

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



**please ask for** Martha Clampitt  
**direct line** 0300 300 4032  
**date** 4 August 2011

## NOTICE OF MEETING

### TRAFFIC MANAGEMENT MEETING

Date & Time

**Monday, 15 August 2011 2.00 p.m.**

Venue at

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

Richard Carr  
**Chief Executive**

To: The Executive Member for Sustainable Communities – Services

Cllr B J Spurr

All other Members of the Council - on request

***MEMBERS OF THE PRESS AND PUBLIC ARE WELCOME TO ATTEND THIS MEETING***

# 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

## Reports

<b>Item</b>	<b>Subject</b>	<b>Page Nos.</b>
2	<b>Chiltern Gardens, Leighton Buzzard - Resolution of objections to the proposed Prohibition of Waiting</b>  To report to the Executive Member for Sustainable Communities – Services the receipt of objections to proposals for a prohibition of waiting on lengths of Chiltern Gardens, Leighton Buzzard and seek approval for the implementation of this scheme.	* 5 - 18
3	<b>Clarence Road area, Leighton Buzzard - Consider objections to proposed 20 mph speed limit</b>  This report seeks the approval of the Executive Member for Sustainable Communities – Services for the introduction of a 20 mph speed limit in the Clarence Road area, Leighton Buzzard following a public consultation and consideration of responses.	* 19 - 30
4	<b>Dunstable Street, Ampthill - Resolution of objections to the proposed Zebra Crossing</b>  To report to the Executive Member for Sustainable Communities – Services the receipt of objections to proposals for a zebra crossing on Dunstable Street, Ampthill.	* 31 - 40
5	<b>Westfield Road, Dunstable - petition requesting parking restrictions</b>  To report to the Executive Member for Sustainable Communities – Services the receipt of a petition concerning a requested parking restriction in Westfield Road, Dunstable.	* 41 - 44

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**Meeting:** Traffic Management Meeting  
**Date:** 15 August 2011  
**Subject:** Chiltern Gardens, Leighton Buzzard - Resolution of objections to the proposed Prohibition of Waiting  
**Report of:** Basil Jackson, Assistant Director of Highways and Transportation.  
**Summary:** To report to the Executive Member for Sustainable Communities Services the receipt of objections to proposals for a prohibition of waiting on lengths of Chiltern Gardens, Leighton Buzzard and seek approval for the implementation of this scheme.

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**Contact Officer:** Gary Baldwin – Traffic Engineer  
[gary.baldwin@amey.co.uk](mailto:gary.baldwin@amey.co.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Leighton Buzzard North  
**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

To improve highway safety and facilitate the free flow of traffic

**Financial:**

The cost of introducing the waiting restrictions will be approximately £2,000, which is being funded via the Forticrete development

**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 in the vicinity of the two junctions of Heath Road and Chiltern Gardens

**Sustainability:**

None

**RECOMMENDATION(S):**

- 1. That the proposal to introduce a Prohibition of Waiting on the two junctions of Heath Road and Chiltern Gardens be implemented as set out in this report.**

**Background and Information**

1. The Council has received complaints about indiscriminate on-street parking near to the two junctions of Heath Road and Chiltern Gardens, Leighton Buzzard. This occurs mainly during school opening and closing times by parents dropping off and picking up pupils. The positioning of parked cars can obstruct visibility for drivers turning into and out of Chiltern Gardens and for pedestrians crossing at these locations, thereby creating a road safety hazard.
2. The proposals were formally advertised by public notice in June 2011. Consultations were also carried out with the emergency services and other statutory bodies, Leighton-Linslade Town Council and Elected Members. Local people were also consulted.
3. A total of 7 representations have been received, all of which are opposed to the advertised proposals. Copies of all of these are included in Appendix C and the comments are summarised below.
4. The main points raised by those responding to the formal consultation were as follows:-
  - a) Concerns that the proposed restrictions would force vehicles to park further into Chiltern Gardens, thereby creating parking difficulties outside residents' homes.
  - b) The restrictions would prevent residents and their visitors parking outside their homes.
  - c) Parents of school children will not obey the restrictions and there will be little or no enforcement of the restrictions.
  - d) The present difficulties only exist for short periods of time and do not justify the imposition of yellow lines.
  - e) Concerns about the appearance of yellow lines.
  - f) School traffic should be routed through the school grounds via a one-way system.
5. Bedfordshire Police accept the proposals and have raised no objection.

## Conclusion and the Way Forward

6. The following observations relate to the specific points listed above.
  - a) The proposal is for short lengths of waiting restriction covering the immediate junction areas mainly where drivers should not be parked. The number of parked vehicles displaced by the restrictions would be relatively few, probably 2-3 cars, and are unlikely to have a significant impact further into Chiltern Gardens.
  - b) The proposals cover the two junctions of Heath Road and Chiltern gardens and do not extend across the full frontage of any property. The impact on residents' ability to park outside their home is likely to be minimal.
  - c) It is acknowledged that parking restrictions are not always successful in tackling school gate parking due to the short-term nature of it. However, as these restrictions cover relatively short lengths of road very close to junctions, it is hoped that drivers will understand the need for them and compliance will be reasonably good. The Council's parking enforcement team will be able to target the area at the appropriate times of day if there are regular instances of non-compliance.
  - d) The restrictions are not solely related to the school gate parking issue and will hopefully ensure that parking very close to the junctions does not occur at all times.
  - e) The lengths of yellow lines are not extensive, so the impact will be minimal. The restrictions will require yellow lines only and do not need upright signs.
  - f) This is a matter for the school, but experience suggests that schools are very reluctant to encourage additional vehicle movements through their grounds, primarily on health and safety grounds.
7. In conclusion, it is felt that the proposed prohibition of waiting will help to keep these two junctions clear of parked cars with obvious road safety benefits. Due to the short lengths of yellow lines involved only a small number of parked cars will be displaced into Chiltern Gardens. Hence, the impact on residents will be relatively minimal.
8. It is recommended that the proposal goes ahead as advertised.

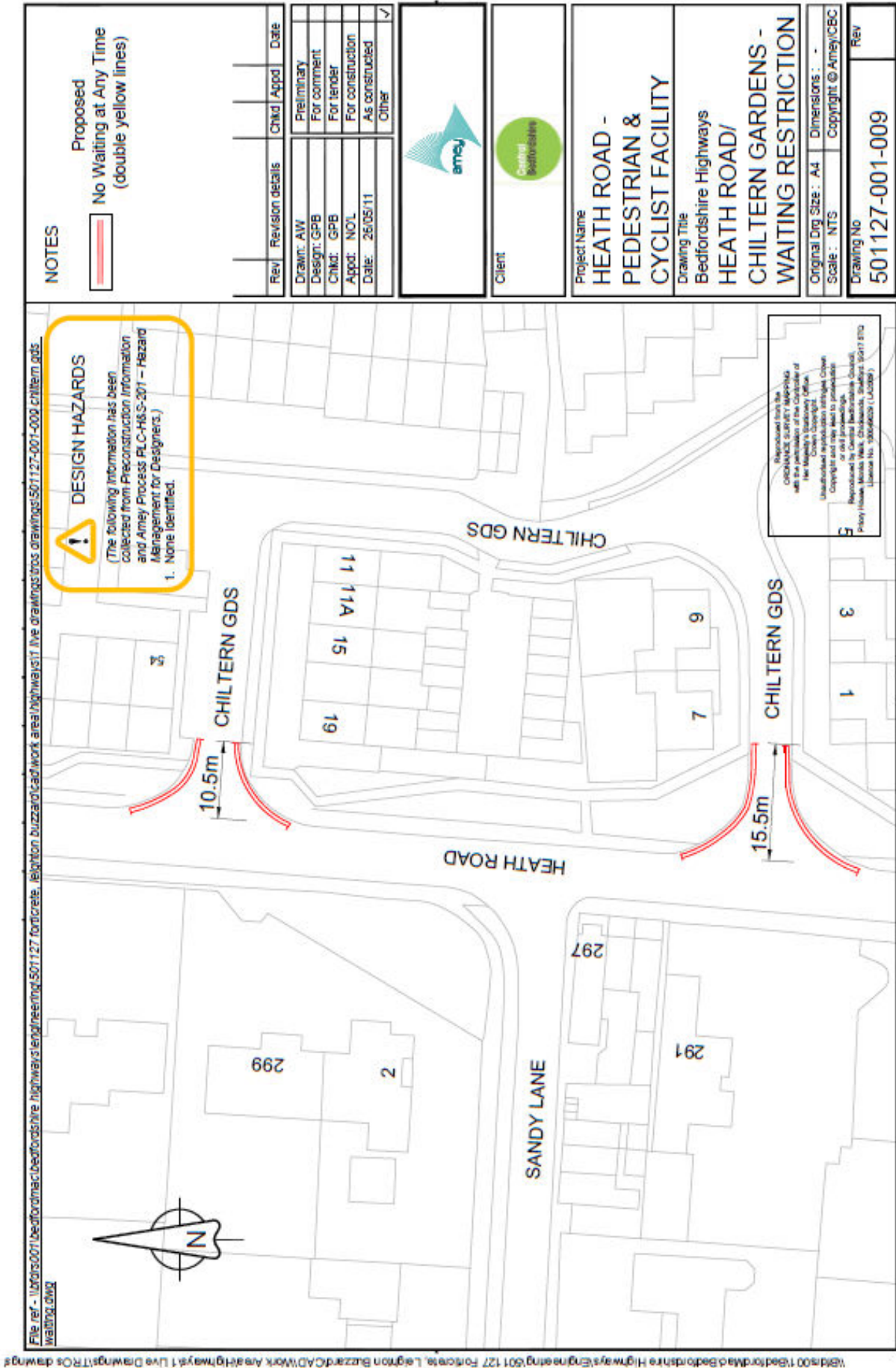
### Appendices:

