

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



please ask for Martha Clampitt
direct line 0300 300 4032
date 3 December 2010

NOTICE OF MEETING

TRAFFIC MANAGEMENT MEETING

Date & Time

Tuesday, 14 December 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	Bedford Street, Ampthill - Resolution of an objection to the proposed Prohibition of Waiting To report to the Portfolio Holder for Safer and Stronger Communities the receipt of one objection to proposal for waiting restrictions in Bedford Street , Ampthill and seek approval for the implementation of this scheme.	* 5 - 12
4	Petition - To provide Traffic Calming Measures - The Ridgeway Flitwick The purpose of this report is to present a petition received from residents of The Ridgeway - Flitwick requesting traffic calming and to recommend that no further action be taken at the present time.	* 13 - 20
5	Proposed Speed Cushions, The Grove, Houghton Conquest The purpose of this report is to present to the Portfolio Holder for Safer and Stronger Communities the result of consultation on the proposal to construct two pairs of speed cushions on The Grove, Houghton Conquest and seek approval for implementation of the scheme.	* 21 - 28

- 6 **Bedford Road and Hitchin Road, Henlow Camp - Resolution of an objection to the proposed Prohibition of Waiting** * 29 - 38
- To report to the Portfolio Holder for Safer and Stronger Communities the receipt of an objection to proposals for waiting restrictions in Bedford Road and Hitchin Road, Henlow Camp and seek approval for the implementation of this scheme.
- 7 **Contra-flow cycle schemes in Leighton-Linslade - Review of Experimental Schemes after 6 Months of Operation** * 39 - 62
- To report to the Portfolio Holder for Safer Communities and Healthier Lifestyles the comments and objections received in the first 6 months of implementation of the three contra-flow cycle lanes in Leighton-Linslade (Church Road, Hockliffe Street and Hartwell Grove) and to decide if the schemes should be made permanent, revised or removed.
- 8 **Long Close and Station Road, Lower Stondon - Resolution of an objection to the proposed Prohibition of Waiting** * 63 - 74
- To report to the Portfolio Holder for Safer and Stronger Communities the receipt of two objections to proposals for waiting restrictions in Long Close and Station Road, Lower Stondon and seek approval for the implementation of this scheme.
- 9 **St Neots Road, Sandy - Traffic Calming** * 75 - 96
- To present to the Portfolio Holder for Safer and Stronger Communities and Healthier Lifestyles the responses received to proposals for traffic calming measures in Sandy and seek approval for the implementation of the scheme as amended by this report.

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Meeting: Traffic Management Meeting
Date: 14th December 2010
Subject: Bedford Street, Ampthill - Resolution of an objection 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 and Stronger Communities the receipt of one objection to proposal for waiting restrictions in Bedford Street, Ampthill and seek approval for the implementation of this scheme.

Contact Officer: Ron Phelvin – Senior Technician Transportation Group
ron.phelvin@amey.co.uk
Public/Exempt: Public
Wards Affected: Ampthill
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

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

Financial:

Implementation of this scheme will cost £2k and is available from existing 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):

1.

- (a) **That the proposal to introduce No Waiting At Any Time Restriction in Bedford Street, Ampthill be implemented as set out in this report.**

Background and Information

1. The Council has received complaints concerning parked vehicles in Bedford Street generally and specifically near to its junction with Swaffield Close. Most of the on-street parking appears to be associated with the adjacent Waitrose store.
2. These complaints were investigated and it was considered that a prohibition of waiting at any time should be introduced on the eastern side Bedford Street and at the junction of Swaffield Close. Keeping these areas clear of parked vehicle should resolve the aforementioned problems.
3. In advance of the statutory public notice stage, an informal consultation exercise was undertaken in August 2010. This was presented as part of a package of measures which also included waiting restrictions along Woburn Street. The main purpose being to determine local opinion on the proposals.
4. As a result of comments received during the initial consultation, the proposals were amended to incorporate a short length of double yellow lines at the entrance leading to the rear of nos.52-64 Bedford Street. Residents requested this in addition to the original proposals because parked cars were obstructing their access/egress.
5. A revised proposal was drawn up and this was formally advertised by public notice in September 2010. Consultations were also carried out with the emergency services and other statutory bodies, the Town Council and Elected Members. Residents were consulted again to give them a further opportunity to comment.
6. One objection was received from a resident on the West side of Bedford Road who was concerned with the lack of parking facilities in the area.
7. The objector states that she has lived at her property for 15 years and that there had been no problem with parking until the arrival of the Waitrose development. She also said that she couldn't understand the need for double yellow lines outside her property and that they were totally unnecessary. She further requested a residents only bay outside her property.
8. Bedfordshire Police accept the proposal and have raised no objections.

Conclusion and the Way Forward

9. In response to the objector's comments; it does appear that the parking in the area of the resident's home has increased as a result of the Waitrose development. The store has very little parking available for staff, so many of them park in Bedford Street.
10. Parked vehicles, particularly in the vicinity of the supermarket, create a hindrance to traffic flows in both directions along Bedford Street. The situation is exacerbated by parking at the junction of Swaffield Close and Bedford Street. The present level of parking obstructs visibility for drivers turning into and out of side roads and for crossing pedestrians. As a result, it is considered that the current parking creates a road safety hazard.
11. The provision of double yellow lines outside the objector's property is also considered necessary to promote road safety, particularly at the entrance to the rear of properties 52 to 64 Bedford Street. Irresponsible parking is preventing the safe manoeuvrability of vehicles entering or leaving the above properties.
12. It would be impractical to introduce a resident's permit scheme for just one or two parking spaces. These are usually implemented on a zonal basis, covering several streets.
13. In summary, the proposals are specifically intended to address obstructive parking in Bedford Street and visibility problems associated with the drivers emerging from Swaffield Close. Whilst the proposals will cause inconvenience to this particular resident, it is felt that the overall safety aspects will prove beneficial to the public as a whole. Consequently it is recommended the proposals for Bedford Road and Woburn Street are endorsed, and that the restrictions proceed as advertised.

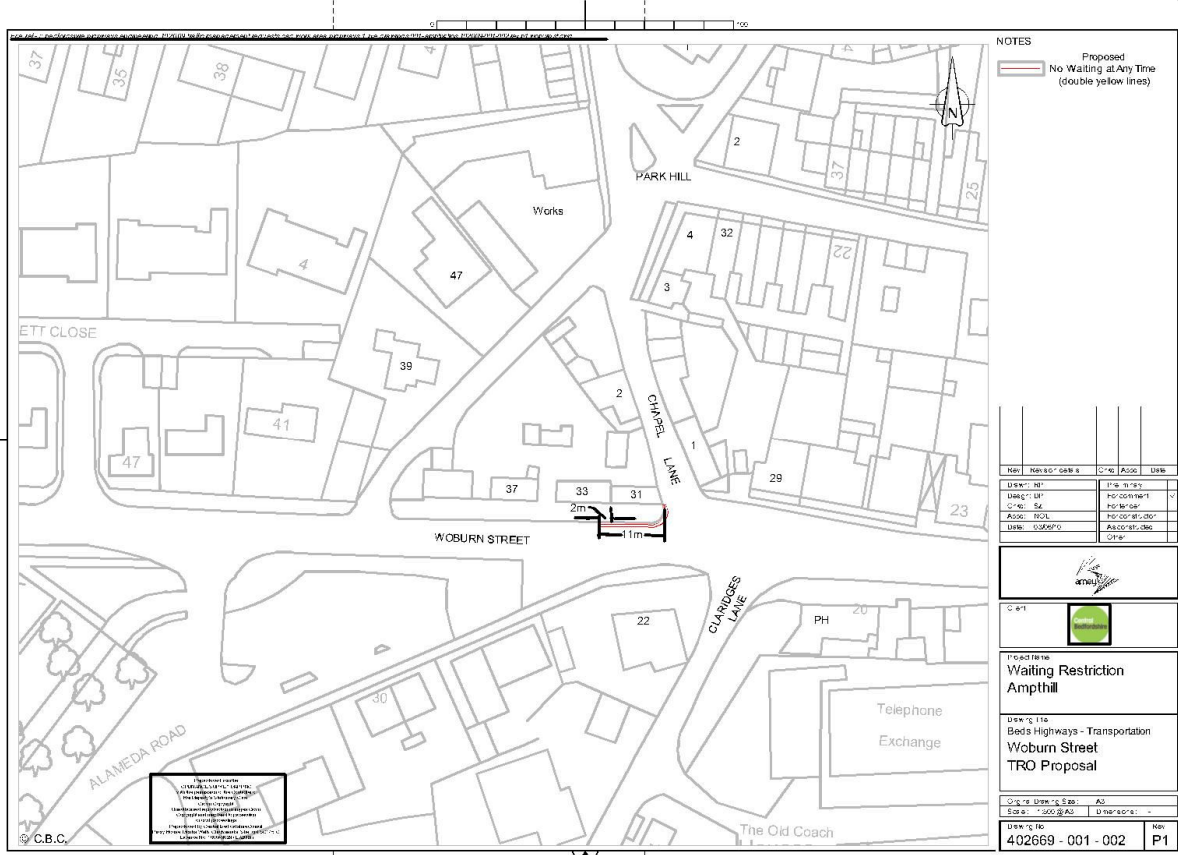
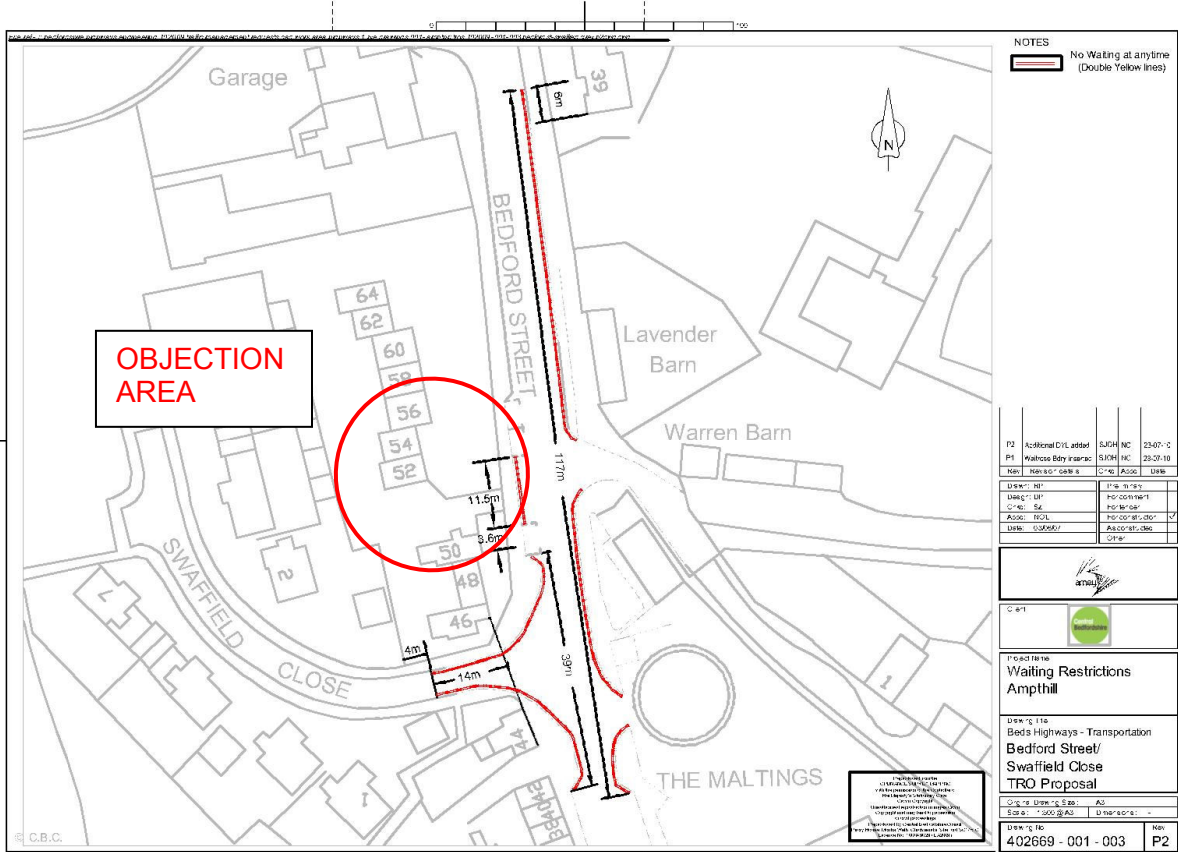
Appendices:

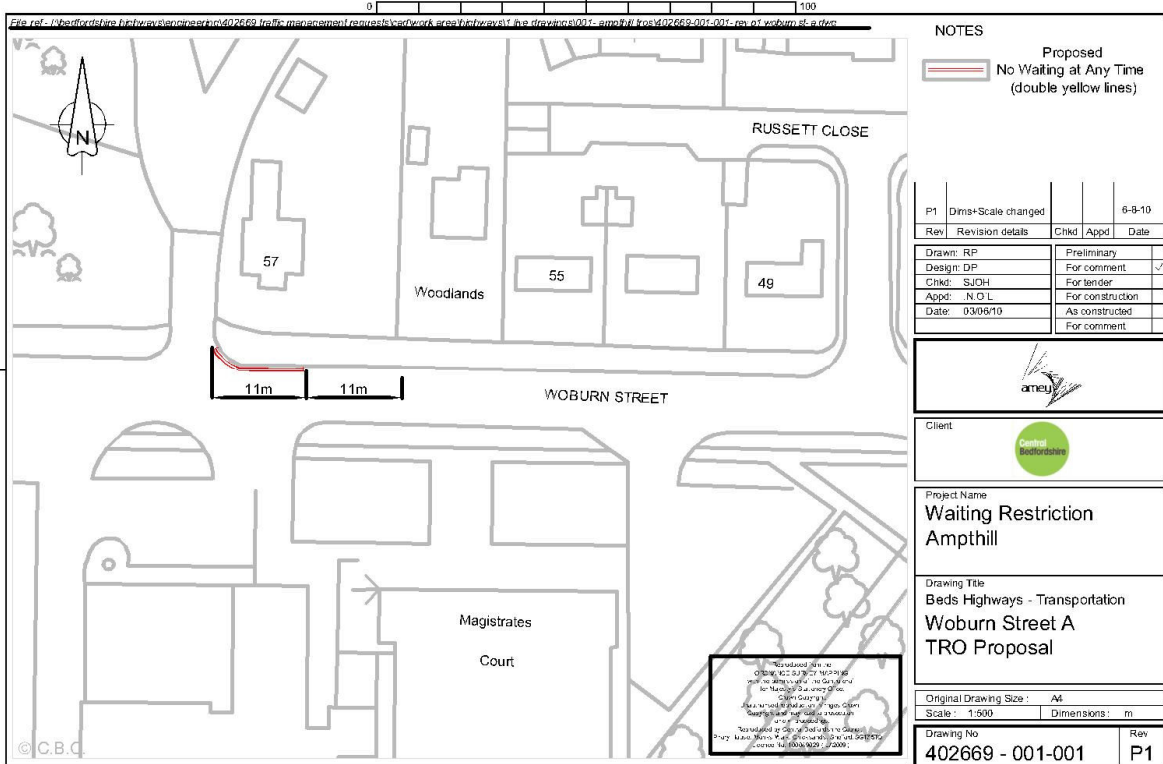
Appendix A – Location plan

Appendix B – Public notice

Appendix C – Objection to proposal

APPENDIX A – LAYOUT PLANS BEDFORD STREET / WOBURN STREET.





NOTES

Proposed
No Waiting at Any Time
(double yellow lines)

Rev	Revision details	Chkd	Appd	Date
P1	Dim's+Scale changed			6-8-10
Drawn:	RP			Preliminary
Design:	DP			For comment
Checked:	SJCH			For tender
Appd:	N.O.L			For construction
Date:	03/08/10			As constructed
				For comment



Client

Project Name
**Waiting Restriction
Ampt Hill**

Drawing Title
**Beds Highways - Transportation
Woburn Street A
TRO Proposal**

Original Drawing Size: A4
Scale: 1:500
Dimensions: m

Drawing No	Rev
402669 - 001-001	P1

APPENDIX B

THIS NOTICE SUPERSEDES THE NOTICE PUBLISHED ON 27 SEPTEMBER
2009

The logo for Central Bedfordshire, featuring the text "Central Bedfordshire" in white on a green circular background.

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A NO WAITING RESTRICTIONS IN WOBURN STREET, BEDFORD STREET AND SWAFFIELD CLOSE AMPHILL.

Reason for proposal: Following complaints from residents the proposed Order is considered necessary to promote safety and the free flow of traffic, particularly at junctions.

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 lengths of road in Ampthill:-

- Woburn Street on the north side from a point 11 metres west of the boundary between no. 57 Woburn Street and Woodlands westwards for approximately 11 metres.
- Woburn Street on the north side from a point 2 metres west of the boundary between nos. 31 and 33 Woburn Street eastwards for approximately 11 metres.
- Bedford Street on the west side from a point in line with the boundary between nos. 40 and 42 Bedford Street northwards to its junction with Swaffield Close.
- Bedford Street on the west side from its junction with Swaffield Close northwards to a point approximately 39 metres north of the boundary between nos. 40 and 42 Bedford Street.
- Bedford Street on the west side from a point approximately 3.6 metres north of the boundary between nos. 48 and 50 Bedford Street northwards for approximately 11.5 metres.
- Bedford Street on the east side from a point approximately 6 metres north of the south Flank wall of 39 Bedford Street southwards for a distance of approximately 117 metres.
- Swaffield Close on both sides from its junction with Bedford Street westwards to a point 4 metres east of the boundary between no. 2 Swaffield Close and no. 46 Bedford Street.

Further Details: of the proposed order and plans may be examined during normal office hours at the address below and normal opening hours at Ampthill Library, 1 Dunstable Street, Ampthill, MK45 2NL. 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, 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 29th 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

7th October 2010

APPENDIX C

From: Xxxxx Xxxxx
Sent: 12 October 2010
To: Chris Heard – Countryside Access Service Forwarded to R. Phelvin 13-10-10
Cc: 'nick.chapman@amey.co.uk'
Subject: No Waiting Restriction – Bedford Street, Ampthill.

Dear Sirs

I have live at the above address for 15years, and until Waitrose came in there was no problem with parking in Bedford Street. Waitrose employ over a 100 people, all of whom have cars, bearing in mind the infrastructure of Ampthill, parking spaces are limited.

It is now being proposed to put double yellow lines outside my property, the reason for which I do not understand, and object to. This is the only place I can park since my cottage is mid terrace and I therefore feel these yellow lines are totally unnecessary. Number XX is set back from the road, and prior to the new layout near my property (totally wrong) there was never any congestion with traffic.

I will be writing to my M.P. and if necessary the Beds on Sunday, why could not the Bay outside my property be marked for “residents only”?

I would appreciate your comments

Yours faithfully.

X. Xxxxxx (mrs)

Bedford Street .
Ampthill.

Meeting: Traffic Management Meeting
Date: 14 December 2010
Subject: Petition – To provide Traffic Calming Measures - The Ridgeway Flitwick
Report of: Basil Jackson
Summary: The purpose of this report is to present a petition received from residents of The Ridgeway - Flitwick requesting traffic calming and to recommend that no further action be taken at the present time.

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

CORPORATE IMPLICATIONS

Council Priorities:

Financial:

None from 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:

None as a result of this report

Sustainability:

None as a result of this report

RECOMMENDATION(S):

- 1. The Portfolio Holder for Safer Communities and Healthier Lifestyles is requested to note the contents of the report, approve that no further action be taken at present and that the lead petitioner be informed of the outcome.**

Background and Information.

1. A petition of 55 signatures has been received from the residents of The Ridgeway Flitwick requesting traffic calming measures for The Ridgeway. (Appendix A)
2. There have been two recorded injury accidents in The Ridgeway in the last 14 years. The first in 2008 involved the rider of a moped/small motorcycle driving into the rear of another vehicle and more recently in March 2010 a 14 year old female pedestrian was injured by a vehicle whilst crossing the road on her way to school.
3. Both incidents were classified as slight injury collisions.
4. Inappropriate use of speed can be a contributory factor in road collisions but there is no specific indication that this was a factor in either of these recorded collisions.
5. The police have undertaken speed measurements in the area and there are undoubtedly some vehicles that travel along The Ridgeway above the posted speed limit although average speeds are low. Some of these vehicles exceed the prosecutable limit of 35mph. In a full week of measurements however (20th to 26th April 2010) less than one percent of vehicles (88) were recorded travelling at 35mph or greater in both directions.
6. As may be expected traffic flows are fairly light and reasonably balanced in numbers in either direction.
7. Whilst any vehicles travelling at this speed in a residential area should clearly not be doing so this is a relatively low number compared with other areas where the police have been requested to undertake such measurements. The police do not consider average speeds in the area sufficiently high to include The Ridgeway for enforcement visits.
8. Under the current criteria against which safety schemes are allocated intervention in the form of traffic calming would only be considered where there would be a demonstrable saving in casualties or where other works were being carried out for example a Safer Route to School scheme.
9. In the case of The Ridgeway no real casualty reduction opportunity exists. The pedestrian accident was a crossing accident. Such accidents are generally attributable to misjudgement and failure of observation by one or both parties and even within a traffic calmed area slight injuries may well result from a similar accident. No other schemes are planned.

