

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



please ask for Martha Clampitt
direct line 0300 300 4032
date 24 June 2010

NOTICE OF MEETING

TRAFFIC MANAGEMENT MEETING

Date & Time

Tuesday, 6 July 2010 10.00 a.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 provide zebra crossing Ampthill Road, Shefford	* 5 - 6
	The purpose of this report is to present a petition received from residents of Shefford seeking a pedestrian crossing in Ampthill Road and outline resulting actions.	
4	Proposed Cycle Track Order, Saxons Close to Hocklife Road Service Road, Leighton Buzzard	* 7 - 24
	This report seeks the approval of the Portfolio Holder for Safer Communities and Healthier Lifestyles to make an Order under the Cycle Tracks Act 1984 on the footpath that extends from Saxons Close to Hockliffe Road Service Road, Leighton Buzzard following public consultation and receipt of representations.	
5	Petition requesting a road safety review of the western side of Appenine Way, Leighton Buzzard from Hockliffe Road to Meadway	* 25 - 30
	The report proposes that the Portfolio Holder for Safer Communities and Healthier Lifestyles note the contents of the petition and the lead petitioner be informed that a scheme to create a build-out and raised table crossing in Appenine Way is already part of the proposed work program for this financial year.	

- 6 **Options to Change Speed Limits at Husborne
Crawley** * 31 - 36

The purpose of this report is to outline further actions and options undertaken at the request of Sustainable Communities Overview and Scrutiny Committee.

- 7 **Two Petitions - To Provide Zebra Crossings
Langdale Road and Lowther Road, Dunstable** * 37 - 40

The purpose of this report is to present two petitions received from residents of Dunstable seeking pedestrian crossings in Langdale Road, Lowther Road and Meadway, Dunstable and outline resulting actions.

- 8 **Petition - To Address the Issue of Commuter Parking
in Mentmore Road, Linslade** * 41 - 44

The purpose of this report is to present a petition received from residents of the Mentmore Road area and to outline further actions proposed.

- 9 **Petition - Safer Routes to School, Sandy -
Swansholme Gardens / Kings Road Cycle Bypass** * 45 - 50

This report seeks approval of the Portfolio Holder for Safer Communities and Healthier Lifestyles to implement changes to a cycle by-pass facility implemented as part of the Sandy Safer Routes to School Initiative, following a number of resident complaints and petition.

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Meeting: Traffic Management Meeting
Date: 6 July 2010
Subject: Petition – To Provide Zebra Crossing Ampthill Road Shefford
Report of: Basil Jackson Assistant Director for Highways and Transportation
Summary: The purpose of this report is to present a petition received from residents of Shefford seeking a pedestrian crossing in Ampthill Road and outline resulting actions.

Contact Officer: Nick Chapman
nick.chapman@amey.co.uk
Public/Exempt: Public
Wards Affected: Shefford
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:

Pedestrian Crossings 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 .

Background and Information.

1. A petition has been received via Councillor Tony Brown from residents of Shefford requesting a pedestrian crossing point in Amphill Road in the vicinity of School Lane/Campton Road.
2. Currently there is a zebra crossing in Amphill Road near Bloomfield Drive that can be used by students to access both Robert Bloomfield Middle School and Shefford Lower. The requested location would be approximately 300m from the existing crossing.
3. There has been 1 recorded injury accident in Amphill Road at or close to this location in the last 3 years. This was a serious injury accident but is unrelated as it involved a rider passing unattended parked vehicles and hitting the rear of one of them.
4. The process for assessing requests for a pedestrian crossing is that an initial assessment is undertaken and that will result in a ranking that will inform any further action. The initial assessment for this site produces a score of 70 that does not indicate any further intervention at this time.

Conclusion and the way Forward

5. Whilst there is clearly some local concern at the difficulty in crossing this road the assessment process by which all requests are judged does not indicate progression to the next stage which would be the on site inspection followed by a speed and volume traffic count.
6. The site has a vehicle actuated sign in place on the approach from the A507 and a buff patch and school symbol on the road to reinforce the speed message and highlight the presence of children. It is not considered that further action is currently warranted.
7. It is requested that the portfolio holder note the content of this report and that the lead petitioners be advised of the outcome.

Meeting: Traffic Management Meeting
Date: 6 July 2010
Subject: Proposed Cycle Track Order, Saxons Close to Hockliffe Road Service Road, Leighton Buzzard
Report of: Basil Jackson Assistant Director for Highways and Transportation
Summary: This report seeks the approval of the Portfolio Holder for Safer Communities and Healthier Lifestyles to make an Order under the Cycle Tracks Act 1984 on the footpath that extends from Saxons Close to Hockliffe Road Service Road, Leighton Buzzard following public consultation and receipt of representations.

Contact Officer: Amanda Tarbox,
amanda.tarbox@amey.co.uk

Public/Exempt: Public

Wards Affected: Grovebury

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will promote sustainable modes of travel.

Financial:

There is currently £10,200 in the 2010/11 programme (Capital) for the implementation of Cycle Track Procedures in Leighton - Linslade.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The scheme will improve safety for pedestrians through the introduction of signs warning pedestrians of the possible presence of cyclists along the footpath; a practice that we have been advised currently takes place unofficially.

Sustainability:

Implementation of this scheme may encourage people to cycle instead of using less sustainable forms of transport, is in support of the Leighton Cycle Demonstration Town initiative, CBC and Government sustainability objectives and also the Leighton Linslade Modal Shift Exemplar Town objective.

RECOMMENDATION:

That authority to seal a Cycle Track Order under the Cycle Tracks Act 1984 is given to create a shared use route for pedestrians and cyclists on the footpath that extends from Saxons Close to Hockliffe Road Service Road, Leighton Buzzard.

Background

1. In 2008 Leighton - Linslade was awarded Cycle Demonstration Town status as part of a Government initiative to support those towns considered to be making the greatest effort to promote modal shift toward cycling. This award provided funding for staff (Go-Cycle Leighton Linslade) to promote cycling within the community and to work with others, including local authorities and land owners to assist with this. Building on this the Highway Authority was able to secure further Growth Area Funding for 2009/10 specifically targeted at cycling schemes thus building on the £1.0M of GAF funding from the previous year already used to underpin this work. In the 2010/2011 Highways programme there is some capital funds aimed at finishing off and adding to the cycle network in Leighton-Linslade.

Bedfordshire Highways have been working closely with Go Cycle Leighton-Linslade to implement a number of infrastructure based cycling schemes within the Leighton-Linslade area as part of the Leighton-Linslade Cycling Town project, with the aim of pioneering innovative ways to increase cycling in the area.

2. The cycling town of Leighton - Linslade has set themselves the target of doubling the amount of people cycling to and from key destinations within the town by the end of 2011. More specifically to:
 - Increase the number of children regularly cycling to school from 1.2% to 3.5%, measured by school travel plan surveys
 - Increase the number of commuters regularly cycling to the station from 50 to 150, measured surveying the use of cycle parking
 - Double the number of people who cycle to the town centre
 - Double the number of cyclists using key routes, measured across eight locations

3. GoCycle are running Bikeability - Nationally Accredited Cycle Training to ensure a level of competency of cyclists using the roads. The course focuses on learning the logic of the road and ensuring that the priorities of controlling the bike, seeing, being seen and a variety of ways of communicating can be put into action effectively at all times.

GoCycle is working towards the aim of providing every child in Leighton-Linslade and Heath and Reach with the opportunity to reach Bikeability level 2 by the time they leave Year 7 at school. Bikeability Level 3 is also being taught by the GoCycle Team to those above year 7 at local schools and adults in the Leighton-Linslade area.

