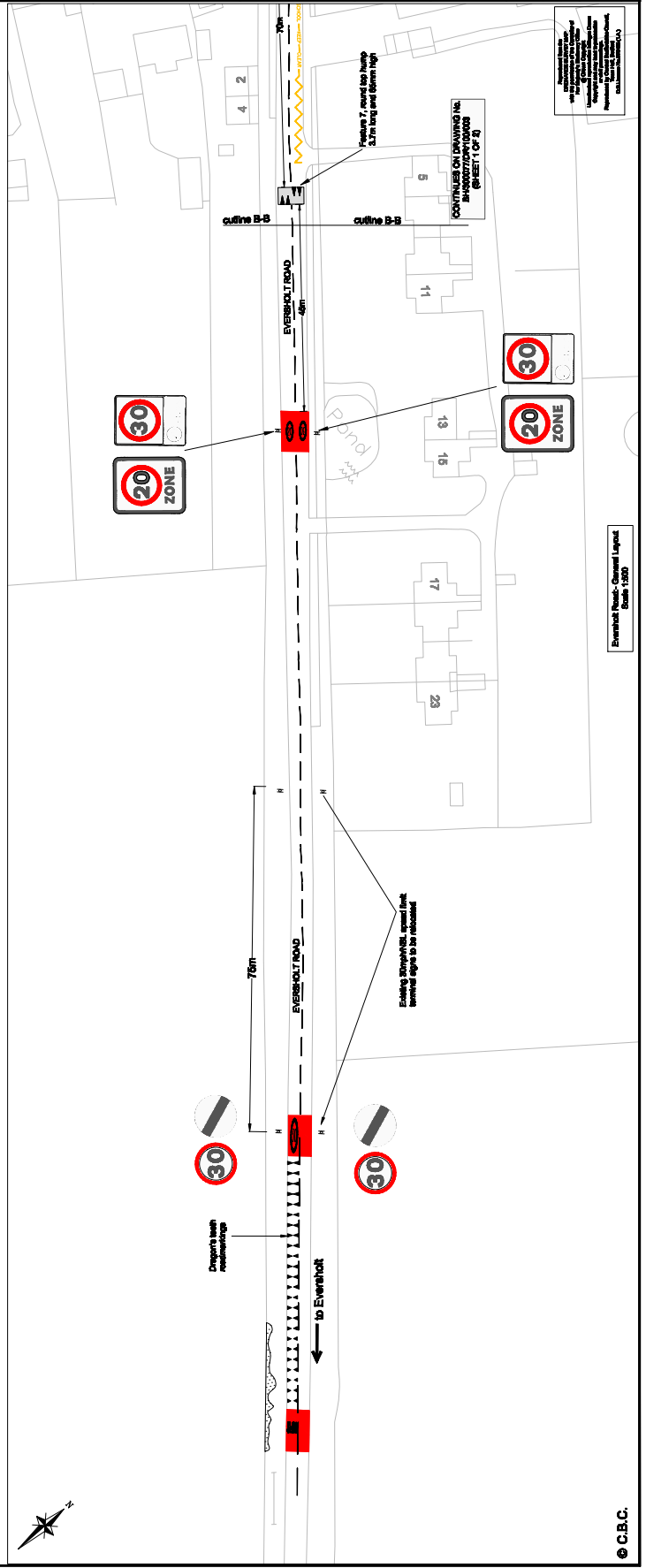
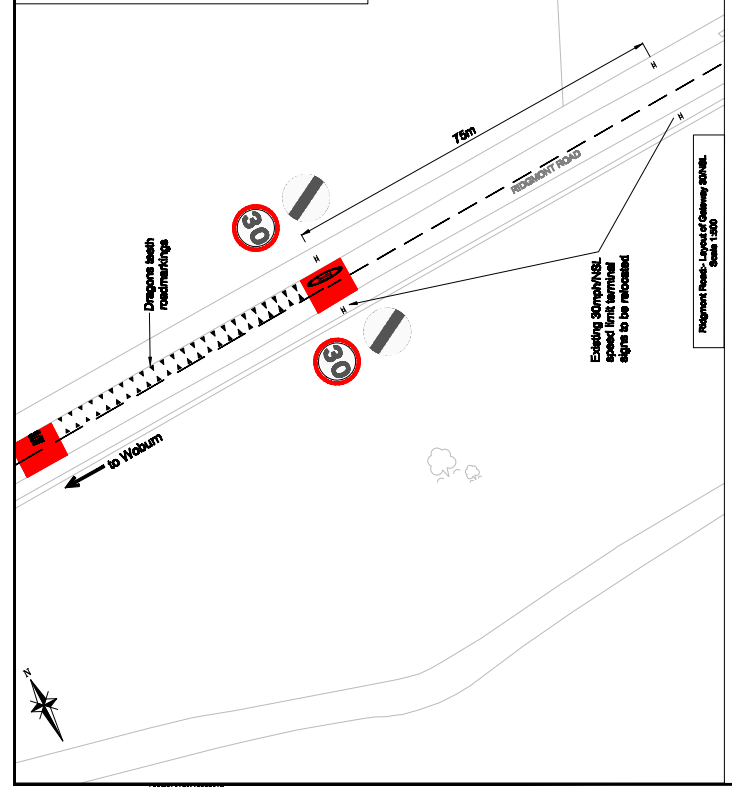
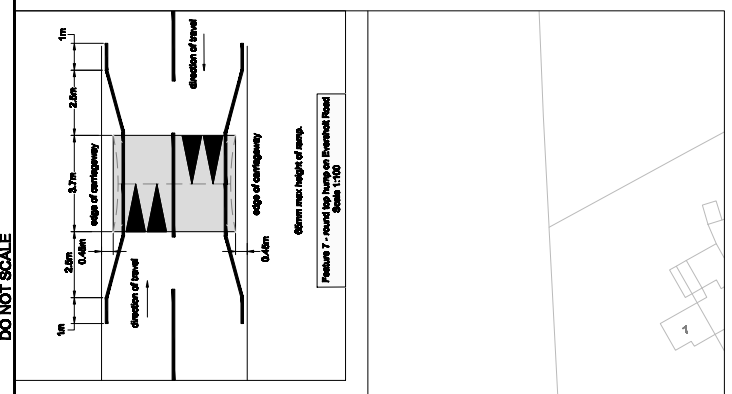