10. Given the relatively low traffic flows and speeds in this road traffic calming would be considered disproportionately invasive. Road humps are intrusive for residents and tend to lead to associated problems with noise. Additionally The Ridgeway has many vehicle accesses and to position traffic calming features would be difficult and disruptive to residents.
11. It is apparent from some of the correspondence received that it is certain vehicles or types of vehicles that seem to be regularly driven at speed through the area. It is understood that if these are reported to the Safer Neighbourhood Team they will target these specific vehicles and their drivers in order to reduce this.

Conclusion and The Way Forward

12. Currently Central Bedfordshire Council is preparing a new Local Transport Policy document outlining it's priorities for the highway network for the next three years. The plan shows that in the next three years the majority of the scheme budget will be targeted through that plan at four priority areas. Those will be Dunstable/Houghton Regis, Biggleswade/Sandy, Leighton Linlade and Arlesey/Stotfold. As a result of this there will be no funding to implement schemes in other areas of Central Bedfordshire in 2011/12 and only a limited amount in the following 2 years.
13. Schemes identified purely on casualty reduction grounds will be considered on a need basis and will not be constrained by the Local Transport Plan but will be constrained by the limited funds available. The Ridgeway would not qualify for a scheme on casualty reduction grounds
14. The situation is therefore that The Ridgeway, and many other roads in a similar situation, will not meet the criteria to be considered for engineering measures. The response sent to the lead petitioner on 10th May 2010 showed an assessment ranking of 0 stars for this request. (Appendix B)
15. If there were to be a sufficiently strong local feeling that The Ridgeway should be traffic calmed and that this could be justified from local funds then Flitwick Town Council may wish to consider funding it.

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Residents of The Ridgeway

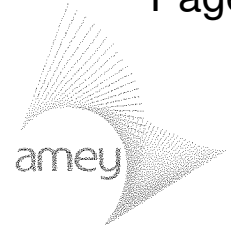
As you may be aware, on the morning of 30 March 2010, we sadly experienced what has been long overdue on The Ridgeway. A traffic accident where a young girl was hit by the driver of a car.

Most of us have been in agreement for some time and have voiced our opinions that serious action needs to be taken in the form of "Traffic Calming Measures", and urgently before another incident occurs.

Please show your support for the consideration of these measures by signing below. This petition will then be presented to Central Bedfordshire Council.

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Your reference
Our reference DP/ 42098/3.12/121497



Woodlands Annex
Manton Lane
Bedford
MK41 7NU

Working in Partnership with
Bedford Borough Council & Central Bedfordshire Council

Mr Cole
43 The Ridgeway
Flitwick
Bedfordshire
MK45 1DH

Switchboard 0845 365 6000
Facsimile 0845 365 6001

www.amey.co.uk

10 May 2010

Request for traffic calming – The Ridgeway, Flitwick

Dear Mr Cole

Thank you for your enquiry regarding the above location.

We receive a large number of requests for this type of work each year and the number of potential schemes far outweighs the resources that would be available to address them. In order to respond appropriately in a way that addresses the requests on a priority basis we have introduced a framework of criteria against which to assess all requests for traffic management, traffic regulation orders and road safety improvements. As part of our consideration of your request, we have made a site visit to collect the data needed to do this. Each request is then ranked 0 – 5 stars by considering the following criteria;

- Road safety
- Congestion relief
- Capacity Improvement
- Environmental Impact
- Promotion of integrated transport
- Improving accessibility
- Council policy
- Cost

Taking these factors into account, we have awarded this request "0 stars" on our 0 – 5 star ranking system. This proposal would not provide sufficient benefit to the community to justify the cost of its implementation.

I do not consider it likely that it will be possible to carry out these works in the foreseeable future, although details of your request will be retained on file and reconsidered if circumstances or regulations change.

Thank you for taking the time to contact me and I am sorry that I am unable to be of assistance on this occasion.

Yours sincerely

A handwritten signature in black ink, appearing to read "Nick Chapman". The signature is written in a cursive style with a large, sweeping initial "N".

Nick Chapman
Transportation Manager
Bedfordshire Highways

Meeting: Traffic Management Meeting
Date: 14th December 2010
Subject: Proposed Speed Cushions, The Grove, Houghton Conquest

Report of: Basil Jackson, Assistant Director of Highways and Transportation

Summary: The purpose of this report is to present to the Portfolio Holder for Safer and Stronger Communities the result of consultation on the proposal to construct two pairs of speed cushions on The Grove, Houghton Conquest and seek approval for implementation of the scheme.

Contact Officer: David Brown
david.brown@amey.co.uk

Public/Exempt: Public

Wards Affected: Houghton Conquest

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

To improve Highway Safety and facilitate the free flow of traffic

Financial:

The construction of this scheme is estimated to cost approximately £13500.

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:

Will improve road safety on this section of highway.

Sustainability:

None as a result of this report

RECOMMENDATION(S):

- 1. That the proposal to construct two pairs of Speed Cushions on The Grove, Houghton Conquest be implemented as set out in this report**

Locations

1. Approximately 1m east of the property boundary between Nos 50 and 52 The Grove
2. Approximately 11m west of the property boundary between Nos 60 and 62 The Grove.

Background and Information.

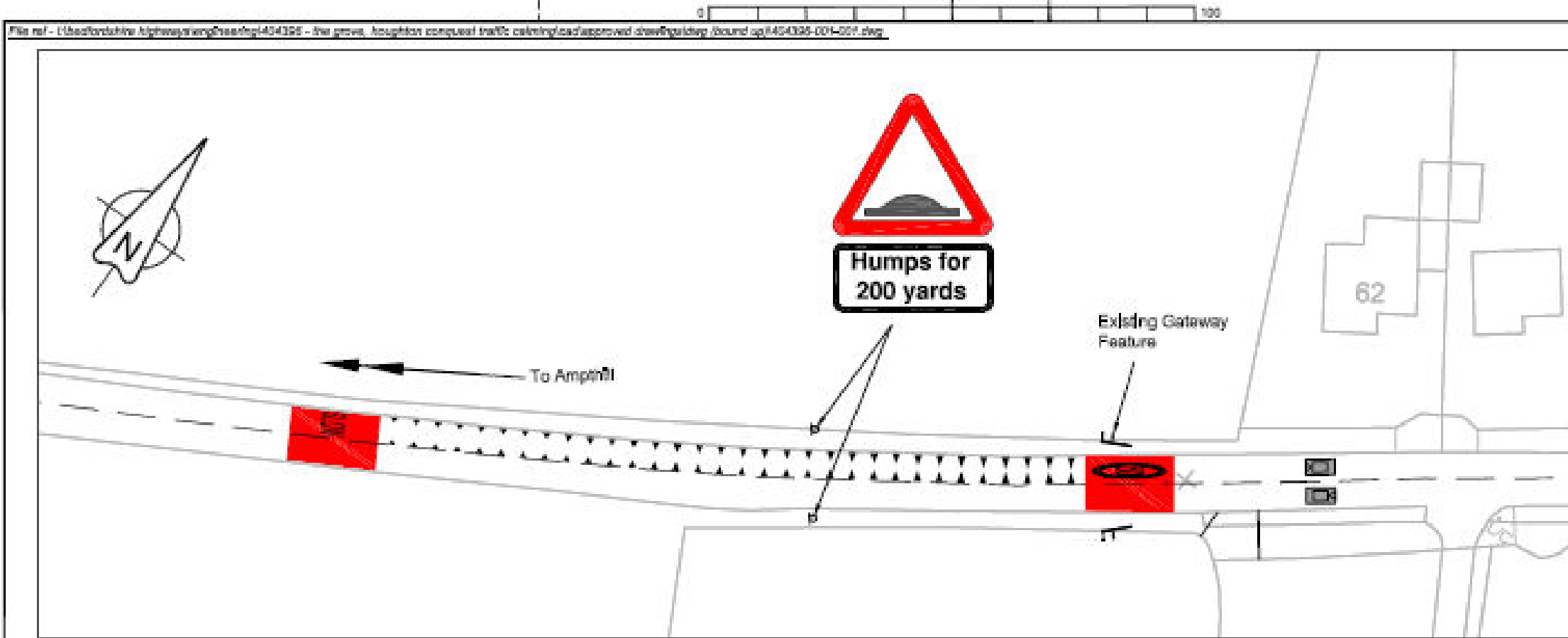
1. Concerns were raised about the traffic speeds approaching the new 20mph zone in Houghton Conquest. It was felt that this issue could be detrimental to the safety of residents, pedestrians and other motorists. Houghton Conquest Parish Council instructed Bedfordshire Highways Transportation Section to investigate remedial measures.
2. The subsequent investigation and traffic survey substantiated the Parish Council's concerns and Speed Cushions, and enhancement of the gateway feature was proposed to reduce the current hazard.
3. A plan was produced to initiate statutory consultation (See Appendix A)
4. A statutory consultation was undertaken in September 2010 with all stakeholders, including letters delivered to all residents in the vicinity of the proposals. The public notice (See Appendix B) was posted on site and published in the Beds on Sunday on 05/09/10.
5. As a result of this consultation, one objection was received (See Appendix C). The summary of the comments are listed below:
 - 5.1. I object to the humps, but mostly I totally 100% categorically object to the post that is on your plan to be placed in my front garden.
 - 5.2. I have looked after this piece of front garden for the last 30 years and never ever has it been treated or cut by the Council.
 - 5.3. I already have a lamp post at the beginning of my drive which fortunately is between mine and 17a but nevertheless it is a post and I certainly don't want to look out of my window and see yet another post blocking my view.
 - 5.4. I suggest you put it on the spare large bit of land on the opposite side of the road, namely Grange Close.

Conclusions and the Way Forward

6. Whilst the objector states that he objects to the cushions, it is unclear from his letter what his grounds for objecting are. His main concern appears to be related to the positioning of the traffic sign. Hence, we wrote to the objector explaining our position, clarifying the sign position, and asking him to confirm the grounds for objecting to the speed cushions. The main points included in our letter are as follows, and a copy is included in Appendix C:
 - 6.1. The location of the post on the plan was indicative and during detailed design a more suitable location has been established, adjacent the property boundary between No's 15 and 15a. The residents have been consulted by the Parish Council, and have raised no objection to the location of this sign.
 - 6.2. Speed cushions alongside an enhanced gateway feature would encourage traffic to slow down approaching and immediately upon entering the village. Following the proposed cushions there is a bend in the road, which acts as a natural speed reduction feature, thus encouraging traffic to remain at low speed. This is then followed by the feature entrance to the 20mph zone and further bends, already accepted as natural speed reducing features within the 20mph zone.
 - 6.3. Should you wish your objection to the speed cushions to still be considered I would be obliged if you could confirm the grounds on which it is based so that we may have the opportunity to consider/address them.
7. No further response has been received.
8. No written responses were received in favour of the proposal, but we did receive one phone call of support from a resident of The Grove.
9. The proposed course of action is to implement the proposals as advertised (with the revised sign location), for two pairs of speed cushions, and enhancement of the gateway feature, subject to Committee/Portfolio Holder approval.

Appendices


- Appendix A: Drawing No. 404396-001-001
- Appendix B: Public Notice
- Appendix C: Correspondence



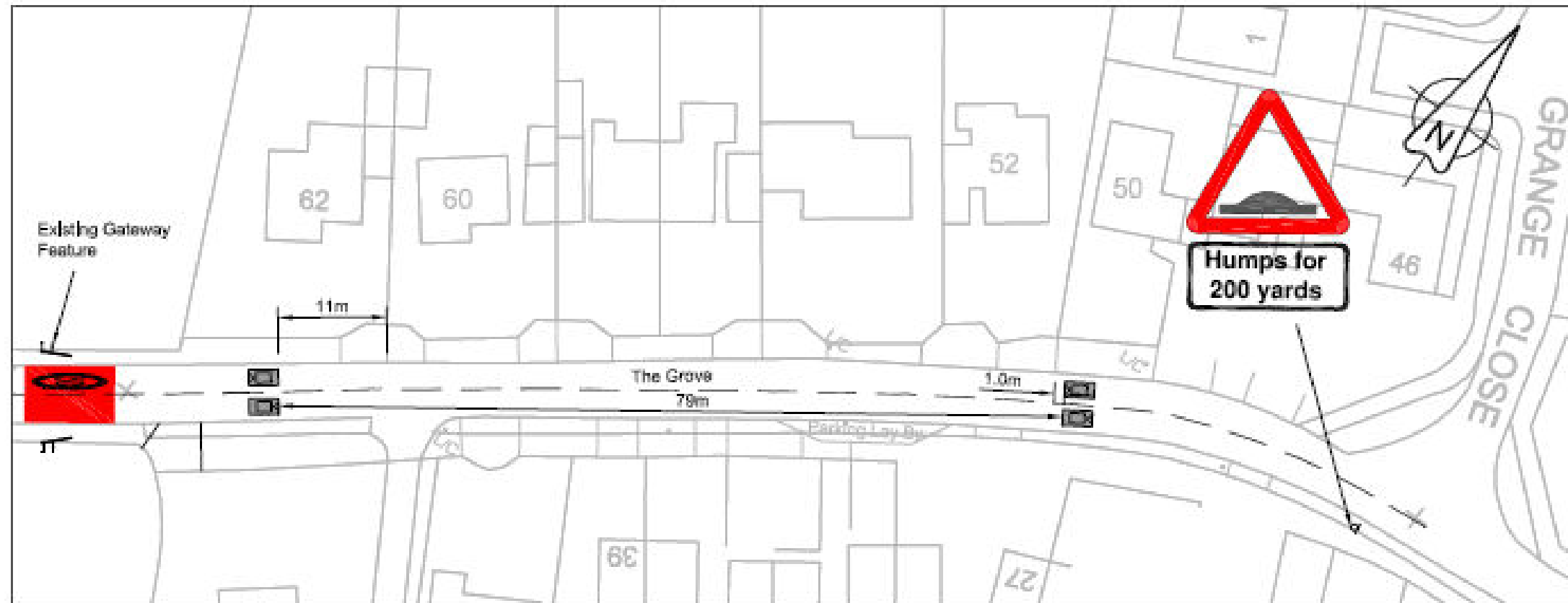
Notes

- Existing Gateway feature to be enhanced.

Key

 Pair of speed cushions
1.8m wide, 3m long and
65mm high.

 Existing Lighting Column

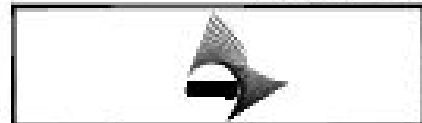


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Rev	Revision details	Chkd	Appd	Date

Drawn	CB	Preliminary	
Checked	CB	For comment	
Checked	SH	For tender	
Appd	NC	For construction	
Date	09/05/10	As constructed	
		Construction	✓



Project Name
**Houghton Conquest
Traffic Calming**

Drawing Title
**Bedford Highways - Transportation
The Grove - Proposed
Traffic Calming**

Original Drawing Size: A3
Scale: 1:1500
Dimensions: m

Drawing No	Rev
404396-001-001	-

Appendix B – Public Notice

PUBLIC NOTICE



HIGHWAYS ACT 1980

PROPOSED TRAFFIC CALMING MEASURES

THE GROVE, HOUGHTON CONQUEST

CENTRAL BEDFORDSHIRE COUNCIL propose to construct traffic calming measures under Section 90 A-I of the Highways Act 1980 and all other enabling powers, in The Grove, Houghton Conquest to reduce vehicle speeds and improve road safety and the environment for local residents.

The proposed traffic calming measures will be:

2 pairs of Speed Cushions, 1.6m wide by 3.0m long (including ramps) and 65mm high, set approximately 0.8m apart.

All associated signage.

The proposed locations of the speed cushions in The Grove, Houghton Conquest are as follows:

1. Approx 1m east of the property boundary between Nos 50 and 52 The Grove.
2. Approx 11m west of the property boundary between Nos 60 and 62 The Grove.

Further Details: of the proposals and a plan can be examined during normal office hours at Central Bedfordshire Council, Technology House, 239 Ampthill Road, Bedford, MK42 9QQ and normal opening hours at Ampthill Library, Dunstable Street, Ampthill, MK45 2NL. Tel: David Brown on 0845 365 6026 for further advice on these proposals.

Objections: should be sent in writing to the Orders & Commons Registration Officer, Countryside Access Service, Central Bedfordshire Council, Technology House, 239 Ampthill Road, Bedford, MK42 9QQ, stating the grounds on which they are made by 27 September 2010.

Technology House
239 Ampthill Road
Bedford MK42 9QQ

Basil Jackson
Assistant Director for Highways

5 September 2010

Appendix C – Correspondence

Dear Sirs

OBJECTIONS

Proposed Traffic Calming Measures - The Grove, Houghton Conquest, Bedfordshire

With regard to the above plan you have sent me as to the proposed traffic calming measures "speed humps", I object to the humps, but mostly I totally 100% categorically object to the post that is on your plan to be placed in my front garden!

I have looked after this piece of front garden for the last 30 years and never ever has it been treated or cut by the Council. I assume therefore that this piece of land is mine.

You now propose to stick a post in it. I already have a lamp post at the beginning of my drive which fortunately is between mine and 17a but nevertheless it is a post and I certainly don't want to look out of my window and see yet another post blocking my view!

I suggest you put it on the spare large bit of land on the opposite side of the road, namely the corner of Grange Close which is a more sensible place as coming out of the village on this road, there is a slight bend so it is not going to be very visible to drivers and therefore not an appropriate place to put it.

Yours faithfully

Appendix C – Correspondence



**Woodlands Annexe
Manton Lane
Bedford
MK41 7NU**

Switchboard 0845 365 6000
Facsimile 0845 365 6001

www.amey.co.uk

www.bedfordshire.gov.uk

27th October 2010

Proposed Speed Cushions – The Grove, Houghton Conquest

Dear,

Thank you for your letter of objection dated 6th September 2010 with regard to the proposed speed cushions in The Grove. Your objection to the location of the sign and post as indicated on the plan is understandable, however the location on this plan was indicative and during detailed design a more suitable and sympathetic location has been established.

In your letter, it is not entirely clear upon what basis you wish to object to the speed cushions, therefore I would like to take the opportunity to outline some more details about the scheme.

The aim of this scheme, defined by Houghton Conquest Parish Council, is to reduce traffic speeds entering Houghton Conquest via The Grove. A number of different traffic calming measures have been considered for application, but speed cushions have been proposed as they offer the most effective and appropriate solution for reducing traffic speeds along this section of highway.

Speed cushions alongside an enhanced gateway feature would encourage traffic to slow down approaching and immediately upon entering the village. Following the proposed cushions there is a bend in the road, which acts as a natural speed reduction feature, thus encouraging traffic to remain at low speed. This is then followed by the feature entrance to the 20mph zone and further bends, already accepted as natural speed reducing features within the 20mph zone.

The location we are proposing for the aforementioned post and sign is in line with the property boundary between no's 15 and 15a. We have consulted with the residents of these properties and can confirm that, should the scheme proceed, then this would be the location of this sign.

Should you wish for your objection to the speed cushions to still be considered I would be obliged if you could confirm the grounds on which it is based so that we may have the opportunity to consider/address them.

Should you wish to discuss the proposals further, or require further information, please contact David Brown at Bedfordshire Highways, Woodlands Annexe, Manton Lane, Bedford MK41

Appendix C – Correspondence

7NU, or telephone 0845 365 6026, or e-mail: David.brown@amey.co.uk.

Yours Faithfully

Nick Chapman
Transportation Manager

Meeting: Traffic Management Meeting
Date: 9th December 2010
Subject: Bedford Road and Hitchin Road, Henlow Camp -
Resolution of an objection 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 and Stronger Communities
the receipt of an objection to proposals for waiting restrictions in Bedford
Road and Hitchin Road, Henlow Camp 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: Silsoe and Shillington, Langford and Henlow
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

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

Financial:

£90,000 is available from a Highways Act Section 106 agreement and a further
£25,000 from Central Bedfordshire Council from the highways maintenance 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

Sustainability:

None as part of this report

RECOMMENDATION(S):

1.
 - (a) **That the proposal to introduce a No Waiting At Any Time Restriction on various lengths of the service road adjacent to the Bedford Road/ Hitchin Road roundabout be implemented as set out in this report.**
 - (b) **That the proposal to introduce dedicated Parking Places for Motor Vehicles and Motorcycles in the service road to the north-east of Bedford Road at be implemented as set out in this report.**
 - (c) **That the proposal to remove a length of No Waiting At Any Time Restriction on the south-east side of Hitchin Road to accommodate the construction of a parking bay be implemented as set out in this report.**

Background and Information

1. The enhancement scheme came about as a result of obtaining Highways Act Section 106 funding in relation to a planning application for new housing in 2000. The developer made a contribution towards the enhancement of the Henlow Camp shopping area, which included highway, parking and landscape works. Wider aspects of the scheme were the subject of a report to the Traffic Management Meeting on 19th January 2010. The current report is confined to reporting on the receipt of objections to the published waiting restriction Orders.
2. There have been longstanding issues with indiscriminate footway parking in the vicinity of the shops. Parking on the carriageway is generally prohibited by existing waiting restrictions, so it has become common practice for drivers to park on the widened footways. Much of this parking takes place in an uncontrolled manner, which often obstructs the footway for pedestrians and gives the area a very cluttered feel. In addition, there is misunderstanding about where vehicles may be legally parked and this has created some enforcement difficulties in the past.
3. As part of the enhancement scheme, it was considered that measures should be included to formalise the parking activity. In advance of the statutory public notice stage, local consultations were carried out on the overall scheme to determine local opinion on the proposals and the results were included in the report of 19th January 2010.