Information

4. At the Traffic Management Meeting held on 19th January 2010 a report was considered and approved to remove the prohibition of Cycling Order on this footpath.
5. The footpath 'Saxons Close to Hockliffe Road Service Road' extends from the playing field at the end of Danes Way then runs in between Danes Way and Saxons Close to Hockliffe Road Service Road for a distance of approximately 226 metres. The footpath is between 2.5 and 2.8 metres wide with verges either side of the footpath that is between 0.5 and 2.5 metres wide.
6. The main footpath has a total of 10 interconnecting footpaths which extend through to various culs-de-sac within Saxons Close and Danes Way. All of the interconnecting footpaths are less than 2.5 metres wide; it is therefore not intended to allow cyclists to use these footpaths.
7. If the scheme is approved signs and tactile paving will be installed at each of the interconnecting footpaths where they abut the main footpath to warn pedestrians of the presence of cyclists and vice versa.
8. The footpath in question would form the most direct link for cyclists travelling from Meadow Way / Marley Fields / Stanbridge Road area (including Billington Park) towards Hockliffe Road.
9. If approved this footpath will form part of a signed cycle route to Brooklands Middle School, Vandyke Upper School and the town centre.
10. In 2009 the existing path that runs along the perimeter of the playing field (owned by Leighton-Linslade Town Council) at the end of Danes Way was widened to create a shared use path to Meadow Way and extended to form a link to Marley Fields.
11. In accordance with Regulation 3 of the Cycle Tracks Regulations 1984 a formal consultation has been carried out prior to making an Order. A consultation letter and a copy of the plan showing the extent of the footpath in question were sent to interested parties including statutory consultees and every property (30 in total) that shares a boundary with the footpath.

Support

12. Four e-mails of support have been received:
13. Bedfordshire Police support the scheme. (see number 1)
14. Right to Ride, (Leighton-Linslade area) support the scheme. (see number 2)
15. Buzzcycles (formerly Leighton – Linslade Cycling Forum) support the scheme. (see number 3)
16. A resident whose property backs onto the path has no problem the scheme. (see number 4)

Objections

17. Four e-mails (representing three residents that live within the vicinity of the footpath, and one statutory consul tee) containing objections to the scheme have been received.
18. **Objection 1 (see number 5)**

Following your letter dated 25th March I can only resend you my original objection of the initial alteration of use.

The fact that it now seems from the minutes of the meeting and your latest letter the only concrete reason that the council can think of for this move is that people already use this pathway as a cycle way so you might as well legalise it.

As I am sure you can see in retrospect this is an interesting strategy. One I am sure the local police force totally approve of. If someone breaks the law, change the law and there is no law breaking. Your letter and emails I can promise you will be brought to the publics attention every time the council take anyone to court for whatever misdemeanour they have committed.

The planned cycle way still has basic faults and who ever designed never cycled the routes. The quickest way to Vandyke and Gilbert Englefield from Meadow Way is out the front of Meadow Way and along the path by the railway to Meadway. The quickest route to Brooklands and Leedon Lower are via the path at the top of the footpath in question so perhaps changing that into a cycle path should be considered.

Tactile paving and notices are a good idea unless of course you are of an age where you cannot read or have any traffic awareness. At school times the majority of traffic on this pathway are young mothers with younger children an accident is inevitable and to keep closing your eyes to it is disastrous.

Response

We feel that the best action is to legalise what already occurs and improve safety by erecting appropriate warning signs rather than ignoring the existing situation.

Last year Leighton-Linslade Town Council widened and upgraded the path around the perimeter of Danes field to allow cyclists to use the route across the field from Marley Fields and Meadow Way. Although the path does lead to Danes Way this is not the most direct route for cyclists to take so inevitably the path from Danes Field to Hockliffe Road Service Road has become a natural link for cyclists.

The aim is to provide an off-road link from Marley Fields and Meadow Way to local schools including Brooklands Middle School, Vandyke Upper School and the town centre.

This route is not intended to be the quickest route but is aimed at children so the route has therefore been assessed in line with the level of Bikeability training the children that are likely to use the route are competent with.

The route suggested in the objection would require cycling along Hockliffe Road, one of the busier arterial roads within Leighton Buzzard which has HGV traffic; the path alongside the railway is not a cycle path.

The main objective of the Cycle Town status is to encourage people that don't cycle to give cycling a go – in order to achieve this route's need to be attractive and appropriate for the intended user.

The interconnecting paths through this estate are too narrow to convert to shared-use paths and cannot be widened with residential properties on both sides. However cyclists can dismount and push their bikes through these narrow sections to avoid a longer route depending on their destination.

Bikeability training is actively being taught to children and adults in the Leighton - Linslade area. This training includes understanding the advice in the Highway Code for cyclists and understanding what various cycle signs mean, with the aim of promoting safe cycling and encouraging cyclists to be considerate to the needs of others who may be using the same facility.

19. Objection 2 (see number 6)

1. *You are correct in saying that cycling takes place along this path and it is not un common for you people (mainly kids) to cycle at speed straight out onto the road or turn down the pavement without a care for anyone walking along. I presume by making this path a legal cycle route the Central Bedfordshire Council will take on responsibility for any accidents that take place. If not I would strongly suggest installing something to slow these people down before they are hurt or hurt some one else.*
2. *There have been occasions where mini motor bikes have used the path I would not like the fact that it would be a legal cycle path to encourage the mini motor bike users to plague our area. I presume if this is the case the Central Bedfordshire Council will arrange for extra Policing to eradicate the problem.*

3. *Many dog owners use this path and constantly allow their dogs to foul the grass area that runs along parallel to my Fence and Hedge. I raised this with the council and was visited by a council employee. The outcome of this was signs would be erected informing dog owners to clear up and the area would be monitored by the council. This was nearly a year ago to date and I have never seen anyone inspect the area or any signs. I presume this will be addresses before the path becomes a cycle route? I would hate to see young people cycle down the path and become covered in dog fouling.*

Response

There previously were bollards at the end of this path on the approach to Hockliffe Road Service Road; it is intended for these to be replaced when a decision on this scheme is reached so that bollards with integrated sign faces can be used.

This will help to slow cyclists down on the approach to Hockliffe Road Service Road and will be accompanied by a give way line and triangle painted on the ground at the end of the path to make it clear that cyclists should be giving way to other traffic including pedestrians at the end of this path.

As the bollards at the Hockliffe Road Service Road end of the path will be put back there is no physical reason as to why mini-moto users would be attracted to this path any more so than they are already.

A Cycle Track Order will legalise the use of the path for pedal cycles but not for any motorised vehicles such as mini-motos.

Bedfordshire Police have been consulted on the proposed scheme and have approved the making of a Cycle Track Order with the intention of making this path a shared use path for cyclists and pedestrians to use.

The issue of dog fouling has been raised again with Central Bedfordshire Council's Environmental Health Team and will be dealt with as a separate issue.

20. **Objection 3 (see number 7)**

As you say, this proposed Order merely regularises the shared use by cycles and walkers since we moved here in 1968. However, the plan doesn't cover the link roads between the cycle track and the various cul-de-sacs in Saxons Close and Danes Way, and I doubt that many cyclists will get off their bikes when they use the link roads. Having said that, we're quite happy for them to continue cycling through the one in front of our house, but it seems that this fact has been overlooked. And what is the point of the bobbly bits in the link roads? I don't know what they're for. Does anyone else?

For a long time many people have complained about the many signs on roads - now far too many are being set up on all the footpaths. It gives the impression that ways are being looked at as to how to spend the vast amount of money available for cycle routes. I know this money comes out of the Cycle fund. But where did that money come from? I assume from every rate and taxpayer via the EU and our own government, but you may correct me if that is not the case.

While writing we would like to mention that the the hedges that line the sides of the cycle track are the shared boundary lines of all the adjoining properties. South Beds Council were aware of this, and had confirmed that our hedge would not be cut down without our permission. Please can you confirm that your Council is also aware of this.

