

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



please ask for Martha Clampitt
direct line 0300 300 4032
date 28 October 2010

NOTICE OF MEETING

TRAFFIC MANAGEMENT MEETING

Date & Time

Thursday, 11 November 2010 4.00 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 any declarations and the nature in relation to:-

- (a) personal interests in any agenda item
- (b) personal and prejudicial interests in any agenda item

2. PUBLIC PARTICIPATION

To receive any questions, statements or deputations from members of the public in accordance with the Procedure as set out in Part A4 of the Constitution.

Reports

Item	Subject	Page Nos.
3	Various Schools in Sandy - Resolution of objections to the proposal Prohibition of Waiting To report to the Portfolio Holder for Safer Communities and Healthier Lifestyles the receipt of objections to proposals for waiting restrictions in various roads around schools in Sandy and seek approval for the implementation of this scheme.	* 3 - 22
4	Bidwell Hill, Houghton Regis - Resolution of objections to the proposed Prohibition of Waiting To report to the Portfolio Holder for Safer and Stronger Communities the receipt of objections to proposals for waiting restrictions in Bidwell Hill, Houghton Regis and seek approval for the implementation of this scheme.	* 23 - 30
5	Petition - requesting a change in speed limit in Higham Road - Higham Gobion The purpose of this report is to present a petition received in support of reducing the speed limit through Higham Gobion and to seek approval for a way forward.	* 31 - 38

Meeting: Traffic Management Meeting
Date: 10 November 2010
Subject: Various Schools in Sandy - Resolution of objections to the proposed Prohibition of Waiting
Report of: Basil Jackson, Assistant Director of Highways and Transportation.
Summary: To report to the Portfolio Holder for Safer Communities Healthier Lifestyles the receipt of objections to proposals for waiting restrictions in various roads around schools in Sandy and seek approval for the implementation of this scheme.

Contact Officer: Gary Baldwin – Traffic Engineer
gary.baldwin@amey.co.uk
Public/Exempt: Public
Wards Affected: Sandy
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

To improve highway safety and facilitate the free flow of traffic.

Financial:

The cost of introducing the parking controls will be approximately £12,000. This can be funded from within the overall Sandy Safer Routes to School scheme budget.

Legal:

None as part of this report

Risk Management:

None as part of this report

Staffing (including Trades Unions):

None as part of this report

Equalities/Human Rights:

None as part of this report

Community Safety:

The proposal will improve road safety for school pupils and their carers.

Sustainability:

By providing a safer parking-free zone near to school entrances, the proposals will encourage more school trips to be carried out on foot or cycle, rather than by vehicles.

RECOMMENDATION(S):

1.
 - (a) That the proposal to introduce a No Stopping, Monday to Friday 8.00am to 4.30pm, Restriction on School Keep Clear markings on Laburnum Road outside Laburnum Lower School be implemented as set out in this report.
 - (b) That the proposal to introduce a No Stopping, Monday to Friday 8.00am to 4.30pm, Restriction on School Keep Clear markings on Hawk Drive outside Maple Tree Lower School be implemented as set out in this report. In addition the proposed No Waiting, Monday to Friday 8.30am to 9.00am and 3.00pm to 3.30pm, Restriction on Hawk Drive, Kestrel Way and The Harriers be implemented as set out in this report.
 - (c) That the proposal to introduce a No Stopping, Monday to Friday 8.00am to 4.30pm, Restriction on School Keep Clear markings on Dapifer Drive outside Robert Peel Lower School be implemented as set out in this report. In addition the proposed No Waiting At Any Time Restriction on Dapifer Drive, Abbey Grove and Newton Way be implemented as set out in this report.
 - (d) That the proposal to introduce a No Stopping, Monday to Friday 8.00am to 4.30pm, Restriction on School Keep Clear markings on Swansholme Gardens outside Sandye Place Middle School be implemented as set out in this report.
 - (e) That the proposal to introduce a No Stopping, Monday to Friday 8.00am to 4.30pm, Restriction on School Keep Clear markings on Medusa Way outside Sandy Upper School be implemented as set out in this report. In addition the proposed No Waiting, Monday to Friday 8.30am to 9.00am and 3.00pm to 4.00pm, Restriction on Medusa Way be implemented as set out in this report.

Background and Information

1. The Council has a policy of promoting safer routes to schools, which seeks to encourage more school pupils to travel to school by sustainable modes of transport, such as walking and cycling.
2. The Council receives regular complaints regarding indiscriminate parking outside many schools, including those in Sandy, at the start and end of the school day. This creates a road safety hazard and causes inconvenience and irritation to local residents. In response to these concerns the Council has allocated funding to introduce parking controls outside schools in Sandy.

3. Parking activity outside the schools in Sandy has been fully investigated and proposals have been drawn up. The type and operational times of the proposed restrictions have been tailored to match the circumstances outside each individual school.
4. These proposals were formally advertised by public notice in September/October 2010. Consultations were also carried out with the emergency services and other statutory bodies, Sandy Town Council and Elected Members. Local people have also been given an opportunity to comment on the proposals.
5. A total of six objections have been received. Five of these relate to the proposals in the vicinity of Maple Tree Lower School and one for Sandye Place Middle School. The proposals outside the remaining three schools did not attract any representations.
6. Maple Tree Lower School; the main points raised are as follows:-
 - Older residents of Hawk Drive have regular visits from nurses and helpers and the proposed restrictions would make visits more difficult.
 - The no stopping restriction should be on the north side of Hawk Drive where they would not interfere with residents.
 - The proposed no waiting restriction in Hawk Drive would mean that residents would need to move their cars during the operational times, which could be difficult during times of ill health.
 - Residents should be eligible for permits to exempt them from the restrictions.
 - The restrictions should not apply during school holidays.
 - An alternative solution would be to erect a barrier to restrict access to Hawk Drive to residents and school staff only.
 - A new access road could be constructed through the field near the car park and alternative pick-up and drop-off areas created.
 - The proposal would reduce property values.
 - If the proposal goes ahead Council tax should be reduced to compensate.
 - An objector who lives in Kestrel Drive wishes to object as they have insufficient off-road parking and need to leave a car on the road outside their home all day. They feel that restrictions are not required in Kestrel Drive and should not extend across their property.
7. Sandye Place Middle School; the main points raised are as follows:-
 - The rear gate to the school generates significantly more traffic than it was designed to cater for and safety in the area is a concern.
 - The proposed restrictions are inadequate and should extend further south to cover the Foster Grove junction.
 - The restriction should be in force from 8am to 8pm to cover after school activities.

Conclusion and the Way Forward

8. The proposals in the vicinity of all of the schools have been designed following consultations with the schools, mostly after concerns have been expressed about parking outside the entrance and surrounding roads. In all cases, the restrictions take into account the location and volume of existing parking, but also the anticipated dispersal of parking that is likely to occur should restrictions be introduced outside the school in isolation.
9. The following observations relate to the specific points that have been raised in respect to the proposals outside Maple Tree Lower School:-
 - The restrictions covering significant lengths of Hawk Drive will only apply from Monday to Friday for half-hour periods at the start and end of the school day, so would not affect visitors for the vast majority of the time during the week and not at all during the weekend.
 - The No Stopping restriction is felt to be in the correct location in relation to the school entrance and pedestrian movements. On the north side there is not a continuous footway, so is less attractive to pedestrians.
 - It is acknowledged that residents who wish to park on-street would have to move their vehicles during the operational hours of the restrictions. However, most properties have some off-road parking and there are other streets nearby that have no parking controls.
 - Residents permit schemes are normally only considered in areas where non-locals park throughout the day, such as near to railway stations, and most properties have no off-road parking. Permit schemes are not normally used to address school gate parking issues, which tend to be of short duration. In any event, the proposal seeks to keep the road clear of parked cars in the interests of the safety of pedestrians and a permit scheme would not achieve that.
 - It is impractical to apply the restrictions to school term times only because this could not be shown on traffic signs. A vague term such as “during school term time” cannot be used on signs because some drivers would be unaware of local term dates.
 - It would be impractical to install a barrier as this would affect access to the school and residential properties for non-regular users, such as deliveries. Authorised users would need to have keys or similar and would need to open any barrier to gain access, which would be inconvenient.
 - The costs of constructing a new access road would be substantial and incompatible with the relatively low-cost parking restriction proposal.
 - There is little evidence to prove that the restrictions would affect property values. Indeed some buyers may see the restrictions as a benefit as they would lessen the impact of school gate parking.
 - The Council does not usually consider a reduction in Council tax as compensation when introducing parking controls as it is questionable whether the restrictions actually have a negative impact.
 - As far as Kestrel Drive is concerned a judgement has been taken as to the likely migration of parking that would occur should restrictions be introduced outside the school in Hawk Drive. It is felt that the restrictions should be extended to lengths of Kestrel Way and The Harriers to mitigate this dispersal of parking. However, the proposed lengths of restriction have been kept to a minimum and mainly only cover the junctions.