4. The waiting restriction scheme was formally advertised by public notice in October 2010. Consultations were carried out with the emergency services and other statutory bodies, Henlow and Stondon Parish Councils and Elected Members. Residents and nearby business owners were also consulted to give them an opportunity to make formal representations on the proposal.
5. As a result, one objection has been received from the owner of a business located on the south-east side of Hitchin Road. He raises a number of points, which can be summarised as follows:-
 - (a) The parking spaces provided by the new lay-by on the south-east side of Hitchin Road will be taken up by shop staff with no room left for customers. The retail outlets rely on parking for 85% of their trade and if people cannot find a parking space they will not stop.
 - (b) The lay-by should have a 30 minute time limit.
 - (c) Currently shop owners and staff park at right angles to the road, which leaves space for up to 12-14 cars to park.
 - (d) The other side of the road has similar parking arrangements, but a lay-by is not proposed.
 - (e) He wants his side of the road to stay the same; just tidied up.
 - (f) A suggestion is that the lay-by should be made deeper, so that cars can be parked at right angles to the road, similar to the bays outside Karen House.
 - (g) Introduce traffic calming with a 15mph speed limit.
 - (h) Other highway features, such as footpaths, cycle tracks and dropped kerb crossings are not shown on the plan, but should be provided.
 - (i) What has happened to the Henlow Camp enhancement scheme?
6. Bedfordshire Police accept the proposal and have raised no objection. No other representations have been received.

Conclusion and the Way Forward

7. It is considered that the parking arrangements in Henlow Camp are in need of revision to better regularise the ad-hoc parking practises that currently take place. The scheme aims to provide a separation between pedestrians and parked vehicles. This should result in less obstructive parking, improve the appearance of the area and resolve some of the enforcement issues.
8. Bedfordshire Highways' response to the points raised by the objector are as follows:-
 - (a) At the present time, vehicles tend to park in a fairly arbitrary manner on the widened footway outside the shops on the south-east side of Hitchin Road. However, because the road has a prohibition of waiting at any time (double yellow lines) these cars are actually being parked illegally as the waiting restrictions extend to the back of the highway. In fact this has created some misunderstandings and other difficulties in the past with parking enforcement and the current scheme attempts to address this.

The shop owners could ask their staff not to occupy the spaces in the lay-by to ensure that they are available for customers. In fact free parking places are available within easy walking distance.

- (b) It would be possible to apply a time limit of 30 minutes to the lay-by. However, enforcement of parking controls, particularly time-limited restrictions outside of the main urban areas is likely to be on a relatively infrequent basis, so compliance with the time limit would probably be poor. The new arrangements could be monitored and a time limit could be considered in the future if deemed necessary and practical.
 - (c) It is acknowledged that the construction of the lay-by will result in fewer parking spaces being available. However, it is likely that some indiscriminate parking on the remaining footway will still take place, so the total reduction in parking capacity is unlikely to be as great as suggested by the objector.
 - (d) On the other side of the Hitchin Road, the properties are set back further, so parking in front of a shop does not necessarily obstruct the footway. Most properties have off-road parking, so cars are generally parked off the highway. If a lay-by was constructed, any vehicles parked there would effectively prevent access to some of the off-road spaces.
 - (e) The opportunity is being taken to use section 106 funding to improve the area, formalise parking and remove some of the current anomalies surrounding parking enforcement. The scheme involves relatively minor changes and it is anticipated that they would not significantly affect the viability of any of the businesses located there.
 - (f) It is necessary to provide a clear passage for pedestrians that is not obstructed by parked vehicles and if the lay-by was made deeper this could not be achieved. A deeper lay-by with parking at right angles to the road would encourage drivers to reverse out on to a busy class 'A' road and this could not be recommended for road safety reasons. The parking area outside Karen House has right-angled parking, but this is located in a service road, with much lower traffic flows and vehicle speeds.
 - (g) It is felt that the improvements proposed are a higher priority than traffic calming. Vehicle speeds are already relatively low due to the close proximity of the roundabout, the location of other junctions and general built-up nature of this length of Hitchin Road.
 - (h) The overall scheme is expected to include new kerbing, footway surfacing and tactile paving, although some details have yet to be finalised. Some of the ideas put forward by the objector, such as improved cycle facilities, whilst desirable, may well have resulted in the loss of parking spaces.
 - (i) This is the Henlow Camp enhancement scheme and it is considered that this is the best scheme that could be provided with the funding available.
9. The objector's shop is not located immediately adjacent to the proposed lay-by and the footway in front of his property will remain unchanged, so may well continue to be used as it is at present. In addition, the shop has a small parking area within the property boundary, which appears to be available for customer use.

10. Taking the area as a whole, if the scheme went ahead, the amount of available on-street parking in the area would remain largely unchanged. This is because the number of parking spaces being taken away by the imposition of double yellow lines roughly equates to the number of spaces being provided by the new constructed parking bays on Hitchin Road and outside Karen House. The proposal is also intended to regularise parking, so there should be less likelihood of obstructive parking taking place and provide a safer environment for pedestrians by separating them from parked vehicles. Consequently, it is recommended that the restrictions proceed as advertised.

Appendices:

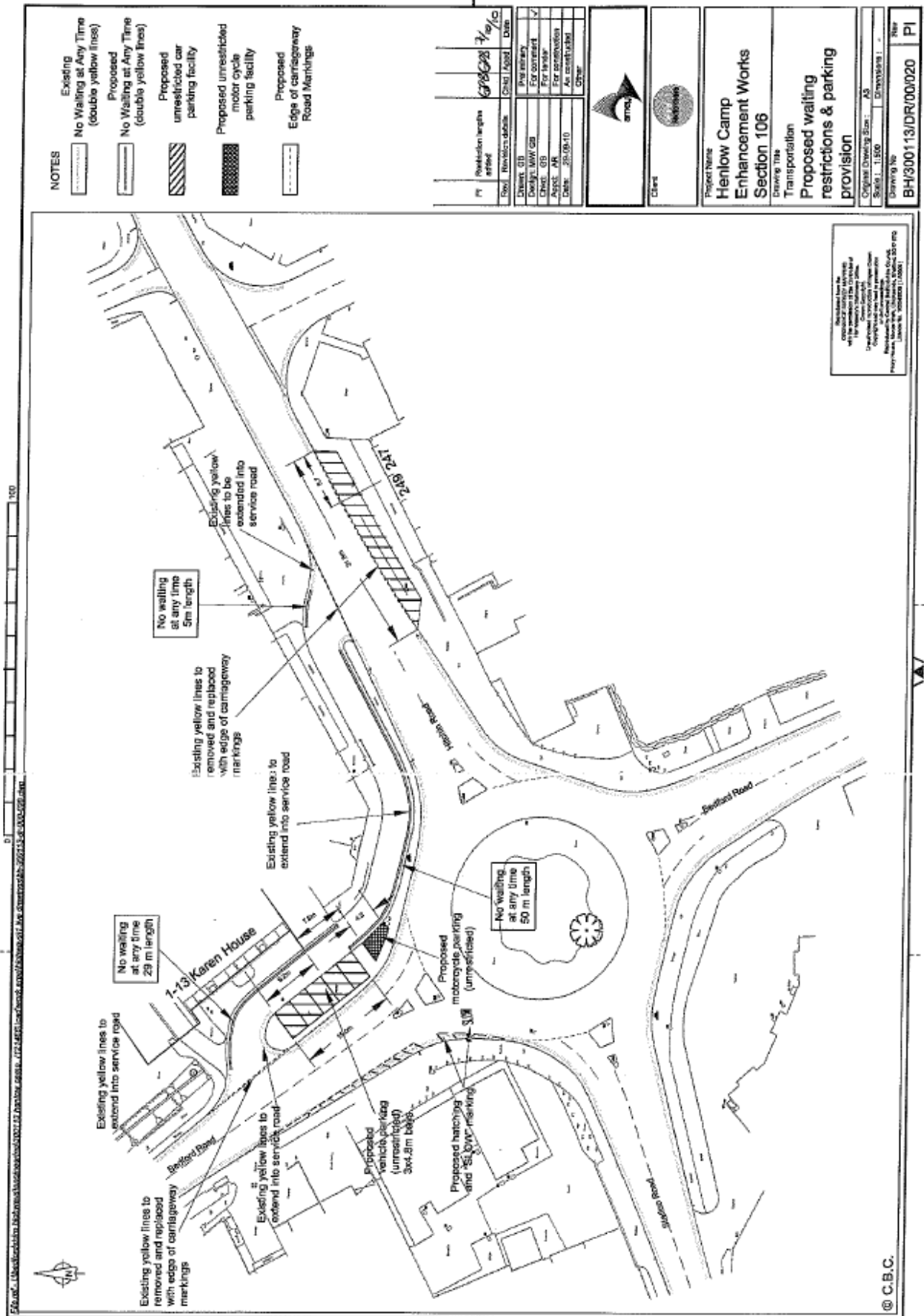
Appendix A – Location plan

Appendix B – Public notice

Appendix C – Objection to proposal

DRAFT

APPENDIX A



NOTES

- Existing No Waiting at Any Time (double yellow lines)
- Proposed No Waiting at Any Time (double yellow lines)
- Proposed unrestricted car parking facility
- Proposed unrestricted motor cycle parking facility
- Proposed Edge of carriageway Road Markings

Rev.	Revision	Author	Checked	Approved	Date
1	Revision lengths added	6/8/08	7/9/10		

Drawn By	SL	Prepared	
Checked By	MM/GB	For comment	✓
Checked By	GB	For issue	
Accepted By	AR	For introduction	
Date	20.09.10	As issued	10/09
		Other	



Client

Project Name
Henlow Camp Enhancement Works Section 106

Drawing Title
Transportation Proposed waiting restrictions & parking provision

Original Drawing Size	A3	Drawings	1
Scale	1:1500		
Drawing No	BH/300113/DR/00/020	Rev	PI

Prepared by the
 CONSULTING ENGINEERS
 for Henlow Camp
 12, The Quadrant, Henlow, Suffolk, IP19 2EJ
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 Project No. 10080811/0001

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APPENDIX B



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A PROHIBITION OF WAITING ON LENGTHS OF THE SERVICE ROAD AT THE JUNCTION OF HITCHIN ROAD AND BEDFORD ROAD, HENLOW AND TO PROVIDE ON STREET PARKING PLACES.

Reason for proposal: The proposed Order is considered necessary to provide a co-ordinated parking system at the above junction with additional parking facilities outside Karen House and in Hitchin Road.

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) :-

- The Bedford Road / Hitchin Road service road, north-west side from Bedford Road in a generally south-easterly direction for a distance of approximately 29 metres.
- The Bedford Road / Hitchin Road service road, north side from Hitchin Road in a westerly direction for a distance of approximately 5 metres.
- The Bedford Road / Hitchin Road service road, south side from Hitchin Road in a generally westerly direction for a distance of approximately 50 metres.

Revocation of No Waiting at anytime parking restrictions :-

- Hitchin Road, south-east side from a point 8.7 metres north-east of the boundary between nos. 247 and 249 Hitchin Road in a south-westerly direction for a distance of approximately 31.6 metres

On-Street Parking Places :-

- The Bedford Road / Hitchin Road service road, south-west side, from a point 9.2 metres north west of the southern flank wall of nos.1-13 Karen House in a south easterly direction for a distance of approximately 15.0 metres.

On-Street Parking for Places for Motor-Cycles.

- The Bedford Road / Hitchin Road service road, south-east side from a point 7.8 metres south east of the southern flank wall of nos.1-13 Karen House in a south easterly direction for a distance of approximately 4.3 metres.

Further Details: of the proposed order and a plan outlining the proposals may be examined during normal office hours at Central Bedfordshire Council address below and normal opening hours at Shefford Library, 1 High Street, SG17 5DD. 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, 239 Ampthill Road, Bedford MK42 9QQ, or (e-mail: chris.heard@centralbedfordshire.gov.uk) stating the grounds on which they are made by 8th November 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*".

Central Bedfordshire Council
239 Ampthill Road
Bedford
MK42 9QQ

Basil Jackson
Assistant Director of Highways

15th October 2010

DRAFT

APPENDIX C



[REDACTED]
[REDACTED]
Henlow Camp,
Beds.
SG16 6DR.
[REDACTED]
[REDACTED]

22nd, October 2010.

The Orders Officer,
Outdoor Access and Rights of Way
Technology House
239 Ampthill Road
Bedford
MK42 9QQ

Dear Sir or Madam,

Relating to the correspondence I received on 21st, Oct 2010. Your Ref. RP/44803/3.
12/300113

I would like to confirm my objection to the proposed Parking Area adjacent to properties 249/247 Hitchin Road. As Marked on the Drawing No. BH/30011/DR/00/020

" Proposed Unrestricted Car Parking Facility" or would you call it a lay-by? (holding 5/6 cars) I should imagine these spaces will taken up by shop staff. What about their customers?

It will effect all commercial properties on Hitchin Rd. 247/249/251/253/255 including 1. Bedford Rd. also having access on to Hitchin Rd. All these Retail Outlets rely on parking for 85% of their trade! With the financial climate as it is at the moment the shops are finding it hard. If people can't park they will not stop. Lack of Parking Loss of Trade. If this LAY-BY must stay an option of **30.min PARKING LIMIT** must be applied.

There is as you may be aware a minimum amount of parking for shop owners and staff already, let alone customers, I had a visit sometime ago from one of you colleagues regarding to this matter. Relating to him that 11.00am is not the time to asses the parking, 12.30-2.00pm and 4.00pm-7.00pm is the time to view it. Especially early evening when the Fast Food shops are busy, he remarked that he finishes work at 4.00pm.

Currently shop owners and staff park off road at right-angles to the highway adjacent to their property. This still leaves quite a lot of spare parking for customers. (Up to 12/14 cars off road) Then in the evening a lot of roadside parking occurs. Where will they Go?

The other side of the road ie Shops 260 -270 have a similar parking arrangements Plus some have the benefit of rear parking. Why no lay- by there? That's being left with Off Road parking

Why can't this side just stay the same? Refurbish and tidy it up.

Another alternative! With the area marked for Unrestricted car parking, Deepen it a little, increase its length to the building line of 253, Make availability for parking off road at a 90 degree angle. Similar to bays planned for outside Karen House.

To make this a safer option, do what has been needed for sometime! Create some form of **"Traffic Calming"** 500 metres in all directions from the roundabout, with 15. mph limit. Definitely needed for some of the larger H.G. ♀. today.

(2)

There are other things that are not shown on your drawing, Foot Paths are not defined clearly, Has there been any thought for cyclists ! or Cycle Racks there are more and more people cycling on footpath, adults and young children back and forwards to school. A cycle track must be defined soon before there is an accident. Pensioners, invalid chairs, bikes don't Mix. Dropped curbs for wheel chairs. Pedestrian Crossings not clearly marked. Re-Surfacing of the pedestrian area its in a very poor state and never been touched since I have been here from 1995.

Whats happed to the Henlwg Camp re-enhancement scheme? Is this it?

Your Sincerely,



[Redacted]

Propieter/leaseholder

cc: [Redacted]

to Henlwg Parish council.

DRY

Meeting: Traffic Management Meeting
Date: 14 December 2010
Subject: **Contra-flow cycle schemes in Leighton-Linslade – Review of Experimental Schemes after 6 Months of Operation**
Report of: **Basil Jackson, Assistant Director of Highways and Transportation**
Summary: To report to the Portfolio Holder for Safer Communities and Healthier Lifestyles the comments and objections received in the first 6 months of implementation of the three contra-flow cycle lanes in Leighton-Linslade (Church Road, Hockliffe Street and Hartwell Grove) and to decide if the schemes should be made permanent, revised or removed.

Contact Officer: Amanda Tarbox, Assistant Engineer
Public/Exempt: Public
Wards Affected: Leighton-Linslade wards
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The schemes promote sustainable modes of travel.

Financial:

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

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 scheme provides alternative cycle routes to key destinations such as the town centre and the station; if these routes were not provided the routes that cyclists would need to take may be more hazardous.

Sustainability:

Retention of these schemes may encourage people to cycle instead of using less sustainable forms of transport, is in support of CBC and Government sustainability objectives and also the Leighton-Linslade Modal Shift Exemplar Town objective.

RECOMMENDATION(S):

1.

- (a) **Hartwell Grove – that additional road markings are added on the approach to the one way section, close to the junction with Dudley Street and the experimental order on the advisory contra-flow cycle route is made permanent.**
- (b) **Hockliffe Street – that the order be made permanent on the advisory contra-flow cycle lane on Hockliffe Street with no amendments.**
- (c) **Church Road - that the extent of the advisory contra-flow cycle lane be reduced; the section of contra-flow cycle lane between Vicarage Road and New Road be removed and that the experimental order be made permanent on the remaining section of contra-flow cycle lane, between Vicarage Road and Wing Road.**

Background and Information

1. As part of the Growth Area Funded work Bedfordshire Highways carried out last financial year three advisory contra-flow cycle lanes were implemented on Church Road, Hartwell Grove and Hockliffe Street, Leighton-Linslade.
2. These were the first advisory contra-flow cycle lanes to be implemented within Central Bedfordshire; it was therefore decided to implement these under an experimental order rather than a permanent order which meant that any of the advisory contra-flow cycle lanes could be removed immediately if it were felt necessary to do so without going through a legal process first. An experimental order also means that there was up to 18 months from the date of implementation to review the three schemes and make any amendments before permanent orders are made, or the schemes are discontinued.
3. The three contra-flow cycle lanes were implemented in March / April 2010 under an experimental order. The purpose of this report is to review the first 6 months that the contra-flow cycle lanes have been in operation and to ascertain whether the schemes should be made permanent, amended or discontinued.

Support

4. The Police have given feedback on these schemes after the first 6 months of implementation (see Appendix A).

Objections

5. Throughout the first 6 months of these schemes a total of 11 people have made contact with the Council to give feedback about these schemes, 1 of which relate to Hartwell Grove, 2 concerning Hockliffe Street and 8 concerning Church Road. The majority of these comments were received immediately after implementation. Since these schemes were implemented no accidents have been reported.

Hartwell Grove

6. The aim of providing a contra-flow cycle lane on the short section of Hartwell Grove between Dudley Street and Hartwell Crescent is to provide a quieter alternative route for cyclists heading towards the town centre from National Cycle Route 6 (South Street and at the back of Morrisons). If this contra-flow cycle lane was not in place the alternative route for cyclists to take would be along the busier Morrisons service and Lake Street.
7. Hartwell Grove contra-flow cycle lane; the main points raised are as follows:-
 - *It is a one way street with limited room for even one vehicle to pass*
 - *Access to it is via a very sharp / blind bend that drivers take at speed*
 - *The footpath access used most often (on the right towards Dudley Street) is impossibly narrow and with a very steep camber that means most pedestrians feel forced into using the road instead*
 - *Since the signs have been changed from 'no entry' signs to 'no motor vehicles' signs people are misinterpreting the signs and are using the street in the wrong direction.*

8. Response
- Hartwell Grove is a lightly trafficked short street with good visibility along its length in both directions, therefore inter vehicle visibility is good which limits any potential conflict.
 - Whilst pedestrians may also use the carriageway rather than the narrow footways, again given the lightly trafficked nature of the road (both in cars and cycles) and the fact that it is short with good visibility this should not cause any particular issues.
 - It is intended to improve the visual clues to motorists on the approach to the start of the one way section on Hartwell Grove, close to the junction with Dudley Street by adding a give way line across the junction and adding a left arrow with 'turn left' road markings - see appendix C.
 - The 'no motor vehicles' sign is generally recognised less than the no entry sign by members of the public but currently the Department for Transport do not permit the use of the 'no entry' sign with the 'except for cycles' plate. Erecting this combination of signs would mean that they would not be enforceable by the Police.

Hockliffe Street

9. The aim of providing a contra-flow cycle lane on Hockliffe Street is to provide a quieter and more direct route for cyclists heading towards the town centre from either National Cycle Route 6 (South Street and Hartwell Grove) or from Hockliffe Road area. If this contra-flow cycle lane was not in place the alternative route for cyclists to take would be either via Leston Road and Lake Street or Leston Road and North Street. Alternatively cyclists would continue to use Hockliffe Street illegally without there being any warning to others.
10. The changes made to allow contra-flow cycling on Hockliffe Street included erecting advisory contra-flow cycle signs, marking cycle symbols and a lane on the ground and constructing a cycle bypass on Hockliffe Street at the junction with the access road to the library car park.
11. Hockliffe Street contra-flow cycle lane; the main points raised are as follows:-
- *It is dangerous at the junction with Market Square where the cycle lane meets a blind bend where busses and delivery lorries use the whole width of road to turn the corner*
 - *Vehicles park over the cycle lane which forces cyclists onto the pavement or into the oncoming traffic.*
12. Response
- The scheme has been subjected to a safety assessment conducted. Contra-flow cycle lanes are common in other parts of the UK and Europe; evidence shows that cyclists often feel safer travelling towards traffic as they can see it and react to it, rather than travelling in the same direction and being passed when not expecting it. In addition this route takes cyclists away from hazardous alternative routes such as Leston Road.

Church Road

13. The aim of providing a contra-flow cycle lane on Church Road is to provide a quieter alternative route for cyclists to use when leaving the station using the path through Linslade Recreation Ground to Vicarage Road for cyclists heading towards either Wing Road or the town centre via Church Road. If this contra-flow cycle lane was not in place the alternative route for cyclists to take would be via the busier Station Road and New Road.
14. The changes made to allow contra-flow cycling on Church Road included erecting advisory contra-flow cycle signs, marking cycle symbols on the ground and a lane marking around the bend, and changing the no entry signs at the junction with New Road to 'no motor vehicles'.