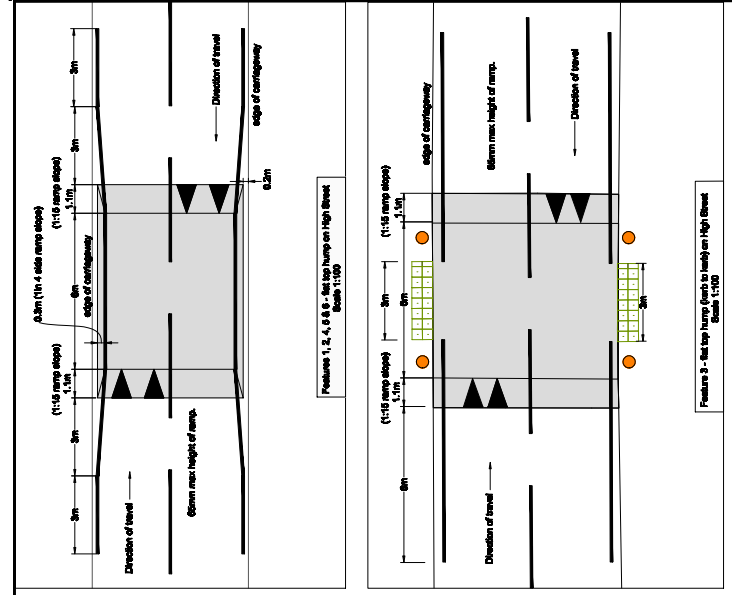
Design By:	SZ	Date:	17/11/09
Drawn By:	SZ	Date:	20/11/09
Checked By:	DP	Date:	14/01/10
Approved By:	NC	Date:	15/01/10