10. The following observations relate to the specific points that have been raised in respect to the proposals outside Sandye Place Middle School:-
 - It is acknowledged that the rear gate to the school generates a significant volume of traffic at the start and end of the school day. This is reflected by the fact that there are already school keep clear markings in place across the entrance. The proposal is to introduce a No Stopping restriction to legalise the existing marking, thereby making the restriction more obvious to road users and easier to enforce.
 - Swansholme Gardens is a relatively wide and straight road that can accommodate a reasonable level of on-street parking. School gate parking is of short duration and it is felt that no further parking controls are justified in addition to the no stopping on school keep clear markings.
 - The school gate is used during the evening, but the parking that takes place is less intense than occurs at the start and end of the school day. In addition the volume of pedestrian activity is significantly less. The operational times of the No Stopping restriction (Monday to Friday 8.00am to 4.30pm) have been standardised across the Council's administrative area for consistency. There seems to be little reason to vary this at this particular location.
11. In conclusion, it is felt that the proposed restrictions strike the right balance between ensuring the safety of school pupils and not creating an unacceptable inconvenience to local residents. To achieve this, the proposals will mainly only apply during the particular days and times when parking difficulties occur. In addition the lengths of roads covered have been kept to a safe and efficient minimum, to lessen the impact on local people.
12. It is recommended that the proposed restrictions at all five schools go ahead as advertised.

Appendices:

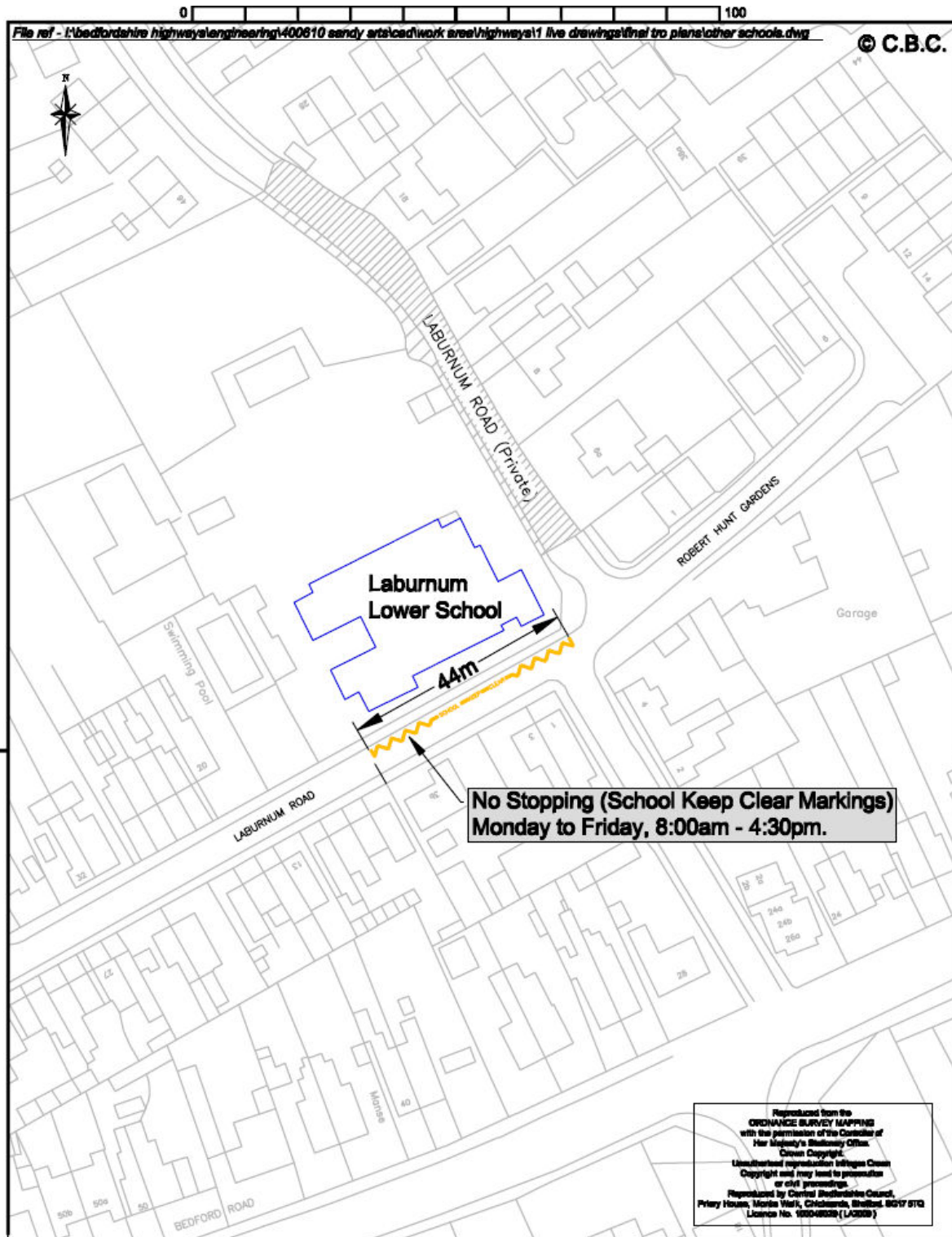
Appendix A – Location plans for all five schools

Appendix B – Public notices for all five schools

Appendix C – Objections to proposals

APPENDIX A


Laburnum Lower School




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Design: AC	For comment			
Chkd: AC	For tender			
Appd: NC	For construction			
Date: 07/10	As constructed			
	Other			

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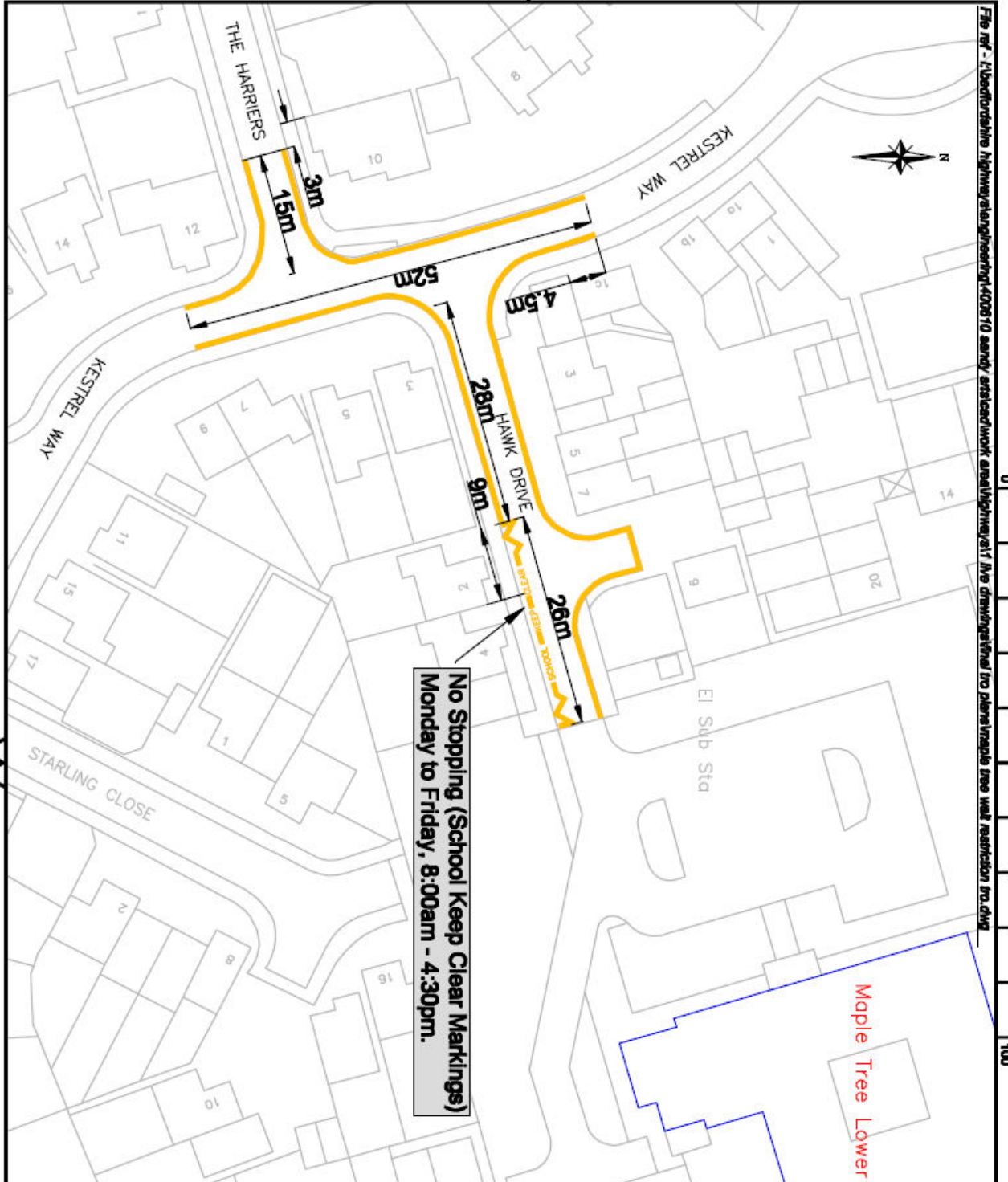


Client



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Maple Tree Lower School



**No Stopping (School Keep Clear Markings)
Monday to Friday, 8:00am - 4:30pm.**

File ref: \\bosford\share\Highway\shp\shp\400610_sandy_safeschoolwork_area\shp\shp\1 Ave drawing\shp\shp\10 plans\route free walk restriction final.dwg

100

Notes:

Proposed part-time waiting restrictions (Mon - Fri, 8.30am-9am and 3pm-3.30pm)

Rev/	Revision details	Child	Appl	Date

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Design: DK	For comment	
CHKd: AC	For tender	
Appld: NC	For construction	
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Client

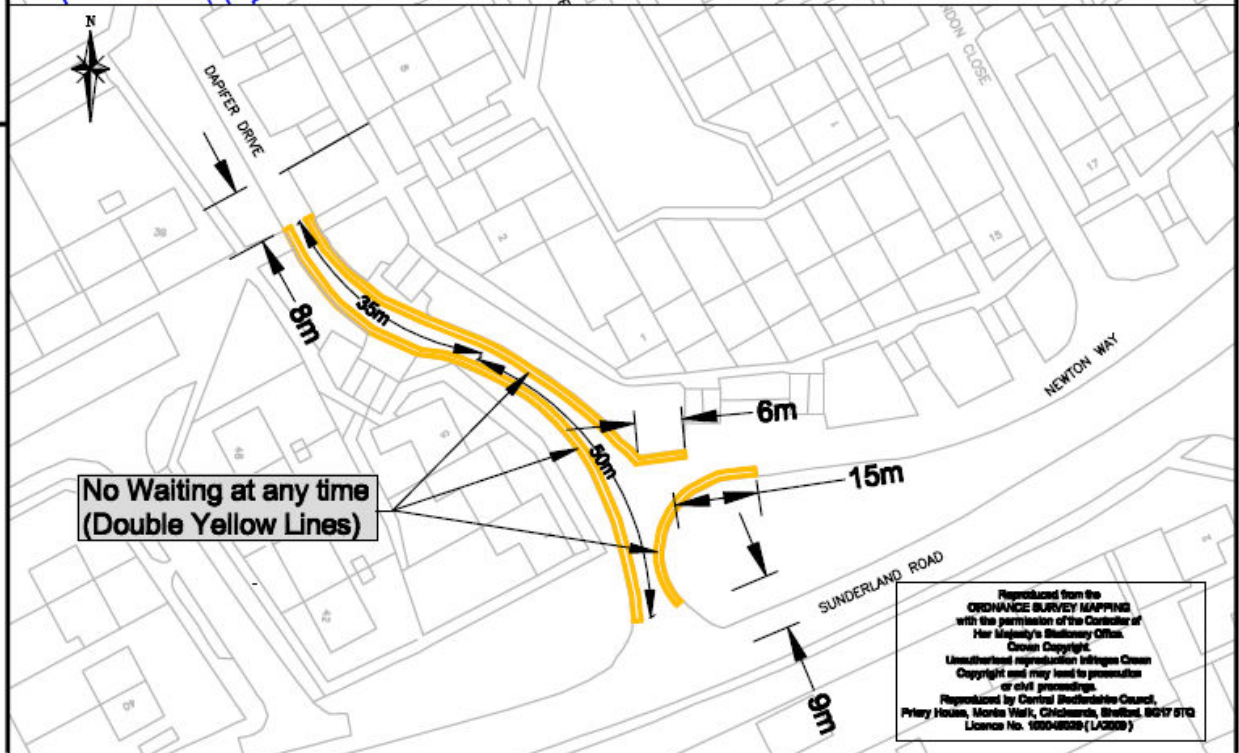
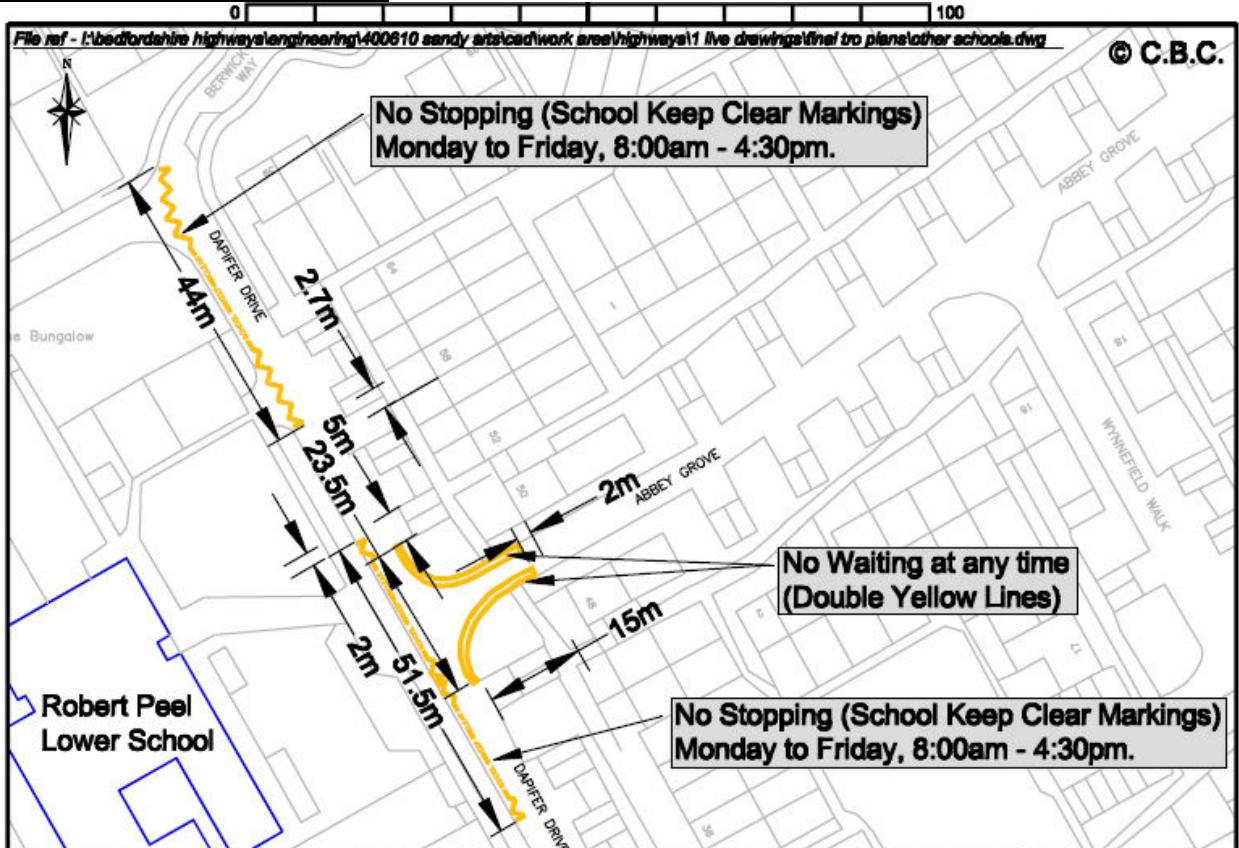



Project Name
Safer Routes to School
Sandy

Drawing Title
Maple Tree Lower School
Proposed waiting restrictions

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Rev
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Robert Peel Lower School




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Rev	Revision details	Chkd	Appd	Date
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Chkd: AC				
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Date: 8/7/10				

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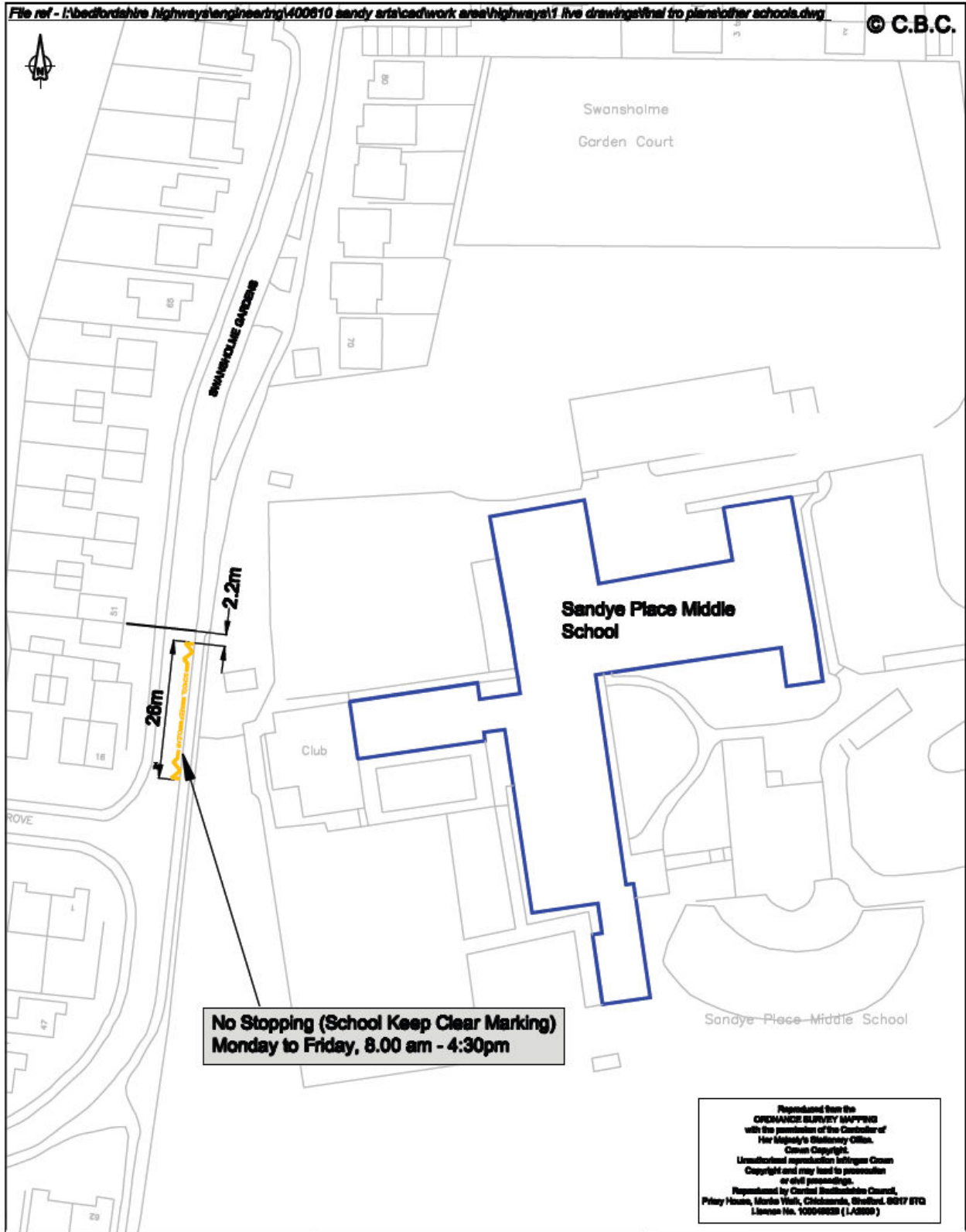