15. Church Road contra-flow cycle lane; the main points raised are as follows:-
- *It is dangerous*
 - *This contra-flow is putting cyclists at significant risk for no particular benefit*
 - *There is a blind bend; vehicles travelling around the bend keep encroaching in the cycle lane*
 - *It takes cyclists around the sharp corner by the Hunt Hotel where cars are forced onto the side of the road with the cycle lane by cars parked in the recently re-marked parking bays on the opposite side of the road.*
 - *The line of site by the bend is obscured by hedges*
 - *The marked bays opposite the bend are forcing vehicles into the cycle lane*
 - *The bend was a high risk collision area while it was 'one way' mainly due to the speed that motorists, particularly those late for the train, negotiate the blind bend.*
 - *It is the narrow parts of Church Road where cycle lanes are not marked out that cyclists should be separated from oncoming traffic.*
 - *Only a few discontinuous sections of road are marked out for the use of cyclists, one of which is through a chicane (not bypassing it).*
 - *Since the inception of the cycle route vehicles have started driving the wrong way along the route.*
 - *If the most favoured route is for cyclists to come from Vicarage Road why not remove the section of contra-flow between New Road and Vicarage Road which would then remove the section around the bend – the most dangerous part.*
 - *The entrance to the cycle lane from New Road puts cyclists into the middle of a junction in which vehicles are emerging from Church Road in both directions. I consider this to be highly dangerous.*
 - *While I can see the merits of allowing cyclists from New Road to reach Vicarage Road, I am dubious of the benefits of allowing them to continue along Church Road to Wing Road. They will have difficulties emerging from Church Road and will not be expected by motorists on Wing Road.*
 - *It appears to me that almost all the benefits to cyclists could be achieved much more safely by providing a cycle path adjacent to the footway on the western side of Church Road between New Road and Vicarage Road.*
 - *Why is the cycle route down Church Road against the one way system and not down New Road with the one way traffic flow?*

16. Response

The scheme has been subjected to a safety assessment.

Contra-flow cycle lanes are common practise in other parts of the UK and Europe; evidence shows that cyclists often feel safer travelling towards traffic as they can see it and react to it.

- On the bend outside the Hunt Hotel there is sufficient remaining road width (discounting the parking bays and the marked cycle lane) for vehicles to negotiate the bend without encroaching in the cycle lane.

A cycle lane has not been marked out for the entire length of Church Road because the speed and volume of traffic does not warrant this. Church Road falls within Linslade Conservation Area; the general approach to highway design within a Conservation Area is to minimise the use of road markings and signs wherever possible without compromising safety.

The intention of the scheme is to encourage more people to cycle to and from the station.

In operation it has become apparent that the section of cycle lane between New Road and Vicarage Road is not as popular as was believed. It has also attracted the most adverse comment and it is therefore being removed.

Removing it would address some of the other concerns that have been raised. Alternative arrangements would be as at appendix C.

Wing Road is now traffic calmed with a 20mph speed limit. The junction with Church Road and Wing Road should act as any other give way junction; cyclists emerging from Church Road have to give way to traffic on Wing Road. There is a cycle route sign opposite the junction with Church Road on Wing Road.

The budget was insufficient for the widening of the footway on Church Road between New Road and Vicarage Road to construct a shared use path.

New Road becomes extremely busy during the evening rush hour as vehicles leave the station and is heavily parked at all times.

Promoting a cycle route from the station via Linslade Recreation Ground to Vicarage Road, and then right onto Church Road contra-flow cycle lane this should facilitate cyclists avoiding some of the rush hour traffic.

Appendices:

Appendix A – Police Response

Appendix B – Objections

Appendix C – Plans

Appendix A – Police Response

On the subject of the three contra-flow cycle lanes, as discussed, patrolling officers have received 'concerns' or 'opinions' from residents in the area of the contra flow lanes however we have not had cause to deal with incidents arising from the use of the contra-flow system.

The use of 'No Motor Vehicle' signs as opposed to No Entry signs has apparently lead to motorists electing to ignore the prohibition, again this has been voiced by residents. I am not aware of officers having observed this action as the presence of a patrol vehicle or uniformed officer appears to encourage compliance.

Regards,

Steve.

Steve Welham.

Bedfordshire Police Traffic Management.

Appendix B – Objections

Objection 1 – Hartwell Grove

From:

Sent: 12 April 2010 14:22

To:

Subject: Cycling access with regard to Hartwell Crescent

Dear Sir/Madam,

I live on Dudley Street and was very dismayed when I originally saw your contentious plan for making the one-way Hartwell Crescent into a two way cycling access as:

- it is a one way street with limited room for even one vehicle to pass
- access to it is via a very sharp/blind bend that drivers take at speed
- the footpath access used most often (on the right towards Dudley Street) is impossibly narrow and with a very steep camber that means most pedestrians feel forced into using the road instead.

On Saturday while walking back from town I personally witnessed 2 vehicles (a Tesco delivery van and a people carrier) use the street in the wrong direction. I said to the guy in the people carrier that it was a one-way street and he said "show me the sign" which I did - but he said it wasn't a 'no entry' and that the sign actually meant that vehicles and motor cycles could now use this street. So clearly people are misreading/misinterpreting this new sign. I have also heard from other neighbours that they too have witnessed vehicles using this road the wrong way since the signage has changed.

Given that we have had a hit and run cycling death last night in the immediate area and on a road that isn't comprised by so many problems - I think the decision made with regard to Hartwell Crescent could very likely result in deaths and/or serious injury to pedestrians/cyclists and motorists.

This was a flawed decision that needs to be urgently reviewed,

Dudley Street
Leighton Buzzard
Beds

Objection 2 - Hockliffe Street

From:

Sent: 24 May 2010 20:28

To: SELOUS, Andrew

Subject:

Seeing is Believing who ever heard of a cycle path going down a one way street the wrong way Well Leighton Council have just opened one in Hockcliffe street not only that but the path meets a dangerous blind bend at the foot of the hill where Busses and delivery lorries turn the busses actual almost touch both kerbs in turning You should send a road safety officer down to see this and not accept any excuses from the council Actuall what are Amey the council Advisers thinking about in putting this in to operation

Woodman close
leighton Buzzard
Beds

Objection 3 - Church Road

From:

Sent: 05 June 2010 16:41

To: Go Cycle

Subject: RE: GoCycle Email Update May/June V25

Afternoon,

Thank you for the regular GoCycle updates. They do encourage me to get out on the thing, although work has kind of got in the way.

Can you please tell me what GoCycle's view of the bike lane in Church Road, Linslade is? This is the one way street that leads up to the Hunt Hotel, and joins up with New Road as part of a one way system. Except the cycle lane is for bikes going **against the traffic**. The turning into Church Road from Wing Road is quite sharp, often requiring cars to use the full width of the road to negotiate the various banjos that populate the area, and the parking up by the Hotel force the traffic over to the right. In both cases, the cycle lanes are used by cars.

It seems to me to be absolute madness to expose even disciplined cyclists and drivers to head on collisions where the cyclist is bound to come off second best. And as I am sure you will appreciate, there are undisciplined cyclists and drivers that will end up killing someone; usually the cyclist. What makes the route even more baffling is that there would seem to be absolutely no advantage in allowing cyclists to take this route. New Road is only 100 yards or less to the east, and as the block is rectangular this hardly represents a short cut for cyclists.

I don't want to sound like Outraged of Tunbridge Wells, but when risk assessments abound, how can this farcical and dangerous bike lane make any sense at all.

Regards

From: Steve Lakin

Sent: 07 June 2010 10:11

To:

Subject: FW: GoCycle Email Update May/June V25

I pushed for the contra-flow lanes to be installed on Church Road, Hockliffe Street and Hartwell Grove having over some time observed cyclists going against the flow of traffic on each. I am also lobbying for all one-way streets within Bedfordshire to be made two way for cyclists unless there are particular reasons why not, making this configuration standard practice. Cycle contra-flows are common elsewhere and work fine. I have just this week for example seen them working in Utrecht, Holland. Many cyclists, myself included prefer to use a lane that runs against the flow of traffic where we can see and respond to the behaviour of approaching drivers rather than be passed close by vehicles travelling at speed. For this reason I am not an advocate of cycle lanes per se as they support the view of many drivers that cyclists should be segregated from cars on the carriageway.

With Bedfordshire Highways I will be keeping a very close eye on the Church Road scheme because of the bend outside of the Hunt Hotel, where drivers tend to cut the corner. At the end of the experimental period for the scheme it may be that we remove the section of contra-flow between New Road and Vicarage Road as this confers little advantage. I have also studied the entrance on to Church Road from Wing Road and believe there is sufficient space from cyclists to exit in safety.

You make a good point about undisciplined drivers and cyclists, who are a danger to all other road users. We have made a huge huge effort since the GoCycle project started to train the next generation of cyclists to be confident, courteous and assertive road users, offering Bikeability training for free for all

children attending Leighton-Linslade schools. We also currently offering cycle training to adults for free in the knowledge that the awareness generated will help to make them better drivers.

The Cycling Town project is predicated on the assumption that it is continental levels of cycling (over 20% of local journeys) is achievable by consistent investment over 10 plus years. If we could achieve this in Leighton -Linslade it would transform the roads for the benefit of everyone. The issue with Church Road is that it is used as a rat run for people driving to the station, either to park or to pick up and drop off. The Cycling Town ethos is to challenge the need for this as many of these journeys could easily be made by bike.

Regards,

Steve Lakin

From:

Sent: 07 June 2010 14:02

To: Steve Lakin

Subject: Cycling Contra flows

Afternoon,

Thank you for taking the time and trouble to reply to me. I can see the sense in cycling contra-flows, but I would challenge you on a couple of points if I may. I have developed strong views about road safety over the years, and my issues are from that viewpoint, rather than any antediluvian opinion about the car being king.

Hartwell Grove is a straight (ish) road and I imagine the contra flow works well there. It also makes sense as it cuts down journey times.

I have my doubts about Hockliffe Street, which I experienced firsthand this morning. I note that the bend by the Roebuck has been widened (whether as part of this scheme or not is not important), which would have been my first argument. Unfortunately there were two vehicles parked over the cycle lane, which forces the cyclist onto the pavement or into the oncoming traffic in what is a busy and narrow thoroughfare. It's all very well pointing out that parking there is illegal and it should be enforced, but since I have lived in LB it's always been a surprise not to find parked vehicles there – sometimes large lorries. Besides, this is little comfort to the friends and family of a cyclist who has been injured (or worse) by having to pull out against the traffic. And don't forget the poor driver who would be the other end of the collision, and would probably suffer nightmares involving cyclists hurtling across bonnets or into windscreens.

But I really must press you to reconsider the Church Road contraflow at the end of the experimental period. I maintain my argument that this particular contraflow is putting cyclists at significant risk for no particular benefit. To describe this road as a "rat run" to the station is unfair and does not take into account the needs of other road users. When the office was in Mentmore Road, this was the only route to the station. Yes, there are alternative routes, but that is like suggesting that an alternative route to Manchester from here would be via a 360 degree journey around the M25. Secondly, you use the phrase "cut the corner" to describe cars going around the bend at the Hunt, which may simply be a choice of words, but I would argue strongly if it was meant as a criticism. I was taught to drive using all of the road to which I am entitled. So that bend is approached on the left hand side to maximise visibility and the apex is clipped to keep the car smooth so that evasive action can be taken if it is necessary. Apart from that, cars are entitled to "cut the corner".

Which raises the question, what is the status of the cycle lanes? The intermittent nature of the road markings in Church Road suggest that they are advisory, but I am sure the law would take a dim view if a cyclist was hurt by a vehicle crossing the dividing line; but what choice do drivers have at that bend? And if a motorist can be prosecuted (presumably) for causing an accident in Church Road by crossing the dividing line when it was unsafe, then presumably the cyclist in Hockliffe Street will be prosecuted for doing the same thing, even if it was to manoeuvre around an illegally parked car?

I congratulate the whole team in raising the awareness of alternative means of transport, and I am certain you will concede there are times when the journey is much better by car. The installation of a cycle lane from Wing to LB encourages me to cycle to the station on occasion, which in turn has made me realise there are times when I could probably cycle into a meeting in LB rather than use the car. I have no doubt there are many successful contraflows in countries where the cycling culture has a greater hold, and I can see them becoming commonplace in the UK. I also accept the argument that the culture has to start somewhere but I would suggest that Hockliffe Street and Church Road are not a step too far, but a step to soon.

Regards

Objection 4 - Church Road

From:

Sent: 21 May 2010 16:00

To: Steve Lakin

Subject: Re: Cycle Lane - Church Road, Linslade

Steve,

I have two questions for you:

- do you feel safe for you & your family to cycle round this corner?
- do you take responsibility for the safety of others using this cycle lane?

Regards,

On 21 May 2010, at 15:50, Steve Lakin wrote:

Thank you for your email.

The cycle contraflow on Church Road is one of three experimental schemes recently introduced within Leighton Buzzard by Bedfordshire Highways as part of the Cycling Town project. The design of each has been scrutinised and approved by the DfT. As the scheme is experimental it will be carefully monitored, especially over the next month. I cycled it yesterday and will do so again next week with representatives from Cycling England.

The signed cycle route between the town centre and the railway station uses Linslade Rec and lane serving the Hunt Hotel car park. Cyclists heading towards town are directed across the Rec to join Church Road at the junction with Vicarage Road. Hence, I do not expect many cyclists to enter Church Road via New Road as New Road offers the most direct alignment at this location.

Regards

Steve Lakin

From:

Sent: 20 May 2010 19:32

To: Steve Lakin
Subject: Cycle Lane - Church Road, Linslade

Steve,

I left you a voicemail today, bringing to your attention what is, in my opinion, a dangerous implementation of a cycle lane in Church Road, Linslade.

It may well look suitable on a map, but you should witness traffic along this road to see how dangerous it is in practice - the hedge on the corner renders it a blind corner.

You may well be a man with a busy schedule who can't find time to see the results of his labours - so here's a short video on YouTube I shot today, showing you how, even with the lines all shiny & new, almost every car cuts the corner and across the cycle lane.

Bear in mind that this corner is blind - they can't see a cyclist coming.

<http://www.youtube.com/watch?v=KQEzsq3qepQ>

I'm urging you to come down here and see for yourself how dangerous it is. And then to have it removed.

I look forward to hearing your thoughts.

Regards,

Objection 5 – Church Road

From:
Sent: 26 May 2010 01:23
To: Cllr Brian Spurr
Subject: Cycle Lane - Church Road, Linslade

Dear Mr Spurr,

I have to say that the cycle lane going the wrong way along the one-way Church Road in Linslade is the maddest and most dangerous thing I have ever seen in the town! It really is sheer madness! Apart from anything else, it takes cyclists around the sharp corner by the Hunt Hotel where cars are forced onto the side of the road with the cycle lane by the cars parked in the recently re-marked parking bays on the opposite side of the road. There are also sections of the road where the cycle lane just isn't marked as they are too narrow. Please, please, do what you can to get this madness removed before some unfortunate cyclist gets killed using it!

Whilst writing, I feel I should also comment on the zebra crossing over West Street at the Bridge Street junction. This does work well on weekdays (as do the other new crossings), but it is clear to me that pedestrian flows on Saturdays were not checked when surveys for the works were carried out. Simply put, there are far too many pedestrians cross it on a Saturday as they walk between Tesco's and homes into the town centre so as to make a continuous stream of people over it. This is what causes the traffic chaos every Saturday. I do think that the council should bit the bullet on this one and say "OK, good idea, but failed on this one count, so we'll put a light controlled crossing back."

Finally, I do support road safety measures being taken in the town in general, but the encroachment of 20mph limits seems to be almost daily! It also appears that they are a bit hotch-potch. I really can't understand the need for the length of Wing Road to be 20mph whilst I can scuttle along Mentmore Road at 30mph! Rosebury Ave is 20mph, yet the single lane section of Soulbury Road at the higher level directly in front of the houses is 30mph? Basset Road - 30 mph, but West St 20 mph? It also lends its self to abuse when the 20mph restrictions operate in the evenings etc when very little traffic (and fewer pedestrians) are about.

Hope you can consider these issues and if necessary, pass them onto others who may perhaps be in a better position to look into them and bring common sense to prevail.

Regards,

Dear Councillor Spurr

Contraflow cycle lanes, both with and without road markings, are tried and tested and used extensively in many European countries where the evidence is that cyclists often feel safer travelling towards the traffic, as they can see it and react to it, rather than travelling in the same direction and being passed when not expecting it.

Contraflow schemes are a new innovation within Bedfordshire, but over time we expect them to become the norm on quiet roads where the practice of cycling against the flow often already exists. The Church Road scheme, and similar schemes for Hockliffe Street and Hartwell Grove, have been introduced by way of experimental Traffic Regulation Orders and will be monitored for a period of time before any decision is made as to whether they should become permanent. As this scheme required special permission the DfT have been consulted and have given their approval.

Church Road has reasonable sight lines, therefore inter vehicle visibility is good, limiting potential conflicts. The issue you highlight is the potential for conflict on the bend opposite the Hunt Hotel. At this location there is a marked cycle lane that should serve to warn approaching drivers.

The signed cycle route between the town centre and the railway station uses Linslade Rec and lane serving the Hunt Hotel car park. Cyclists heading towards town are directed across the Rec and join Church Road at the junction with Vicarage Road. Hence, I do not expect many cyclists to enter Church Road via New Road as New Road offers the most direct alignment at this location.

This scheme was notified in advance to ward councillors and I understand approved by the Exec. It was also one of the schemes featured in the consultation on Wing Road traffic calming held at the White House.

I can advise that the operation of the scheme will continue to be monitored. I shall also be promoting a reduction to the speed limit on Church Road and consideration of a bus gate or similar just after the junction with Vicarage Road as this would eliminate rat-running. I would be delighted if you would help champion this.

Regards

Steve Lakin

From:

Sent: 26 July 2010 20:25

To: Steve Lakin

Cc: Cllr Brian Spurr

Subject: Fwd: Cycle Lane - Church Road, Linslade

Dear Mr Larkin,

Brian Spurr kindly copied me your reply regarding the cycle lane in Church Road, Linslade.

Whilst I appreciate that for most of Church Road sight lines are quite good, the issue with the corner by The Hunt Hotel is not that a marked lane has been provided, but that as cars park in the marked bays on the opposite side of the road at the corner, vehicles travelling along Church Road are forced into the

cycle lane on that corner and therefore have the potential for a 'head on' with a cyclist using the cycle lane. If you persist with what I consider to be an unsafe scheme and don't remove the car parking on the other side of the road, sooner or later, someone WILL be hit and get either seriously injured or killed there. Try it - get in an average sized car or van and drive along there and see if you can get round that corner without going into the cycle lane. If as you say, most cyclists coming from the station cross the recreation ground and come along Vicarage Road, surely the best thing to do would be to remove the contra-flow between New Road and the Vicarage Road Jn as this is the most dangerous part?

The fact that you had to get special permission from the DfT worries me considerably as from first hand knowledge, I know that there are no experts there - just people who rely on external consultants - and they have to cut back on them now as well!

Regarding the rest of Church Road where the cycle lane isn't marked, cyclists I have spoken to consider that it is precisely those narrow parts where there is no marked lane that they need to be separated from the on coming traffic.

I'd be grateful if you would advise me as to what you mean by the term 'bus gate'. It seems to me that your aim is to make every road within Leighton Buzzard a 20mph limit. I'm sure this will go down really well with local motorists! I should add that although I don't cycle (had too many stolen in the past and other reasons) I tend to walk where ever I can (3 to 4 miles no object) rather than use my car, however I have daughters who do many sporting activities at clubs within town and I often need to drop one off a Tiddenfoot for 2 hours of swimming and collect another from Van Dyke after hockey or netball practice within a short while - and get them back for home work and GCSE course work, so I do have to drive around in the evenings just to fit everything into the day. I would use buses except at the times I wish to use them and the places they go to, I can't because there are none!

Appreciating that you have responded to Mr Spurr with your 'Sustainable Communities' hat on, I do hope that he will personally consider what is best as a whole for Leighton - Linslade rather than just one element of road users in the town.

Yours sincerely,

Objection 6 – Church Road

From:

Sent: 05 May 2010 16:43

To: Steve Lakin

Subject: Cycle lane in Church Road Linslade

Mr. Lakin,

I called Wendy, your colleague in Highways to report what I felt sure was an error in marking out a cycle lane on Church Road, Linslade, indicating that cycles would be in contraflow to car movements.

Wendy has just called to say that there is no error, and that the intention is to conduct a trial of cyclists riding in contraflow. Apparently, such things are commonplace on the continent.

I have lived in this locality since 1982, using the route in question almost daily, and feel that the proposed trial would end in disaster. The line of sight from 'The Judges House' area is impaired by hedges, and the road is narrowed at that point by cars parking on the left of the road. This naturally leads drivers to move to the right of the road, into the area which would become the cycle track.

Whilst I am aware that the speed limit is likely to be reduced to 20mph, that would still be too fast for a car driver to avoid an oncoming cyclist, whose speed would be likely to increase the movement towards each other to 35-40 mph. These calculations are based on drivers obeying the speed limits, not always a 'given' in routes frequently used as a 'rat run'.

Furthermore, visibility along the road is quite poor in Winter. I suspect it would be difficult to see cycle lane markings after dusk, and difficult to see cyclists, even if they were wearing

the proper hi-vis clothing and using good lights on their cycles, which is, regrettably, rarely the case.

