

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



**please ask for** Martha Clampitt  
**direct line** 0300 300 4032  
**date** 11 June 2012

## **NOTICE OF MEETING**

### **TRAFFIC MANAGEMENT MEETING**

Date & Time

**Tuesday, 19 June 2012 3.00 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 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 declarations and their nature thereof in relation to:-

- (a) Personal Interests in any Agenda item
- (b) Personal and Prejudicial Interests in any Agenda item

### Report

Item	Subject	Page Nos.
2	<b>Residents' Petition for the Removal of Parking Restrictions in Capron Road, Dunstable</b>  To consider a request made within a petition to remove the single yellow line (7am – 7pm) parking restriction in Capron Road, Dunstable.	* 5 - 12
3	<b>Automatic Number Plate Recognition Cars (ANPR), Penalty Charge Notice (PCN) Petition from Taxi/Hackney Carriage Drivers in Dunstable</b>  To consider the recent petition received by a number of Taxi/Hackney Carriage Drivers within Dunstable and to consider requests made within the petition.	* 13 - 18
4	<b>Leston Road and Lake Street, Leighton Buzzard - Resolution of objections to the proposed highway improvement scheme</b>  To consider the objections to the proposed highway improvement scheme for Leston Road and Lake Street, Leighton Buzzard, including orders for a 20mph speed limit zone, two raised zebra crossings on Lake Street and double yellow lines in Lindler Court.	* 19 - 40
5	<b>Bedford St, Woburn - Resolution of an objection to the Proposed Zebra Crossing and Prohibition of Waiting</b>  To consider the one objection to proposals for a zebra crossing and subsequent loss of parking.	* 41 - 48

6      **Stotfold Road, Arlesey - Resolution of representations to the proposed Prohibition of Waiting**      \*      49 - 56

To consider the representations to proposals for a Prohibition of Waiting on lengths of Stotfold Road, Arlesey and seek the Executive Member's views.

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**Meeting:** Traffic Management Committee  
**Date:** 19 June 2012  
**Subject:** Residents' Petition for the Removal of Parking Restrictions in Capron Road, Dunstable  
**Report of:** Basil Jackson, Assistant Director of Highways and Transport  
**Summary:** The report provides Traffic Management Committee with details relating to a request made within the petition to remove the single yellow line (7am – 7pm) parking restriction in Capron Road, Dunstable. The report seeks the approval of The Executive Member for Sustainable Communities – Services to consider a relaxation of the operating times of the restriction.

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**Contact Officer:** David Bowie, Head of Service, Traffic Management  
**Public/Exempt:** Public  
**Wards Affected:** Dunstable, Northfields  
**Function of:** Highways and Transport

#### **CORPORATE IMPLICATIONS**

##### **Council Priorities:**

The Council priorities affected by this paper are:

- creating safer communities; and
- managing growth effectively.

##### **Financial:**

There is currently no budget allocation for the amendment of parking restrictions in Capron Road, Dunstable. Potential changes to the current parking restrictions will require the advertising of a new Traffic Regulation Order and the amendment of signs and road markings. The cost of changes is estimated between £8k – £10k depending upon local surveys.

##### **Legal:**

Central Bedfordshire Council is the highway and traffic authority for the road network in area of Central Bedfordshire. An important function of the Authority is to manage on and off-street parking. To be legally enforceable, parking services must be compliant with the Traffic Management Act 2004

**Risk Management:**

Failure to deliver efficient and effective parking enforcement would be detrimental to the safe and expeditious use of the road network and could be damaging to economic growth. Failure to deliver a cost neutral parking enforcement service could have detrimental financial implications to the Authority. Failure to deliver an effective approach to parking may result in reputational damage to the Council.

**Staffing (including Trades Unions):**

None as part of this report.

**Equalities/Human Rights:**

Public authorities have a statutory duty to promote equality of opportunity, to eliminate unlawful discrimination and to foster good relations in respect of nine protected characteristics; age disability, gender re-assignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

Creating an attractive and accessible public realm has a part to play in getting people out and about. One objective of enforcing traffic restrictions is to ensure that the most vulnerable members of the community have fair access to the public realm. Disabled people, in particular, place a high priority on the provision and enforcement of disabled parking bays and the provision of dropped kerbs.

An efficiently managed parking system is therefore crucial for allowing equality of opportunity.

**Community Development/Safety:**

Removal of the existing parking restrictions is likely to have a detrimental effect on road safety and free flow traffic conditions in Capron Road.