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Sandye Place Middle School



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Appd: NC			For construction	
Date: 8/7/10			As constructed	
			Other	

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Drawing Title Sandye Place Middle School Proposed stopping restrictions
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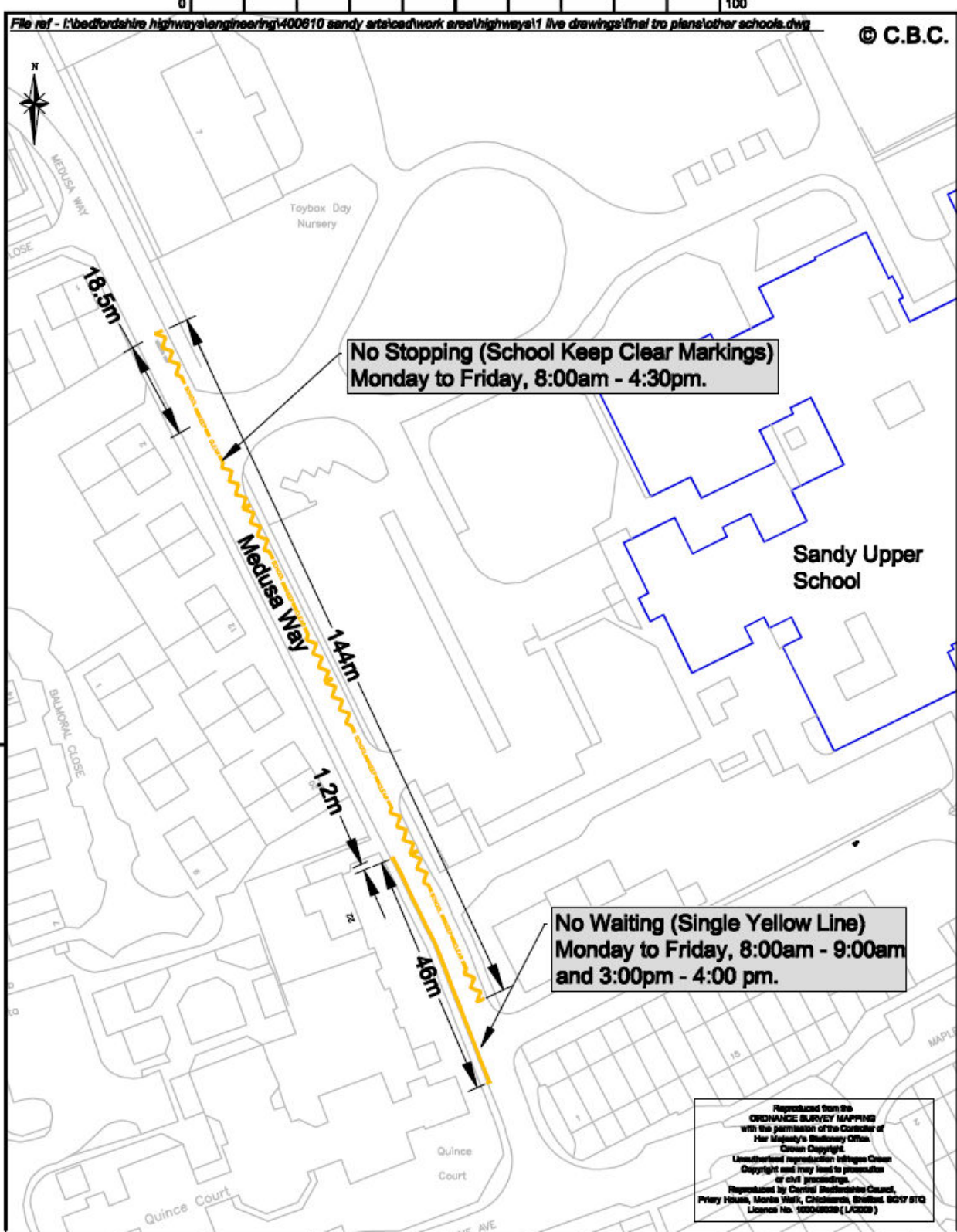


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Sandy Upper School




Rev	Revision details	Chkd	Appd	Date
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Chkd: AC				
Appd: NC				
Date: 6/7/10				

Project Name Safer Routes To School Sandy
Drawing Title Sandy Upper School Proposed Waiting Restrictions
Original Drawing Size : A4
Scale : NTS Dimensions : -



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Drawing No 400610-001-011	Rev -
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APPENDIX B

Laburnum Lower School



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A NO STOPPING RESTRICTION ON LABURNUM ROAD, SANDY.

Reason for proposals: The proposed Order is considered necessary on the grounds of promoting road safety. The no stopping restrictions are specifically aimed at keeping the area around the Laburnum Lower School, Sandy free of parked vehicles and to facilitate the safe crossing of the road. Therefore, Central Bedfordshire Council proposes to make a Traffic Regulation Order as follows:

Effect of the Order:

To introduce a No Stopping Restriction from 8:00am until 4:30pm, Monday to Friday on the following length of road:

Laburnum Road, Sandy on the northern side of the carriageway, from a point in-line with the projected boundary of property Nos 3b and 5 Laburnum Road in a north easterly direction for a distance of approx 44m.

Further Details: of the proposal and a plan may be examined during normal office hours at the offices of Central Bedfordshire Council below and normal opening hours at Sandy Library, Market Square, Sandy. Telephone Adrian Clothier on 0845 365 6000 (or e-mail: Adrian.Clothier@amey.co.uk) for further advice on this proposal.

Objections: should be sent in writing to the Orders and Commons Registration Officer, Countryside Access Service, Central Bedfordshire Council, Technology House, 239 Ampthill Road, Bedford, MK42 9QQ (or e-mail: chris.heard@centralbedfordshire.gov.uk), stating the grounds on which they are made by 4th October 2010.

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

Technology House
239 Ampthill Road
Bedford MK42 9QQ

Basil Jackson
Assistant Director for Highways

10th September 2010



Maple Tree Lower School

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO STOPPING AND PROHIBITION OF WAITING RESTRICTIONS ON KESTREL WAY, HAWK DRIVE AND THE HARRIERS IN SANDY.

Reason for proposals: The proposed Order is considered necessary on the grounds of promoting road safety. The no stopping and waiting restrictions are specifically aimed at keeping the area around Maple Tree Lower School, Sandy free of parked vehicles and to facilitate the safe crossing of the road. Therefore, Central Bedfordshire Council proposes to make a Traffic Regulation Order as follows:

Effect of the Order:

A. To introduce a No Stopping Restriction from 8:00am until 4:30pm, Monday to Friday on the following length of road:

1. Hawk Drive, Sandy on the southern side of the carriageway from a point approx 9m west of the boundary between property Nos 2 and 4 Hawk Drive, in an easterly direction for a distance of approx 26m.

B. To introduce a No Waiting Restriction from 8:30am until 09:00am and from 3:00pm until 3:30pm, Monday to Friday on the following lengths of road:

1. On the either side of Kestrel Way, Sandy from a point approx 4.5m north of the boundary between property Nos 1 and 1c Hawk Drive generally in a southerly direction for a distance of approx 52m.
2. On the southern side of Hawk Drive, Sandy from a point approx 9m west of the boundary between property Nos 2 and 4 Hawk Drive, Sandy in a westerly direction for a distance of approx 28m.
3. On the northern side of Hawk Drive, Sandy (including the turning head) from the western flank wall of the property No 1 Hawk Drive, Sandy in an easterly direction for a distance of approx 54m.
4. On both sides of The Harriers, Sandy from a point 3m east of western flank wall of property No 10 Kestrel Way in an easterly direction for a distance of 15m.