I implore you to persuade the appropriate persons to reconsider this decision.

Regards,

Linslade

Objection 7 – Church Road

Mr S Lakin
Central Bedfordshire Council
Priory House
Monks Walk
Chicksands
Beds SG17 5TQ

Dear Mr Lakin,

CYCLE ROUTE – CHURCH ROAD, LINSLADE.

Much has been said in the Press and at Public discussion about the above cycle route, so I will not waste too much of your time.

I own and live at [redacted] and have done so for over 10 years. The location of my main front windows overlooks the most dangerous blind bend in this town. It was a high risk collision area while it was 'one way' mainly due to the speed that motorists, particularly those late for the train, negotiate the blind bend. There have been many 'near misses' and minor collisions over the years but, thankfully, not anything serious.

However, since the inception of the cycle route, things have got seriously silly. This week alone 4 emergency vehicles, not on blue lights or on call have driven the wrong way along the route. We used to have the odd vehicle doing that, now it's about a dozen a day. That coupled with the ordinary traffic and a cycle route is a recipe for disaster.

I have talked to officials and town/county councillors until I am blue in the face about the potential for this disaster, to no avail. All I can say is when we do have a serious accident or, God forbid, a fatality, I will be the very first person to say 'I told you so'. That will be of little comfort to the parents, wife or husband of the unfortunate deceased.

I LIVE HERE AND SEE THIS POTENTIAL DISASTER HAPPENING EVERY DAY, SO PLEASE BE WARNED, IT IS SIMPLE COMMON SENSE TO REDUCE THE RISK AND ABANDON THIS FOOLHARDY DECISION.

Yours faithfully

Church Road, Linslade, Leighton Buzzard, Bedfordshire.

Objection 8 – Church Road

From:

Sent: 02 June 2010 14:50

To:

Subject: - LB cycleway

Took a call from [redacted] who says he had a very near miss with a cyclist. He was very 'worked up' about the scheme using words such as stupid, diabolical, overpriced, idiotic, shambles, dangerous etc. [redacted] feels the scheme should be ripped out and taxpayers given a rebate. He believes that Basil is responsible and should be removed from his position.

He wishes to have answers to the following questions:

How much did the scheme cost

Who drew it up and who signed it off

Who is responsible is there is accident on the contra flow

If the scheme is proved to be a disaster will the person who implemented it resign from his post and 'cease to be a leach on tax payers'

Dear

Thank you for your comments on the cycle contraflow scheme recently installed on Church Road. I can advise that the scheme was designed by Bedfordshire Highways and cost less than £10,000 to implement, the major component of which being the associated Traffic Regulation Order. This order was advertised earlier this year and attracted few objections. The plans for the contraflow were exhibited at the White House alongside plans for traffic calming along Wing Road.

The scheme is part of a range of improvements within Leighton-Linslade's relating to the successful bid for Cycling Town status. When signing up to the Cycling Towns Agreement, Central Bedfordshire Council committed itself to meeting certain quality levels of design in infrastructure, conforming to Cycling England's (CE's) recommended design portfolio including opportunities for contra-flow cycling. CE's guidelines state that two-way cycling should be the default option whenever it is proposed to introduce one-way working for general traffic and that "any decision not to provide cyclists with this facility should only be taken after a thorough examination of the proposal has shown that such an arrangement could not be made to operate safely. Since many one-way streets were originally two-way working it is likely that most could be converted to rectify this omission."

Research by the Transport Research Laboratory (TRL) has found that properly designed contraflow schemes can function satisfactorily in a variety of conditions. TRL states "Safety practitioners should note that this research found that in none of the cases studied had cyclists had been put in a position of serious conflict, and the behaviour of cyclists was not judged to have endangered pedestrians. A well-designed scheme should not, therefore, give rise to undue safety problems. Any specific concerns identified during a safety audit should be balanced against the likely hazards faced by cyclists forced to use alternative routes if contraflow cycling is not allowed. The audit should also take into account the fact that if no contraflow facility is provided a certain proportion of cyclists will travel in the contraflow direction illegally and, therefore, at increased risk due to the lack of formal provision." The opportunity to introduce contraflow cycling on three roads in Leighton Buzzard and Linslade, of which Church Road is one, was taken in discussion with Cycling England having considered 'desire lines' and observed cyclists behaviour. The three schemes were introduced under Experimental Traffic Regulation Order (TRO) powers as this ensures that their impact will be kept under review.

The liability for any accident on Church Road would depend on the circumstances and users would be expected to observe the road signs and to drive or cycle with the appropriate care and attention.

The Cycling Town team at Leighton-Linslade are offering free cycle training to all adults within Leighton-Linslade and I would commend this offer to you. They can also offer a free loan bike should you wish to try cycling to the station, which would, depending on the time of day, be quicker than travelling by car.

Regards

Steve Lakin

Objection 9 – Church Road

Highways

140653

22 December 2009

1 2 JAN 2010

3-12

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

Dear Sirs,

Proposed Contra-flow Cycle Lane on Church Road, Linslade

I am writing to express my concerns about the proposed contra-flow cycle "lane" on Church Road, Linslade. My concerns are these:

1. Although referred to as a cycle lane, it is nothing of the sort. A cycle lane is a continuous section of road which is marked out separately for the use of cyclists. Only a few discontinuous sections of road are marked out for the use of cyclists, one of which is *through* a chicane (not bypassing it). Between these discontinuous sections there are build-outs with trees and parking bays for motorists on what is for them the offside of the road. These offside parking bays reinforce the appearance to motorists that they are on a one-way road. Although signs are proposed to indicate the existence of a contra-flow cycle lane, the road layout belies this, creating danger for both cyclists and motorists.
2. The entrance to the cycle lane from New Road puts cyclists into the middle of a junction in which vehicles are emerging from Church Road in both directions. I consider this to be highly dangerous.
3. Parking bays are proposed to be retained outside numbers 13 and 21, Church Road and the Hunt Hotel. These have the effect of forcing motorists into the middle of the road, taking them into the path of oncoming cyclists rounding the bend. I consider that physical separation is required at this bend, e.g. a kerb separating the cycle lane from the roadway.

While I can see the merits of allowing cyclists from New Road to reach Vicarage Road, I am dubious of the benefits of allowing them to continue along Church Road to Wing Road. They will have difficulties emerging from Church Road and will not be expected by motorists on Wing Road. By contrast, motorists expect vehicles, including bicycles, to emerge from New Road.

It appears to me that almost all the benefits to cyclists could be achieved much more safely by providing a cycle path adjacent to the footway on the western side of Church Road between New Road and Vicarage Road. I consider that such a cycleway should be separated from the roadway by a kerb, and possibly be at the same level as the footway.

I am sending a copy of this letter to the Department for Transport to alert them to these proposals and to ask them not to authorise the special road signs which are required.

Yours faithfully,

Objection 10 – Church Road

From: Sue Freeman
Sent: 04 May 2010 22:54
To: Leighton Buzzard-ed
Subject: letter for publishing

May I congratulate Dave Chamberlain on noticing, with his Mum, one of the problems with the new cycleways. I raised my concern at several council meetings that suddenly having cycles travelling against the normal traffic flow in a one-way street is an accident waiting to happen. I requested, and received, assurances from the reporting officer that these systems would have sufficient warnings to pedestrians that cycles may approach from the direction they do not expect.

I welcome all attempts to encourage the use of cycles rather than motor vehicles but am often regarded as a "heretic" because I am yet to be persuaded that the use of a bicycle is inherently virtuous. This town has a long tradition of "walking down-to-town" and I would hate to see this form of exercise becoming more difficult.

As a Linslade ward councillor I was voicing my concern about the Church Road scheme in particular, but the other schemes for contra-flow cycleways are equally worrying.

Sue Freeman
L-L Town Councillor, Linslade Ward
7 Station Road
Linslade

Objection 11 – Church Road

From: Cllr Brian Spurr
Sent: 27 April 2010 09:28
To: Cllr Tom Nicols; Cllr David McVicar; Basil Jackson; David Bowie; Jim Tombe; Ann Rowland
Cc: Cllr Roy Johnstone; Cllr David Bowater; Cllr Ken Sharer; brian.sadler@leightonlinslade-tc.gov.uk
Subject:

I trust with the list above I have the correct person to look into a daft situation we have .

In Linslade around the station we have a one way road system that works O K

Church Road is one way going to the station and New Road is one way coming from the station, these road are parallel to each other and both have residential parking. Both roads are well used going to and from the Station

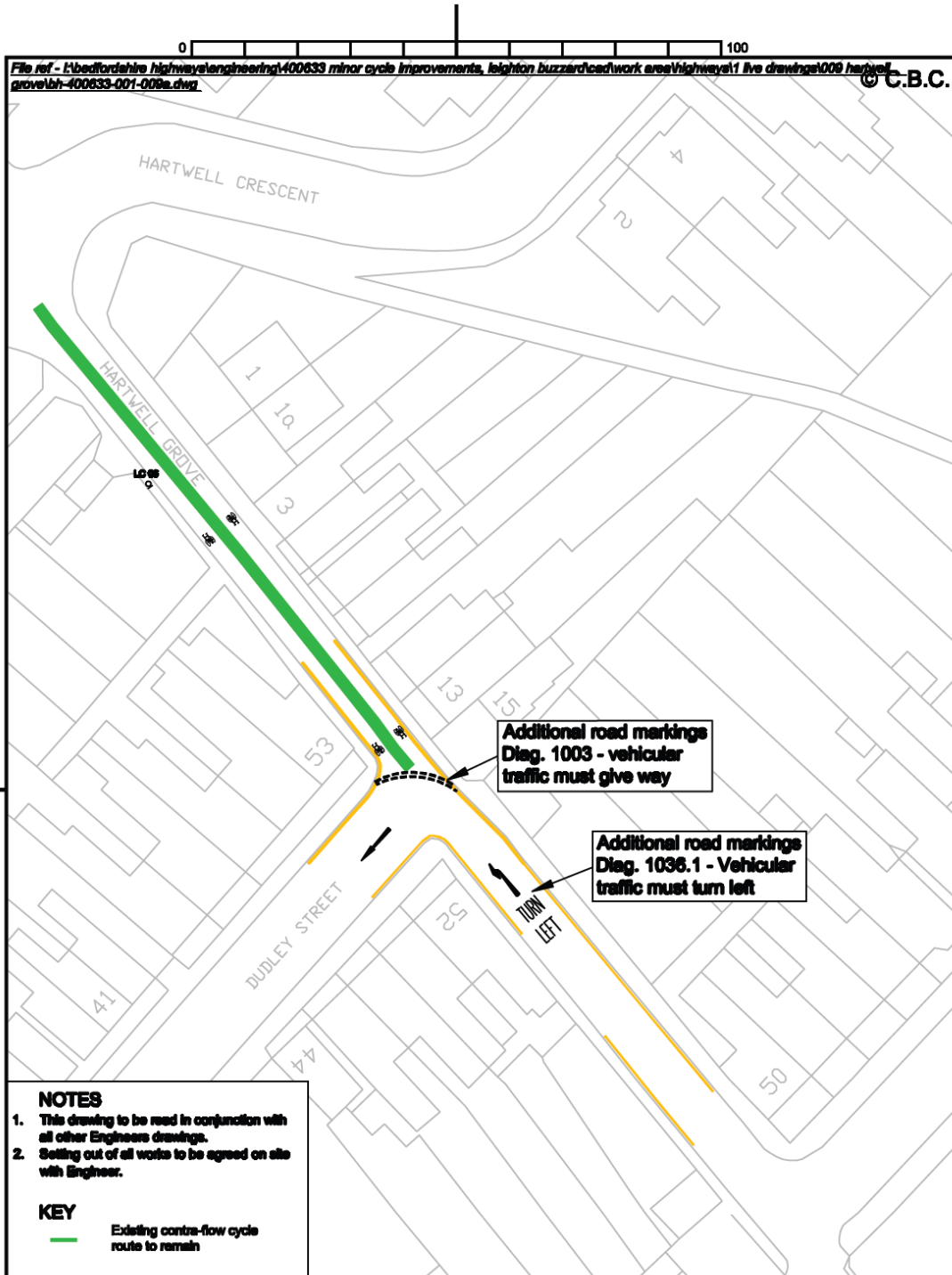
WHY DID WE PUT A NEW CYCLE ROUTE GOING DOWN CHURCH ROAD AGAINST THE ONE WAY SYSTEM the tight bend and parked cars on Church Road by the Hunt Hotel make this a blind corner, cars can not/could not see a cyclist. The road is narrow cars must drive in the cycle route .

Can someone explain why the cyclist route is down Church Road AGAINST the one way system NOT down New Road with the one way traffic flow

Unless someone has a very good reason why not Please immediately change this before we have an accident

Brian Spurr

Appendix C



NOTES

1. This drawing to be read in conjunction with all other Engineers drawings.
2. Setting out of all works to be agreed on site with Engineer.

KEY

— Existing contra-flow cycle routes to remain


Rev	Revision details	Chkd	Appd	Date
Drawn: AMT	Preliminary			
Design: AMT	For comment			✓
Chkd: SJOH	For tender			
Appd: NOL	For construction			
Date: 26/11/10	As constructed			
	Other			


Project Name
Leighton-Linslade Cycling Schemes

Drawing Title
BH - Transportation

Proposed amendments to Hartwell Grove contra-flow

Original Drawing Size : A4
Scale : 1:800 Dimensions : -



Client


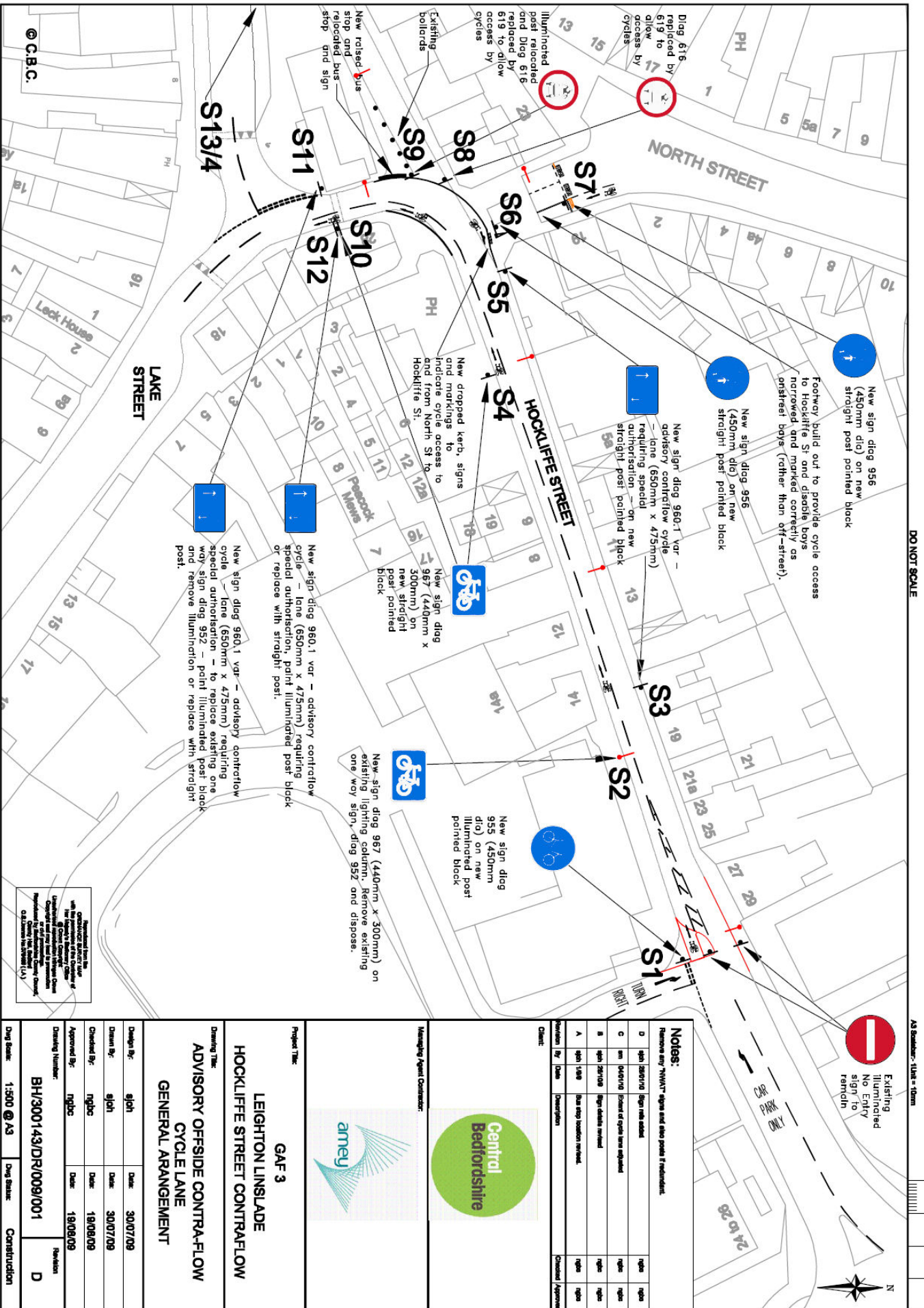
Drawing No
BH-400628-001-004

Rev



Dwg Number: BH/300143/DR/01/001

Dwg Revision: 0



DO NOT SCALE

A3 Scale - 1:1k = 10mm

Notes:
Remove any 'NMT' signs and also post if redundant.

Code	Description	Quantity	Unit	Material
D	sign 1207/10 Sign with arrow	1	sign	sign
C	sign 1207/10 Sign with arrow	1	sign	sign
B	sign 1207/10 Sign with arrow	1	sign	sign
A	sign 1207/10 Sign with arrow	1	sign	sign

Managing Agent Contractor:




Project Title:
**GAF 3
LEIGHTON LINSLADE
HOCKLIFFE STREET CONTRA-FLOW**

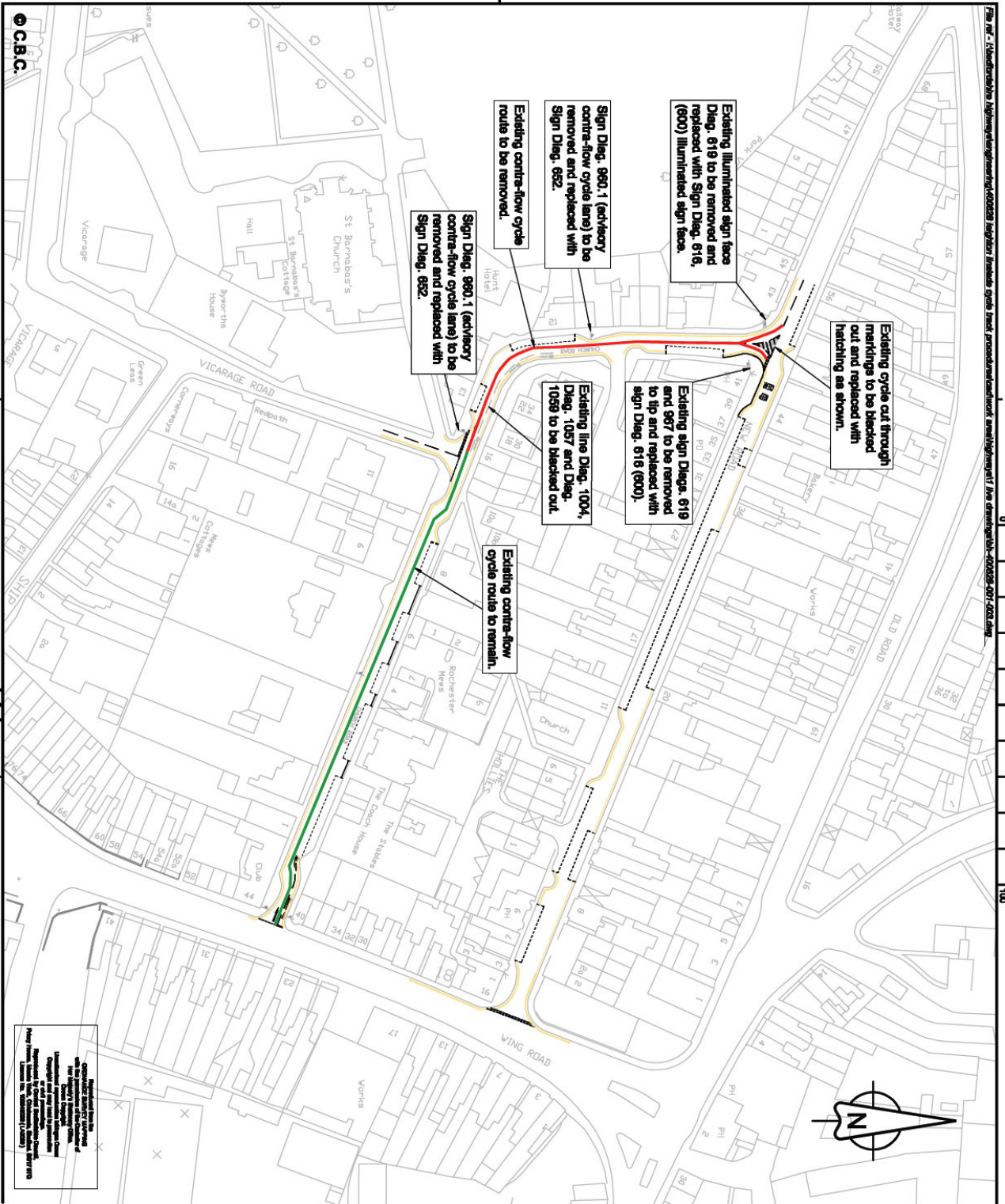
Drawing Title:
**ADVISORY OFFSIDE CONTRA-FLOW
CYCLE LANE
GENERAL ARRANGEMENT**

Design By:	slh	Date:	30/07/09
Drawn By:	slh	Date:	30/07/09
Checked By:	ngbc	Date:	19/08/09
Approved By:	ngbc	Date:	19/08/09

Drawing Number:
BH/300143/DR/009/001

Dwg Scale: 1:500 @ A3 Dwg Status: Construction Revision: D

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NOTES

- This drawing to be used in conjunction with all other Engineering drawings.
- Setting out of all works to be agreed on site with Engineer.
- All signs to be in accordance with The Traffic Signs Regulations and General Directions 2002.
- All signs removed to be returned to depot for re-use.