**Sustainability:**

None as part of this report.

**RECOMMENDATION:**

**That, following consideration of the matters raised within the report and petition, the Executive Member for Sustainable Communities – Services grants permission to temporarily reduce the enforceable hours to 8.00 am – 6.00 pm Monday to Saturday. If, as a result of these changes there are problems with unsafe and obstructive parking in Capron Road, then normal enforcement hours will be immediately re-introduced.**

### **Background and Information.**

1. Capron Road in Dunstable has a relatively narrow carriageway and is one way working from Olma Road to the A5 High Street North. As parking on the carriageway cannot be facilitated on both sides of the carriageway without blocking the road a single yellow line, operative between 7am and 7pm (everyday), was introduced (in October 1997) along the south eastern side of the road. Due to the type of the housing in Capron Road not all residents have, or are able to have, off-street parking.
2. At night residents park along the south eastern side of the road and, to avoid blocking the carriageway, generally park half on and half off the footway. In some instances parking on the footway has been such that an obstruction to pedestrians (particularly wheel chairs users) has occurred. However, as footfall in the evening is significantly reduced after 7pm, parking in this way can be allowed to occur.
3. During the day the road must serve its normal function and usual day-to-day activities need to be facilitated (for example deliveries, refuse collection etc as well as providing emergency service access to the road). In addition, uncontrolled parking on the footways cannot be permitted due to the issues of obstruction to pedestrians.
4. As with any narrow road residents will always be concerned about emergency service access and, during the day, this can be more problematic than during the evening. The reason for this is that during the evening there is a better chance that residents are at home and therefore able to move their vehicles if required to do so in an emergency.
5. Having checked with Waste Services, refuse collection in Capron Road does not occur until after 8.00am. The extent of the working day is now generally considered to be 8.00am to 6.00pm with a working week being Monday to Saturday. In the absence of any other compelling information, it could be reasonably be concluded that the existing parking restriction in Capron Road is unduly prohibitive.
6. As with any parking restriction there is a risk that there will be detrimental effects if the restriction is reduced or removed. In the instance of Capron Road it would be entirely inappropriate, for very obvious road safety and obstruction reasons, to remove the restrictions entirely from the south eastern side of the carriageway.
7. A more amenable approach would be to enforce the restrictions on a trial basis between 8am and 6.00pm Monday to Saturday. The trial should last a minimum of 6 months in order to determine whether or not the new enforcement times have given rise to a detriment to safe and unobstructed use of Capron Road (including the footways).

8. If after the trial period it is apparent that there has been no detriment to the use of Capron Road then the Traffic Order can be advertised and amended accordingly (funds permitting).
9. Longer term, the Council is looking to introduce a policy to allow formalised part on and part off footway parking in narrow residential streets where the footways can facilitate this without obstructing the passage of pedestrians. Capron Road may be suitable for this type of approach which would result in parking provision on both sides of the road in marked bays only throughout the day. There would be a cost to the Council to do this which is estimated at £12k.

### **Conclusion and Way Forward**

10. In the short term, permission should be granted to trial, for a minimum of a 6 month period, a reduction in the enforceable hours from 'No waiting 7am to 7pm' to 'No waiting 8am to 6pm Monday to Saturday. If the trial proves successful the traffic order and signs should be amended accordingly (subject to funding).
11. Longer term, subject to the Council adopting the policy to allow half on and half off footway parking, Capron Road is recommended for formalised part on and part off footway parking (funds permitting).



**Appendices:**

Appendix A – Capron Road Residents' Petition





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**Meeting:** Traffic Management Committee  
**Date:** 19 June 2012  
**Subject:** Automatic Number Plate Recognition Cars (ANPR), Penalty Charge Notice (PCN) Petition from Taxi/Hackney Carriage Drivers in Dunstable  
**Report of:** Basil Jackson, Assistant Director of Highways and Transport  
**Summary:** The report provides Traffic Management Committee with details relating to the recent petition received by a number of Taxi/Hackney Carriage Drivers within Dunstable and to consider requests made within the petition. The report seeks the approval of The Executive Member for Sustainable Communities – Services to consider the petition and the recommendations of this report.