Further Details: of the proposal and a plan may be examined during normal office hours at the offices of Central Bedfordshire Council below and normal opening hours at Sandy Library, Market Square, Sandy. Telephone Adrian Clothier on 0845 365 6000 or (e-mail: Adrian.Clothier@amey.co.uk) for further advice on this proposal.

Objections: should be sent in writing to the Orders and Commons Registration Officer, Countryside Access Service, Central Bedfordshire Council, Technology House, 239 Ampthill Road, Bedford, MK42 9QQ (or e-mail: chris.heard@centralbedfordshire.gov.uk), stating the grounds on which they are made by 4th October 2010.

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

Technology House
239 Ampthill Road
Bedford MK42 9QQ

Basil Jackson
Assistant Director for Highways

10th September 2010



Robert Peel Lower School

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO STOPPING AND PROHIBITION OF WAITING RESTRICTIONS ON DAPIFER DRIVE, ABBEY GROVE AND NEWTON WAY, SANDY.

Reason for proposals: The proposed Order is considered necessary on the grounds of promoting road safety. The no stopping and waiting restrictions are specifically aimed at keeping the area around Robert Peel Lower School, Sandy free of parked vehicles and to facilitate the safe crossing of the road. Therefore, Central Bedfordshire Council proposes to make a Traffic Regulation Order as follows:

Effect of the Order:

A. To introduce a No Stopping Restriction from 8:00am until 4:30pm, Monday to Friday on the following lengths of road:

1. Dapifer Drive, Sandy on the western side of the carriageway from a point approx 2.7m north of the projected boundary of the property Nos 56 and 58, Dapifer Drive in a north westerly direction for a distance of approx 44m.
2. Dapifer Drive, Sandy on the western side of the carriageway from a point approx 2m south of the southern flank wall of the property No 52 Dapifer Drive in a south easterly direction for a distance of approx 51.5m.

B. To introduce a No Waiting at Any Time Restriction on the following lengths of road:

1. Abbey Grove, Sandy on both sides of the carriageway from a point approx 2m west of the western flank wall of the property No. 50 Dapifer Drive, in a westerly direction for a distance of approx 15m.
2. Dapifer Drive, Sandy on the eastern side of the carriageway from a point approx 5m south of the southern flank wall of the property No. 52, Dapifer Drive in a south easterly direction for a distance of approx 23.5m.
3. Dapifer Drive, Sandy on the either side of the carriageway from a point approx 8m south of the southern flank wall of property No. 8, Dapifer Drive in a generally south easterly direction to the starting point of the existing double yellow lines (for a distance of approx 85m).
4. Newton Way, Sandy on the northern side of the carriageway from its junction with Dapifer Drive in an easterly direction for a distance of approx 6m.
5. Newton Way, Sandy on the southern side of the carriageway from its junction with Dapifer Drive in an easterly direction for a distance of approx 15m.

Further Details: of the proposal and a plan may be examined during normal office hours at the offices of Central Bedfordshire Council below and normal opening hours at Sandy Library, Market Square, Sandy. Telephone Adrian Clothier on 0845 365 6000 (or e-mail: Adrian.Clothier@amey.co.uk) for further advice on this proposal.

Objections: should be sent in writing to the Orders and Commons Registration Officer, Countryside Access Service, Central Bedfordshire Council, Technology House, 239 Ampthill Road, Bedford, MK42 9QQ (or e-mail: chris.heard@centralbedfordshire.gov.uk), stating the grounds on which they are made by 4th October 2010.

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Technology House
239 Ampthill Road
Bedford MK42 9QQ

Basil Jackson
Assistant Director for Highways

10th September 2010



Sandy Place Middle School

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO STOPPING RESTRICTIONS ON SWANSHOLME GARDENS, SANDY.

Reason for proposals: The proposed Order is considered necessary on the grounds of promoting road safety. The no stopping restrictions are specifically aimed at keeping the area around Sandy Place Middle School, Sandy free of parked vehicles and to facilitate the safe crossing of the carriageway. Therefore, Central Bedfordshire Council proposes to make a Road Traffic Regulation Order as follows:

Effect of the Order:

To introduce a No Stopping Restriction from 8:00am until 4:30pm, Monday to Friday on the following length of road:

Swansholme Gardens, Sandy on the eastern side of the carriageway, from a point approx 2.2 metres south of the projected boundary of the property Nos. 49 and 51 Swansholme Gardens in a southerly direction for a distance of approx 26 metres.

Further Details: of the proposal and a plan may be examined during normal office hours at the offices of Central Bedfordshire Council below and normal opening hours at Sandy Library, Market Square, Sandy. Telephone Adrian Clothier on 0845 365 6000 or (e-mail: Adrian.Clothier@amey.co.uk) for further advice on this proposal.

Objections: should be sent in writing to the Orders and Commons Registration Officer, Countryside Access Service, Central Bedfordshire Council, Technology House, 239 Ampthill Road, Bedford, MK42 9QQ (or e-mail: chris.heard@centralbedfordshire.gov.uk), stating the grounds on which they are made by 4th October 2010.

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

Technology House
239 Ampthill Road
Bedford MK42 9QQ

Basil Jackson
Assistant Director for Highways

10th September 2010



Sandy Upper School

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO STOPPING AND PROHIBITION OF WAITING RESTRICTIONS ON MEDUSA WAY, SANDY.

Reason for proposals: The proposed Order is considered necessary on the grounds of promoting road safety. The waiting restrictions are specifically aimed at keeping the area around Sandy Upper School free of parked vehicles and to facilitate the safe crossing of the road. Therefore, Central Bedfordshire Council proposes to make a Traffic Regulation Order as follows:

Effect of the Order:

A. To introduce a No Stopping Restriction from 8:00am until 4:30pm, Monday to Friday on the following length of road:

1. Medusa Way, Sandy on the eastern side of the carriageway from a point approx 18.5m north west of the projected boundary of the property Nos 2 and 4 Medusa Way in a south-easterly direction for a distance of approx 144m.

B. To introduce a No Waiting Restriction from 8:00am until 9:00am and from 3:00pm until 4:00pm, Monday to Friday on the following lengths of road:

1. Medusa Way, Sandy on the western side of the carriageway from a point approx 1.2m south of the northern boundary wall of the property No. 22 generally in a south-easterly direction for a distance of approx 46m.

Further Details: of the proposal and a plan may be examined during normal office hours at the offices of Central Bedfordshire Council below and normal opening hours at Sandy Library, Market Square, Sandy. Telephone Adrian Clothier on 0845 365 6000 (or e-mail: Adrian.Clothier@amey.co.uk) for further advice on this proposal.

Objections: should be sent in writing to the Orders and Commons Registration Officer, Countryside Access Service, Central Bedfordshire Council, Technology House, 239 Ampthill Road, Bedford, MK42 9QQ (or e-mail: chris.heard@centralbedfordshire.gov.uk), stating the grounds on which they are made by 4th October 2010.

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Technology House
239 Ampthill Road
Bedford MK42 9QQ

Basil Jackson
Assistant Director for Highways

10th September 2010

APPENDIX C

Representations on Maple Tree Lower School proposals

Subject: Central Bedfordshire Council Waiting Restrictions and Street Parking Places Order 200 -
OBJECTION

I am writing to object to the proposals to introduce part-time waiting restrictions (Mon-Fri, 8:30am - 9am and 3pm - 3:30pm) outside X Hawk Drive.

My husband parks outside our house and while 98% of the time he has left for work before the proposed 8:30am start time he also suffers from a bad back which, recently, meant he had to be off work for two weeks.

During that time his condition was such that he simply could not drive his car and would not have been able to move it to comply with the waiting restrictions.

Given these circumstances it is imperative that **residents within Hawk Drive are provided with resident parking permits** so that on those rare occasions when they must park their car outside their home they will not be fined.

It would be a disgrace if council tax payers were penalised on the grounds of ill health and an infringement of our individual rights.

The issuance of resident parking permits would also act a deterrent to opportunistic parking by parents in residents' driveways.

If parking permits are not issued then it is only fair that these **waiting restrictions are suspended during all school holidays** as these restrictions are simply unnecessary when there is no school traffic.

If this were not so then you would have to impose waiting restrictions within a much larger area of Fallowfield to fully address road safety concerns within the area.

And Hawk Drive, unlike Kestrel Way, is not a through road except when the school is open.

In addition, it is also only fair that **residents pay lower council tax** as these proposals could adversely affect the saleability and hence value of our properties.

If the Council were really serious about promoting a safer route into Sandy's Maple Tree Lower School then could do so by erecting a barrier into Hawk Drive which would only allow access to residents or school staff.

Alternatively they could create an entirely new entrance to the school by opening up the field next to the car park and laying an access road around the perimeter as there is considerably more space for traffic than is the case along Hawk Drive. Temporary pick-up and drop-off waiting areas could be created for parents and an access road around the perimeter of the field would not necessitate introducing parking restrictions outside the homes of those residents in that area.

If the Council dismisses our objections then we trust they will do the right thing and implement resident parking permits as to penalise residents further would be grossly unjust.

Regards

XXXXXXXXX
No. X Hawk Drive

your ref: DK44111/01300044/312

Dear Sir

I am writing to object to the no stopping order outside Nos xxx Hawk Drive, Sandy. As we are two old age pensioners fast approaching 80 years of age, I suffer from Diabetes and am currently receiving chemotherapy treatment at Bedford Hospital. We have regular visits from Nurses and Helpers and your proposed restrictions would make their visits more difficult. I also have to go to Bedford Hospital for regular treatment and am collected by transport.