KEY

- Existing contra-flow cycle route to remain
- Existing contra-flow cycle route to be removed
- Sign Diag. 616
No entry for vehicular traffic
- Sign Diag. 602
One-way traffic
- Sign Diag. 619
Motor vehicles prohibited
- Sign Diag. 967
Route recommended for pedal cycles on the main carriageway of a road

Rev	Revision details	Chd	Appl	Date
1	As constructed			
2	As constructed			
3	As constructed			
4	As constructed			
5	As constructed			
6	As constructed			
7	As constructed			
8	As constructed			
9	As constructed			
10	As constructed			
11	As constructed			
12	As constructed			
13	As constructed			
14	As constructed			
15	As constructed			
16	As constructed			
17	As constructed			
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Client: **City of Lincoln**

Project Name: Leighton-Linslade Cycling Schemes

Drawing Title: BH - Transportation Proposed amendments to Church Road contra-flow cycle lane

Original Drawing Size: A3
Scale: 1:1000
Dimensions: -

Drawing No: BH-400628-001-003

Rev:

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Meeting: Traffic Management Meeting
Date: 9th December 2010
Subject: Long Close and Station Road, Lower Stondon -
**Resolution of an objection 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 and Stronger Communities
the receipt of two objections to proposals for waiting restrictions in Long
Close and Station Road, Lower Stondon 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: Silsoe and Shillington
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

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

Financial:

Implementation of this scheme will cost £2k which is available within existing 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):

1.

- (a) **That the proposal to introduce No Waiting At Any Time Restriction at the junction of Long Close and Station Road, Lower Stondon be implemented as set out in this report.**

Background and Information

1. The Council has received complaints over a period of several years about parked vehicles at the junction of Station Road and Long Close. At the present time parking restrictions are not in place around this junction and therefore vehicles are frequently parked very close to the junction. Particular difficulties occur when vehicles are parked on Station Road near to Long Close as they obstruct visibility for drivers attempting to emerge from Long Close. The situation is exacerbated by the alignment of Station Road and the uphill gradient on Long Close on the immediate approach to Station Road.
2. The matter was investigated and it was considered that a prohibition of waiting at any time should be introduced on a length of Station Road covering both sides of Long Close. In addition, it was felt that a short length of no waiting at any time should extend into Long Close to ensure that the whole junction would be kept clear of parked cars. This would also counter any transference of parking should restrictions in Station Road be introduced in isolation.
3. In advance of the statutory public notice stage, an informal consultation exercise was undertaken in August 2010. The main purpose of this was to determine local opinion on the proposals.
4. In response to the consultation, several residents of Station Road expressed concern about the proposed restrictions. This was mainly on the grounds that they had no off-road parking and would have difficulty finding convenient on-street parking close to their homes. As a result the proposal was re-examined and the restrictions were shortened slightly to allow space for an additional two vehicles to be parked on Station Road.
5. A revised proposal was drawn up and this was formally advertised by public notice in October 2010. Consultations were also carried out with the emergency services and other statutory bodies, the Town Council and Elected Members. Residents were consulted again to give them a further opportunity to comment.

6. As a result, two objections have been received from residents of Station Road. Copies of relevant correspondence are contained in Appendix C, including a letter from the second objector that was received during the informal consultation stage.
7. The first objector is of the view the proposal will do nothing to relieve the problem that they have. He states that visibility to the north is very difficult and to make any sort of improvement at least another car length (of yellow line) would be required. He goes on to acknowledge that this would affect the residents of Station Road, but there is a safety issue and a real opportunity to address the risk.
8. The second objector does not believe that the proposal is the best solution to the problem and raises a number of concerns about parking and road safety in the area. The specific points received during the statutory objection period were:-
 - (a) If this is such a dangerous road for drivers to pull out on, why aren't the Council or the Police doing something about it?
 - (b) If double yellow lines are painted, where is the Council going to be able to provide alternative safe parking for us? This would effectively mean that we have to cross our children over this dangerous road to get to our cars.
 - (c) Could we please have some way of ensuring that the parking space outside our houses is reserved for the residents of our houses only?
9. Bedfordshire Police accept the proposal and have raised no objection.

Conclusion and the Way Forward

10. In response to the first objector's comments; it is accepted that parking is heavy on this length of road, particularly during the evenings and weekends, because there are a number of properties in the area with no off-road parking. As a result, parked vehicles on Station Road are often positioned very close to the Long Close junction and this does significantly affect visibility for drivers leaving Long Close. Due to the curvature of Station Road, visibility to the south-west is good for drivers emerging from Long Close, so the yellow lines extend only a short length along Station Road. However, to the north-east visibility is significantly worse, so the objector's comments on this particular point are accepted. It is acknowledged that if there was less demand for on-street parking, the proposals would probably have included a longer length of no waiting particularly extending north-eastwards from Long Close. However, it was clear from the initial consultation exercise that some residents considered the original proposal to be unacceptable. Consequently, if we had continued with that scheme, it is highly likely that a number of objections would have been received. Hence, the proposal was amended in an attempt to accommodate local wishes.

11. In response to the second objector's comments; the waiting restriction proposal is simply intended to improve visibility for drivers emerging from Long Close into Station Road. It was never anticipated that the imposition of double yellow lines around the junction would have any wider road safety benefits.
- (a) The proposed restrictions will cover a very short length of road and are not expected to result in an increase in vehicle speeds or have any other significant effects on road safety. It has been suggested to the objector that these concerns be pursued as a separate matter in conjunction with the Parish Council and Bedfordshire Police.
 - (b) It is not the role of the Council to provide parking facilities in residential areas. Essentially the onus rests with individual car owners to identify a safe and suitable place to keep their vehicle. The revised proposal is expected to displace only 2 or 3 cars and they are often parked close to the junction in contravention of guidance contained in the Highway Code. Observations would suggest that parking spaces could be found without the need to cross Station Road.
 - (c) The only way of reserving parking spaces for the exclusive use of specific residents would be to introduce a residents' permit parking scheme. These are mainly used in larger urban areas where non-locals, typically rail commuters, park in residential streets throughout the working day, thereby denying space for residents. Virtually all of the parking that takes place on Station Road is by residents, albeit some may be from Long Close. A permit parking scheme is not considered to be viable at this location. It has been suggested that the available parking space in Station Road be marked into individual bays. However, this would still entail the imposition of yellow lines to clearly show where drivers may not park. In addition, the marking of separate spaces is considered inflexible because it does not take account of different vehicle lengths.
12. In summary, the proposal is specifically intended to address the very localised safety issue of poor visibility for drivers emerging from Long Close onto Station Road. The restrictions would displace only 2 or 3 vehicles. It is felt that the advertised proposal represents a reasonable compromise between improving visibility for emerging drivers, whilst not unduly inconveniencing local residents. Consequently, it is recommended that the restrictions proceed as advertised.

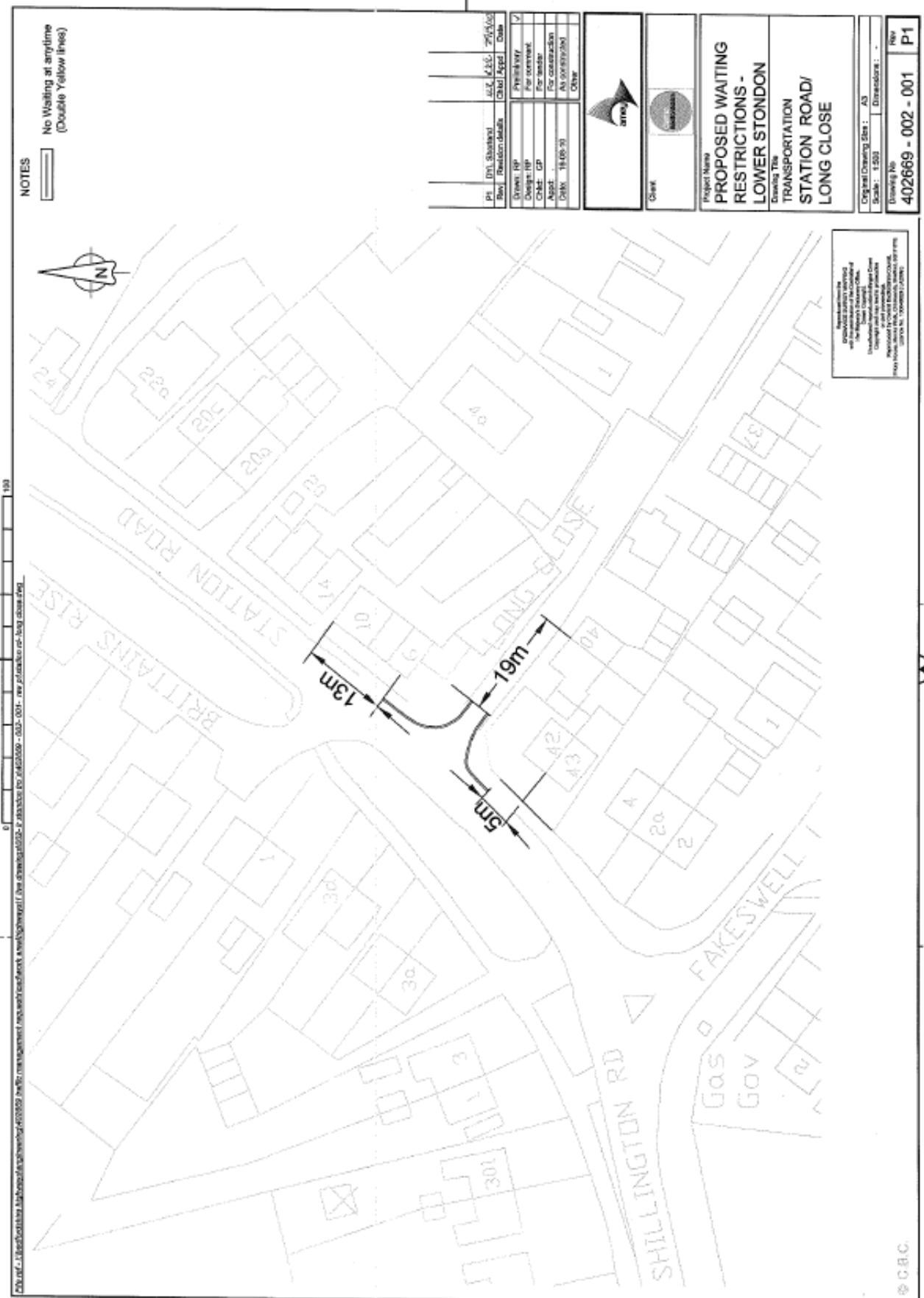
Appendices:

Appendix A – Location plan

Appendix B – Public notice

Appendix C – Objections to proposal

APPENDIX A



APPENDIX B



Central
Bedfordshire

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING RESTRICTIONS IN STATION ROAD AND LONG CLOSE, LOWER STONDON

Reason for proposal: The proposed order is considered necessary on the grounds of promoting road safety. The waiting restrictions are specifically aimed at keeping the area around the junction of Station Road and Long Close, Lower Stondon free of parked vehicles. It will also aid the free flow of traffic in this vicinity.

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 lengths of road in Lower Stondon:-

- Station Road, Lower Stondon – South side from a point 5 metres north east of the boundary between 42 and 43 Station Road to a point approximately 13 metres south west of the northern flank wall of 10 Station Road.
- Long Close, Lower Stondon – Both sides from a point 19 metres north west of the boundary of 40 and 41 Long Close in a north east direction to the junction with Station Road.

Further Details: of the proposed order and a plan may be examined during normal office hours at the office below and normal opening hours at Shefford Library 1 High Street, Shefford SG17 5DD. These documents 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 08453 656009 for further details.

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 15th November 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 201*".

Technology House
239 Ampthill Road
Bedford MK42 9QQ

Basil Jackson
Assistant Director for Highways

22nd October 2010

APPENDIX C

From: Xxxxx Xxxxx
Sent: 27 October 2010 10:41
To: 'ronald.phelvin@amey.co.uk'
Cc: 'nick.chapman@amey.co.uk'
Subject: Waiting restriction, Station Road junction with Long Close, Lower Stondon

Good morning Mr Phelvin,
I left a message for you to call me back earlier on in the week but you may not have received the message.
The reason for the call was to discuss the new proposal for the road markings received this week. To be honest, the new layout will do nothing to relieve the problem that we have.
The south side is OK as visibility is OK when leaving Long Close.
However, visibility to the north is very difficult and to make any sort of improvement at least another car length would be required.
I do understand that this will affect the residents on Station road, but there is a safety issue here and there is a real opportunity to address the risk.
If there is an accident (which is waiting to happen) fingers will be pointed at your department who have the power to relieve the situation.(not after the event)

Yours sincerely.

Xxxxx Xxxxx

X Station Road.
Lower Stondon.

From: XXXXXXXXXXXX
Sent: 14 November 2010 23:31
To: Chris Heard
Subject: Double Yellow lines at the top of Long Close in Lower Stondon

14 / 11 / 2010

Dear Chris Heard,

In response to the letter we have had from Amey with the Public Notice sent with it, I would like to forward you a copy of the letter we sent to Ron Phelvin of Amey in September.

We asked a number of questions and made a number of points in this letter. We received an acknowledgement of receipt of our letter and then after some neighbours and I had spoken to Mr Phelvin and Mr Baldwin of Amey while they were surveying the site outside our houses, we got another letter allowing that it would be at least sensible if we are allowed a whole number of parking spaces outside our houses. We are very pleased that this point was taken up, and we would like to thank whoever made the decision to amend the original plan for the length of the double yellow lines to give us a realistic whole number of parking spaces.

HOWEVER, the rest of our questions have not been answered, nor have our points been acknowledged. SO, if I could summarise:

FIRST and most important:

1. If this is such a dangerous road for drivers to pull out on, WHY AREN'T THE COUNCIL or the POLICE doing something about it?

WHY are drivers allowed to drive too fast along this road?

2. If double yellow lines are painted, where is the Council going to be able to provide alternative safe parking for us, as we were assured at a Parish Council meeting last year that we would be? OR, to put it another way, how come we were assured last year that our parking spaces could not be taken away from us outside our houses unless alternative provision were made?

WHY should we have to cross our children over this dangerous road to get to our cars?

3. Could we please have some way of ensuring that the parking space outside our houses is reserved for the residents of our houses only, especially overnight?

WHY should residents of Long Close and others be allowed to take our parking spaces, greatly inconveniencing us, and then some of them blame us when they can't see to pull out?

If it was Residents Parking only, perhaps there would be few enough cars for the visibility problem to be resolved!

So, please could you answer our questions and consider these points.

Please would you also give some time to read our letter from September, which I have attached, which gives a fuller explanation of our points, and then could someone please REPLY to us, ADDRESSING the points we have made?

We object to the double yellow lines being painted because we don't think they are the best solution to the problem of speeding on Station Road, and we object to them being painted before our questions and points have been answered.

We will be most grateful to hear from you.

We will post you a copy of this email, and look forward to your reply.

Yours faithfully,

Xxxxxx & Xxxxxx Xxxxxxx

XX Station Road,
Lower Stondon,
Beds,
SG16 6JP
3/9/10
Tel:

Your ref: RP/43472/3.12

Dear Mr Phelvin,

We got your letter about the proposed double yellow lines outside our houses here on Station Road, but as it has been the school holidays we have been away and only now have time to respond.

I phoned to speak to you this morning but I had to go out and so missed your call back this afternoon. I hope to speak to you on Monday.

I have been to see my neighbour at number xx, Xxxx Xxxx, and between us, these are the points we would like to make:

1. Residents of Long Close have been complaining about the cars parked outside our houses blocking their view when they are trying to drive out onto Station Road. However, parking places here are oversubscribed partly because residents of Long Close themselves park outside our houses, leaving us with nowhere to park!

We presume the Long Close residents who park outside our houses are not the same ones who are complaining! So we would like to ask if we could meet with the owners / managers of the Long Close parking provision, to ask if there is any way they could provide sufficient parking for their residents, so they don't park outside our houses, blocking the view from Long Close, or causing us, or our visitors, to block their view.

If double yellow lines are put in we presume the residents of Long Close will still want to park outside our houses, but there will be less space.

2. We have very little alternative to parking outside our houses. We do park up Brittain's Rise across the road, but those spaces get filled up, too, and we feel sorry for the residents up there having to put up with a congested road. We know we could park even further away and walk, leaving our cars where we can't keep an eye on them, but where? There is nowhere particularly nearby.

Our real problem here is that four households along this row have young children. We don't mind so much parking one car up Brittain's Rise, but we would like to be able to keep the car we each use for the children outside our houses if at all possible.

We don't want to have to get into the habit of walking our children across the road to and from our cars because of the danger from the speed of the passing traffic. If the

children get used to crossing the road while we are loaded down with bags etc they will start to take risks and will run across without looking. It's human nature, and none of us wants to be the ones to lose a child to prove the road is dangerous.

If it is dangerous to try to pull out onto Station Road in a car, how much more dangerous is it to have to cross with your children regularly to get to your car? Is that not a safety issue of equal importance?

With fewer cars parked outside our houses because of double yellow lines the passing traffic will be able to see better to travel even faster than they already do! We parents are already paranoid about our kids going anywhere near that road, but with even faster traffic it will be even more scary!

3. We attended Parish Council meetings last year when these problems were discussed. Someone attended from 'Highways' and told us that double yellow lines would not be put in unless alternative provision for parking was made for us.

What has happened to that reassurance?

Also we were told the police would gather information about the speed of the passing traffic, to see if the road is dangerous, as we say.

Could we have the feedback from that exercise please? We haven't heard anything, and our local policeman never comes to speak to us, or writes to us with information.

So, we would like to ask for the following suggested provisions to be considered, before double yellow lines are painted outside our houses:

4. Could more safe parking provision be made somewhere, please?
5. Could we have Residents Only parking after 5pm outside our houses, please, so we can ensure one car per household can be parked on our side of the road?
6. As it is so dangerous to pull out of Long Close, which seems to have become an accepted fact, could we have traffic calming along this stretch of road, please? Why on earth should passing traffic be allowed to continue to pass at well over 30 miles per hour, so that the road regularly sounds like a racetrack outside? Asking them to slow down doesn't seem to work with all drivers, so could we please have something physical to slow them down? Then maybe we could continue to park here, AND pull out, safely?
7. Could we have information about the speed of passing traffic? Is it recognised by Beds County Council as dangerous, and if so, what are they, or the police, doing about it?
8. Could we have marked out parking bays outside our houses please? Starting the marking off from outside number 20 and providing us with a whole number of parking spaces, please, before any yellow lines are painted? Despite what the Highway Code says, we have a compact and congested area here, and we ask that some common sense compromise is made so we can park a whole number of cars, not 5 and a half cars, (for example) outside!

If we had marked out bays, it would help to avoid the way some people park their cars leaving huge gaps between them and the other cars, so they take up two parking spaces. It is this type of parking which has often led to other cars being parked too near the road junction in the past.

Interestingly, the residents of this row are very good at tucking their cars in and co-operating with each other to help us all find a parking space. The people who tend to spread out their parking are the residents of Long Close, and others who park here but do not live here.

9. We are concerned that the value of our houses will go down, and they will be harder to sell, if we have double yellow lines outside, because potential purchasers will be put off if there is nowhere to park outside the houses. The little cottages are barely one car wide, certainly not two. This doesn't just affect us at number 10 at the moment. Some of our neighbours are thinking of moving on in the future, and are also concerned. Can you tell us if double yellow lines do cause the value of the affected houses to drop?

10. Finally, if more parking was provided for us up Brittain's Rise, for the sake of safety, would a Pedestrian crossing be provided to get us safely over there? And if so, where could that be placed safely, and without removing still more parking places? In other words, wouldn't traffic calming be the most sensible option here? If the traffic slowed down we could all park and pull out more safely, as we said before!

We have to admit that we are disappointed with the residents of Long Close who complain about our parking, because even when we have tried to talk to them about the problems, they don't want to know or listen to us.

Perhaps if the residents of Long Close would care to consider options which would benefit ALL the local residents of this area, they might agree with us about traffic calming. Even when we told them it is residents of Long Close itself who park up here and block their view, they didn't seem to want to know, or care.

We actually care about not blocking their view, but at the same time we would just like to be able to park our own cars outside our houses, just as they are able to do!

Please consider all our points and suggestions, and answer our questions if you can, and reply to us, if you would, with your comments and any possible solutions to these problems.

We will post you a copy of this letter when we have had a chance to ask if other residents along this row would like to sign it too.

We look forward to being heard and considered, before a decision is made about painting double yellow lines, in the absence of any other measures to solve the problem of the dangerous driving on Station Road.