Appendix A – Location plan

Appendix B – Public notice

Appendix C – Representations on proposals

APPENDIX A



APPENDIX B



# PUBLIC NOTICE

**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A PROHIBITION OF WAITING ON CHILTERN GARDENS AND CLARENCE ROAD, LEIGHTON BUZZARD.**

**Reason for proposal:** The proposed Order is considered necessary on the grounds of promoting road safety. The Prohibition of Waiting at the two junctions of Heath Road and Chiltern Gardens would improve visibility for all road users. 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 Leighton Buzzard:-**

- Chiltern Gardens (north junction with Heath Road):- On both sides, from Heath Road in an easterly direction for a distance of approximately 10.5 metres.
- Chiltern Gardens (south junction with Heath Road):- On both sides, from Heath Road in an easterly direction for a distance of approximately 15.5 metres.

**Further Details:** of the proposal and plans may be examined during normal office hours at Leighton-Linslade Town Council, The White House, Hockliffe Street, Leighton Buzzard and normal opening hours at Leighton Buzzard Library, Lake Street, Leighton Buzzard. These details will be placed on deposit until 6 weeks after the Order is made or until it is decided not to continue with the proposal. Telephone Steve Hall on 0845 365 6124 or email [steve.hall@amey.co.uk](mailto:steve.hall@amey.co.uk) for further advice on this proposal.

**Objections:** should be sent in writing to the Transportation Manager, Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail [centralbedsconsultation@amey.co.uk](mailto:centralbedsconsultation@amey.co.uk) stating the grounds on which they are made by 24th June 2011.

**Order Title:** if made will be "Central Bedfordshire Council (District of South 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  
and Transport

2nd June 2011

## APPENDIX C

Re: Proposal for no waiting at anytime for Chiltern Gardens, Leighton Buzzard, LU7 3BL

Dear Sir,

I am writing to you to express my concern over the above proposal in Chiltern Gardens.

My family and I live at number 2 Chiltern Gardens which is right next to Heathwood School gates and is the most affected by the traffic congestion throughout the day.

We have lived here since 2000 and as parents and grandparents ourselves have been extremely tolerant and understanding of the situation.

We never complain despite over the years having to endure damage to our vehicles, personal abuse and constant blocking of our property.

Heathwood School seem uninterested in the problem and does not communicate with the residents.

However, your proposal would mean that the only place to park without penalty would be in front of our house and our neighbours' houses.

Our problems are of course compounded by the fact that everyone uses the front of our house as a turning point which is dangerous and impractical.

This is unacceptable and I would encourage someone from your department to contact me as soon as possible to discuss this urgent issue.

I look forward to hearing from you.

Yours faithfully

Xxxxx Xxxxxx

x Chiltern Gardens  
Leighton Buzzard  
Beds  
LU7 3BL

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X Chiltern Gardens  
Leighton Buzzard  
Bedfordshire LU7 3BL

Dear Sir / Madam,

### **Re: Proposal of double yellow lines Chiltern Gardens, Leighton Buzzard**

With reference to the Public Notices dated 2<sup>nd</sup> June 2011 for the proposal of making a Traffic Regulation Order, I wish to object to the Order.

My objections are on the following grounds:-

1. Existing Road Traffic Act legislation is in place prohibiting parking opposite or within 10 metres (32 feet) of a junction. The proposal to lay double yellow lines, I assume is to reinforce this legislation. The current situation is that parking is problematic and does cause a danger at the junctions of Chiltern Gardens (north and south) with Heath Road but this not enforced or policed. Assuming that double yellow are put down it would appear that your intention is to re-educate vehicle users to park in a safer, legal location.
2. The main area of concern is school traffic and the parents dropping off or collecting from Heathwood Lower School. It is the parking of cars during the 'school run' which causes the greatest inconvenience to residents in Chiltern Gardens. The parking mentality is to park as near to the school gate as possible. This causes a choke point, particularly outside the houses nearest to



the school entrance/exit. The parking extends to the junction of Heath Road. Vehicles are commonly double parked, blocking residents driveways and parking on pavements/verges. The effect of this is intolerable for residents, prevents emergency access, prevents access to larger vehicles and very often, school children have to walk in the road as the pavements are parked on. This causes a danger to pedestrians – particularly the very young and vulnerable. There is a 'Risk to Life'

3. If we assume that double yellow lines are put in place as per the proposal and that vehicle users adhere to them, there will be a collateral impact factor. The impact factor will be to compress parking into an area of Chiltern Gardens that is already over-parked and dangerously congested. Thus creating more danger than danger reduction. I believe that double yellow lines will displace a junction visibility danger to an enhanced child-versus-car traffic collision danger

I would like Central Bedfordshire Council to consider the following options:-

1. Traffic Management Survey Chiltern Gardens between the hours 0800-0900 and 1500-1600
2. Subject to Survey results, consider School zig-zag markings in Chiltern Gardens on approach to Heathwood Lower School. Or white lines across residents drive openings.
3. Consider making Chiltern Gardens one-way i.e in via north/south and out via the other. This could manage flow and parking orientation. But that in itself creates risks in drivers reversing.

Thank you in advance,

Yours faithfully,

■ Chiltern Gardens  
Leighton Buzzard  
Bedfordshire  
LU7 3BL

22/6/2011

Transportation Manager  
Bedfordshire Highways  
Woodlands Annex  
Manton Lane  
Bedford  
MK417NU

Dear Sir/Madam

Re: Double Yellow Lines proposal at the above address

I am writing in relation to the above proposal.

My wife and I purchased a house in this area to get away from town centre yellow lines and for a life in a semi rural area. From what I can see, this plan is not a very well drawn out plan. There is no need for mothers and fathers (parents of children of Heathwood School) to park in Chiltern Gardens, when there is a huge car park within the school. A road through the school grounds entering from Chiltern Gardens into the school with a one way system back out into Heath Road is possible (see diagram/photo enclosed). In fact this will be safer for the children than double parking on pavements which is currently the case and opening doors onto the road while double parked on the pavement.

I look forward to hearing from you.

Yours faithfully



146069

Chiltern Gardens  
Leighton Buzzard  
Beds  
LU7 3BL

14<sup>th</sup> June 2011

The Transportation Manager,  
Bedfordshire Highways,  
Woodlands Annex,  
Manton Lane,  
Bedford  
MK41 7NU

Dear Sirs,

**Re: Proposed Yellow lines - Chiltern Gardens, Leighton Buzzard**

Further to your Public Notice dated 2<sup>nd</sup> June and displayed on two lamp posts at the end of Chiltern Gardens:

I object to your proposal on the grounds as follows:

- The reason stated in your proposal to **improve visibility for all road users will not be achieved**, as regardless of cars being parked, visibility is obscured by existing walls adjacent to the pavement and also vegetation such as hedges and trees which add ambience to this outer edge of the Leighton Buzzard area.
- Any parking on the corners of the road is short term and due to parents dropping their children off to school. This has been going on for the 30+ years I have lived in Chiltern Gardens and though I have never sent children to the school, I find the temporary parking it creates a minor and brief inconvenience which I am prepared to put up with in comparison of the provision of good educational facilities.
- In 30 years I haven't experienced as a road user visibility problems due to parking in Chiltern Gardens.