I would consider that these lines could be on the northside of the road, where they would not interfere with any residents but still have the same effect, in fact the traffic would be safer.

Yours faithfully

XXXXXXX
X Hawk Drive
Sandy
Beds
SG19 2WA

Subject: Hawk Drive Sandy

Dear Sir

My name is XXXXXX and my family and I live at NO X Hawk Drive in Sandy. We want to object to the proposed no stopping and no waiting outside our own home.

Whist we understand the thoughts behind this action it will cause us considerable inconvenience and also may effect the resalable price of our property.

If this action should go ahead we want to be granted either a lowering of our council tax or the issuing of a permit to allow us to park in front and to the side of our property.

Please acknowledge receipt of this e-mail and any comments you may have.

XXXXXXX

Subject: Hawk Drive, Sandy stopping restrictions

your ref: DK44111/01300044/312

Dear Sir

I am writing to object to the no stopping order outside Nos xxx Hawk Drive, Sandy. As we are two old age pensioners fast approaching 80 years of age, I suffer from Diabetes and am currently receiving chemotherapy treatment at Bedford Hospital. We have regular visits from Nurses and Helpers and your proposed restrictions would make their visits more difficult. I also have to go to Bedford Hospital for regular treatment and am collected by transport.

I would consider that these lines could be on the northside of the road, where they would not interfere with any residents but still have the same effect.

Subject: FW: DK/44115/01300044/3.12

Importance: High

Hello Chris,

I would like to formally object to the proposed restriction on Kestrel Way. I live at x Kestrel Way, I have 2 vehicles and only 1 off road parking space, forcing me park one vehicle on the road at all times. I have parked outside my house since buying the property a few years ago.

I am informed the idea of the proposed restrictions is to increase visibility for the pedestrian crossings. The designated crossing points, recently installed are currently across the junction of the harriers, across the junction of Hawk Drive and crossing Kestrel Way to the North of the junction with the Harriers, not to the South. I therefore struggle to see the benefit of parking restrictions adjacent to x Kestrel Way.

The proposed restrictions will promote parking to the South of the parking restrictions on kestrel way. This is encouraging the vehicles to park on the bend; surely this will increase the danger with much greater limit to visibility here. Like wise to the North of the proposed parking restrictions on Kestrel Way (outside 1a and 1b Kestrel Way) if people are inclined to start parking here traffic issues with the round about will be increased.

In summary parents currently use the South pavement of Hawk drive, and South pavement of the Harriers 15 metres west of the junction with Kestrel Way as a parking strip. However, the layout of double drive ways on Kestrel way does not facilitate road side parking and hence currently no problem.

Although I sympathise and support some of the proposals I would be in favour of the restrictions on the East pavement of Kestrel Way extending only to the boundary line between number 5 and number 7 Kestrel Way.

I look forward to hearing your feedback.

Kind Regards

Xxxxx xxxxxx

Representation on Sandye Place Middle School proposals

Subject: RE-PARKING RESTRICTIONS IN SWANHOLME GARDENS SANDY

Having been a resident in foster grove for 30years ,the amount of traffic generated by this small gate to the rear of sandy playce school is now getting to much for which the road was designed for and the safety in the vicinity of thjs gate is of concern.

I wish to object on the grounds that the parking restrictions proposed as being inadequate,and would ask that the proposed length of road southwards be increased from 26metres approx to such a length that would cover the junction of foster grove and swansholme gardens,and that this restriction be enforced between 8.00am until 8.00pm.

My reasons for this are that this gate is not only used by school children in the daytime, but also by rainbows,brownies,and youth club,after school hours causing dangerous congestion,as many parents park in foster grove, the children as human nature cross the road at the junction with foster grove.

I hope my comments help in your decision for the safety of all,including the local residents who have to negotiate this junction.

Xxxxxxx Xxxxxx
X FOSTER GROVE
SANDY
BEDS
SG19 1HP

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Meeting: Traffic Management Meeting
Date: 10 November 2010
Subject: Bidwell Hill, Houghton Regis - Resolution of objections to the proposed Prohibition of Waiting
Report of: Basil Jackson, Assistant Director of Highways and Transportation.
Summary: To report to the Portfolio Holder for Safer Communities and Healthier Lifestyles the receipt of objections to proposals for waiting restrictions in Bidwell Hill, Houghton Regis and seek approval for the implementation of this scheme.

Contact Officer: Gary Baldwin – Traffic Engineer
gary.baldwin@amey.co.uk
Public/Exempt: Public
Wards Affected: Houghton Regis
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

To improve highway safety and facilitate the free flow of traffic.

Financial:

Minimal cost can be accommodated within current budgets

Legal:

None as part of this report

Risk Management:

None as part of this report

Staffing (including Trades Unions):

None as part of this report

Equalities/Human Rights:

None as part of this report

Community Safety:

The proposal will improve road safety

Sustainability:

None as part of this report

RECOMMENDATION(S):

That the proposal to extend the existing No Waiting Restriction on the south side of Bidwell Hill, Houghton Regis by 16.5 metres be implemented as set out in this report.

Background and Information

1. The Council has received a number of complaints about parked vehicles in Bidwell Hill near to its junction with Bedford Road. There are existing 'no waiting at any time' restrictions covering the junction itself, but these only extend a very short distance into Bidwell Hill. As a result, when vehicles are parked at the end of the existing double yellow lines this reduces the carriageway to a single car's width which creates conflict between vehicles turning into and out of the junction.
2. The matter was investigated and it was considered that if vehicles were prohibited from parking on the south side of Bidwell Hill for a distance of 16.5 metres this would allow sufficient road width to remove any vehicular conflict. A proposal was drawn up and this was formally advertised by public notice in August/September 2010. Consultations were also carried out with the emergency services and other statutory bodies, the Town Council and Elected Members.
3. Two objections have been received, both of which were from local residents. They are objecting because the proposal states that the restrictions are being promoted on the grounds of improving road safety, yet they are unaware of any accidents that have occurred at this particular location. In their view, the junction is wide with good visibility and they fail to see how the proposed restrictions will aid visibility or improve road safety.
4. In addition, both objectors say that they have witnessed accidents on Bedford Road itself and that money would be more wisely spent on installing road safety measures on that stretch of road. They feel that improvements for pedestrians and dealing with speeding vehicles should be a higher priority than the proposed waiting restrictions.

Conclusion and the Way Forward

5. At the present time, vehicles are often parked at the end of the existing double yellow lines in Bidwell Hill, which means that they are very close to the Bedford Road junction. This creates conflict on those occasions when a vehicle is turning into Bidwell Hill from Bedford Road and an opposing vehicle is passing the parked cars whilst leaving Bidwell Hill. The proposal should remove this conflict by improving visibility and ensuring that sufficient road width remains to allow vehicles to pass one another.

6. The restrictions have been limited to the south side of Bidwell Hill only and for a relatively short length, so they are unlikely to create any significant difficulties with displacement of parking to adjacent lengths of road.
7. The removal of parked cars at this location will also improve visibility for pedestrians crossing the Bidwell Hill junction when walking along Bedford Road.
8. It is acknowledged that the proposal will have a relatively minor impact on road safety in the area and will not address wider issues such as excessive vehicle speed. However, the proposal is a low cost measure aimed at addressing a particular hazard at a specific location. The cost of introducing the restrictions would be insufficient to provide any significant road safety remedial measures on Bedford Road.
9. The collision record has been checked for that stretch of Bedford Road near to the Bidwell Hill junction. This shows that during the past 3 years there have been two slight injury accidents, both of which occurred just to the south of the Bidwell Hill junction. One of these involved a pedestrian being struck by a vehicle heading north-westwards in heavy slow moving traffic. The other involved a vehicle travelling north-westwards hitting a vehicle that was waiting for a third vehicle to complete a turn right into a residential driveway.
10. Whilst there are no recorded collisions involving parked cars at this location, it is considered essential that parking is prohibited to ensure that motorists are able to safely negotiate the junction and to improve visibility for pedestrians.