Drawing Number:	BH/300077/DR/100005	Revision:	-
Dwg Scale:	N.T.S @ A3	Dwg Status:	CONSULTATION

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<p>Key:</p> <ul style="list-style-type: none"> Speed limit roundels laid on a red coloured surface NEL National Speed Limit Classical Delineator or similar type with white/red reflective bands Traffic paving surface, buff in colour flush with carriageway / ramp level 		<p>NOTES:</p> <ol style="list-style-type: none"> Proposed speed ramps not to exceed 60mm high. All traffic signs to be installed in accordance with Traffic Signs Regulations and General Directions 2022. Existing road markings to be removed and reinstated where necessary and new road markings laid as shown. All existing verges to be trimmed back to the edge of the Highway boundary. 	
<p>Project Title: RIDGIMONT TRAFFIC CALMING SCHEME</p>		<p>Company Name: Central Bedfordshire</p>	
<p>Project No: [] Date: [] Description: []</p>		<p>Company Logo: aney</p>	
<p>Drawing Title: PROPOSED TRAFFIC CALMING FEATURES (SHEET 2 OF 2)</p>		<p>Drawing Number: BH/200077/DR/100004</p>	
<p>Drawn By: AJ Date: 17/11/20</p>	<p>Checked By: DP Date: 14/01/21</p>	<p>Approved By: NC Date: 18/07/21</p>	<p>Number: []</p>
<p>Drawn By: AJ Date: [] Description: []</p>			



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RECEIVED
12 FEB 2010
POSTED

Dear Sir

With regards to the proposed speed bumps in Ridgmont.

I am appalled that such ugly noisy things are even contemplated for such a quiet village. Surely Chicanes with right of way signs would be more appropriate. At least it would keep the village quiet and more in keeping as it is now

71227	
AMEY	
CONTRACT	REDFORDSHIRE HIGHWAYS
ACTION	BY SD NC/Df
DATE	17 FEB 2010
COPIES	
ORIGINAL	3.12

5 February 2010

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

Dear Sir,

Proposed road humps through Ridgmont

I write to voice my opposition to the installation of road humps through the village of Ridgmont. Any such installation can, in my view, only cause more problems than it is meant to solve.

Nowadays the country as a whole is supposed to be tackling pollution and reducing it, but road humps (of any shape, size or form) will only have a negative impact on such efforts. They would increase noise pollution when vehicles slow then accelerate over them (having reduced the noise from lorries going over drains, etc., in the village with the advent of the bypass, this is far from helpful). They would cause greater fuel consumption and create greater carbon emissions when vehicles slow and change gear. There would also presumably be ancillary signs and lighting which would both have further detrimental effects on our rural environment and create greater light pollution. They could also cause damage to vehicles (one only has to read the motoring columns in the daily newspapers to see the number of complaints and the problems suffered), and I believe there is actually now a national website on which one can register one's opposition to road humps. Last, but not least, emergency vehicles need access to the village and ambulance drivers in particular need a level road surface in order to ensure the safety and comfort of their patients.

Ridgmont is now a peaceful, rural village with a strong sense of community since the opening of its bypass. There are surely less intrusive ways of tackling the problem of traffic calming, should it even be considered essential or necessary. I am not against traffic calming of some sort, but do seriously doubt the wisdom of even suggesting road humps as the answer. Perhaps a road narrowing at each end of the village with a chicane system would be an option to consider? Even if the initial cost would be higher, surely the peace and rural nature of the village are of paramount importance?

Yours faithfully,



5th February 2010

Orders & Commons Registration Officer
Countryside Access Service
Central Bedfordshire Council
P. O. Box 1395
Bedford MK42 5AN

Re: Opposition to Road Humps in Ridgmont

Dear Sirs,

As a long-term resident of Ridgmont, I am writing to voice my objection to the proposed building of road humps on Ridgmont High Street and Eversholt Road in Ridgmont. While I agree that some form of traffic-calming system is necessary, I am one of many residents of the village who are strongly opposed to road humps.