A more holistic approach may be to encourage the school, pre school and parents to arrange for and encourage local off street parking and promote the health virtues of walking. I cannot see any virtue in employing unsightly yellow lines in out of town residential areas and as they will provide no benefit the status quo should be maintained.

Democratically yours

T. B. O. ?

■ Chiltern Gardens

Leighton Buzzard

Bedfordshire

LU7 3BL

21<sup>st</sup> June 2011

Transportation Manager

Bedfordshire Highways

Woodlands Annex

Manton Lane

Bedford

MK41 7NU

**REF: Public Notice dated 2<sup>nd</sup> June 2011 – Chiltern Gardens double yellow lines**

Dear Sir,

In relation to the above public notice I wish to object against this proposal most vehemently.

I object to the fact that the residents of this road will be punished because of the lack of respect and thoughtless actions by the parents of the children attending Heathwood Lower School.

I have lived here for over five years, aware there was a school nearby and possible problems with cars during the school opening and closing times. However in the last five years I have never seen a police officer, police community support officer or a traffic warden monitoring the situation and enforcing the law. In the current economic climate that we are in, where public services are being squeezed to make savings, I am sure that neither Bedfordshire Police nor Central Bedfordshire Council have the resources to enforce the law and penalise the culprits who will undoubtedly continue to park in ridiculous places.

My next point is that the houses on the northern side of Chiltern Gardens do not all have a driveway and have to park on the road. I believe that the introduction of double yellow lines will undoubtedly mean that more cars will be parking on the southern end of the road, causing even more mayhem during the school run and defeating the whole object.

Undoubtedly the reason for this proposal is to increase road safety. It would be more productive to address the speed of traffic travelling along Heath Road rather than the cars parked on side roads. There is not a problem with visibility when pulling out of Chiltern Gardens but there is with the amount of large vehicles not adhering to the weight restriction and vehicles travelling in excess of 30 mph and even overtaking.

Finally this brings me to ask: **how much is this project going to cost the council and ultimately the tax payer?** Under the Freedom of Information Act 2000 I wish to apply for the total cost allocated from your annual budget in order for this work to be carried out.

I await your response.

Yours faithfully,

DOCUMENT REF	146109
AMEY	
CONTRACT	

■ Chiltern Gardens,  
Leighton Buzzard,  
Bedfordshire,  
LU7 3BL.

The Transportation Manager,  
Bedfordshire Highways,  
Woodlands Annex,  
Manton Lane,  
Bedford. MK41 7NU.

PROJECT REF	146080
CONTRACT	ARMLEY
SECTION	BEDFORDSHIRE HIGHWAYS
DATE	5/4
DATE	2011
COPIES	
TOTAL	3-1-2

Dear Sir,

Re: Proposed Yellow Lines – Chiltern Gardens.

I read with dismay the proposed order for yellow lines to be painted at each end of Chiltern Gardens at the junction with Heath Road.

Now I discover lines are also to be introduced to the junctions of Sandy Lane and Heath Park Road with Heath Road. What an unsightly mess in this residential area. I imagine this is all due to the appalling parking of cars going to Heathwood School and unless this is spot checked by the police this will be a pointless exercise.

May I suggest that you or a representative from your department should come to monitor the traffic at the main entrance to the school in Chiltern Gardens. It is a nightmare now – after the lines are painted it will be even worse.

It seems to me to be irresponsible to state that 'the order is considered necessary on the grounds of promoting road safety' when the problem will be greatly increased further along the road as a result of Central Bedfordshire Council proposals. I do urge you to come particularly between 8.45 – 9.05am or 3.00 – 3.35pm. but we do have school traffic all day now, with the Nursery Unit, traffic for over an hour from mid-day. Lorries are forced to unload school requirements outside the gate adding to the confusion.

My house is situated at the narrowest point of the road and access to my drive way is often blocked by school traffic making it impossible to move my car. Grass verges are completely ignored and reduced to mud patches in wet weather. Parents these days, will not walk and cannot get near enough to the school gates.

The area immediately outside the main school gates looks neglected. Part of the pavement is rough and the surface unfinished – in fact a total disgrace. We rarely have the street cleaning vehicle as the road is full of cars – as a result, the area always looks dirty and, I think, does not enhance the school's reputation.

As a resident, I object most strongly to Central Bedfordshire Council Proposal to Introduce Double Yellow Lines in Chiltern Gardens.

I await your decision but won't hold my breath!

Yours Sincerely,

Transport Manager  
Beds Highways  
etc:  
MK41 7...  
14-6037  
Chalfont Woods  
A/Buzzard  
L27 35L

20 JUN 2011	TEL: 01525 376978
600	15 June 2011
Elton Lanes - Chalfont Woods	
3-12	

Dear Sir

I agree with my neighbour - [redacted] letter to you of 12 June '11.

Further to his points raised: lines will stop my neighbours @ nos 1 + 7, parking outside their homes, plus any visitors, workmen, delivery vans etc.

All the expense of yellow lines, to stop one parent parking right on the corner? If they don't obey the laws now, will lines stop them?

Probably not, as 10 minutes parking will be seen as worth the risk.

I assume no prosecution so far.

Therefore, please, no unrightly yellow lines in a residential area.

I would suggest our council tax can be spent in more urgent ways.

Yours faithfully

[redacted]

P.S. - I will ask the Heath Wood Sch. head to try to bring some sense to said parent!



**PROPOSED Prohibition of waiting – Chiltern Gardens and Clarence Road, Leighton Buzzard.**

**Your Reference: AW/47894/3.12/501127**

<p><b>This Authority has considered the proposed Traffic Regulation Order as outlined in your letter and offer the following comments for further consideration.</b></p> <p><b>Comments</b></p>	
<p><b>This Authority has considered the proposed Traffic Regulation Orders as outlined in your letter dated the 8<sup>th</sup> June 2011, together with the reason(s) given. The proposals are accepted by this authority, therefore no objections will be offered.</b></p>	<b>X</b>

Name: - ... Steve Welham

Address ... Traffic Management Unit,  
Bedfordshire and Hertfordshire Road Policing Unit.  
Police Headquarters,  
Woburn Road,  
Kempston,  
Beds. MK43 9AX.

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

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**Meeting:** Traffic Management Meeting  
**Date:** 15 August 2011  
**Subject:** Clarence Road area, Leighton Buzzard – Consider objections to proposed 20mph speed limit  
**Report of:** Basil Jackson  
**Summary:** This report seeks the approval of the Executive Member for Sustainable Communities Services for the introduction of a 20mph speed limit in Clarence Road area, Leighton Buzzard following a public consultation and consideration of responses.

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**Contact Officer:** Estera Twardowska  
[estera.twardowska@amey.co.uk](mailto:estera.twardowska@amey.co.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Leighton Buzzard North  
**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

**The proposal will improve road safety and promote cycling and walking.**

**Financial:**

The cost of introducing a 20mph speed limit will be approximately £6,000. The scheme is externally funded from a Highways Act Section 106 agreement.

**Legal:**

None from this report

**Risk Management:**

None from this report

**Staffing (including Trades Unions):**

None from this report

**Equalities/Human Rights:**

None from this report

**Community Safety:**

The proposal will reduce speed and improve safety for cyclists and pedestrians as well as amenity for all residents in the area.

**Sustainability:**

Implementation of this scheme may encourage people to walk or cycle instead of using less sustainable forms of transport.

**RECOMMENDATION(S):**

- 1. That the proposal to introduce a 20mph Speed Limit on various roads in the Clarence Road area in Leighton Buzzard be implemented as advertised.**

**Background and Information**

- This scheme came about as a result of obtaining Highways Act Section 106 funding in relation to a planning application for a new housing development located off Churchill Road (the old Forticrete site) in Leighton Buzzard. The developer made a contribution towards a range of transportation measures, including the provision of traffic calming in residential roads and pedestrian and cycle infrastructure in the vicinity of the site. The proposed speed limit is a part of the Forticrete scheme which includes:

  - Heath Road: provision of zebra crossing outside Heathwood Lower School, improvements to on-road cycle facilities and waiting restrictions.
  - Provision of a 20mph speed limit in the Clarence Road area, between Heath Road and Vandyke Road.
  - Garden Hedge: provision of a raised table outside St George's Lower School, a raised junction at Garden Hedge/East Street.
  - Clarence Road: provision of mini-roundabouts at Clarence Road junction with Garden Hedge, Churchill Road and Nelson Road and provision of a raised zebra crossing outside the shops.
  - Provision of a mini-roundabout at Churchill Road junction with the Forticrete development (Drakes Avenue).
  - Provision of a shared use footway/cycleway between Clarence Road and Montgomery Close.
- Central Bedfordshire Council has a policy of promoting safer routes to school, which seeks to encourage more pupils to walk or travel to school by sustainable modes of transport. The aim of the Leighton Linslade Big Plan is to provide a 20mph speed limit in residential areas to promote walking and cycling.