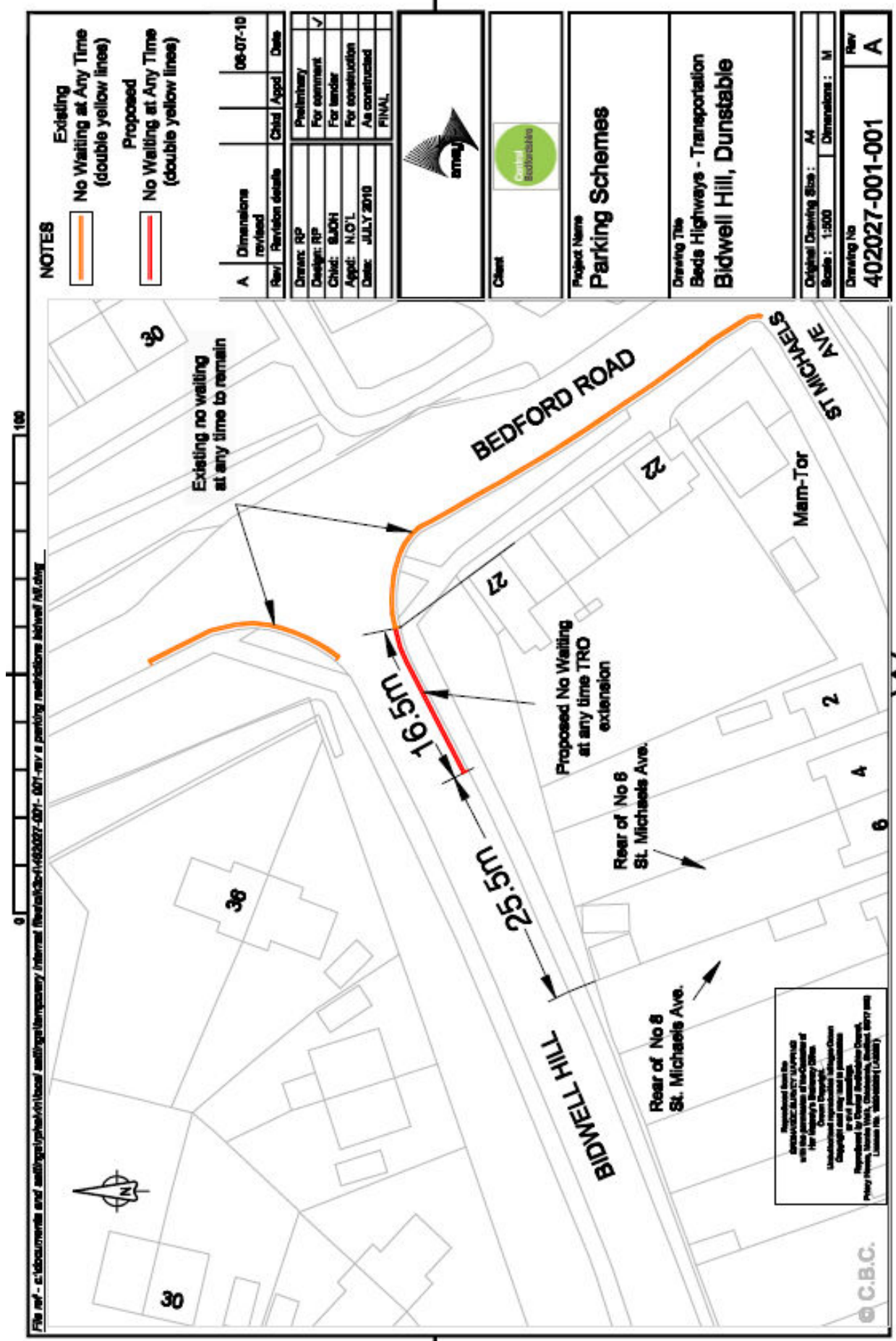
Appendices:

Appendix A – Location plan

Appendix B – Public notice

Appendix C – Objections to proposal

APPENDIX A



APPENDIX B

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A NO WAITING RESTRICTIONS ON BIDWELL HILL, HOUGHTON REGIS, DUNSTABLE.

Reason for proposal: The proposed Order is considered necessary on the grounds of promoting road safety. The waiting restrictions in Bidwell Hill would improve visibility for motorists entering and exiting the junction.

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

Effect of the Order:

To introduce No Waiting at Any Time (double yellow lines) on the following length of road in Houghton Regis, Dunstable:-

- Bidwell Hill Houghton Regis, Dunstable:- From a point 25.5 metres due east of the rear party wall between 6 and 8 St. Michaels Avenue, for a distance of approximately 16.5 metres.

Further Details: of the proposed order and plan 402027/001/001- Rev A may be examined during normal office hours at Houghton Regis Library, Bedford Square, Houghton Regis, Bedfordshire, LU5 5ES. These plans will be placed on deposit until 6 weeks after the Order is made or, until it is decided not to continue with the proposal. Phone Ron Phelvin on:- 08453656009 for further details.

Objections: should be sent in writing to the Orders and Commons Registration Officer, Countryside Access Service, Central Bedfordshire Council, PO Box 1395, Bedford MK42 5AN, or (e-mail: chris.heard@centralbedfordshire.gov.uk) stating the grounds on which they are made by 10th September 2010.

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

PO Box 1395
Bedford MK42 5AN

Basil Jackson
Assistant Director for Highways

13 August 2010

APPENDIX C

CBC PROHIBITION OF WAITING ON BIDWELL HILL, H/REGIS

Comments re the above order:

I have lived at xx Bedford Rd for 28yrs & have never known of any accidents on this junction. The Bidwell Rd/ Bedford Rd junction is very wide, with 20yd of pathway & grass banks leading up to the houses lining the street, therefore vision in & out of Bidwell Hill is very clear and open. I fail to understand how an extension of double yellow lines (further away from the junction) would improve visibility at the junction. The existing double yellow lines at the notoriously dangerous junction St Michaels Ave / Bedford Road have done nothing to stop accidents there.

Most neighbours living along the proposed stretch of road have lived here for many years but I have never heard of any comments regarding that junction to be hazardous. They do however, talk about the excessive speeding of traffic on Bedford Road and complain that it is very dangerous to cross. I am sure these people would have no objections to road safety being improved on Bedford Road.

During my time on Bedford Road I have witnessed numerous accidents on Bedford Road itself or, particularly, at the St Michaels Ave/ Bedford Rd junction. An accident there, at the end of July, which involved one car coming out of St Michaels Ave crashing into a car coming along Bedford Road (the usual scenario) resulted in 1 of the cars crashing into the front wall of 22 Bedford Rd. A bollard near the house was demolished, gas mains were fractured & occupants evacuated. Any pedestrian there would have been killed. A similar accident a few weeks earlier resulted in 1 man lying on the grass outside the vicarage, being stabilised by the paramedics. If road safety is your priority, then surely the area where these accidents actually occur needs your attention, rather than a wide and comparatively quiet residential road.

Residents, many being elderly, have to walk on one side of Bedford Rd down to the lights at the Kings Arms pub to cross the road and then have to walk back up again. Children have to take their chances running across the road to get to school in the morning and in the afternoon. This road safety issue will not be alleviated with an extension of double yellow lines on Bidwell Hill.

In summary, although I applaud some recognition of a dire need to improve road safety on Bedford Road, I feel that any impact made by your proposals would be minimal. There is an urgent need for road safety to be improved along the stretch of Bedford Road around the St Michael's Avenue junction. In my opinion, during financially restrictive times, money would be better spent on addressing the safety of pedestrians and residents by putting more bollards on Bedford Road and dealing with the constantly excessive speeding of vehicles on Bedford Road.

Thank you for your attention.

Bidwell Hill Proposal:

I have recently spoken to Councillor McVicar about the proposal to extend the double yellow lines along this residential road. He will, I am sure, put forward my views during the meeting re. the proposals.

My main concern is the waste of scarce funding. I live in a cottage on Bedford Road (which was recently hit by a car speeding along Bedford Rd) and I am very concerned about the safety of pedestrians and residents along this 'race track'. Councillor McVicar assisted to organise the replacement of the one concrete bollard which had been sheared by the impact of the car, but told me that there was no funding for further protection, eg, further bollards along the roadside or speed cameras. Having been a resident here for 24 years I cannot see that the extension of double yellow lines up Bidwell Hill Road will have an impact on the improvement of road safety in this area given the history of the accidents here. All the incidents & accidents that I am aware of have occurred at the St Michael's Avenue junction, or on Bedford Road itself - simply due to excessive speeding and / or overtaking.

Please, if there is funding available, can it be used effectively in promoting improved road safety and adherence to the speed limit - where it is genuinely needed.

However, I am highly encouraged and pleased that the Council are, at long last, committed to "promoting road safety" in the area.

Thank you

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Meeting: Traffic Management Meeting
Date: 10 November 2010
Subject: Petition – Requesting a change in speed limit in Higham Road - Higham Gobion
Report of: Basil Jackson
Summary: The purpose of this report is to present a petition received in support of reducing the speed limit through Higham Gobion and to seek approval for a way forward.

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

Public/Exempt: Public

Wards Affected:

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

Financial:

A minimum of £7.5k would be required to implement this restriction. With gateways this would rise to £23.5k. There is no allocation within the 2010/11 integrated schemes programme for this work.

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 directly but a reduced speed limit would improve perceived safety.

Sustainability:

None as a result of this report

RECOMMENDATION(S):

That the Portfolio holder for Safer Communities and Healthier Lifestyles is requested to agree the change in speed limit in principle and that it be placed on a list of schemes for future implementation.

Background and Information.

1. A petition of 128 signatures has been received supporting the reduction of the speed limit through Higham Gobion. This seems quite a high number for the size and scale of the community
2. The speed limit through Higham Gobion is currently the national limit i.e.60mph
3. Prior to receiving this petition a request had been received in July 2009 via the helpdesk from a resident for this to be undertaken
4. At the time the original request was made there was no budget to undertake speed review requests and a waiting list was compiled to await future funding.
5. Since the end of the school summer holidays we have been undertaking a number of the assessments from the waiting list. Assessments are not generally undertaken in school holidays as this significantly affects traffic volumes.
6. This assessment is now in the process of being undertaken. The visual site assessment has been undertaken. The police have taken traffic speed and volume measurements and these have been used to inform this report
7. There have been no recorded collision resulting in injury in a 500m length of the C140 centred on Higham Gobion in the last 8 years. There may have been damage only collisions but there is no record of these.
8. The residents have also requested a bus stop. Following a site meeting the police have indicated that they would not support this without a speed limit in place.
9. There are 10 residential dwellings in Higham Gobion and a number of businesses on the former Manor Farm that attract an increasing number of employees and visitors.