Yours faithfully

Xxxx and Xxxx Xxxxxx

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Meeting: Traffic Management Meeting
Date: 14 December 2010
Subject: St Neots Road, Sandy - Traffic Calming
Report of: Basil Jackson, Assistant Director of Highways and Transportation.
Summary: To present to the Portfolio Holder for Safer and Stronger Communities and Healthier Lifestyles the responses received to proposals for traffic calming measures in Sandy and seek approval for the implementation of the scheme as amended by this report.

Contact Officer: Adrian Clothier – Senior Engineer Adrian.Clothier@amey.co.uk
Public/Exempt: Public
Wards Affected: Sandy
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

To improve road safety, promote cycling and walking

Financial:

The cost of introducing traffic calming measures (13 features) will be approximately £60,000.

Legal:

None as part of this report

Risk Management:

None as part of this report

Staffing (including Trades Unions):

None as part of this report

Equalities/Human Rights:

None as part of this report

Community Safety:

Proposals will reduce speeds and will reduce the potential and severity of road accidents.

Sustainability:

Encourage walking, cycling and reduce the speed and volume of through-traffic on St Neots Road, especially HGVs.

RECOMMENDATION(S):

- 1. That the traffic calming scheme be implemented as advertised.**
- 2. That the proposed zebra crossing in St Neots Road be deleted from the proposals for the reasons stated.**

Background and Information

1. St Neots Road in Sandy connects the A1 London Road with the B1042 Bedford Road/Sandy High Street. St Neots Road is a two way - single carriageway road. There are footways on both sides of the road. There is a cycle lane on eastbound carriageway between St Neots Road junction with Windsor Way and Bedford Road roundabout.
2. The speed limit is 30mph however according to the Police speed checks and speed survey carried out by Amey between 04/06/2010 and 11/06/2010, speeding is an issue. There is also a long record of complaints made by local residents in relation to speeding regular complaints about vehicles exceeding 30mph speed limit are received This is a road safety issue and causes inconvenience and irritation to local residents.
3. According to Collision Data Analysis there have been seven slight injury collisions recorded on St Neots Road between 01/01/2005 – 31/12/2009. There are no existing traffic calming measures in place.
4. 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.
5. As part of Central Bedfordshire Council's aspiration to promote cycling in Sandy, funding has been allocated in 2010/11 to introduce traffic calming measures along St Neots Road, including a proposed new zebra crossing. This has resulted in the current scheme.
6. 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 residents have also been given an opportunity to comment on the proposals.

7. The traffic calming scheme received six letters of support and five letters of objection. There have been six objections to the proposed zebra crossing and no letters of support.
8. In the letters of support for the traffic calming scheme, local residents supported traffic calming along St Neots Road, as they find speeding a serious problem Bedfordshire Police (Traffic Management) strongly support this scheme.
9. The summary of objections to the traffic calming and responses are as shown:

- The main concern raised, was that the proposed traffic calming scheme will reduce number of parking spaces along the road.

There are no proposed changes to parking arrangements in St Neots Road. Proposed traffic calming does not restrict the number of available parking spaces..

- Humps could cause considerable noise and ground borne vibrations and could result in damage to the houses in the road.

The proposed features will act as a deterrent for rat-running traffic, so the volume of traffic in St Neots Road should be reduced. The spacing of the features will cause vehicles to travel at a lower speed so the noise and vibration levels will be reduced. The proposed features are compliant with current standards and specifications. Combination of soil type along St Neots Road and the distance between features and surrounding buildings indicate that the traffic calming should not have any adverse effect on these buildings.

- Humps will affect quality of life as the there will also be added pollution as vehicles slow down and then accelerate to negotiate and then exit the humps.

The effect of traffic calming on air pollution is similar to its effect on noise levels. The proposed spacing between humps/cushions will cause vehicles to travel slower. The overall effect on pollution should be beneficial or neutral.

- Traffic calming will slow down ambulances and fire engines.

No adverse comments have been received from the emergency services.

- Traffic calming will create drainage issues. Tables can block the gutter and lead to flooding.

This has been designed out as part of the works

- Features like speed cushions will cause damage to vehicles due to sharp edges of features and metal parts forming them. It was suggested that speed cushions wreck car tyres by distorting the inner surface of the tyre.

Proposed features follow current standards and good practice. None of the proposed features contain metal parts and do not have any sharp edges. All of the features will be formed from Dense Bitumen Macadam. There is no evidence that vehicles driven at appropriate speeds will be damaged

- The the need for some features has been questioned, and it was suggested that their number be reduced.

The proposed design has an optimal number of features. Proposed design follows current standards and DfT recommendations, and is also based on speed checks, traffic volumes and site conditions. The location and number of features is considered appropriate.

- It was suggested that flat top humps be replaced with chicanes.

Chicanes would have an adverse effect on parking availability in St Neots Road. Vertical features are more effective in terms of reducing vehicle speeds than chicanes that rely on opposing traffic for their effectiveness.

- *There was also an objection seeking to change the location and types of proposed features. It was also proposed to reduce number of features used to slow traffic down. The design team was asked to amend the design as follow:*
 1. *Provide a vehicle activated sign at the junction with A1;*
 2. *Feature 1 to be a raised table;*
 3. *Feature 2 and 3 to be removed;*
 4. *Zebra crossing on the south side of Engayne Avenue, not the north side
with reduced number of zig-zags;*
 5. *Feature 5 to be raised table;*
 6. *Features 6 and 7 to be removed;*
 7. *Feature 8 to be a raised table;*
 8. *Feature 9 to be placed where the existing zebra crossing is at West Road – a raised table (perhaps encompassing the whole junction)
with the zebra crossing on it;*
 9. *Feature 10 – no change;*
 10. *Feature 11 to be removed.*

These amendments were then discussed with the Sandy Town Council at a further meeting on Tuesday 9th November. It was agreed that Bedfordshire Highways would further investigate the feasibility of these changes and report back to the Council.

Following Sandy Town Council's request for amendments into the traffic calming scheme, further work was undertaken to check the feasibility of the proposals. These relate to the numbered items on page 4 of this report.

1. *It was agreed that the entry point to the 30mph limit from the A1 should be enhanced as far as practicable. Whilst national research shows that vehicle activated signs have only a limited success in reducing vehicle speeds, a sign close to the junction with the A1 would help raise awareness and act as a reminder to reduce speeds into St Neots Road. A vehicle activated sign near Pyms Way will therefore be added.*
2. *Changing the proposed feature 1 from speed cushions to a raised table junction at Pyms Road was considered. The additional cost of this would be approximately £10,000 which cannot be accommodated within the current scheme budget. It is therefore proposed that feature 1 remain as originally advertised, with the addition of the vehicle activated sign as 1. above.*
3. *In order to achieve a reduced and constant speed of approximately 30mph along St Neots Road, traffic calming features should be located at a maximum of 100m spacing. Removal of features would have an unsatisfactory impact on the effectiveness of the scheme. This is therefore not recommended. Alternative speed tables at Pyms Way and Carter Street were discussed Initial estimates indicate this change will increase the cost of the scheme by approximately £20,000 and this cannot be accommodated within budget*

4. *It was suggested that the zebra crossing south of Engayne Avenue be moved. There is no suitable location to do this without undue disruption to residents and it is therefore considered that on balance this crossing be removed from the scheme.*
 5. *In order to maintain regular intervals between features (as far as practicable), feature 5 should remain in its current position.*
 6. *Removal of features 6 and 7. In order to achieve a reduced and constant speed along St Neots Road, traffic calming features will need to be located at a maximum of 100m spacing and it is therefore recommended these features remain*
 7. *Due to the presence of dropped vehicle accesses in this location, it is not possible to replace this feature with a raised table. It is therefore recommended that the proposed speed cushions remain as advertised.*
 8. *In order to achieve a reduced and constant speed along St Neots Road, traffic calming features will need to be located at a maximum of 100m spacing and it is therefore recommended these features remain*
 9. *Feature 10 to remain – agreed.*
 10. *In order to achieve a reduced and constant speed along St Neots Road, traffic calming features will need to be located at a maximum of 100m spacing and it is therefore recommended these features remain*
10. Objections to the proposed zebra crossing.
- Following high number of objections received to this proposal and following the meeting with the Town Council it is suggested that the zebra crossing be deleted from the scheme. It is however recommended that the raised table in this location as an uncontrolled crossing remains.*

Conclusion and the Way Forward

11. The proposed design is based on the guidelines from the London Cycling Design Standard 2005 and Transport for London (TfL) Streetscape Guidance. The Design Manual for Road and Bridges [DMRB] 1992 standards and Department for Transport [DfT] specifications were used for traffic calming design. All proposed features are compliant with current standards.

12. Traffic calming is targeted at reducing the adverse impact of motor vehicles on built up areas. The most effective traffic calming measures for reducing vehicle speeds involve vertical shifts in the carriageway, such as road humps and speed cushions.

Studies have shown that traffic calming can reduce collision levels by up to 40%, and have a significant impact on reducing the severity of injuries. Air pollution can also be reduced.

Additionally traffic calming can by reducing vehicle speeds, provide more space for pedestrians and cyclists, and improve the local built environment.

13. In conclusion the comments raised by the residents and Town Council have been carefully considered, and the following changes incorporated to reflect their views:

1. Inclusion of an enhanced gateway feature and provision of a vehicle activated at the A1 Junction.
2. Removal of the zebra crossing north of Engayne Avenue, but the raised table to remain.

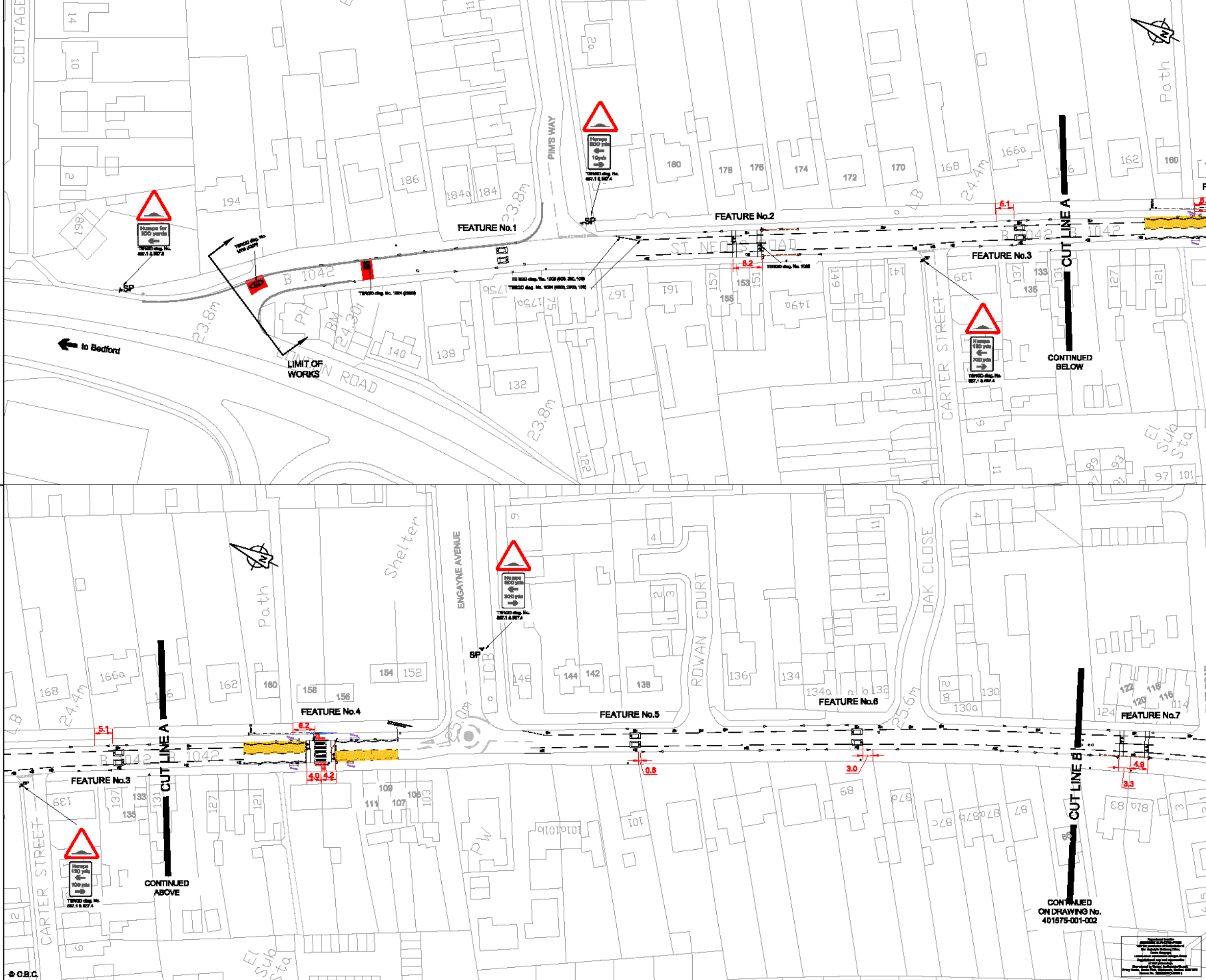
14. It is felt that proposed traffic calming features strike the right balance between ensuring the safety of cyclists and pedestrians, and the amenity of residents and should remain

15. It is therefore recommended that the scheme as amended by this report be approved for implementation.

Appendices:

- Appendix A General Arrangements. Plan 1.
General Arrangements. Plan 2.
Appendix B Public notices
Appendix C Objections to proposals

APPENDIX A



- NOTES**
- This drawing to be read in conjunction with drawing No. 401575-DD-001-002, 401575-DD-001-003 & 401575-DD-001-008.
 - Setting out of all works to be agreed on site with Engineer.
 - All road markings and traffic signs to be in accordance with the Traffic Signs Regulations and General Directions 2002 and The Traffic Signs Manual.
 - All sign posts to be mounted on existing lighting column/sign posts where possible.
 - All signs to be mounted at height of 2.40m minimum, except those on bollards.
 - All signs to have a minimum clearance of 600mm from face of kerb.
 - All road markings to be of thermoplastic type unless shown otherwise. Iron work such as manhole covers to be made flush with carriageway and checked to make sure that their total resistance is compatible with that of the surrounding carriageway/high friction surfacing (where applicable) within the extent of the works.
 - All existing street furniture and existing restrictions to remain unless shown otherwise.
 - Refer to CBC standard drawings for construction detail of kerbs, gullies, footway, edging, tactile paving and carriageway reinstatement.

- KEY:**
- PROPOSED 400x400x86mm RED COLOUR TACTILE PAVING
 - PROPOSED 60x180mm PRECAST CONCRETE EDGING
 - EXISTING KERB
 - EXISTING TRAFFIC ISLAND
 - PROPOSED 400x400mm GULLY
 - PROPOSED GULLY CONNECTION
 - PROPOSED WHITE COLOUR ROAD MARKINGS
 - EXISTING ROAD MARKINGS
 - PROPOSED SIGN AND POST
 - PROPOSED SIGN MOUNTED ON EXISTING LAMP COLUMN
 - PROPOSED SIGN MOUNTED ON EXISTING SIGN POST
 - PROPOSED BELISHA BEACONS
 - PROPOSED BUFF COLOUR HIGH FRICTION SURFACING
 - PROPOSED RED COLOUR HIGH FRICTION SURFACING

Rev	Revision details	Chk'd	App'd	Date

Drawn: PB	Preliminary
Design: PB	For comment
Check: AC	For tender
App'd: NC	For construction <input checked="" type="checkbox"/>
Date: 18/08/2010	As constructed
	Other

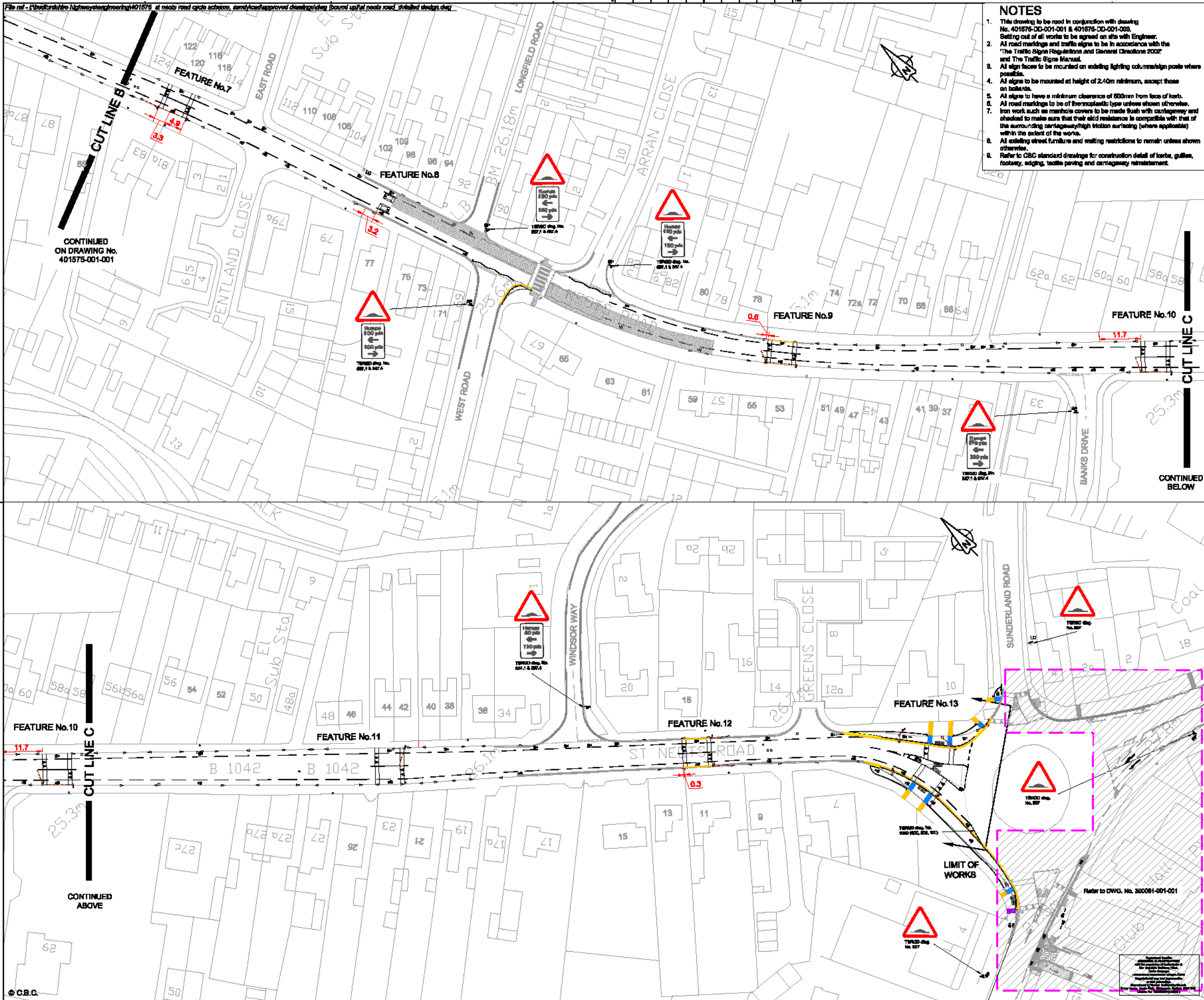


Project Name
St Neots Road Cycle Scheme

Drawing Title
**Bedfordshire Highways - Transportation
General Arrangements,
Plan 1
Sheet 1 of 8**

Original Drawing Size: A1
Scale: 1:500
Dimensions: -

Drawing No.
401575-DD-001-001



- ### NOTES
- This drawing to be read in conjunction with drawing No. 401575-DD-001-001 & 401575-DD-001-002. Setting out of all works to be agreed on site with Engineer.
 - All road markings and traffic signs to be in accordance with the 'The Traffic Signs Regulations and General Directions 2002' and The Traffic Signs Manual.
 - All sign faces to be mounted on existing lighting column/sign poles where possible.
 - All signs to be mounted at height of 2.40m minimum, except those on bollards.
 - All signs to have a minimum clearance of 800mm from face of kerb.
 - All road markings to be of thermoplastic type unless shown otherwise.
 - See work with an available camera to be made from with contingency and checked to make sure that track acid resistance is compatible with that of the surrounding carriageway/high friction surfacing (where applicable) within the extent of the works.
 - All existing street furniture and walling restrictions to remain unless shown otherwise.
 - Refer to CBC standard drawings for construction detail of kerbs, gullies, footway, edging, tactile paving and carriageway reinstatement.