3. The existing speed limit in the Clarence Road area is 30mph, but a speed and volume survey was undertaken on the main roads through the area to determine actual vehicle speeds. The speed data shows the 85<sup>th</sup> percentile speeds of traffic on East Street, St Andrews Street and Plumb Tree Lane were below 25mph. On Beaudesert, Nelson Road and Churchill Road those speeds were between 27.6mph and 29.4mph. On two roads within that area the 85<sup>th</sup> percentile speed of traffic exceeded 30mph and was 30.2mph on Clarence Road and 33.1mph on Garden Hedge.
4. The personal injury collision data for Clarence Road area shows that in the last 5 years (between 01/03/2005 and 28/02/2010) there were 11 personal injury collisions within the area of the proposed 20mph speed limit. The majority of those personal injury collisions occurred on Clarence Road (5 slight and 1 serious) and 2 of those slight personal injury collisions involved pedestrians. Other slight personal injury collisions occurred on: Churchill Road (1), St Andrews Street (3, one of which involved a pedestrian) and Beaudesert (1).
5. Following consultation with Central Bedfordshire Councillors and Leighton Linlade Town Council, proposals were drawn up and shown at a public exhibition and consultation in February 2011. Information letters about the exhibition were distributed to the residents and the information was published in the local press. All plans and questionnaires were also available through the Central Bedfordshire Council website. Based on comments received from local residents the preferred options were taken forward to be implemented subject to statutory consultation.
6. The proposed 20mph speed limit in the Clarence Road area was formally advertised by public notice in June 2011. Consultations were carried out with the emergency services and other statutory bodies, Leighton Linlade Town Council and Elected Members. Local residents were also given the opportunity to make formal representations on the proposal.
7. A total of 4 representations have been received, 3 of which are opposed to the advertised proposals and 1 in support. Copies of all representations are included in Appendix C and the comments are summarised below.
8. The main points raised by those objecting to the proposed 20mph speed limit area were as follows:-  
Concerns that the proposal is unnecessary and unaffordable for the Council.
  - a) There is no need for slowing traffic down as there are no safety problems or rat-running.
  - b) The proposal will provide unnecessary signs and posts, especially in cul-de-sacs included in the 20mph speed limit area.
  - c) Concerns for the use of flat topped road humps as that kind of traffic calming may cause damage to motor vehicles and to buildings; they are also painful for disabled drivers.
  - d) The proposal does not include a zebra crossing facility in St Andrews Street where it is more needed than on Clarence Road.

9. Bedfordshire Police has considered the proposal and offered comments for further consideration. A copy of the comments and reasons are included in Appendix C and can be summarised as follows:-

The Police receive complaints of vehicles exceeding the current 30mph speed limit. They consider that more traffic calming measures are needed in order to make the proposed 20mph speed limit self enforcing.

10. The comments received in a supporting letter can be summarised as follows:-

- a) The proposed 20mph speed limit would improve the environment for pedestrians, cyclists and local residents.
- b) The new speed limit would lower existing noise and vibrations from large vehicles.
- c) The proposed speed limit would improve road safety for non-motorised road users.

### **Conclusion and the Way Forward**

11. Bedfordshire Highways' response to the specific points listed above are as follows:-

- a) A number of complaints from local residents were received during the public exhibition regarding excessive traffic speed. The survey carried out in July 2010 shows that some roads, especially Garden Hedge and Clarence Road, would benefit from speed reduction measures. It is also believed that a lower speed limit together with proposed traffic calming measures will improve road safety and lower the number of personal injury collisions within the area. Complaints were also received from local residents concerning rut-running in Clarence Road, Garden Hedge and St Andrews Street.
- b) It is acknowledged that some roads included in the proposed 20mph speed limit area are cul-de-sacs or narrow, heavily parked, residential roads where the existing speed is low. Their inclusion in the 20 mph area is therefore automatic. If the culs-de-sac were not included within the 20mph limit area, additional signs would be required which would increase the cost and add extra street clutter.

- c) Minimal vertical traffic calming features have been proposed in order to target the roads with the highest speeds and road safety problems. National guidance has been followed and flat topped road humps have been considered the most appropriate features at those locations. The flat topped humps have been designed to have shallow ramps to minimise discomfort for vehicle drivers. As there is an existing 7.5tonne weight restriction in place, very few large vehicles pass through this area, therefore the possible vibration and likelihood of resulting damage, would be very low.
- d) The proposed zebra crossing on Clarence Road is located on the pedestrian desire line to the local shops from the new development and the funding for it was allocated in Highways Act Section 106 relating to that development. During the public exhibition a number of residents (especially elderly people) expressed their concerns about safety when crossing in that location and requested a controlled crossing. The personal injury collision data shows the site will benefit from the provision of a zebra crossing. The request for a zebra crossing on St Andrews Street can be considered as a separate matter.

12. Bedfordshire Highways' response to the comments raised by Bedfordshire Police is as follow:-

A decision was made by the local Central Bedfordshire Councillors not to implement schemes involving large numbers of vertical traffic calming features. This is why only isolated raised tables and crossings are proposed. The speed survey shows that the 85<sup>th</sup> percentile traffic speeds on most of the roads in the proposed 20mph area are below the existing 30mph speed limit and often below 25mph. Traffic calming features (mini-roundabouts, road narrowings, raised zebra, raised junction and tables) have been proposed only on roads with higher speeds. It is also anticipated, based on experience, that the introduction of a 20mph limit together with road markings and regular repeater signs will lower the traffic speed by a few mph. Therefore it is considered that the proposed speed limit should be mostly self enforcing.

13. In conclusion, it is considered that the proposed 20mph speed limit together with proposed traffic calming features will reduce speeds and will bring road safety benefits. Lower speeds will improve the local environment and promote walking and cycling. Therefore, it is recommended that the scheme be approved for implementation as advertised.