Response

The interconnecting paths through Danes Way and Saxons Close are too narrow to convert to shared use; the majority of which abut property boundaries each side with no opportunity to widen them. However cyclists can dismount and push their bikes through these narrow sections to avoid a longer route depending on their destination.

The signed route for cyclists will be along the main path and not through the interconnecting paths.

Corduroy hazard warning tactile paving has been installed at each of the interconnecting footpaths where they abut the main footpath to warn pedestrians of the presence of cyclists and vice versa. The corduroy hazard warning paving is installed where visually impaired people need to be warned of a hazard and advised to proceed with caution, in this case entering an area that is a shared by cyclists and pedestrians.

If the scheme is approved signs will be installed at each of the interconnecting footpaths where they abut the main footpath to warn pedestrians of the presence of cyclists and vice versa.

The Highway Authority was able to secure Growth Area Funding in 2009/10 specifically targeted at cycling schemes which is where the funding for this scheme has come from.

There is no intention to remove any of the hedges along this path in conjunction with these works.

21. **Objection 4 (see number 8)**

The Joint Committee is very concerned about the increasing use of shared facilities for pedestrians and cyclists which do not take into account the mobility needs of blind, deafblind and partially sighted people.

Response

This objection was received from The Joint Committee on Mobility of Blind and Partially Sighted People. They maintain a standing objection to all shared use proposals.

It would not be possible to widen the footpath to provide segregated facilities for cyclists and pedestrians in this case without removing the hedgerow and trees adjacent to the existing path which provide a degree of privacy and security for the residents whose properties border onto the path. Apart from the expense this would have been likely to have generated multiple objections from residents.

The design of the footpath which has a total of 10 interconnecting footpaths that extend through to various cul-de-sacs within Saxons Close and Danes Way does not lend itself to segregated use as pedestrians would need to cross the section of path reserved for cyclists to reach some of the interconnecting paths.

If the scheme is approved signs and corduroy hazard warning tactile paving will be installed at each of the interconnecting footpaths where they abut the main footpath to warn pedestrians of the presence of cyclists and vice versa. The corduroy hazard warning paving is installed where visually impaired people need to be warned of a hazard and advised to proceed with caution.

Conclusion and Next Steps

22. If authority to seal a Cycle Track Order is given as recommended, the next step in the process will be to submit the Order and objections to the Government Office - East at Cambridge, who may decide that the objections should be considered at a Public Inquiry, before deciding whether the Secretary of State for Transport should confirm the Cycle Track Order.

Appendices:

Appendix A – Plan

Appendix B – Copy of consultation letter

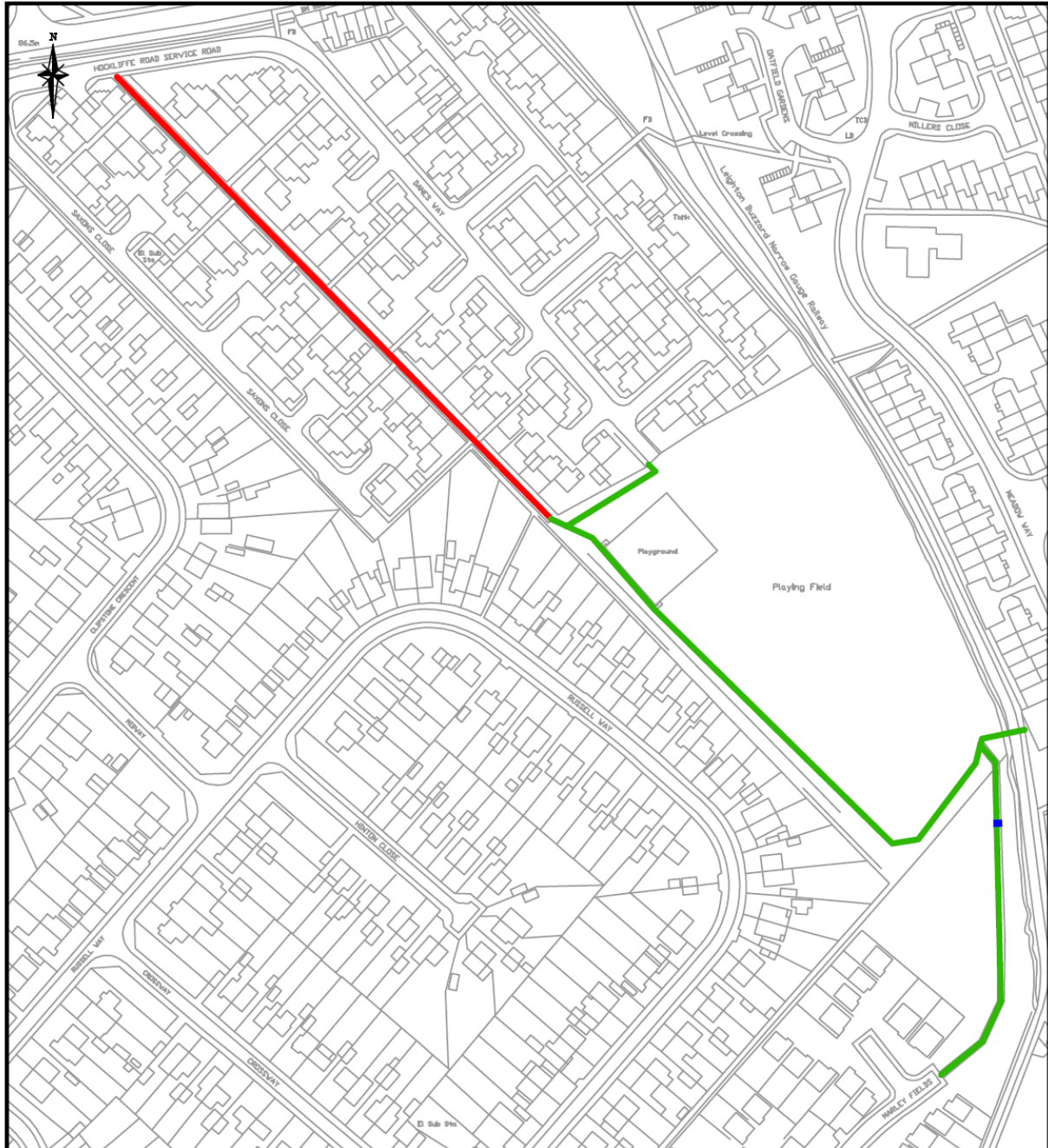
Appendix C – Responses to consultation including objections

Background Papers: (open to public inspection)

None

Location of papers: Priory House, Chicksands

Appendix A



Reproduced from the
ORDNANCE SURVEY MAP
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- Existing shared use route
- Proposed shared use route
- Cycle counter location

Client:



Managing Agent Contractor:



Revision	By	Date	Description	Checked	Approved
Project Title:			Drawing Number:		
LEIGHTON-LINSLADE CYCLING			BH/300143/DR/025/005		
Drawing Title:			Drawn By:	Date:	Checked:
DANES WAY TO MARLEY FIELDS			AMT	04/01/10	NC
			Approved:	Drawing Scale:	Drawing Status:
			NC	1:2000@A4	FOR INFO.

Appendix B

Your ref:

Our ref: CH/ Cycle Tracks

Date: 25 March 2010

Dear

Cycle Tracks Act 1984
Proposed Shared Pedestrian Route and Cycle Track Between Saxons Close to Hockliffe Road Service Road, Leighton Buzzard

Following the recent removal of the Prohibition of Cycling Order on the footpath between Saxons Close to Hockliffe Road Service Road, Leighton Buzzard, Central Bedfordshire Council proposes to make an Order, the effect of which would be to convert this length of footpath to a cycle track.

Length of Footpath Concerned

That length of footpath that extends from Saxons Close to Hockliffe Road Service Road, Leighton Buzzard, a total distance of approximately 227 metres. The width of the path is approximately 2.5 metres. A copy of plan No. BH/ 300143-25/DR/016/004 showing this proposal is enclosed for your information.