Ridgmont is a quiet, charming rural village, which will be significantly scarred by the additional signage and road markings required for road humps, not to mention the noise and vibrations caused by vehicles slowing and accelerating before and after each hump. The peace of the village has been almost restored following the completion of the Ridgmont bypass, and road humps would be a step backwards.

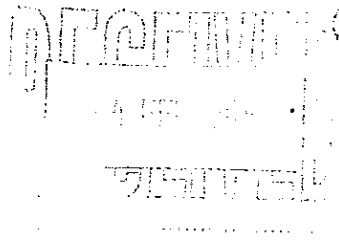
There are many other forms of traffic-calming that could be used that could enhance the appearance of the village, such as chicanes, widening footpaths and on-road parking areas for residents. The residents of the village would welcome any systems which would allow landscaping to maintain and perhaps even improve Ridgmont's existing beauty.

The road humps currently proposed do not even address the accident black spot at the corner of Crawley Road and the High Street, at the entrance to Woburn Safari Park, where traffic approaching the village from Husbourne Crawley rarely slows down upon entering the village at the 30mph signs. Appropriate traffic calming measures are necessary at this point too.

I trust the anxiety of the villagers of Ridgmont caused by the proposed road humps will be taken into consideration and the council will instead present proposals for an alternative traffic calming system more appropriate to the environment.

Yours faithfully

Orders & Commons
Registration Offices,
Countryside Access Service
Central Beds Council
P.O. Box 1395
Bedford
MK42 5AN.



Dear Sir or Madam,

As a resident of Ridgmont,
I am very concerned about the proposition of
Road Humps and illuminated road signs to be
erected in the village along with new road
markings and no road surfacing.

This is essentially a Victorian looking
village, and such invasive traffic calming would
be an eyesore within this conservation area,
let alone the extra noise involved with Road
Humps.

Surely a more sympathetic alternative method
of traffic calming should be considered which would
enhance our village; ie widening pavements, and
alternating parking areas; which in turn would help
the 'everybody park in Church Street' attitude when-
ever there is an event at the Church, irrespective
of the parking requirements of the residents!

As a driver, I really do not see the necessity
of this invasive proposition. Although I do not
live on the High Street, I am not aware of
seeing traffic every time I have used the High
Street. Please reconsider, and do something else
which actually benefits this community.

Yours faithfully

DEAR SIR

16.2.10

THE PROPOSED TRAFFIC CALMING FOR RIDGEMONT APPEARS TO BE AN OVERKILL FOR THE HIGH ST AND NOTHING FOR THE ROADS LEADING TO IT, AS A RESIDENT OF EVERSHOLT RD THIS SCHEME WILL NOT ALTER THE SPEED OF TRAFFIC PASSING MY HOUSE AS THE PROPOSED ROAD HUMP IS ONLY SEVENTY METRES FROM A JUNCTION SO TRAFFIC COMING INTO THE VILLAGE WILL HAVE TO SLOW DOWN FOR THE JUNCTION WHETHER THERE IS A ROAD HUMP OR NOT,

TRAFFIC LEAVING THE VILLAGE FROM THE HIGH ST TOWARDS EVERSHOLT WILL COME SEVENTY METRES ALONG EVERSHOLT RD OVER THE HUMP THEN ACCELERATE AWAY OUT OF THE VILLAGE STILL PASSING MY HOUSE AT EXCESSIVE SPEEDS, AS FOR THE PROPOSED TWENTY M.P.H. SPEED LIMIT THE PEOPLE THAT IGNORE THE THIRTY LIMIT ARE STILL GOING TO IGNORE THE TWENTY LIMIT SO THAT IS A TOTAL WASTE OF MONEY.