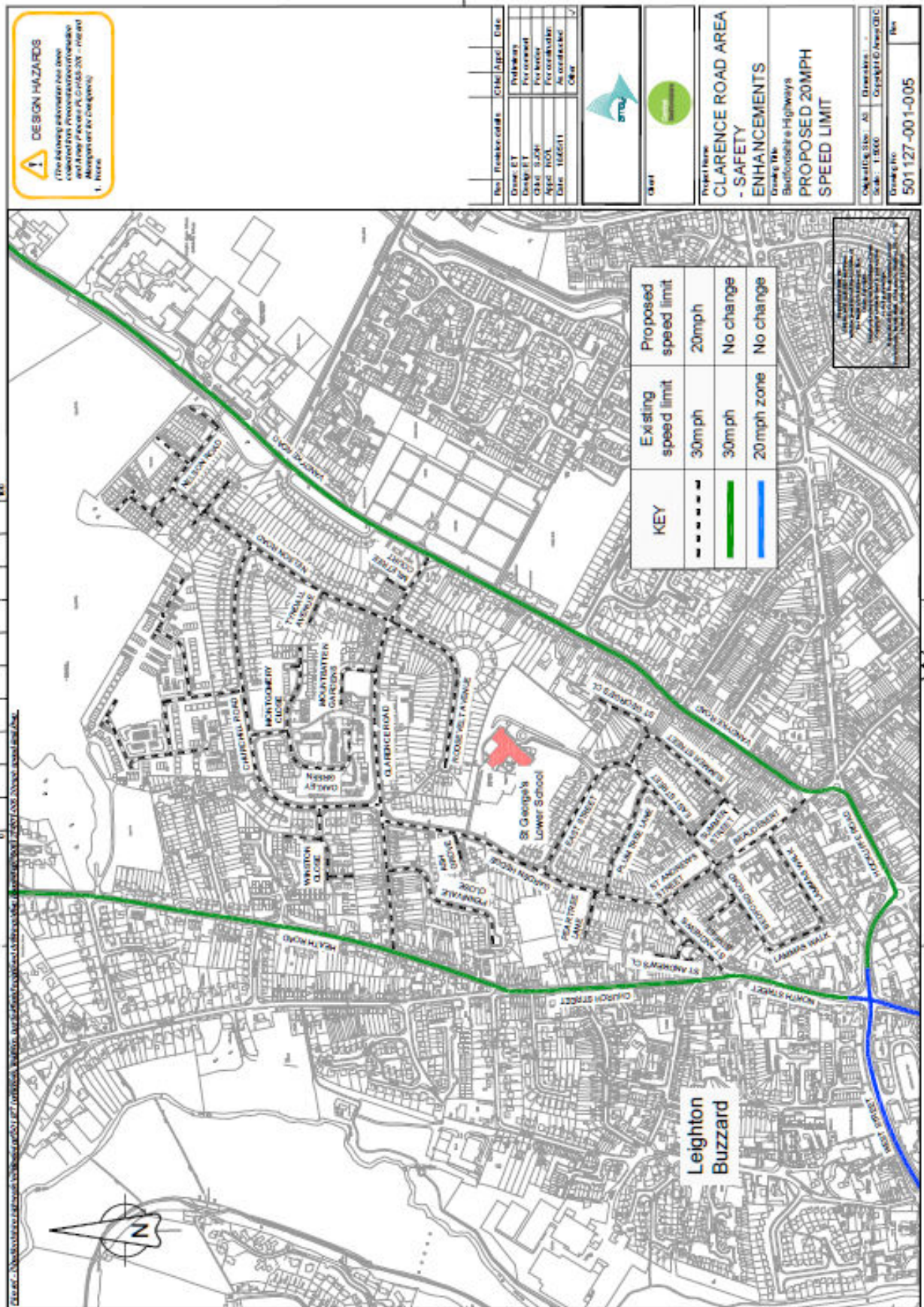
**Appendices:**

Appendix A – Plan

Appendix B – Public Notice

Appendix C – Representations

Appendix A



L:\bedfordshire highways\051127\_Fordwick\_Leighton Buzzard\Approved Drawings\051127-00-1001-Draft Speed Limits.dwg, 18/05/2011 15:17:27, Microsoft

Appendix B

# PUBLIC NOTICE

**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A 20MPH SPEED LIMIT ON VARIOUS ROADS IN CLARENCE ROAD AREA, LEIGHTON BUZZARD**

Reason for proposal: The proposed Order is considered necessary on the grounds of promoting road safety. The proposed 20mph Speed Limit is intended to reduce the speed of vehicles in this residential area and improve pedestrians' safety. If implemented, this will improve road safety and quality of environment, and will help promote walking and cycling. Therefore, Central Bedfordshire Council proposes to make a Road Traffic Regulation as follows:

Effect of the Order:

**To introduce a 20mph Speed Limit on the following lengths of road in Leighton Buzzard:**

- The entire length of St Andrew's Street
- The entire length of St Andrew's Close
- The entire length of Beaudesert
- The entire length of Bedford Road
- The entire length of Lammas Walk
- The entire length of Garden Hedge
- The entire length of Pear Tree Lane
- The entire length of Ash Grove
- The entire length of East Street
- The entire length of Plum Tree Lane
- The entire length of Summer Street
- The entire length of St George's Close
- The entire length of Clarence Road
- The entire length of Pennivale Close
- The entire length of Mountbatten Gardens
- The entire length of Roosevelt Avenue
- The entire length of Miletree Court
- The entire length of Churchill Road
- The entire length of Winston Close
- The entire length of Oakley Green
- The entire length of Montgomery Close
- The entire length of Nelson Road
- The entire length of Tyndall Avenue
- Any road that is subsequently constructed and adopted that adjoins any of the aforementioned roads

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

Further Details of the proposed Order, a plan and a statement of reasons for proposing to make the Order may be examined during normal office hours at Leighton-Linslade Town Council, The White House, Hockliffe Street, Leighton Buzzard and normal opening hours at Leighton Buzzard Library, Lake Street, Leighton Buzzard. These details will be placed on deposit until 6 weeks after the Order is made or until it is decided not to continue with the proposal. Telephone Estera Twardowska on 0845 365 6086 for further advice on this proposal.

Objections should be sent in writing to the Transportation Manager, Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or by e-mail to [centralbedsconsultation@amey.co.uk](mailto:centralbedsconsultation@amey.co.uk) stating the grounds on which they are made by 24th June 2011.

Order Title: If made will be "Central Bedfordshire Council (20mph Speed Limit) (Various Roads in Clarence Road Area, Leighton Buzzard) Order 2011"

Technology House  
239 Ampthill Road  
Bedford MK42 9QQ

Basil Jackson  
Assistant Director for Highways

2nd June 2011

Appendix C



**PROPOSED 20 mph speed limit on various roads in Clarence Road area, Leighton Buzzard together with traffic calming measures.**

**Your Reference: ET/47788/3.12**

<p><b>This Authority has considered the proposed Traffic Regulation Order as outlined in your letter dated the 2<sup>nd</sup> June 2011 and offer the following comments for further consideration.</b></p> <p><b>Comments</b></p> <p><b>At this time Clarence Road, Churchill Road, Nelson Road together with other roads in this area are subject to a 30 mph speed limit. Police officers from the area safer neighbourhood team receive complaints of excessive speeds and are requested to provide a high visibility uniformed presence with periodic speed enforcement checks to cause compliance of the present 30 mph speed restriction.</b></p> <p><b>A successful 20 mph speed limit should be generally self enforcing with conditions that cause drivers to naturally travel at around 20 mph. The proposed traffic calming measures are not sufficient to cause the required reduction in vehicle speeds on the roads subject of this proposal, consequently without additional engineering measures this proposed 20 mph speed limit is unlikely to be complied with.</b></p>	<p><b>X</b></p>
<p><b>This Authority has considered the proposed Traffic Regulation Orders as outlined in your letter dated the 2<sup>nd</sup> June 2011, together with the reason(s) given. The proposals are accepted by this authority, therefore no objections will be offered.</b></p>	

Name: - ... Steve Welham

Address ... Traffic Management Unit,  
Bedfordshire and Hertfordshire Road Policing Unit.  
Police Headquarters,  
Woburn Road,  
Kempston,  
Beds. MK43 9AX.

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



Grasmere Way, Linslade, Leighton Buzzard, Beds. LU7 2QL

9<sup>th</sup>. June 2011

The Transportation Manager,  
Bedfordshire Highways,  
Woodlands Annex  
Manton Lane,  
Bedford.  
MK41 7NU

DOCUMENT REF	T1995
CONTRACT	AMEY
ACTION	BY
DATE	23/06/11
COPIES	17 JUN 2011
INITIAL	S.12

Dear Sir,

**Proposed 20mph zone Clarence Avenue etc. Leighton Buzzard**

I wish to object to the above proposals as shown in the Leighton Buzzard Observer of 7.6.11.

1. It is an unnecessary and unaffordable expense which will achieve very little.
2. As the Council is said to be very short of money for matters to which they are already committed it seems ludicrous to propose new work which, on the face of it neither they nor the Government can afford.
3. The work done in Leighton Road and West Street, a couple of years ago, of a similar nature was said to be for the purpose *of speeding up the traffic flow* by removing obstructions such as traffic lights. The proposed work is to slow down the traffic flow – to what purpose – is there really a safety problem?
4. The imposition of a 20mph speed limit is, of itself, something to which I would not strongly object, except to say that it seems to me to be unnecessary (in a cul-de-sac 150 yards long) and will 'waste' a lot of money with yet more poles and signs. I understand that 20mph speed limits are not monitored by the Police.
5. The 'flat topped road humps' are, to my mind a catastrophe due to the potential and actual damage caused to motor vehicles. There is much in the motoring press on this subject where it is claimed that no proper investigation has even been carried out – by local or National Government - of the damage which is caused to vehicles and even to buildings. The constant vibration especially from larger vehicles, could, I suggest, cause structural damage.
6. As a disabled driver my progress over these humps is painful – *but no one seems to care* about the number of disabled drivers who will suffer. Because I *have* to slow down more than most I am subject to hooting and pressure from vehicles coming up close behind me when I encounter these humps. The result is, often, that they will swing out aggressively to wildly overtake me – hardly a case of 'improving the safety' as is your proposal.
7. You claim that the work is necessary as the area is '*often used for rat-running shortcuts*'. How stupid do you think we are? Of the 21 roads listed **eleven are cul-de-sacs** and six are loops which end up much where they started (i.e. Llamas Walk/Bedford Street) Can you say how many motorists actually use these 17 roads as shortcuts.