Supporting Data

The Council is proposing to provide a cycle link from the recently constructed shared use footpath across Danes Field to Marley Fields and Meadow Way as show on plan. This route will form an off road alternative to Danes Way, and will be beneficial for cyclists, particularly children.

It is recognised that cycling does already take place along the footpath between Saxons Close to Hockliffe Road Service Road and it is therefore legalising this practice. Under the Cycle Tracks Act 1984, a Highways Authority can convert a footpath to a cycle track. A conversion allows for the public to have a right of way on pedal cycle and on foot.

In accordance with Regulation 3 of the Cycle Tracks Regulations 1984, I am carrying out the formal consultations before making an Order under the 1984 Act. Therefore, would you please let me know if you have any comments to make about this proposal by 23rd April 2010.

Yours sincerely



Chris Heard
Orders & Commons Registration Officer
Direct telephone 0300 300 6249
Email chris.heard@centralbedfordshire.gov.uk

Please reply to:
Countryside Access Service
Central Bedfordshire Council
PO Box 1395, Bedford MK42 5AN

Appendix C

Number 1



PROPOSAL: Shared Pedestrian Route and Cycle Track (Saxons Close to Hockliffe Road Service Road, Leighton Buzzard),

Your Reference:

<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>	<p>X</p>

Name: - ...Steve Welham

Address ...Traffic management Unit.....

.....Bedfordshire Police, Bedford Heights,

.....Manton Lane, Bedford. MK41 7PH.....

Signed:-S. P. Welham.....

Number 2

From:

Sent: 30 March 2010 21:56

To: Chris Heard

Subject: Cycle Track Order in Leighton Buzzard

Dear Chris

I have heard from my Right to Ride Colleague Ben Garner that you are going through the process of making an Order under Regulation 3 of the Cycle Tracks Regulations 1984 for the change of use from footpath to shared use for the cycle track between Saxons Close and Hockliffe Road Service Road.

As RTR representative for the Leighton and Linslade area I would like to add my support for this proposal.

Many thanks

Number 3

From:

Sent: 12 May 2010 16:41

To: Chris Heard

Cc: Steve Lakin

Subject: Saxons Close to Hockliffe service road cycle track

Dear Mr Heard,

Firstly, please accept my apologies for the late response. The letter was "filed" by a member of the family - on top of the fridge from where nothing returns.

Buzzcycles supports the conversion of this path to shared use. The width of 2.5 meters and the fact that the path is straight should result in conflict free use. It is also a useful addition to the cyclepath network.

Number 4

From:

Sent: 09 April 2010 17:44

To: Chris Heard

Subject: Cycle tracks

Thank you for your letter dated 25/03 2010 reference the cycle track between Saxon Close and Hockliffe Street.

I have no problem with the track as stated. However my garden backs onto the track just before Danes field.

Some years ago I contacted the council and asked them to cut back the trees on the current footpath as they were over growing my garden and when we first moved here the council cut them regularly. At that time your representative said they did not know the path went up to Danes fields as they had not maps. I assume that is no longer the case.

Will you then be taking responsibility of the trees and foliage on council land??

Many thanks

Number 5

From:

Sent: 28 March 2010 09:31

To: Chris Heard

Subject: Re: Proposed alteration of No Cycling Order - Leighton Buzzard

Dear Sir

following your letter dated 25th March I can only resend you my original objection of the initial alteration of use.

The fact that it now seems from the minutes of the meeting and your latest letter the only concrete reason that the council can think of for this move is that people already use this pathway as a cycle way so you might as well legalise it.

As I am sure you can see in retrospect this is an interesting strategy. One I am sure the local police force totally approve of. If someone breaks the law , change the law and there is no law breaking. Your letter and emails I can promise you will be brought to the publics attention every time the council take anyone to court for whatever misdemeanour they have committed.

The planned cycle way still has basic faults and who ever designed never cycled the routes. The quickest way to Vandyke and Gilbert Englefield from Meadow Way is out the front of Meadow Way and along the path by the railway to Meadway. The quickest route to Brooklands and Leedon Lower are via the path at the top of the footpath in question so perhaps changing that into a cycle path should be considered.

Tactile paving and notices are a good idea unless of course you are of an age where you cannot read or have any traffic awareness. At school times the majority of traffic on this pathway are young mothers with younger children an accident is inevitable and to keep closing your eyes to it is disastrous.

In finality you have already done the work spent the money and erected the signs , you are going through the motions of a democracy whilst having no intention of doing other than has already been decided.

Yours sincerely

Number 6

From:

Sent: 14 April 2010 21:55

To: Chris Heard

Subject: Proposed Shared Pedestrian Route and Cycle Track between Saxons
Close to Hockliffe Road Service Road Leighton Buzzard

14 April 2010

Your Ref

Dear Sir

I would like to take the opportunity to bring the following points to your attention:

1. You are correct in saying that cycling takes place along this path and it is not un common for you people (mainly kids) to cycle at speed straight out onto the road or turn down the pavement without a care for anyone walking along. I presume by making this path a legal cycle route the Central Bedfordshire Council will take on responsibility for any accidents that take place. If not I would strongly suggest installing something to slow these people down before they are hurt or hurt some one else.

2. There have been occasions where mini motor bikes have used the path I would not like the fact that it would be a legal cycle path to encourage the mini motor bike users to plague our area. I presume if this is the case the Central Bedfordshire Council will arrange for extra Policing to eradicate the problem.

3. Many dog owners use this path and constantly allow their dogs to foul the grass area that runs along parallel to my Fence and Hedge. I raised this with the council and was visited by a council employee. The outcome of this was signs would be erected informing dog owners to clear up and the area would be monitored by the council. This was nearly a year ago to date and I have never seen anyone inspect the area or any signs. I presume this will be addresses before the path becomes a cycle route? I would hate to see young people cycle down the path and become covered in dog fouling.

I await you reply to the points raised.

Regards

Number 7



JCMBPS

Chris Heard
Orders & Commons Registration Officer
Countryside Access Service
Central Bedfordshire Council

By Email

31st March 2010

Dear Mr Heard

**CYCLE TRACKS ACT 1984
PROPOSED SHARED PEDESTRIAN ROUTE AND CYCLE TRACK BETWEEN SAXONS
CLOSE TO HICKLIFFE ROAD SERVICE ROAD, LEIGHTON BUZZARD**

The Joint Committee on Mobility of Blind and Partially Sighted People (JCMBPS) welcomes the opportunity to comment on your proposal.

The Joint Committee is an independent body consisting of representatives of the principal organisations of and for blind, deafblind and partially sighted people with a specific interest in mobility. It seeks to ensure safe, independent and unhindered access for visually impaired and deafblind people.

The Joint Committee is very concerned about the increasing use of shared facilities for pedestrians and cyclists which do not take into account the mobility needs of blind, deafblind and partially sighted people. The Joint Committee has produced a policy statement to assist Local Authorities in understanding these concerns and to suggest how adjacent facilities for pedestrians and cyclists can be provided where alternatives, such as on road provision for cyclists, have been discounted. A copy of this policy statement is enclosed.

We would also draw your attention to the Department for Transport (DfT) publication 'Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure.' This is available from the DfT and is on their website www.dft.gov.uk.

JCMBPS works at a national level to influence the standards and policies relating to access and inclusive environments. Due to limited resources we are unable to consider in detail individual proposals.

We would strongly recommend that you consult with local visual impairment organisations, local access and disability groups and the local Guide Dogs centre. Your local authority access officer and rehabilitation worker for visually impaired people may also be able to help.

Local organisations and individuals will be able to comment in more detail and with local knowledge. This, combined with a study of the policy statement, will help you to ensure that your proposal takes full account of the requirements of blind and partially sighted people.