I ALSO STRONGLY OBJECT TO THE PROPOSED 3.7M ROUND TOP HUMP IN EVERSHOLT RD AS THESE SHORT HUMPS DO UNTOLEDED DAMAGE TO VEHICLES WHEN USED ON A REGULAR BASIS WHICH THIS WOULD BE, WHY CANT IT BE THE SAME AS THE HIGH ST OF THE VILLAGE I.E. 8.2M FLAT TOP WHICH IS FAR MORE ACCEPTABLE.

RIDGEMONT NEEDS TRAFFIC CALMING THAT COVERS THE WHOLE OF THE VILLAGE NOT JUST AN OVERKILL IN THE MAIN ST, THE FOUR ROADS LEADING TO THE HIGH ST ONLY

DOCUMENT REF	SPEED LIMITS
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YOURS



Mr Chris Heard
Orders and Commons Registration Office
Countyside Access Service
Central Bedfordshire Council
PO Box 1395
BEDFORD
MK42 5AN

21st February 2010

Dear Mr Heard

TRAFFIC CALMING RIDGMONT

On 7th October 2009 I attended an exhibition held by Ridgmont Parish Council concerning Traffic Calming within Ridgmont.

On display were two options of proposed Traffic Calming schemes for Ridgmont prepared by Amey for Central Bedfordshire Council which were shown on drawings BH/300077/DR100/001 and BH/300077/DR100/002. I have since received a set of plans BH/300077/DR100/003 and BH/300077/DR100/004 which detail the same schemes but now extended in both directions along the High Street.

I am aware that the terminology Traffic Calming is often interchanged with Traffic Management and throughout this letter I will refer to the subject as Traffic Calming as is done on the above drawings.

The two initial proposed schemes are remarkably similar comprising flat top road humps, footway realignment, carriageway markings and signing. I have identified that Option 2 has the addition of buff coloured imprint at the junctions of High Street with Station Road and Eversholt Road. Option 3 has three additional road humps.

I am in favour of the proposed works to realign the footway at the junction of High Street and Station Road and the replacement of the Trief kerbs with a more suitable kerb such as a conservation kerb. I would also support further works to remove evidence of the high volume use of High Street by removing now redundant signs at this junction. I am also in favour of the proposed uncontrolled pedestrian crossing near the Station Road junction with High Street.

I am concerned that the proposed schemes are an over-reaction to the actual need for Traffic Calming within Ridgmont. The proposals would appear to be trying to discourage through traffic by making the through journey unpleasant, by the use of road humps etc, so that an alternative route is found, this would therefore leave Ridgmont residents to suffer this unpleasant route thereafter. It would appear that the limited amount of through traffic is proposed to be removed with no regard to the appearance of, and noise within the village.

I have been told that Ridgmont *requires* Traffic Calming to address road safety issues, the volume of traffic and also that approximately 70% of Ridgmont residents who expressed an opinion were in favour of some form of Traffic Calming. The recently published Ridgmont Parish Plan however states that the overwhelming majority of villagers do "not want the rural character of the village changed", this was the primary concern above "Addressing the speeding traffic".

Concerning road safety, I believe that since the opening of Ridgmont Bypass that there has been just one personal injury accident in nearly two years, I would agree one too many, however it does not suggest that the traffic though Ridgmont is inherently dangerous. I would suggest however that there must be other locations with Central Bedfordshire which would offer a greater first year rate of return (FYRR) for the investment, ie spending the suggested £85 000 on works elsewhere would achieve a greater accident saving.

Concerning the volume of traffic, Ridgmont had suffered for many years with very high volumes of traffic, hence the building of the bypass. Since the opening of the bypass the volume of traffic though Ridgmont has reduced enormously. It is suggested that there remains a small proportion of Ampthill to Woburn traffic (and vice-versa) which continues to use the route through Ridgmont instead of using the bypass. The impact of this slight additional volume of traffic to the residents of Ridgmont having suffered high volumes of traffic for many years is minimal. I am also concerned that by removing completely traffic from Ridgmont could have the effect of turning the village into a "Ghost Town" which would further jeopardise the remaining businesses within Ridgmont.