Yours faithfully,

---

**From:** ....

**Sent:** 24 June 2011 12:04

**To:** Central Beds Consultation

**Cc:**

**Subject:** 20 mph zone proposal , Clarence Rd, Garden Hedge, Beaudesert, East Street and other roads including St Andrews Street in Leighton Buzzard. OBJECTION

I object to the 20 mph zone proposal for Clarence Road, Garden Hedge, Beaudesert, and other roads including St Andrews Street in Leighton Buzzard. Although I sent a letter dated 15.6.11 explaining my concerns , I realise on reflection, I am unsure that it came across as an objection. Therefore, I am sending this email to ensure my objection is noted . Please use this email as my objection. I object to the 20 mph zone proposal because the plans do not include a zebra crossing facility in St Andrews Street, near North Street. At this entrance to St Andrews Street, there are two sets of dropped kerbs but the blind corner means pedestrians have to step onto the road in order to look for traffic, and, pedestrians also find themselves stranded in the middle of the road by the central white markings at this frequently very busy junction. I feel St Andrews Street is extremely more difficult to cross as a pedestrian than Clarence Road. I do not understand why a zebra crossing provision is being proposed for Clarence Road and not for the far trickier, very much used by pedestrians and cars, road of St Andrews Street. I FEEL A ZEBRA CROSSING IN ST ANDREWS STREET IS FAR MORE NEEDED THAN ONE IN CLARENCE ROAD.  
Pennivale Close. Leighton Buzzard. LU7 3ES

The Transportation Manager  
Bedfordshire Highways  
Woodlands Annex  
Manton Lane  
Bedford  
MK41 7NU

Pennivale Close  
Leighton Buzzard  
Beds  
LU7 3ES

15.6.11

Dear Mr Chapman

Re 20 mph zones, Clarence Road, Garden Hedge, Beaudesert, East Street and other roads including St Andrew's Street.

I have read the proposals for the above including other traffic calming methods of a zebra crossing in Clarence Road and another raised area in Garden Hedge.

I am particularly interested in the fact that St Andrew's Street is one of the roads being considered for the 20 mph zone. I have already requested a zebra crossing in St Andrews Street (off North Street). Please see my letter dated 1.4.11. This is currently being investigated under report number 146822.

In my letter, I explained how, as a pedestrian, in order to reach the town centre from Pennivale Close and surrounding area, you HAVE to cross either Church Street or St Andrew's Street. Church Street is a very busy main road and St Andrew's Street has a hazardous blind bend and is particularly difficult to cross during rush hour/school run time.

St Andrew's Street is crossed by many adults and children accessing the town centre and schools. IT IS A MAJOR DESIRE ROUTE AND VERY DIFFICULT TO CROSS SAFELY PARTICULARLY DURING RUSH HOUR/SCHOOL RUN TIME. When going towards the town, pedestrians have to step onto the road in order to see round the bend. At busy times, pedestrians often can only make it halfway across and are stranded in the middle of the road by the central white markings, waiting for traffic to pass, in order to complete their crossing of the road.

I and many other people are finding crossing St Andrew's Street a problem and feel it is one of the most difficult roads to cross safely in Leighton Buzzard, and there is no alternative safe road to cross to reach the town centre and schools.

Please, when working on the Clarence Road/ Garden Hedge/ Beaudesert/ East Street project, can you consider, in addition to the already considered 20 mph speed limit, a zebra crossing for St Andrew's Street. A ZEBRA CROSSING IN ST ANDREW'S STREET WOULD BENEFIT MANY PEOPLE.

Yours sincerely

*NB Please find attached two maps*

---

**From:**  
**Sent:** 07 June 2011 16:11  
**To:** Central Beds Consultation;  
**Subject:** 20mph zone Leighton Buzzard

Dear sirs,

I would like to object to the 20mph zone which you are trying to force on the Clarence road Vandyke Road part of the town.

- 1) Slow traffic means more fumes from cars and noise.
- 2) No one has been hurt or injured in this area so why do it?
- 3) This plan has been put forward by over paid people who have nothing else to do and are worried as the Beds safety partnership is now out of money and is trying to get Beds police as tax collectors!
- 4) Please explain why this is being put through so fast and by the back door! It was only found out by accident by the local paper!

-----Original Message-----

**From:**  
**Sent:** 29 June 2011 13:40  
**To:** Central Beds Consultation  
**Subject:** Leighton Buzzard speed restriction in St Andrews St etc

To whom it may concern:

I live at St Andrews St, LU7 1DS.

I am writing to voice my very strong support for the proposed 20 mph speed restriction in St Andrews Street and neighbouring roads.

I agree that this would improve the environment for pedestrians and cyclists; and also I think it will do the same for those who live in the area.

On numerous occasions I have felt my house shake when a large vehicle goes by at high speed. The house was built in the 1930s (I think) and is not designed for such vibrations. Also, the noise sometimes wakes me up at night or very early in the morning in spite of me having had new double glazing windows installed. It seems to me that motorists often exceed the current speed limit of 30 mph and many vehicles seem to use St Andrews St as a short cut to Hockliffe Street from Heath Rd.

I do not own a car and depend on cycling, walking and public transport - so any improvements in safety and ease of use for these modes of transport would be greatly appreciated.

By the way, the pavement on my side of the road in St Andrew's Street needs to be re-levelled. It has a noticeable slope on it due to being driven on over the years and causes discomfort to walkers and inconvenience to wheelchairs and buggies - any chance that this can be addressed at the same time?

I hope you receive very few objections to this scheme and I wish you well in implementing it. If I can do anything to help, please let me know.

Kind regards

---

**Meeting:** Traffic Management Meeting  
**Date:** 15 August 2011  
**Subject:** Dunstable Street, Ampthill - Resolution of objections to the proposed Zebra Crossing  
**Report of:** Basil Jackson, Assistant Director of Highways and Transportation.  
**Summary:** To report to the Executive Member for Sustainable Communities Services the receipt of objections to proposals for a zebra crossing on Dunstable Street, Ampthill.

---

**Contact Officer:** Caroline Almond – Assistant Engineer (Road Safety)  
[caroline.almond@amey.co.uk](mailto:caroline.almond@amey.co.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Ampthill  
**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

To improve the routes to and from school.

**Financial:**

The cost of introducing the Zebra Crossing will be approximately £35,000. This funding is being provided from developer contributions received under S106 planning agreements.

**Legal:**

None as part of this report

**Risk Management:**

None as part of this report

**Staffing (including Trades Unions):**

None as part of this report

**Equalities/Human Rights:**

None as part of this report

**Community Safety:**

The proposal will improve road safety for pedestrians, in particular students at Alameda Middle and First Lower School when crossing the road on the desire line while travelling to and from school.

**Sustainability:**

None

**RECOMMENDATION(S):**

- 1. That the proposal to introduce a Zebra Crossing on Dunstable Street, Ampthill be implemented as set out in this report.**

**Background and Information**

1. The Council conditioned section 106 allocations to facilitate improved pedestrian and cycle movements on Dunstable Street, Ampthill. It was considered that this would be best achieved by providing a zebra crossing to improve the existing school patrol crossing site for non motorised users. As part of the introduction of the zebra crossing, it will be necessary to build out the kerb edge to improve visibility and reduce the road width to that required for the zebra crossing. In addition, a white 'H' bar marking is proposed to the south of the crossing to ensure that drivers' have a clear view of pedestrians waiting to cross. The scheme would result in the loss of two or three parking spaces. This was indicated in the public notice.
2. The proposals were formally advertised by public notice in June 2011. Consultations were also carried out with the emergency services and other statutory bodies, Ampthill Town Council and Elected Members. Local residents were also consulted.
3. A total of 9 representations have been received, all of which are opposed to the advertised proposals. Copies of all of these are included in Appendix C and the comments are summarised below.
4. The main points raised by those responding to the formal consultation, in order of greatest occurrence, are as follows:-
  - a) Concerns about the proposed loss of on-street parking space.
  - b) Concerns about the potential loss of the existing School Crossing Patrol.
  - c) Comments about the chosen location for the zebra crossing.
5. Bedfordshire Police have raised no objection.

## Conclusion and the Way Forward

6. The following observations relate to the specific points listed above.
  - a) It is accepted that some properties have no off-road parking and rely on parking on-street. This inevitably means that at some times of the day, residents might have difficulty finding a parking space close to their home. Unfortunately, if a zebra crossing is to be provided the loss of some parking spaces is unavoidable. However, in response to the concerns expressed, the visibility requirements have been re-assessed and the length of the kerb build-out could be reduced. Therefore, instead of the advertised 7.5 metres length of lost parking, as described in the public notice, only 6 metres would be lost. As a result, it is expected that one parking space to the north of the proposed crossing and one to the south, due to the 'H' bar marking, would be lost.
  - b) There is a widely perceived concern that the implementation of this zebra crossing would result in the loss of the existing school crossing patrol, but this is not the case. Central Bedfordshire Council currently has no plans to remove the crossing patrol at this location.
  - c) The location of the crossing has been assessed to best match the desire line of the school pupils travelling to and from school. Some objectors have suggested that the crossing be sited between the two mini-roundabouts at Oliver Street and Station Road, but this would create potential road safety and traffic flow issues. Therefore, the proposed location is seen as the optimum for promoting road safety for pedestrians and cyclists.
7. In conclusion, it is felt that the proposed zebra crossing will improve road safety for non motorised users and the minimal loss of parking is needed to achieve correct intervisibility when using the crossing and is acceptable in relation to the advantages gained.
8. It is recommended that the proposal be implemented as advertised with the inclusion of the amended layout as described in 6.a) above.