Yours sincerely

Number 8

From:

Sent: 05 April 2010 14:35

To: Chris Heard

Subject: Cycle Track between Saxons Close/Danes Way to Hockliffe Road

Dear Mr Heard

We live at _____ and have received your letter of the 25th March regarding the above. We must admit it made us smile, given that the work has already been carried out. Surely the letter should have been sent before the work started.

As you say, this proposed Order merely regularises the shared use by cycles and walkers since we moved here in 1968. However, the plan doesn't cover the link roads between the cycle track and the various cul-de-sacs in Saxons Close and Danes Way, and I doubt that many cyclists will get off their bikes when they use the link roads. Having said that, we're quite happy for them to continue cycling through the one in front of our house, but it seems that this fact has been overlooked. And what is the point of the bobbly bits in the link roads? I don't know what they're for. Does anyone else?

For a long time many people have complained about the many signs on roads - now far too many are being set up on all the footpaths. It gives the impression that ways are being looked at as to how to spend the vast amount of money available for cycle routes. I know this money comes out of the Cycle fund. But where did that money come from? I assume from every rate and taxpayer via the EU and our own government, but you may correct me if that is not the case.

While writing we would like to mention that the the hedges that line the sides of the cycle track are the shared boundary lines of all the adjoining properties. South Beds Council were aware of this, and had confirmed that our hedge would not be cut down without our permission. Please can you confirm that your Council is also aware of this.

Yours sincerely

Meeting: Traffic Management Meeting
Date: 6 July 2010
Subject: Petition requesting a road safety review of the western side of Appenine Way, Leighton Buzzard from Hockliffe Road to Meadway.
Report of: Basil Jackson Assistant Director for Highways and Transportation
Summary: The report proposes that the portfolio holder for Safer Communities and Healthier Lifestyles note the contents of the petition and the lead petitioner be informed that a scheme to create a build-out and raised table crossing in Appenine Way is already part of the proposed work program for this financial year.

Contact Officer: Nick Chapman, Transportation Manager
Nick.chapman@amey.co.uk
Public/Exempt: Public
Wards Affected: Planets
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will promote sustainable modes of travel.

Financial:

There is currently £38,760 in the 2010 – 2011 program to deliver a scheme to implement a raised crossing point for pedestrians and cyclists to cross Appenine Way. This will take the form of a combination of a build out and flat-topped road hump. The crossing point is proposed to be located approximately 40 metres south of the junction of North Star Drive with Appenine Way.

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:

The scheme will improve safety for pedestrians and cyclists crossing Appenine Way.

Sustainability:

Implementation of this scheme may encourage people to walk or cycle instead of using less sustainable forms of transport, is in support of the Leighton Cycle Demonstration Town initiative, CBC and Government sustainability objectives and also the Leighton Linslade Modal Shift Exemplar Town objective.

RECOMMENDATION:

that the Portfolio holder note the contents of the petition and the lead petitioner is informed that there is a scheme in the 2010 – 2011 program to implement a raised crossing point for pedestrians and cyclists to cross Appenine Way. The crossing point is proposed to be located approximately 40 metres south of the junction of North Star Drive with Appenine Way. This will take the form of a combination of a build out and flat-topped road hump.

Background

1. In May 2010 a petition was sent to Central Bedfordshire Council representing a total of 45 residents that live in North Star Drive, Omega Court and Nebular Court, Leighton Buzzard.
2. The petition requests that a road safety review is carried out on Appenine Way, Leighton Buzzard on the section of Appenine Way that currently doesn't have any traffic calming (the western side from Hockliffe Road to Meadway).
3. The petition states that currently cars that are parked on Appenine Way and drivers, who typically speed along one part of Appenine Way, are causing difficulty to the residents to obtain access onto Appenine Way safely by car or to cross Appenine Way safely as a pedestrian.

Information

4. A review of the accidents in the area showed that there was one slight injury accident that occurred at the junction of North Star Drive and Appenine Way in 2007 which was attributed to parked vehicles on Appenine Way obscuring visibility for a vehicle turning left from North Star Drive into Appenine Way which resulted in a collision.
5. Speed data was collected from 20th – 28th May 2010 with a speed data collection device being attached to lamp column No. 6 (outside No. 15 Pegasus Road). The data showed that the 85th percentile speed was 35.9 mph northbound and 35.4 mph southbound.

- 6 In the 2010 – 2011 program there is a scheme to implement a raised crossing point for pedestrians and cyclists to cross Appenine Way to join the two footpaths that run east to west through the estate. The crossing point is proposed to be located approximately 40 metres south of the junction of North Star Drive with Appenine Way. This will take the form of a combination of a build out and flat-topped road hump. This scheme is following a scheme that was implemented last financial year to widen and resurface the footpath to the east of Appenine Way to create a shared use path for cyclists and pedestrians to use. The works will form part of the ongoing programme of works to promote cycling in Leighton Linlade.
7. The proposed scheme is not directly in response to the petition and was already programmed for implementation but it should help to alleviate some of the issues mentioned in the petition such as reducing the speed of vehicles along this stretch of Appenine Way and providing a crossing point for pedestrians and cyclists across Appenine Way.
8. It appears that there is a relatively high demand for on-street parking in this area, including Appenine Way, Nebular Court, North Star Drive and Omega Court even though the majority of properties have some off-road parking. It is likely that residents find it more convenient to park on road to the front of their property as the estate is designed so that parking is generally located to the rear of properties or in blocks that are further away from the properties. It is also likely that some residents that have a garage are not using this to park their car, preferring to park it on street.
9. Central Bedfordshire Council receives a number of requests for waiting restrictions every year in residential areas; many of which where there is no option for off-road parking. In comparison the junction of North Star Drive and Appenine Way would be ranked as low as residents of this area could improve the situation themselves by choosing to make use of off-road parking facilities. The implementation of further waiting restrictions is therefore not seen as the best use of resources at the present time.

Appendices:

Appendix A – Copy of the petition received signed by 45 residents of Omega Court, Nebular Court and North Star Drive, Leighton Buzzard.