- ### KEY:
- PROPOSED 400x400x65mm BUFF COLOUR TACTILE PAVING
 - PROPOSED 400x400x65mm CORDUROY TACTILE PAVING
 - PROPOSED 400x400x65mm TRAMLINE TACTILE PAVING
 - PROPOSED 400x400x65mm LADDER TACTILE PAVING
 - PROPOSED 125x255mm BULLNOSED CONCRETE KERB
 - EXISTING KERB
 - EXISTING TRAFFIC ISLAND
 - PROPOSED GLASDON JUBILEE BOLLARD COMPLETE WITH SOCKET
 - KEEP LEFT SOLAR POWERED BOLLARD
 - PLAIN FACE RETRO-REFLECTIVE BOLLARD
 - PROPOSED 400x400mm GULLY
 - PROPOSED FOOTWAY GULLY
 - PROPOSED GULLY CONNECTION
 - EXISTING ROAD MARKINGS
 - YELLOW COLOUR ROAD MARKINGS
 - PROPOSED SIGN AND POST
 - PROPOSED SIGN MOUNTED ON EXISTING LAMP COLUMN
 - PROPOSED SIGN MOUNTED ON EXISTING SIGN POST
 - EXISTING HIGH FRICTION SURFACING

Rev	Revision details	Chkd	Appd	Date
Drawn: PB				Preliminary
Design: PB				For comment
Check: AC				For tender
Appd: NC				As construction <input checked="" type="checkbox"/>
Date: 18/08/2010				Other



Client
 Project Name
St Neots Road Cycle Scheme

Drawing Title
**Bedfordshire Highways - Transportation
 General Arrangements,
 Plan 2
 Sheet 2 of 8**

Original Drawing Size: A1	Scale: 1:500	Dimensions: -
Drawing No: 401575-DD-001-002	Rev: -	

APPENDIX B



PUBLIC NOTICE

HIGHWAYS ACT 1980

PROPOSED TRAFFIC CALMING MEASURES – ST NEOTS ROAD, SANDY BETWEEN ITS JUNCTIONS WITH A1 LONDON ROAD AND BEDFORD ROAD

CENTRAL BEDFORDSHIRE COUNCIL proposes to construct various traffic calming measures under Section 90 A-I

of the Highways Act 1980 and all other enabling powers on St Neots Road, Sandy, as part of a proposed Traffic Calming Scheme to reduce vehicle speeds and to improve road safety and the environment for local residents.

The proposed traffic calming measures include:-

- 7 Flat-topped Road Humps, coincidental with uncontrolled crossing points, which extend from kerb to kerb, approximately 6 metres long and 75mm nominal height above existing carriageway levels with ramps not steeper than 1:15.
- 1 Raised Table, coincidental with Zebra Crossing, 75mm nominal height above existing carriageway level.
- 5 Speed Cushions in pairs, each 3 metres long and 1.7 metres wide with a 1metre gap in between and 75mm nominal height above existing carriageway levels.

The numbers below refer to locations shown on the plan that is available for public viewing as explained below.

Raised tables are proposed to be sited at the following locations in Sandy:-

2. St Neots Road, centered approx. 0.5 metre north of the boundary between property nos.176 and 178.
4. St Neots Road, centered approx. 1.5 metres north of the boundary between property nos.156 and 158, coincidental with a zebra crossing. (A separate notice for the proposed zebra crossing has been published).
7. St Neots Road, centered approx 1 metre south of the boundary between property nos.120 and 122.
9. St Neots Road, centered approx 2.5 metres south of the boundary between property nos. 53 and 55.
10. St Neots Road, centered approx 1 metre south of the boundary between property nos.58 and 58a.
11. St Neots Road, centered approx 1.5 metres south of the boundary between property nos. 42 and 44.
12. St Neots Road, centered approx 1 metre north of the boundary between property nos.16 and 18.
13. St Neots Road, centered approx 1 metre south of the boundary between property nos.10 and 12. The raised tables will be situated on both sides of the proposed traffic island on St Neots Road adjacent to the Bedford Road/High Street/Sunderland Road roundabout.

Speed cushions, installed in pairs are proposed to be sited at the following locations in Sandy:-

1. St Neots Road, 1 metre north of the boundary between property nos. 175a and 175b.
3. St Neots Road, opposite property no. 166a.
5. St Neots Road, opposite property no. 101.
6. St Neots Road, opposite property no. 89.
8. St Neots Road, opposite property no. 77.

Further Details of the proposals and a plan can be examined during normal office hours at Sandy Town Council, Council Offices, 10 Cambridge Road, Sandy, SG19 1JE and normal opening hours at Sandy Library, Market Square, Sandy, SG19 1EH. Telephone Piotr Bogusiewicz, Bedfordshire Highways on 0845 365 6149 for further advice on this proposal.

239 Ampthill Road
Bedford MK42 9QQ

Assistant Director for Highways

17th September 2010



PUBLIC NOTICE

ROAD TRAFFIC REGULATION ACT 1984 – SECTION 23

PROPOSED ZEBRA CROSSING - ST NEOTS ROAD, SANDY

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL, in exercise of its powers under Section 23 of the Road Traffic Regulation Act, 1984 and all other enabling powers, proposes to establish a zebra crossing in St Neots Road, Sandy between its junctions with Carter Street and Engayne Avenue. This will provide a safe crossing point, this will improve road safety and reduce the risk and severity of pedestrian injuries. This proposal aims to improve walking routes to schools in Sandy as well as providing benefits to the wider community.

The location of the proposed raised zebra crossing is as follows:-

St Neots Road, Sandy, located approximately 1.5 metres north of the boundary between property nos. 156 and 158. (A separate notice for the proposed flat top road hump has been published.)

Further Details of the proposals and a plan can be examined during normal office hours at Sandy Town Council, Council Offices, 10 Cambridge Road, Sandy, SG19 1JE and normal opening hours at Sandy Library, Market Square, Sandy, SG19 1EH. Telephone Piotr Bogusiewicz, Bedfordshire Highways on 0845 365 6149 for further advice on this proposal.

Technology House
239 Ampthill Road
Bedford MK42 9QQ

Basil Jackson
Assistant Director for Highways

17th September 2010

APPENDIX C

Representations on Traffic Calming proposals

1. Positive

- Subject: *Traffic calming in St. Neots Road, Sandy*
Re: your letter ref: PB/44142/3.12

Thank you for your letter regarding the proposed traffic calming measures in St. Neots Road. As a resident I felt I must write to say how delighted I am to hear of these measures. The speed and quantity of traffic on St. Neots Road has been a problem for a long time, but recently the amount of late-night/early morning speeding and reckless driving has become extremely disturbing and disruptive. Add to this the speed of traffic at peak hours, and the situation is verging on intolerable! I can only congratulate you and the Council on making this decision, and would be interested to know how soon the work will begin?

With grateful thanks again.

XX St Neots Road, Sandy

- Subject: *Traffic calming in St. Neots Road, Sandy*

Following our previous correspondence, I was wondering what the latest update is on the proposed Traffic Calming? In your previous email you said that work was due to begin on October 25th, and the pavement utilities have certainly been marked for the work.

Many thanks,

XXX

- Subject: *Traffic calming in St. Neots Road, Sandy*
I am most grateful for your speedy reply.

Forgive me sounding off to you, but I can only imagine that the people in St. Neots road who object to the proposals are the same people who drive along it at 50 miles an hour, with no thought for others. Also, if the majority of people want it, then surely the law of democracy (by which I hope at least some areas of this country are still governed) says that a majority decision should be enough? As to the individual on the town council, again surely democracy should rule?

If there is anyone I can contact further to register my dismay at this delay please let me know.

Many thanks again for your swift reply.

XXX

-
- Subject: *Traffic calming in St. Neots Road, Sandy*

My wife and I fully support the traffic calming measures proposed for St Neots Road.

XX

XX St Neots Road, Sandy

-
- Subject: *Traffic calming in St. Neots Road, Sandy*

Just a quick email to say I was very happy to get the letter dated 16 Sept about the proposed measures on St Neots Road and strongly support these plans.

X (X St Neots Road)

- Subject: *Traffic calming in St. Neots Road, Sandy*

Thank you for the correspondence regarding the above proposed works on St Neots Road. I live at XXX and am all for the improvements to road safety. Too many times have there been cars driving in excess of what sounds and looks like 50mph. I hope this helps.

XX
XX St Neots Road, Sandy

- Subject: *Traffic calming in St. Neots Road, Sandy*

As the residents of XXX, St Neots Road, Sandy, Beds, I have a few concerns and questions about the proposal. Calming measures are needed for St Neots, but the speed in which vehicles exit the A1, I think that some measure needs to be in place way before my property as residents all ready have to watch out for speeding vehicles much before XXX, St Neots Road.

If the speed cushions where put in between 175a and 175b would this restrict the parking outside the property and there is enough room for two vehicles to be parked at the moment?

XXX & XXX

XXX St Neots Road, Sandy
Subject: *Traffic calming in St. Neots Road, Sandy*

Thank you for your PB/44142/3.12 dated 16 September 2010 in the above connection. I have pestered the council for many years to do something about speeding on St. Neots Road but now I cannot help thinking your plans are "overkill", nevertheless I have no material objections and welcome the plans coming to fruition.

Regards,
XXX

Subject: *Proposed Traffic calming measures on St. Neots Road, Sandy.*

This Authority has considered the proposed Traffic Regulation Orders as outlined in your letter dated the 16th September 2010, together with the reason(s) given. The proposals are accepted by this authority, therefore no objections will be offered.

It is disappointing to hear that the scheme has met with objections, this road is a speed complaint area that has received enforcement attention from our officers and the camera enforcement team.

Regards,

Steve Welham.
Bedfordshire Police Traffic Management.

2. Negative

- Regarding the proposed traffic calming measures for St Neots Road, Sandy.

In response to the letter received from Nick Chapman, Transportation Manager, we have one comment and two questions:-

1. Speed Cushions wreck car tyres by distorting the inner surface of the tyre. Please can they be replaced by raised tables instead? Alternatively how about chicanes, which are cheaper and easier to install.
2. When is the work scheduled to commence? Will it be done at the same time as the work on the pavements?
3. How long will it take to complete?

Thank you for the detailed information supplied and for consulting us.

XXX

XXX St Neots Road, Sandy

- Regarding the proposed traffic calming measures for St Neots Road, Sandy.

We have taken some photos of speed cushions at the St Neots Road end of Engayne Avenue. They are attached. You can see how the metal edging is protruding above the 'cushion' thus causing untold damage to tyres. All unbeknown to the driver. When it is revealed, they will not be able to identify the cause, when and where. Hence our concerns about speed cushions, generally.

XXX

XXX St Neots Road, Sandy

- Regarding the proposed traffic calming measures for St Neots Road, Sandy.

Thank you for this information.

We do hope that there will be some amendments to the original proposals, both in the interests of road safety and for the quality of life of residents. The impression we had from the meeting is that the main speeding problems are at the North and South ends of the road. So maybe we can reduce the number of tables in the intervening part and, we hope, do away with speed cushions altogether.

We await developments with interest!

XXX

XXX St Neots Road, Sandy

-
- Subject: *Traffic calming in St. Neots Road, Sandy*

The traffic calming measures, that we probably do not get a chance to halt at this point, are an extremely unpopular idea. I do not accept the argument given that these plans are to promote road safety, and i think the council would be hard pressed to give evidence to that point based specifically on St Neots Road. In an ideal world residents of the road would have the choice to put these in if desired, we have not been given this choice and we do not have any desire for them either. Please outline any way in which the proposal may be stopped and please spend the money you are given for the maintenance of our roads in a more useful manner. Thank you for anything you can do to stop this, we would rather the money be given to charity where it stands more of a chance of being used wisely.

XXX

-
- Subject: *Road humps in St. Neots Road, Sandy*

I have seen the notice in this week's Chronicle concerning "Proposed Traffic calming measures - St Neots Road, Sandy". I am very worried that they are proposing to build what are usually called "humps".

These humps will cause considerable noise and seismic vibrations and result in damage to the houses in the road. They will affect our quality of life. There will also be added pollution as vehicles slow down and then accelerate to negotiate and then exit the humps.

I live at No. XX St Neots Road, and used to be woken in the morning by the vibrations from Bank's lorries when they had their premises in the road - and that was just over a small crack in the road surface. Goodness knows what it will be like with humps, which are basically "inverted potholes".

Humps will slow down ambulances and fire engines on this busy road (we seem to get at least one a day - often more). They will affect for example, people getting ready to get off buses at the bus stops, and any unsteady or elderly cyclists. I feel that a better solution would be a mixture of:

- chicanes with unidirectional priority;
- automatic illuminating 30 signs;
- closure of the southbound A1 junction (at least at peak times) to minimise rat-running. This has always been a particular problem from around 08:30 to 09:15 on weekdays;
- change in the speed limit on the road to 20 mph.

Do you agree with me in my reservations?

I know there is a time limit on the public's ability to comment on and influence these matters, so I look to you for advice on what my best strategy will be to change these flawed plans while there is still time.

XXX

Ps. We badly need some traffic calming on the entry to Sunderland rd from the roundabout with Bedford Road / St Neots Road. For this section I would propose a width restriction just beyond the traffic island. (HGVs are obliged to go round via the North in any case). How there are not fatalities here every day I do not know: Motorists speed off the roundabout and slow towards parties of schoolchildren without indicating twice daily during the week!

-
- Subject: *Proposed traffic calming measures St Neots Road, Sandy*

Whilst I am all in favour of some traffic calming measures down this road, I do question if the details outlined in your communication of 16 September are somewhat excessive.

I also wonder how these measures will affect the Emergency Services who use this road on a very regular basis. There may also be issues with residents' parking as I assume with the raised tables parking will be reduced. I also do not see the need for a cycle path having almost had an accident whilst using the existing path at Sandy roundabout. In my view, on this type of road cyclists fair better when merged with other road users.

XXX

Resident of St Neots Road

-
- Subject: *St. Neots Road, Sandy*

Speeding not as prevalent as 4/5 yrs ago.

(a) Speed humps not necessary. There are many more parked vehicles slowing traffic & humps create dazzle for drivers at night.

(b) regular congestion leading to Bedford/Sunderland/High St especially mornings.

(c) humps will slow emergency vehicles as in High St.

XXX

Representations on Zebra Crossing proposal

Objections

- Subject: *Traffic calming in St. Neots Road, Sandy*

I would like to bring to your attention the following regarding St Neots Road calming measures;

1. Why can the pedestrian crossing not be placed on the other side of the mini roundabout near to No 101, where it does not interfere with the cars that are parked this side of the roundabout due to the fact that most houses do not have off road parking, also most students crossing the road for the Upper School do so near No 101.
2. What is the point of putting a cycle lane past house No 103 when there is parked cars there.
3. There are too many road humps which will add to more pollution from cars that will have to travel in a lot lower gear the length of St Neots Road.

Mr X
X St Neots Road

- Subject: *Traffic calming*

My name is XXX and I live at XXX St. Neots Road with my husband, and the reason I am e-mailing you is in response to the letter the residents of St. Neots Road received from Amey highways & transport.

We can understand the reason for the traffic calming measures that are being proposed as most drivers do speed down our road.

Could you give us more information as to why you feel the need of a zebra crossing sited outside no 115/117 as there has never been a problem crossing St. Neots Road, which I do most days to go to the shop in Engayne Avenue. The cars are normally slowing down by the time they are nearing the roundabout. St Neots Road north of Engayne Avenue is nowhere near as busy as 95% of the traffic travelling along St Neots Road emerges from Engayne Avenue and turns left into St. Neots Road to go towards Sandy town.

If it is felt that a zebra crossing is needed would it not be better sited the other side of of the St. Neots/ Engayne Avenue roundabout as this is where most women with prams and children cross also majority of pupils from the upper school come and go in the direction of the town. Also it would cause less disruption as the houses along that stretch of the road have driveways and there is no need to park in the road, where as if you site the zebra crossing where you propose it will cause parking problems for residents from no. 107 to 123 of which my house is one.

With approx 10 houses affected I believe this could cause quite a lot of bad feeling with residents vi-ing for parking places which will change the whole atmosphere of this part of the road.

I look forward to your reply. Thank you

XXX

- Subject: *Traffic calming*

Thank you for your e-mail about the alternative proposal to save some parking spaces along St. Neots Road but in actual fact it is not more acceptable to me and my husband as we live in one of the houses directly affected. As you would have read in my first e-mail to you we live at number XXX St. Neots Road. My husband and myself are not in the best of health as I suffer with arthritis in my joints and my husband suffers with 'copd' so neither of us want to park far from our house as this could well be the case.

Can you explain why you believe the proposed site of the zebra crossing is more suitable this side of Engayne Avenue than the other as mentioned in your e-mail?

XXX

- Subject: *Proposal for St Neots Road*

I am Abbie North of XXX St Neots Road, Sandy. I'm mailing with regard to the proposal of the raised table- Feature No. 2 on your plans for the proposed "Traffic calming measures on St Neots Road, Sandy".

I have a few concerns regarding this proposal.

My Main concern is that we are a terrace of 4 cottages. Where we live and our front doors are approx 3 metres from the road, we have no drive or garden to park our vehicles. At present we all park our cars in a row outside our row of houses; we can get about 6 cars parked out there if people park considerately. I'm slightly worried that if these raised tables go ahead, will we still be able to park outside our houses? Or will there be hazard markings on them or double yellow lines to prevent us all from parking out there?

We have absolutely no where else to park and this would make quite an impact to buyers when we want to sell our house.

Also my other concern is that as I've already said we have absolutely no front garden at all. We are approx 3 metres (maybe even less) from our front door to the the road, so there is very little between us and the traffic to act as a sound barrier from the noise of vehicles clanking over them a million times a day. We already have double glazed windows but still feel this will be extremely noisy.

My other concern is how much money is this costing and is it really necessary to put quite so many traffic calming measures on 1 road. To my knowledge, and I have lived here for 8 years. I have seen an accident or a child get knocked over or even an incident involving someone's pet. I think maybe other measures could be considered before making such a mess and congestion whilst putting these proposals into action, maybe consider lowering the speed limits or putting speed cameras or those slow down light systems.

I'd appreciate your advice regarding the parking restrictions we may face if these proposals go ahead.
Thank you for your time

Miss X and Mr Y
XXX St Neots Road, Sandy

-
- Subject: *Calming measures on St Neots Road, Sandy*

To Whom It May Concern:

We are writing to voice our concerns with regard to the Pedestrian crossing which is proposed for outside our property.

The drainage on the road cannot always cope with the heavy rainfall we sometimes have and when it is really bad it ends up coming down our drive as the road slopes slightly from the roundabout. If the crossing goes ahead there will be the drain by the roundabout and then the other drain will be the other side of the crossing meaning that the water has nowhere to go except either into our front garden and front door or down our driveway. Either way this would cause us great concern and possibly damage.

We also feel that the crossing would be very imposing as we have a very small front Garden and also sleep at the front of the house. Not enough people use this side of the road to cross to the other side to warrant a crossing being put there and feel that if the speed humps were in place that would be sufficient for the traffic to be slower to enable the few people who do cross the road to cross safely. Most of the traffic on St Neots Road comes from Engayne Avenue area and then proceeds towards the town centre. We are aware that there is a footpath which leads onto Western way but this is used by very few people as they seem to use the other path on All Saints Way.

Should you proceed with the positioning of a crossing and especially a raised hump directly outside our property we would like to put you on notice that any subsequent damage caused by flood water into our house and any work needed to prevent any future damage from flood water will be your responsibility and will be done at your cost.

Mr & Mrs XXX
XXX St Neots Road
Sandy

-
- Subject: *Traffic Calming down St Neots Road*

My name is XXX and I'm the owner of XXX St Neots Road. I moved out of my property on the 16th September to relocate to Stratford Upon Avon due to a change in career, however I still own my house and now currently renting out.

As I wasn't living in my property when this letter arrived stating the traffic calming measures that are supposed to take place, I was none of the wiser until one of my neighbours informed me at the weekend. Please can you explain to me why this is happening?!!!! Yes cars do tend to go faster down the upper section of our road as they've just come off the

A1 but have slowed down by the time they get to the roundabout for Engayne Ave. Most traffic does come from the town, turning up to school at Engayne Ave, so wouldn't a zebra crossing be more suitable.

We are a small row of terraced houses and most of the residents rely on road parking. Some residents have elderly family that visit, so rely on being able to park outside or near their house. Some carry heavy boxes and tools and need to empty their cars regularly, so again need to park outside or near their house. By putting in this traffic calming outside

9 properties of which most rely on road parking, you will affect many people and many more because you will restrict the easy of parking down the whole of the road.

Where will people who are visiting the chapel park? Often they are using our section of the street to park, so we have to park down the street.

Are you proposing alternative parking nearby?

On another matter, I've spoken to Daniel Davie at Inskip and Davie which is the estate agent who market my house for rental and he has said by putting traffic calming outside my property this will affect the selling and rental value - I would be looking to you for compensation!!!

Few children, adults or families cross our road in the morning or evening, most come from the direction of the town. Would putting a traffic calming/ zebra crossing before the mini roundabout make far more sense as there would be little disruption to parking as the majority of properties there have driveways and garages!!!

Please consider the trouble this will cause myself and my past neighbours in so many ways!!!

I await to hear from you very soon.

XXX

-
- Subject: *proposed Zebra crossing*
Your reference PB/44142/3.12

Looking at the plans the crossing would be outside ours and our neighbours' house. Can you send us any more detailed information? Many cars park outside our house as does family when visiting. We would like to know where there will be parking facilities, and the amount of noise we will have to tolerate if it is built, when cars stop for the crossing?

We are also concerned how difficult it will be to get in and out of our driveway. We have problems now due to cars parking down the road, but with a crossing we will barely have enough room to turn before we are on top of the crossing.

Looking at the proposed plans, light from the beacon will flash through our windows.

The other crossing in St Neots Road is not positioned near any ones access to their car driveway or where cars park.

We agree with the proposal for calming measures but are concerned regarding the position of the crossing.

Look forward to hearing from you with more information.

Mrs XXX

XXX St Neots Road, Sandy

- Subject: *Zebra crossing, St. Neots Road*

After looking at the amended plans, I am still not happy with the crossing as are my neighbours. We do not want the crossing outside of our houses.

We are also in contact with Chris Heard and he is aware of all our objections. After reading the local paper there is obviously much wider issues with other residents of St. Neots Road.

Thank you for your reply

Mrs XXX

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