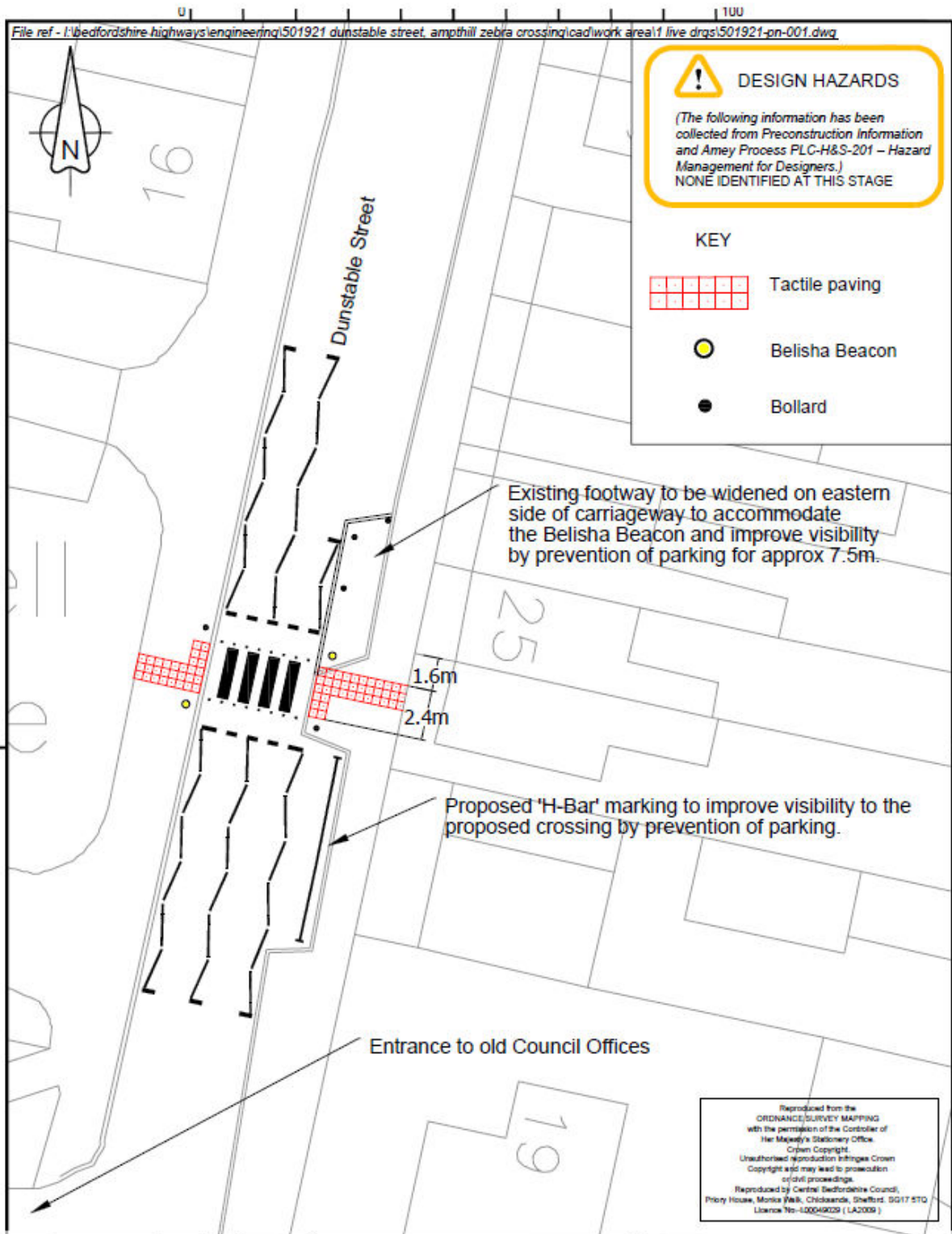
### Appendices:


Appendix A – Location plan

Appendix B – Public notice

Appendix C – Representations on proposals

APPENDIX A



Project Name <b>Dunstable Street, Ampthill Zebra Crossing.</b>						
Drawing Title <b>Bedfordshire Highways - Trans Proposed Zebra Crossing</b>						
Rev	Revision details	Chkd	Appd	Date	Drawing No <b>501921/001/001</b>	
Drawn: CA					Rev -	
Design: CA						
Chkd: AC						
Appd: NO'L						
Date: 14-06-2011						
Original Drg Size : A4					Dimensions : metres	
Scale : NOT TO SCALE					Copyright © Amey/CBC	



APPENDIX B



# PUBLIC NOTICE

## ROAD TRAFFIC REGULATION ACT 1984 – SECTION 23

### PROPOSED ZEBRA CROSSING – DUNSTABLE STREET, AMPHILL

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, propose to establish a zebra crossing on Dunstable Street, Ampthill. This proposal has been designed to improve the safety of pedestrians and other vulnerable road users, especially pupils travelling to Firs Lower School and Alameda Middle School.

The location of the proposed zebra crossing is to be sited where currently a school crossing patrol assists children crossing the road. The scheme is expected to result in the loss of several on-street parking spaces due to visibility issues at the crossing.

#### **The location of the proposed Zebra Crossing is as follows:-**

Dunstable Street, Ampthill :- centred approximately 45 metres north of its junction with Oliver Street.

A copy of a plan showing this proposal can be examined during normal office hours at Ampthill Library, 1 Dunstable Street, Ampthill, MK45 2NL. Please contact Caroline Almond, tel. 0845 365 6057 or email [caroline.almond@amey.co.uk](mailto:caroline.almond@amey.co.uk) for further advice on this proposal.

Technology House  
239 Ampthill Road  
Bedford MK42 9QQ

Basil Jackson  
Assistant Director for Highways

16th June 2011

**APPENDIX C**

**17<sup>th</sup> June 2011 – CORRESPONDENCE 1**

'I have just been made aware of the proposed zebra crossing on Dunstable Street and I would like to raise my concerns over this matter as a resident on Dunstable Street I find that the use of a lollipop lady is vital due to the amount and speed of traffic that travel along the road each day I fear that if a zebra crossing is put in place that vehicles will not slow down for the children to cross. And that the children will simply just walk across without properly checking first without the use of someone being there.

Also the parking at the moment is a struggle and to take away 3 more space would be ludicrous, we have noticed that even residents from Oliver Street park along Dunstable Street.

I'm sure if there was an advertised vacancy for a lollipop lady/man there would be takers or even as a volunteer.

I think if funds are no longer available for a lollipop person then a Zebra crossing should be placed in-between the two mini roundabouts along Dunstable street (between the top of Station rd and top of Oliver st) as that is a clear road with no parking along there and traffic should of slowed down for the roundabouts in the first place so speed shouldn't be a problem'.

**17<sup>th</sup> June 2011 – CORRESPONDENCE 2**

Dear Sir,

**Re: Proposed Zebra Crossing, Dunstable Street, Ampthill, BEDS.**

Further to issue of the Public Notice in respect of the above, and having had time to carefully review plans showing the proposal, we are writing to register our strong objection to the proposals. The proposals will result in the loss of three parking spaces-you will of course not be aware, but parking along Dunstable Street is already difficult for residents, and the removal of a further three spaces will only exacerbate the situation. This will result in residents either being forced to seek other parking in adjacent streets thereby causing problems else where, or parking in a dangerous manner where ever feasible.

We take safety at the crossing point very seriously-my own daughter uses it every day to got to the Firs Lower School, as will my son in due course. We see nothing wrong with the current arrangements, and accordingly would therefor respectfully request that you reconsider the above proposals.

Should you require any further information or clarification, please do not hesitate to contact myself.

**18<sup>th</sup> June 2011 – CORRESPONDENCE 3**

'Hello

I am writing for more information and to voice my concerns surrounding the planned zebra crossing for Dunstable St in Ampthill near the junction of Oliver St

I assume that this is a money saving initiative, the crossing replacing the lollypop lady? I understand the need for such decisions in todays climate however I have serious concerns.

My concerns are that this will result in the loss of parking spaces in an area which is already short of spaces.