During the recent public consultation phase of the preparation of the Ridgmont Parish Plan it has been indicated to me that 70% of Ridgmont residents who expressed an opinion were in favour of some form of Traffic Calming. I do not think that such a favourable response is surprising, as when asked "would you like traffic to be slowed and for the amount of traffic to be reduced", not many people would say no. A different response may be obtained however if Ridgmont resident were asked "Do you like this particular Traffic Calming Scheme?" or "Would you like road humps in Ridgmont?"

Please do not misunderstand, I am in favour of a Traffic Calming scheme within Ridgmont, but I do not believe that the schemes need to be as severe as that proposed, given the accident record. If the accident record was much worse then such works could be justified.

I am very concerned by the negative visual effect of the proposed schemes due to the amount of signing, carriageway markings and flat top humps within a Conservation area. I am aware as Highway Authority Central Bedfordshire Council are not required to seek planning permission from the Planning Authority. I will send a copy of this letter to Central Bedfordshire Council Planning for their comments on such works within a Conservation Area.

The Direct.gov website gives further details of Conservation areas and states "*Your council has the power to require a very high standard of design which is sympathetic to the existing environment*". My concern is that the proposed schemes is in no way sympathetic to the existing environment and will detract the appearance of the village, and it would be hypocritical for Central Bedfordshire Council to enforce but not abide by such recommendations. If the accident record was much worse then such works could be justified, irrespective of appearance. I have discussed the proposed scheme with Robin Uff (Principal Conservation Officer, Heritage & Design Team, Central Bedfordshire Council) who has "reservations about some of the proposals & the selection of materials & detailing".

I am also concerned by the noise which would be generated the proposed schemes. The choice of flat-top road hump, as opposed to round top humps or sinusoidal humps would lead to additional noise from certain types of vehicles, particularly larger ones and as found in DfT Transport Advisory Leaflet (TAL) 10/00 "*The highest noise levels were measured alongside the flat-top (straight ramp) profile.*"

Ground-borne vibration caused by flat-top road humps are also shown in TAL 10/100 to attract the most complaints from residents but of more concern is that they cause more damage to nearby buildings than other profile humps. The granting of Conservation status to Ridgmont is in appreciation of the diverse old building within the village while are likely to suffer damage if the proposed scheme is introduced.

I do however favour the introduction of a number of Traffic Calming features within the village which would have a far more limited effect on the visual impact, noise and also ground borne vibration.

I propose the use of horizontal deflection features, such as priority narrowings/chicanes, instead of vertical deflection should be considered to reduce the amount of traffic through the village, but not reduce the village to a ghost town.

Priority Narrowings/chicanes can be designed in such a way to add to the village street scene by incorporating appropriate materials, landscaping features and trees rather than destroy the appearance of the heart of the village.

Since the opening of the Ridgmont Bypass on-street parking along the High Street has started to take place and is now common in the vicinity of the shop and at the eastern end of the village. This parking could be accommodated in protected parking areas by locally extending the footway, incorporating appropriate conservation kerbing. Such footway extensions could accommodate uncontrolled pedestrian crossing points where necessary. Where such pedestrian crossings are not required the areas could accommodate trees and other landscaping to improve the village appearance. By alternating which side of the road the protected parking is positioned would provide the horizontal deflection, and hence the slowing of the traffic. These features would also provide an opportunity to have conflicting priorities, whereby one direction must give way to the other, further reducing traffic speeds.

Extending the footway can be prohibitively expensive due to drainage issues but if necessary a drainage channel can be left, as per some of the proposed non-kerb to kerb road humps, alternatively a steel kerb can be introduced which incorporates a drainage channel to eliminate the need for additional gullies.

An appropriate footway extension on the eastern side of Church Street at the junction with High Street could prevent the current practice of parking very close to the junction, and also at the Lydds Hill junction with High Street.