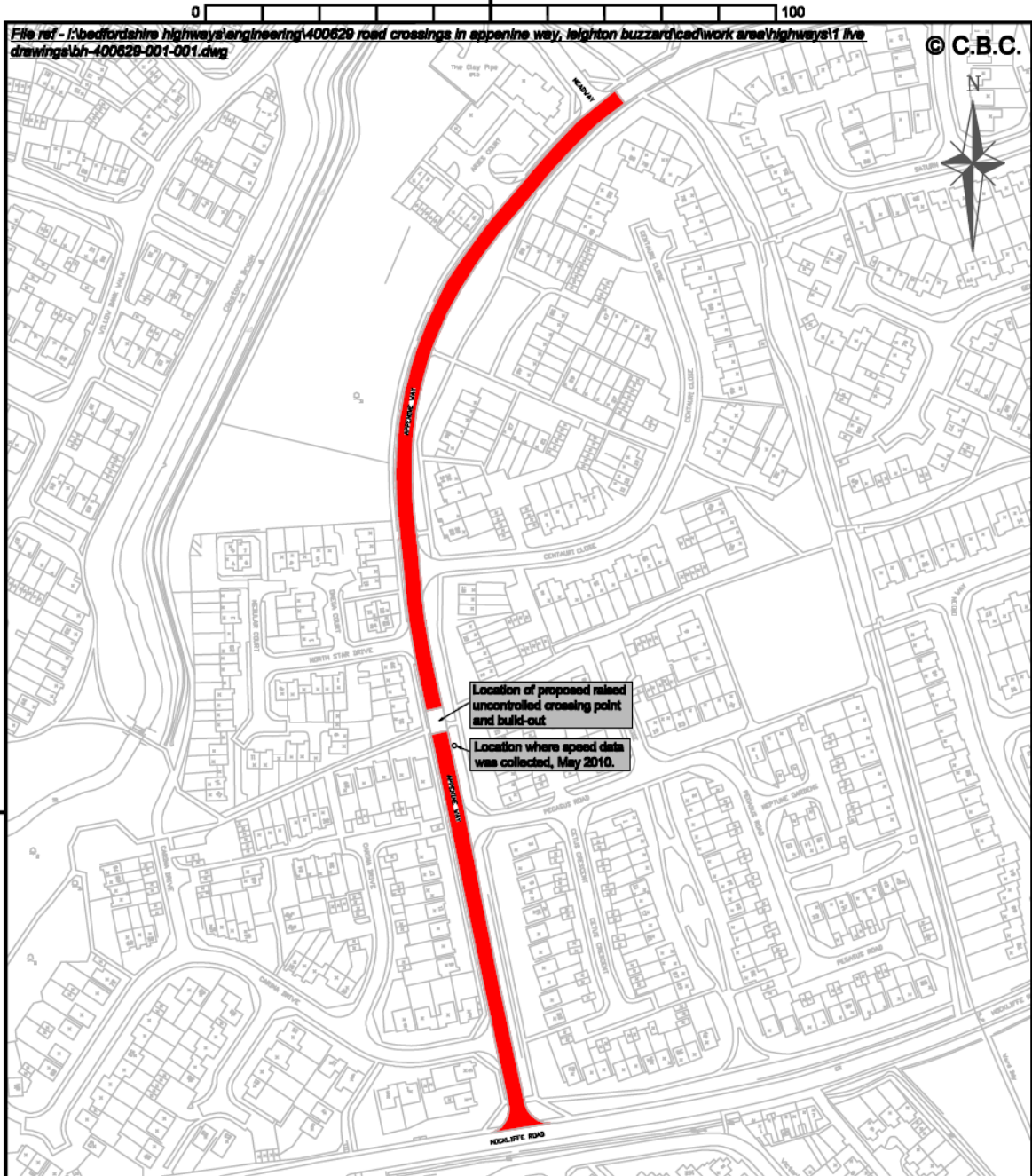
Appendix B – Plan

Background Papers: (open to public inspection)

None

Location of papers: Priory House, Chicksands

Appendix B




NOTES

■ Extent of requested road safety review


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Rev	Revision details	Chkd	Appd	Date
Drawn:	AMT	Preliminary		✓
Design:	AMT	For comment		
Chkd:	SJOH	For tender		
Appd:	SZ	For construction		
Date:	18/08/10	As constructed		
		For info.		✓

Project Name Appenine Way, Leighton Buzzard
Drawing Title Transportation Location plan
Original Drawing Size : A4 Scale : 1:2500 Dimensions : mm



Client



Drawing No **BH/400629/001/005** Rev **0**



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Meeting: Traffic Management Meeting
Date: 6th July 2010
Subject: Options to Change Speed Limits at Husborne Crawley
Report of: Basil Jackson Assistant Director Highways & Transportation
Summary: The purpose of this report is to outline further actions and options undertaken at the request of Sustainable Communities Overview and Scrutiny Committee.

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 direct 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):

1.

- (a) The Portfolio Holder for Safer Communities & Healthier Lifestyles is requested to note the contents of the report.

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 comprised 161 signatures from residents and visitors, 43 from children, 27 from parents of schoolchildren and 5 school staff.
4. The petition document contained 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.
5. A report containing the full details of the petition was presented to the Traffic Management Meeting in April 2010. At that time the Portfolio Holder was requested to note the contents of the report and agree that the conditions on site did not warrant further engineering or regulatory intervention at that current time and that actions contained within it were appropriate to the request made.
6. These actions were:
 - That the situation 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.
 - The area be re-assessed for possible additional coloured patches and speed roundels if required to reinforce the existing speed limits.
 - The area be placed on the list for the deployment of the mobile vehicle actuated speed signs owned by Central Bedfordshire and available for temporary use.

- In addition to the continuing police presence however 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.
7. The location had already been placed upon the Police concern list for additional speed enforcement.
 8. There were speakers at the meeting including Councillors Wells and Chapman supporting a change in speed limits.
 9. The Portfolio Holder was minded to support the recommendation of the report that no action be undertaken to reduce speed limits but that the site be re-appraised for possible additional speed reducing markings and that mobile signs be deployed. It was further agreed that a further meeting be held with residents.
 10. Subsequently to the meeting the decision was called in on the request of Councillor Chapman for review by Overview and Scrutiny Committee.
 11. The Overview and Scrutiny Committee heard a number of speakers. As a result of that meeting officers were instructed to investigate options for addressing the existing situation in Husborne Crawley and to present a report containing these options to the Portfolio Holder at the July Traffic Management meeting.
 12. A site meeting had already been arranged for a date following the Overview and Scrutiny meeting and this took place on 27th May. Those present included the Transportation Manager for Beds Highways, Councillor Wells, representatives of the traffic police and a number of residents. Both Turnpike Road and School Lane were walked, discussions took place and observations made.
 13. It was pointed out that at the time of the visit the safer route to school scheme for School Lane was incomplete and signs and markings had yet to be implemented.
 14. It was agreed that in line with the request of the O&S Committee options would be set out and costed with observations on each option by officers.
 15. It has been pointed out throughout this process that there is no budget available within this years programme to undertake any specific speed limit related works and that the situation on site does not currently require any other intervention from safety related budgets.
 16. Recent Government announcements have cut £665k from the Central Bedfordshire Council integrated schemes budget and removed the £170k Capital expenditure for the Area Based Grant for the Safety Camera Partnership from which speed limit reviews have traditionally been funded.
 17. There has been a project carried out to improve safety in the vicinity of the school.

18. Additionally a number of other matters were drawn to the attention of residents during the walkabout:
- a) That the limited width of the footways in some locations is further reduced by the residents own hedges overhanging the highway boundary and that these should be trimmed
 - b) That the nature of the Turnpike Road with houses and entrances on one side largely hidden by the dense hedges and the park wall on the other does not give an impression to drivers that they are in a village and thus reduces their perception of a need for caution.
 - c) That Turnpike Road/Mill Road was specifically promoted as an HGV route as part of the Ridgmont Bypass works and thus its use by them is entirely appropriate.
 - d) That in the opinion of officers and the police representatives 40mph is an appropriate speed limit.
 - e) That the rural section of School Lane is and probably always would be driven at speeds greater than the current 40mph limit. This was evidenced a number of times during the site visit.
 - f) That it would be unlikely that a 30 mph limit on some sections of School Lane and on Turnpike Road would succeed without physical speed restraint and that traffic calming on Turnpike Road would not be possible whilst it is a preferred lorry route.
 - g) Reduction in speed below the 'natural' speed of the road would lead to requests for enforcement beyond the ability of the police to attend but that in itself would not automatically preclude such a change.