Conclusion and The way Forward

10. Under normal circumstances assessing this location using the DfT guidance for setting speed limits there would be no basis to introduce any speed limit at all other than for reasons of local concern. The community is too small to qualify as a village under DfT guidance and there have been no injury accidents. Thus a limit would not be appropriate on safety grounds
11. The situation in respect of the setting of speed limits in rural communities is, however, currently under review. The Executive requested at its meeting in

August that the process be reviewed and will receive a report at its December meeting from the Assistant Director for Highways for Highways and Transport setting out how this may be achieved.

12. The current DfT guidance states that villages should be assumed to be eligible for a 30mph speed limit. A village is defined within the guidance as *'having 20 or more houses on one or both sides of a road in a minimum distance of 600m'*.

Clearly Higham Gobion does not meet those criteria and that is one of the reasons that it, and other similar small communities, have not been considered for speed limits in the past.

13. This however does not address the very real concerns of those in smaller communities who feel vulnerable to the speed and volume of passing traffic. Those concerns can be addressed by reducing the threshold requirements where a speed limit may be considered appropriate and the report to Executive will suggest how this may be achieved.
14. It is also important that any speed limit that is set recognises the speed at which traffic currently uses the road. For example it would be unrealistic to apply a 30mph speed limit on a road where there is little or no habitation and the average speeds are in excess of 50mph. Speed limits must have a context for drivers and the presence of frontage development is key to supplying some of this contextual evidence to the passing driver. Without it compliance will be low.
15. In the case of Higham Gobion whilst the numbers of properties are low and on only one side of the road they are extremely visible as is the church. Thus some visual context is present. The speeds as measured indicate that the two way mean average speeds taken over a 5 day period are at or just below 50mph. There is therefore a reasonable chance that a 40 mph speed limit will have a beneficial effect on vehicle speeds but general compliance is unlikely.
16. Although not formally consulted in writing discussions with the Police representatives indicate that they would support the introduction of this limit having been party to a number of previous discussions relating to this site. Implementation would also facilitate the further discussion of a bus stop.
17. It is therefore recommended that the implementation of a 40mph speed limit in Higham Gobion be supported in principle. The speed limit would be implemented over at least 400m length to ensure that it is enforceable by the police.
18. Members are asked to note that the cost of implementation of this speed limit is likely to be as follows.

- Advertisement and consultation of Traffic Regulation Order £3.5k to £5k
- Purchase and erection of speed limit signs £1.5k
- Road markings £1k
- A total of approximately £7.5k.

If gateways were to be introduced with gates, dragon teeth and coloured patches these would cost in the order of £8k each i.e.£16k for the two required. Costs are subject to detailed estimate.

19. There is currently no allocation within the 2010/11 integrated schemes budget for the implementation of changes to speed limits. In 2011/12 and the following two years Central Bedfordshire Council has determined that the integrated scheme budget will be targeted specifically at the four priority areas of the Local Transport Plan 3. The exceptions to this will be casualty reduction schemes and structural maintenance that will be awarded on a 'needs first' basis.
20. Higham Gobion does not lie within an LTP priority area nor does the speed limit qualify on the grounds of casualty reduction.
21. Additionally, and because of the above, it will, in any event, be of low priority.
22. It is recommended therefore that the change in speed limit in Higham Gobion from national speed limit to 40mph be agreed and placed on a list for future implementation when funds become available. There will be other schemes that will no doubt come forward from the review of rural speed limits that will also be in that category.
23. Alternatively should local funding for the speed limit be found this work could progress.

Shillington Parish Council

Including Pegsdon & Higham Gobion

BEDFORDSHIRE

Agenda Item 5
Page 35

Mrs. Karen Cousins <i>Clerk to the Council</i> ☎ 01462-713567 e-mail: Shillingt@talk21.com	'Karaway', 20A Vicarage Close, Shillington, Hitchin, Herts. SG5 3LS.	<i>Chairman:</i> Mrs. Sally Stapleton 26A Apsley End Road, Shillington, Hitchin, Herts. SG5 3LX. ☎ 07711-564489 e-mail: sallystapleton@bntinternet.com
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17th August 2010

The Monitoring Officer
Central Bedfordshire Council
Priory House
Monks Walk
Chicksands
Shefford
SG17 5TQ

Dear Sir or Madam

I'm here this morning to present a petition on behalf of the residents and employers/employees of Higham Gobion, a small hamlet located in the parish of Shillington. This petition has 11 pages and holds 128 names in support of a speed limit, and also includes suppliers and customers to the local businesses and people's homes.

Higham comprises a mixture of 10 residential dwellings, ranging from small semi detached farm workers' cottages to large 5 bedroom detached properties, housing growing young families, middle aged couples and pensioners.

The former Manor Farm at Higham and its surrounding agricultural buildings were sold off to a developer during the 1990s, as this was no longer sustainable and since that time a growing business park has been developing, which now accommodates five separate business concerns. The main business being Davies Veterinary Specialists, who are one of the largest and most diverse small animal referral centres in Europe. This company was founded in 1998 and now employs more than 30 specialist clinicians, 50 nurses and 20 administrators as well as support staff.

The C-140 road running through Higham is a link road from the A1 across country to the A6 at Barton and beyond to the M1 at Toddington. Over recent years traffic surveys have been carried out by Beds Police to measure traffic volumes and speed as these have been on the increase, and are particularly noticeable during the times the Stondon car boot is in operation, on Sunday mornings for 14 weeks from Easter, which impacts on the rural environment by tripling traffic volume over normal commuter traffic.

There have been a number of road traffic accidents on this stretch of highway (although not always within the centre of the hamlet, but within its boundaries, which of course would be influenced by the prevailing limits within the hamlet). Indeed properties have been without power on at least two occasions in the past year (one period for almost a week) when a speeding vehicle, managed to plough through a resident's hedge, taking down power lines and even more concerning almost hitting their daughter in the back garden.

Accessing and exiting homes and the business park has become increasingly more hazardous due to the speeding traffic and raised serious safety concerns to both residents and Parish Council. With this in mind, in 2004 Shillington Parish Council allocated their Highways Partnership grant to the provision of an off road pull in/car park hard standing area by Higham Cottages to enable residents a better 'escape route' to exit the main highway, before being back-ended by vehicles.

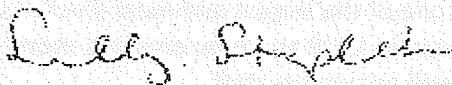
For pedestrians, no footpath exists along the side of the highway, so residents wishing to attend church services towards the top of the hill take their lives in their hands, trying to walk on this busy stretch of highway, with high hedges so no room for escape.

A speed limit will enable a bus stop to be included within this part of the parish. One of the young people living here is now starting Harlington School next term, with other youngsters growing up, who will need this service in the future, and there is nowhere for the bus to safely pull in and collect them due to the traffic speed. Several of the student veterinarian nurses have also advised how beneficial a bus service would be to enable them to reach their place of employment, as indeed would other local businesses benefit from such provision.

Recent meetings have been held with Mr. David Bowie of CBC Highways, our Ward Councillors, Bedfordshire Police, Parish Council and residents, as well as communications with the Centre Bus Company. All agree that this stretch of road requires a speed limit. Indeed speeding traffic through our parish was highlighted as a major concern by residents in our Parish Plan – with actions on the Parish Council to lobby for the introduction of speed limits on our village roads that are currently unrestricted.

The police will not support the bus stop until we have a speed limit in place and Centre Bus has indicated that this is a requirement for the safety of both driver/bus and alighting passengers. There historically exists an 'on request bus stop', however speeding traffic is unsuitable for the prevailing road conditions and prevents residents and business park users being able to stand on the side of the road due to the dangers of being struck by rapidly moving vehicles, where a designated bus stop would indicate to through traffic, a need to reduce their speed.

As a Parish Council we fully appreciate the financial constraints on the CBC budget and are more than willing to work with all partners to achieve both a speed limit and bus stop for the benefit of both residents and the continued expansion of the local businesses, in what is a ruraly deprived area. We would crave your consideration and positive response to our request in this petition.



Sally Stapleton (Mrs)

Designated Resident Contact in Relation to Petition:

Mrs. Florence Kerry-Smith

Address: The Old Rectory, Higham Gobion, SG5 3HP.
Tel: 01582-883203
E-mail: fks@dircon.co.uk

Petition to reduce the legal speed limit for the village of Higham Gobion

<p>Petition summary and background</p>	<p>At present the speed limit through the village of Higham Gobion is 60mph. We have residential homes with young children, a business park employing in excess of 100 people, a church and many bridle paths. [The lastest in a long list of motor accidents in our village saw a car colliding with a telegraph pole, knocking it over the wall of a home housing two small children and subsequently losing power and telephones to part of the village for ten days.]</p>
<p>Action petitioned for</p>	<p>We, the undersigned, are concerned members of the public, who live in Higham Gobion or are regular users of the stretch of road in question, who are concerned about the safety issues of cars driving through the village at motorway speeds and who urge our elected local representatives to act immediately to reduce the speed limit.</p>

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