At the western end of the High Street on-street parking is not common I propose the use of a Priority Narrowing/Chicane, which again could accommodate either pedestrian or landscape features. Priority Narrowings are discussed in TAL 12/97 and are found to reduce traffic flows in vast majority of cases *"Of the 13 schemes with "before" and "after" data, flows decreased at eight schemes, increased at 3 schemes, and did not change at 2 schemes"*. The speed of vehicles through chicane scheme is also shown to have reduced *"There appeared to be greater reductions in speeds between chicanes where single lane working schemes were used. Reductions for both mean and 85th percentile speeds of 12 mph were obtained."*

Similar Priority Narrowings/Chicanes could also be provided on Eversholt Road and Station Road as an Entry Treatment along with the other measures already proposed at these locations.

I would also favour additional signing where the bypass meets the old A507 in Husbourne Crawley and near Flying Fox Farm. The signing would be to encourage traffic to remain on the bypass and not to use the village route by highlighting that it is "quicker to use the bypass". Such signing would obviously need to take the form of a semi-permanent poster rather than a traditional road sign as this would not be permitted by the Traffic Signs Regulations and General Directions 2002. The design of the posters could be provided by the children of Ridgmont Lower School to gain local involvement in, and thereby "ownership" of, the scheme. I appreciate that the effect of this measure may be limited but would also be inexpensive.

A more severe measure could be the discouraging of left turns from Ampthill towards Ridgmont as this would remove westbound through traffic. At one point within the design of the Ridgmont bypass this junction was in this type of formation. Such a measure would however increase traffic in Station Road and would therefore not be universally popular.

It has been recently suggested by Ridgmont Parish Council that if a significant amount of objection is received against the proposed scheme then no traffic calming would be introduced in Ridgmont as funding for the scheme would be withdrawn. I would be concerned if such an assumption by

Ridgmont Parish Council was correct as it would appear to undermine such public consultation as to the best traffic calming scheme for Ridgmont, and result in a *"take it or leave it"* ultimatum rather than develop an acceptable scheme to all.

In conclusion I, like many other Ridgmont residents, would like to see some form of Traffic Calming which enhances the village environment but unfortunately I must object schemes proposed due to the appearance, noise and ground borne vibration. If it is a case of the proposed schemes or nothing I would rather the money be spent on justified accident prevention schemes elsewhere in Central Bedfordshire, ideally however I would prefer that some or all of my suggestions be incorporated in a revised scheme.

Should you wish to discuss the proposed Ridgmont Traffic Calming further please do not hesitate to contact me.

Yours sincerely

Dear Mr Heard,

I am a resident of Ridgmont, and I do not like the idea of road humps through the village.

The humps in my opinion would definately slow the traffic but would reduce the village look, and cause wear and tear on the cars, plus the slowing down speeding up process of the cars would cause more noise.

Also one area that needs cars to slow down is mount pleasant junction as kids often play out in the summer months , and alot of children walk to school from this area.

Would you please take my veiws in to account.

Many thanks

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

Dear Sir

Traffic Calming Proposals for Ridgmont

I am writing to express my support for the currently proposed traffic calming measures for Ridgmont.

Since the bypass was completed we have enjoyed much reduced traffic within the village. Unfortunately this has also led to a small minority of motorists speeding dangerously through the village. I personally came close to being run over by a motorist driving at speed towards the Eversholt road/ High Street junction in December. Neighbours have reported similar incidents over the past months as well as damage caused to some parked cars. I believe that unless speed reduction measures are introduced it is only a matter of time before someone is seriously injured or killed in the village- especially on the High Street.

I therefore welcome the scheme and hope that you can implement it as soon as is possible.

Yours faithfully

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

13 February 2010

Dear Sir

Proposed Traffic Calming Features, 20mph Speed Limit Zone, 30mph Speed Limit, Consolidation of Existing 30mph and 40mph Speed limits on Various Roads in Ridgmont

I wish to strongly support the proposals for traffic calming in Ridgmont as currently proposed.