Conclusion and the Way Forward

19. Options suggested as possible.

Measure	Cost	Plus	Minus
Make all roads 30mph with new gateways and signs (With down graded road and traffic calming)	Circa £35k (Circa £165k)	Would be consistent throughout. Addresses main concern of residents.	Would be unlikely to be adhered to by drivers. Would lead to increased expectations of enforcement. May lead to further requests for traffic calming.
Reduce to 30mph in Bedford Road and at school	Circa 27k	Would provide a 30 where there would be the best chance of it being observed. Would cover the Bedford road junction where visibility is limited Addresses some concerns of residents	Would require two speed limit orders and additional signing. Would offer several changes of limit in a short distance thus be inconsistent. Does not address all concerns of residents
Reduce speed to 30 mph outside school only.	Circa 37k	Would send specific message to drivers approaching school. Would assist crossing the road in conjunction with school WIG WAG lights at school gate times. Addresses some concerns of residents	Would lead to increased expectations of enforcement Would probably be ignored except at school gate times. Does not address all concerns of residents
Implement part time 20 with electronic signs at school times only	Circa £50k	Would send strong safety message to drivers. Likely to be reasonably observed Would only operate when actually needed Addresses some concerns of residents	Costly May not be enforceable by police Does not address all concerns of residents

Leave all as is and improve markings, gateways and enforcement	Circa 27k	Should eventually get message across to drivers if regularly enforced	Does not address concerns of residents
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20. The situation for the residents of Husborne Crawley is that whilst there are many possible options there are none that would currently meet the required levels for further intervention. At the time of the design of the safer route to school scheme a part time 20 mph limit at the school was discussed but there was insufficient budget available to implement it.
21. With the available budget further reduced there seems little likelihood of any further works being carried out there other than those required to re-mark the road following the resurfacing due to take place shortly to reinstate the failed surface dressing.
22. It was explained to the residents that in other communities where intervention has been requested but has not been possible from the integrated programme that local Councils have undertaken to fund some works, be it gateways or traffic calming, from their own budget. There is an increasing list of Parishes that have done this.
23. Ultimately the decision to implement any of the options rests with elected members. Any works so instructed would either need to attract funding from outside the current integrated programme or would require that an existing scheme or schemes be deferred or cancelled to fund implementation.
24. The alternative to this is the option for the Parish to fund part works from its own budgets either in one year or rolling over two financial years to increase the available funding.
25. The Portfolio Holders advice is sought.

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Meeting: Traffic Management Meeting
Date: 6 July 2010
Subject: Two Petitions – To Provide Zebra Crossings Langdale Road and Lowther Road Dunstable.

Report of: To provide a crossing point in Meadway Dunstable
Basil Jackson Assistant Director Highways & Transportation

Summary: The purpose of this report is to present two petitions received from residents of Dunstable seeking pedestrian crossings in Langdale Road, Lowther Road and Meadway Dunstable and outline resulting actions.

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

Public/Exempt: Public

Wards Affected: Dunstable Downs and Watling

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

Financial:

Approximately £2000 to undertake an assessment and feasibility only of a crossing point in Meadway

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:

Pedestrian Crossings would improve safety

Sustainability:

None as a result of this report

RECOMMENDATION:

The Portfolio Holder for Safer Communities & Healthier Lifestyles is requested to note the contents of the report.

Background and Information.

1. In May 2010 a petition was sent Central Bedfordshire Council (CBC) and forwarded for investigation to the Transportation Manager at Bedfordshire Highways. The petition requests that pedestrian crossings be introduced in both Langdale Road and Lowther Road Dunstable. A further petition has also been received.
2. The location specifically requested is in Lowther Road close to the junction with Langdale Road as an aid for those walking to Lark Rise Lower School although the petitioner also cites the whole area as being of concern for pedestrians.
3. The petitioner also refers to crossing Langdale Road and illustrates the general request by reference to the number of injury accidents involving children at Meadway / West Street junction some considerable distance away.
4. A proposal for a pedestrian crossing was recently considered in Langdale Road closer to Queensbury Upper School as part of a safer routes to school project but was not implemented following a Traffic Management meeting decision. This decision was based largely on the fact that the upper school students would be unlikely to take advantage of it and were of sufficient age to be aware of road safety and safe crossing of the road.
5. There have been no recorded injury accidents in Langdale Road between Hillyfields and the shops at Patterdale Close or in Lowther Road between Langdale Road and Borrowdale Avenue in the last three years.
6. Generally it is understood that the main catchment areas of Lark Rise Lower School and Watling Lower School are such that only a small number of children are likely to be walked across Lowther Road in either direction to school. The policy of parental choice does not exclude this however and clearly it occurs.
7. Observations on site show that the crossing of Lowther Road does occur at both morning and evening school travel times but that numbers are relatively low, 10 walking west and 5 walking east in the morning peak hour. The initial assessment of the possible crossing location does not rank sufficiently highly to be taken on to the full assessment process.
8. A further petition has now been received in June requesting a crossing point in Meadway. These two petitions have been considered in the same report because they are in the same general area and the site assessments for both were carried out at the same visit. A further letter of request for a crossing in Meadway has also been received.

9. There have been two recorded injury accidents in Meadway, (one serious and one slight) in the last 5 years involving pedestrians. One involved a child and the other a pensioner.
10. On site observations carried out in Meadway have identified a location where the numbers of pedestrians would make a crossing point beneficial. In the vicinity of the access road to the cemetery 39 people were observed crossing the road in the morning peak hour.
11. From the initial assessment and the resulting score greater than 75 points on the assessment scale means that this location would be eligible for a full assessment.
12. Full assessment of traffic management requests comprises the taking of vehicle speed and volume measurements, the analysis of the results and the preparation of a feasibility report. It is only possible to undertake a limited number of these in any one year.
13. The Meadway location will be assessed as part of that process and dependant upon the result may be put forward for consideration for inclusion in the forward work programme.
14. The work programme for 2011/12 onwards will be largely dictated by the requirements of the area based Local Transport Plan 3 that is currently in development.

Conclusion and the way Forward

15. Whilst the junction of Lowther Road and Langdale Road is an uncomfortable place to cross the road there is currently insufficient justification to create an additional crossing at that location. To move the existing crossing in Lowther Road would be to take it from a location where it has been deemed to be desired to one where it is not and that would be the best use of resources.
16. As a result of the second petition and a further letter of request the wider area and Meadway in particular were included within the area assessed. As a result the location in Meadway was identified where a crossing could be considered to be of benefit. This will now be put into the current year's programme for further assessment.
17. Assessment does not confer any automatic presumption that the location will be taken forward to construction. That will depend upon relative priorities, the programme and budgets in future years.
18. It is requested that the portfolio holder note the content of this report and that the lead petitioners be advised of the outcome.

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Meeting: Traffic Management Meeting
Date: 6 July 2010
Subject: Petition – To Address the Issue of Commuter Parking in Mentmore Road Linslade
Report of: Basil Jackson Assistant Director Highways & Transportation.
Summary: The purpose of this report is to present a petition received from residents of the Mentmore Road area and to outline further actions proposed.

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

CORPORATE IMPLICATIONS

Council Priorities:

Financial:

Approximately £2500 to undertake a parking study to be found from within existing budgets allocated in the current integrated work programme for Cycling Schemes

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:

None as a result of this report

Sustainability:

None as a result of this report

RECOMMENDATION:

The portfolio holder for safer communities and healthier lifestyles is requested to note the contents of the report.

Background and Information.

1. A petition of almost 100 signatures has been received from a resident of Mentmore Road seeking parking restrictions to alleviate parking congestion believed to be caused by commuters in Mentmore Road.
2. At a public exhibition for traffic calming proposals on adjoining Wing Road that was held earlier in the year in the White House in Leighton Linlade it was stated by several visitors that commuter parking was occurring regularly in Wing Road. This was a situation of which officers had not previously been aware.
3. The additional evidence from Mentmore Road therefore highlights that, whilst not immediately obvious, this appears to be an area that is sufficiently close to the rail station to make it popular with commuters seeking all day parking.
4. Currently there are no resources identified within the integrated scheme budget for the undertaking of area wide parking investigations.
5. There is a project in the current work programme to undertake a feasibility study on the possibility of creating a footway/cycle link from Stephenson's Close through the rail station car park. This is part of the ongoing cycle initiatives being undertaken in Leighton Linlade and is intended to promote more direct routes to the station and thus influence modal shift.
6. It is appreciated however that should this link be opened to pedestrians then that would increase the attractiveness of the area to potential commuter parkers even further. Part of the initial work will therefore be to undertake a parking study of the streets in the Wing Road and Mentmore Road area to attempt to ascertain a base level of parking by both residents and commuters.
7. It will then be possible to make some predictions on what effect this link may have on the levels of commuter parking. This information would then inform any possible parking regime that may be considered necessary for the area.
8. Currently Central Bedfordshire Council does not have an adopted Parking Policy that setting out the approach to different parking situations.
9. The outcome of the feasibility study for the footway/cycleway link should be known within 6 weeks and this will include the results of the parking study.