I live at the junction of Oliver St and Dunstable St. At present I get to park within 100 meters of my house around 5 days out of 7. Otherwise I am forced to park on Station Rd past the Crescent.

The Limes development will undoubtedly result in a greater demand for spaces in this area. I know they have some parking within the development but visitors etc will surely end up parking in the streets.

How many spaces will be lost?

Are new spaces to be created elsewhere? eg outside 14 Dunstable St which I believe is council owned and derelict, or between station road and oliver st

Can a residents scheme be introduced to ensure local people will be able to park witihin a reasonable distance of their home?

Is a zebra crossing with the associated controlled zones the right solution? How about a simple traffic island? Have other types of crossing been considered?

Is this the best location? There are other locations where parking will not be effected (a) between Baker St and Arthur St (around 46 Dunstable st or (b) between station road and Oliver st.

Is this proposal justified by a history of accidents or injuries?

Please can you advise whether residents have any right to influence these plans'?

**18<sup>th</sup> June 2011 – CORRESPONDENCE 4**

I strongly object to the proposal for two reasons:

1. The proposal will remove 3 car parking spaces. As the resident at 25 Dunstable Street the spaces will be removed directly outside my house. Parking spaces are at a premium in this part of Dunstable Street and I do not see any plans to replace the spaces anywhere else or restrict parking to residents only. This will end up with residents being forced to park in a dangerous way for example when unloading, which defeats the object of the crossing in the first place.

2. Currently we have a perfectly adequate crossing further up Dunstable Street and a lolly pop service for the school children when required right outside my house. I personally believe this is much safer than a zebra crossing, and probably much cheaper to operate.

Please take my views into serious consideration.

**18<sup>th</sup> June 2011 – CORRESPONDENCE 5**

I have just seen your proposed drawing for the zebra crossing on Dunstable Street Amptill.

This causes the residents major problems particularly for parking our cars. It's already difficult for us to park our cars due to the lack of parking places and this proposal will be taking away another 4 places.

I thought your idea of not having a crossing lady was to save on your costs and now you are spending money on this. There are already two crossings with lights nearby one on Dunstable street and one on Flitwick Road. I would have thought putting these resources to better use at this time of austerity would be the more sensible option.

I understand children have to be safe but I don't see this a sensible solution it won't be long before children will take a chance on the crossing whereas if the crossing lady was there its a bigger deterrent. I work in the town centre opposite the zebra crossing there and see how the cars abuse it and there are many near accidents.

The crossing lady does a very good job and she is popular with the children. Her wages put money back into to local community whereas paying a big construction firm is unlikely to do this. I also believe she will keep the children safer than a zebra crossing.

I hope you will give this a great deal of consideration if you have the best interest of the local community in mind.

**21<sup>st</sup> June 2011 – CORRESPONDENCE 6**

'May I lodge my objection to the proposed Zebra crossing at Dunstable Street. As residents we already struggle to park anywhere near our homes and with the parking space already removed from the former Council offices the parking problem is a major issue. To remove 3 parking spaces to assist in visibility is excessive.

The knock on effect will be that residents park dangerously along adjacent streets which are already overcrowded.

This crossing has been in place many years and to my knowledge has never caused injury of any of the children crossing. The crossing lady is a valuable addition to the community and the children take far more notice of a human than a flashing light. Added to which the cost I suspect would outweigh the cost of a minimum wage employee for many a year to come, all of which comes out of the tax payers money'.

**29<sup>th</sup> June 2011 – CORRESPONDENCE 7**

'At the moment I have a tenant living there who was distressed to learn of the proposed zebra crossing to be placed outside the property.

I understand that a number of people living on Dunstable Street have opposed the plans and I would like to know how I go about voicing my serious concerns, mainly because the crossing will take the place of 3 or so car parking spaces.

It's always been difficult finding a space outside my house, or even further along the street and I have frequently had to park in one of the surgery car parks along Oliver Street. It's very dark along this road and in the winter I feel very uncomfortable having to walk the length of it'

May I also add that - as I'm sure you're aware - there are two crossings close by: one further down on Dunstable Street and the other on Flitwick Road.

Is the new crossing absolutely necessary? There is also a lollypop lady who works outside my house who does an excellent job. Is it proposed that the crossing will take the place of this lady? The government are continually emphasizing the need to become part of a bigger society/community; surely this is a contradictory move'.

**5<sup>th</sup> July 2011 – CORRESPONDENCE 8**

I am writing to make known my objections to the installing of the Zebra Crossing on Dunstable Street.

I am objecting on the basis that:

1. Parking on Dunstable Street is already difficult and removing 3 spaces will mean that people will park more dangerously on Dunstable Street.
2. The structure is only needed at the start and end of the school day.

**7<sup>th</sup> July 2011 – CORRESPONDENCE 9**

I'm writing this email to distress my feelings for the zebra crossing along near my shop (Flowers with Flair). A huge number of the public have been in my shop to complain about this matter and I really believe its not the ideal place in-between two entrances is totally wrong It will be too much and the car parking spaces were going to loose just out of order and i really think it should go the other side of the bus stop opposite the bakery as that's a better place for it or why don't the council just pay the 6k for the lollypop lady's job, Its just wasting tax payers money.

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**Meeting:** Traffic Management Meeting  
**Date:** 15 August 2011  
**Subject:** Westfield Road, Dunstable - petition requesting parking restrictions  
**Report of:** Basil Jackson, Assistant Director of Highways and Transportation.  
**Summary:** To report to the Executive Member for Sustainable Communities Services the receipt of a petition concerning a requested parking restriction in Westfield Road Dunstable.

---

**Contact Officer:** Colin Wilkinson  
[colin.wilkinson@amey.co.uk](mailto:colin.wilkinson@amey.co.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Dunstable - Northfields  
**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

To initiate project spend according to the priorities in the Local Area Transport Plan.

**Financial:**

None as part of this report

**Legal:**

None as part of this report

**Risk Management:**

None as part of this report

**Staffing (including Trades Unions):**

None as part of this report

**Equalities/Human Rights:**

None as part of this report

**Community Safety:**

None as part of this report

**Sustainability:**

None as part of this report

**RECOMMENDATION(S):**

- 1. The Executive Member for Sustainable Communities Services is requested to note the contents of the report.**

**Background and Information**

1. The Council received the attached petition, containing 18 signatures, on 23rd May 2011. It calls for additional parking restrictions on the odd numbered (south-east) side of Westfield Road in Dunstable. This was requested to be implemented at the north-eastern end of Westfield Road, near the Central Bedfordshire Council offices.
2. Westfield Road is a residential street, which links the A5 High Street North to other residential areas and Beecroft Lower School. On both sides it has mostly terraced houses, many of which have driveways. The road has wide grass verges on both sides, which are in places protected by wooden posts, but inevitably some verge parking takes place. There is a 7am to 7pm parking restriction on the bend to the west of the council offices, on both sides of Westfield Road.
3. Westfield Road has sporadic parking on both sides of the road, and through movements for vehicles is restricted if vehicles are parked on both sides close to each other. This is a similar problem to those experienced on many roads in Dunstable. However, contact with the Safer Community Police Team has established that parking problems in this part of Westfield Road have not been reported to the police.
4. The availability of any capital funding for requests of this nature is set in the context of the priorities in the Dunstable and Houghton Regis Local Area Transport Plan (LATP). These priorities have been agreed following consultation with the public and elected council Members, and have been adopted and published. In terms of allocating limited funding, parking problems were given a low priority and no programming in the LATP's first three years. The only works not included in this allocation, which can still be considered on a needs basis, are highways structural maintenance and safety works.
5. For any Traffic Regulation Order to be implemented, there would first need to be public consultation. It is clear from the petition that all the signatories live at even numbered addresses. If there was public consultation concerning this proposal, it is likely that the residents in odd-numbered houses would object, which would make the implementation of any restrictions problematic.
6. As mentioned in 3 above the Safer Community Police Team has not been made aware of parking problems on this part of Westfield Road. If requested, the team would look into the problem and advise on considerate parking. This could involve a leaflet drop along both sides on Westfield Road.
7. In summary, it is considered that the requested further parking restrictions should not be pursued at this time.

**Appendices:**

Appendix A - The petition



**Appendix A**

**PARKING RESTRICTION**

We the undersigned are petitioning for yellow lines in order to stop cars parking on the odd numbers side of Westfield Road. Recently, vehicles have been parking on this side, making it very difficult to pass when driving down the road, it causes an obstruction and in the event of a fire, a fire engine would not be able to pass through. This affects only the bottom end of Westfield Road, the half nearest to the Council offices.

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