Since the provision of the new bypass and consequent reduction in traffic volumes vehicle speeds through the village appear to have increased significantly. This obviously puts pedestrians and other road users at risk and it is only a matter of time before someone is killed or seriously injured. I myself was in danger of being run down by a car on Eversholt Road which was travelling very fast towards the junction with High Street and lost control under heavy braking. These incidents are becoming an all too common occurrence and when considered with the damage to parked cars by speeding vehicles and emphasis to the urgent need for a traffic calming scheme.

Yours faithfully

Ridgmont Parish Council

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

Dear Sir

Ridgmont: Traffic Calming Proposals

We are responding on behalf of Ridgmont Parish Council to the Traffic Calming proposals for this village which you forwarded to us on January 28th 2010.

The Parish Council met on Feb 2nd and considered the proposals and we wish to express our support for the proposed scheme and believe it will lead to a safer village environment.

We note that following discussions with your officers you have incorporated a number of suggestions made by the Parish Council on behalf of village residents. These include the lengthening of the 20mph area in the High Street to both east and west and the removal of the red paint on the raised tables in the High Street. For these we thank you.

We would like to stress that our response is based on extensive consultation with Ridgmont residents both recently and for our Parish Plan last year (details attached).

However, we are also dismayed that a leaflet about the proposals has been circulated in the village (by a single resident) which contains a number of significant errors and omissions about the scheme and this has given us cause for concern as we believe that many residents have now been misinformed about the scheme and may object to it on the basis of this false information. I attach a copy of this (pink) leaflet for your information and you will note that it claims amongst other things that there will be a large number of illuminated road signs and areas of red road surfacing within the village. These and some of other statements in the letter are untrue and we hope that any objections you receive which relate to inaccurate statements within the leaflet can be disregarded.

We would be grateful if you would keep us updated about the progress of the proposals. Our next Parish Council meeting is on March 2nd 2010.

From:
Sent: 16 February 2010 10:50
To: Chris Heard
Subject: ridgmont traffic calming

Proposed traffic calming scheme Ridgmont

We are in full support for the current proposed scheme and consider it a necessity in order to reduce traffic speed/volume and make our village a safer place. This will also justify the enormous expense involved in construction of the by pass.

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From:
Sent: 16 February 2010 09:33
To: Chris Heard
Subject: Traffic calming in ridgmont

Dear Chris.
I support the trafffic calming measures in rigmont. beds best wishes.

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From:
Sent: 16 February 2010 17:05
To: Chris Heard
Subject: Support for current traffic calming proposal in Ridgmont

Dear Sir

I wish to support the proposed traffic calming measures for Ridgmont.

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From:
Sent: 15 February 2010 17:25
To: Chris Heard
Subject: Ridgmont Traffic Calming

Dear Mr Heard

I am writing to inform you that I support the traffic calming proposals for Ridgmont. I think that overall they will help solve the current problems.

Yours sincerely

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From:
Sent: 16 February 2010 17:04
To: Chris Heard
Subject: Support for current traffic calming proposal in Ridgmont
Dear Sir

I wish to support the proposed traffic calming measures for Ridgmont.

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

20 February 2010

Dear Sir

Traffic Calming Proposals for Ridgmont

We are writing in support of the proposed traffic calming measures for Ridgmont.

Whilst the Ridgmont bypass has brought much needed relief from the high volume of traffic which used to pass through our village it is unfortunate that it has left us with perhaps a greater hazard from the high speed at which much of the remaining traffic now travels. Speeding vehicles pose a particular danger to our children especially in the vicinity of the school, school bus stops and the recreation area but also along the narrow pavements throughout the village. There have already been numerous stories of 'near misses' amongst villagers.

We believe that the 20mph speed limit and raised 'tables' along the High Street and Eversholt Road are the only effective measures that will slow vehicles and ask that you agree the scheme for implementation as soon as possible.

Yours faithfully

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