Conclusion and the way Forward

10. Should the link not proceed then it is unlikely that any parking scheme will be implemented. There is currently no budget within the work programme for the implementation of ad-hoc parking schemes.
11. If the scheme progresses any proposed parking scheme will have to be considered both in the context of the available scheme budget and the wider policy context and there are no guarantees that any changes to parking controls will be possible.
12. It is suggested that following this meeting the lead petitioner be kept informed of the progress and outcomes of the parking study and the future proposals.

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Meeting: Traffic Management Meeting
Date: 6th July 2010
Subject: Petition: Safer Routes to School, Sandy – Swansholme Gardens/Kings Road Cycle Bypass.
Report of: Basil Jackson Assistant Director for Highways and Transportation
Summary: This report seeks the approval of the Portfolio Holder for Safer Communities and Healthier Lifestyles to implement changes to a cycle by-pass facility implemented as part of the Sandy Safer Routes to School Initiative, following a number of resident complaints and petition

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

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will seek reduce car journeys for school use by promoting walking and cycling. The proposal also has benefits for the wider community to promote cycling for short journeys by improving cycle permeability between residential estate and points of interest (shops/industry etc).

Financial:

The cost of constructing this facility was approximately £4,500. The cost to implement the further changes as requested by the adjacent residents would be approximately £11,500. This can be funded from within the overall Sandy scheme and the scope of that scheme will be reduced by that amount.

Legal:

None as a result of this report.

Risk Management:

None as a result of this report.

Staffing (including Trades Unions):

None as a result of this report.

Equalities/Human Rights:

None as a result of this report.

Community Development/Safety:

The facility constructed promotes cycling for local school children and provides a safer route along quiet roads and bypasses a barrier where cyclists would normally mount the footways in conflict with pedestrians

Sustainability:

The facility constructed promotes and facilitates sustainable travel.

RECOMMENDATIONS:

1. That the Portfolio Holder for Safer Communities and Healthier Lifestyles approve the following works are delivered:
 - (a) Removal of the existing kerbed build-out and replace with 2no. bolt down islands on the by-pass approach ramps
 - (b) Removal of existing removable cycle bollards with fixed below ground mounted bollards
 - (c) Reduce the facility to a single 1.2m wide bypass from the existing double 1.5m wide bypass (1.5m recognised as best practice)

Background and Information

1. As part of the Sandy Safer Routes to School scheme, a number of measures were prepared by Bedfordshire Highways on behalf of Central Bedfordshire Council.
2. The elements of the scheme were developed and identified through discussions at a working group including members of Central Bedfordshire Council (Sustainable Transport), Bedfordshire Highways, representatives from associated schools in Sandy and representatives of Sandy Town Council.
3. The aims of the scheme were to provide improved walking and cycling routes to school and to improve the general safety outside the school gates as appropriate.
4. The scheme included provision of a cycle by-pass facility at the transition between Kings Road and Swansholme Gardens, Sandy in order to improve permeability for cyclists within the estate and provide a cycle route to the school along quiet routes as identified by the Central Bedfordshire Cycle Route Strategy.

5. Prior to the scheme, Kings Road and Swansholme Gardens were separated by a kerbed barrier (with nominal level difference between carriageway surfaces) and concrete bollards.
6. The routes had been highlighted as a 'quiet road' under the proposed Sandy cycle network as developed by Central Bedfordshire and Sustrans.
7. The aim therefore was to remove this barrier to provide a channel to allow cycles to use this route – facilitating and promoting sustainable transport for short journeys in Sandy.
8. The proposal had been developed by the Safer Routes to School working group and was seen as a feature which would provide a benefit for pupils cycling to Sandye Place Middle School, using quite roads as well as the wider community.
9. The scheme was also subject to an independent review carried out by Cycling England, (a section of the Department for Transport to advise on cycle issues and promote best practice amongst local authorities). No issues were raised with the cycle bypass (as constructed), other than potentially need for waiting restrictions on the Swansholme Gardens side of the facility.
10. Following the implementation of the cycle facility, the residents of 2no. adjacent households raised concerns with motor cyclists now using the facility, risking the safety of pedestrians on the adjacent footways.
11. In summary, the main arguments raised amongst the residents included the following issues:
 1. The facility to allow cyclists to bypass the barrier was pointless, as no-one currently cycles along this route
 2. Increased danger to the public as motorcycles can now use the bypass
 3. Cycle bollards provided were removable making the road potentially open of vehicles
 4. The cycle route along Kings Road cuts across the access to the Doctors surgery with claims of near misses and a cyclist dismounted by collision.
 5. Motor cycles were not seen as a major issue by the design team/scheme client, but have always been an issue at this location.
 6. The existing turning facility has been reduced in Swansholme Gardens
12. After several communications between the residents, Central Bedfordshire Council and Sandy Town Council, a site meeting was held on Friday 16th April 2010 to discuss the issues raised and a way forward.

13. A petition dated 20th April was then received. The reasons as stated:
 1. No Prior consultation with residents
 2. Change of status of road from a 'dead-end' road
 3. Increased danger to both pedestrians and cyclists
 4. likelihood of damage to residents vehicles parked outside their own homes
 5. Opening of the road for unrestricted access by motorcyclists who are now using it as a rat run
 6. Vehicles have a severely restricted area to turn round since the bollards have been moved forward by 10 feet for no obvious reason
 7. Decrease of value of residents property because the change in status of road
14. Following this, a further meeting was held on Thursday 13th May 2010 to discuss details of a redesign, it was agreed that Bedfordshire Highways would draft 3 alternative options in order to incorporate the resident requests.
15. The preferred re-design option is shown in Appendix A. The main changes to the design as requested by residents included the following:
 1. Removal of the existing kerbed build-out at replace with rubber bolt down islands on the approach ramp to the by-pass
 2. Removal of the existing removable bollards for fixed below ground mounted bollards
 3. Reduce the 2no. 1.5m wide cycle bypass channels with a single 1.2m wide channel

Conclusion and the way Forward

16. In reflection to the reasons the petition was formed, the following statements should be considered:
 1. Unfortunately, no consultation was undertaken with the local residents. However, the proposals were developed in order to deliver Central Bedfordshire's objectives to remove barriers to prevent sustainable travel.
 2. The status of the road has not changed.
 3. The facility provides for cyclists to continue to use the carriageway where previously the barrier would result in cyclists using the narrow footways in conflict with pedestrians. Whilst motorcycles may now use the cycle bypass, they are also now separated from pedestrians on the footways.
 4. The cycle bypass is located on a turning head. Parking should not be taking place at this location. It is not clear how the likelihood of damage to vehicles will occur.
 5. With any cycle facility, it is inevitable that few motor cyclists will also take advantage of the facility. This is very difficult to prevent without causing extreme difficulty of cyclists as a result.
 6. Unfortunately, the bollards were relocated due to shallow electricity cables. This was discussed with the residents at the time of the site meeting on the 16th April

7. Depreciation of properties for the reason stated is not applicable as the status of the road has not changed.
17. However, it was agreed that design options were to be prepared. As stated above in Para 14. a preferred option was chosen by the residents and Sandy Town Council. These changes will provide the following benefits:
1. The 'turning head' will be increased. Parking will be facilitated in order not to obstruct a resident vehicle access, resulting in parked cars either side of the cycle by-pass channel.
 2. Although cycle volumes are expected to be light, only a single bypass will be available for cyclist travelling in either direction. The single channel and reduced width is intended to reduce the speed in which motorcycles could use the facility. It will not be prevented.
 3. All bollards will be replaced with fixed bollards displaying 'route for cycles only'

Appendices:

Appendix A – Plan of revised facility

Appendix A