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**Contact Officer:** David Bowie, Head of Service, Traffic Management  
**Public/Exempt:** Public  
**Wards Affected:** Dunstable  
**Function of:** Highways and Transport

<b>CORPORATE IMPLICATIONS</b>
<p><b>Council Priorities:</b> The Council priorities affected by this paper are:</p> <ul style="list-style-type: none"><li>• creating safer communities; and</li><li>• managing growth effectively.</li></ul>
<p><b>Financial:</b> None as part of this report.</p>
<p><b>Legal:</b> Central Bedfordshire Council is the highway and traffic authority for the road network in area of Central Bedfordshire. An important function of the Authority is to manage on and off-street parking. To be legally enforceable, parking services must be compliant with the Traffic Management Act 2004</p>

**Risk Management:**

Failure to deliver efficient and effective parking enforcement would be detrimental to the safe and expeditious use of the road network and could be damaging to economic growth. Failure to deliver an effective approach to parking may result in reputational damage to the Council.

**Staffing (including Trades Unions):**

None as part of this report.

**Equalities/Human Rights:**

Public authorities have a statutory duty to promote equality of opportunity, to eliminate unlawful discrimination and to foster good relations in respect of nine protected characteristics; age disability, gender re-assignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

Creating an attractive and accessible public realm has a part to play in getting people out and about. One objective of enforcing traffic restrictions is to ensure that the most vulnerable members of the community have fair access to the public realm. Disabled people, in particular, place a high priority on the provision and enforcement of disabled parking bays and the provision of dropped kerbs.

An efficiently managed parking system is therefore crucial for allowing equality of opportunity.

**Community Development/Safety:**

Section 17 of the Crime and Disorder Act 1998 places a statutory duty on the Council: without prejudice to any other obligation imposed on it, it shall be the duty of each authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area.

Parking enforcement activities can support a reduction in crime and disorder through the use of CEOs to report key pieces of intelligence which can support and assist in the detection/investigation of crime and disorder, ensuring that sufficient, appropriate and safe parking areas are available and that appropriate parking enforcement services are in place.

The Traffic Management Act was introduced in 2004 to tackle congestion and disruption on the road network. The Act places a duty on local traffic authorities to ensure the expeditious movement of traffic on their road network and those networks of surrounding authorities. The Act gives authorities additional tools to better manage parking policies, moving traffic enforcement and the coordination of street works which are all important components of community safety.

**Sustainability:**

The effective management of parking is a key part of accommodating Central Bedfordshire's growth agenda and ensuring that we are "open for business." A good, well-connected public transport network encourages patronage and provides the alternative to travel locally without using the private car.

**RECOMMENDATION:**

**That, following consideration of the matters raised within the report and petition, the Executive Member for Sustainable Communities – Services, agrees that parking enforcement is to continue on all illegally parked/waiting vehicles.**

**Background and Information.**

1. There is a problem with the taxis in Dunstable and the Council's Highways Department have received complaints from the public and shop keepers in the town centre. During the day the complaints centre on the taxi drivers waiting in loading bays, on double/single yellow lines, bus stops and generally anywhere else available. At times illegally parked/waiting taxis cause both an obstruction and road safety hazard to other road users.
2. There are two taxi ranks in the town centre, one on High Street South near Friars Walk and the other at West Street near St Mary's Gate, and these can accommodate approximately 22 vehicles.
3. As part of the Court Drive improvements a new evening taxi rank opposite the Gary Cooper Public House will be provided. This will increase the number of taxi ranks in the town and ease operation of Court Drive particularly on Friday and Saturday evenings.
4. A petition has been received signed by 90 Taxi/Hackney Carriage drivers saying that Central Bedfordshire Council through its new ANPR enforcement vehicles is penalising genuine drivers whilst they are trying to conduct their business.
5. The current 'waiting' restrictions in Dunstable (where loading/unloading is permitted) allows for pick up and drop off of passengers. However, the restrictions do not provide for unlimited waiting of taxis at any time.
6. The ANPR vehicle makes more than one pass of any given location whilst enforcement is taking place. The vehicle automatically records CCTV footage as it proceeds down a street with parking restrictions. The Civil Enforcement Officers are able to determine from the video evidence recorded whether or not loading/unloading or picking up/dropping off of passengers is occurring. A subsequent pass is then

made with the ANPR vehicle at an appropriate time delay from the first pass in order to verify whether or not the parking offence has taken place. As with the first pass of the vehicle CCTV footage is recorded. A Penalty Charge Notice is issued by post only when the Civil Enforcement Officer is satisfied that the offence has been committed.

7. Taxi drivers along with all other motorists are expected to be aware of the rules and regulations of where they can and cannot stop for trade / pick up and drop off. Sadly, some drivers are abusing these rules and causing obstruction and road safety issues within Dunstable.
8. As a Highway Authority we do not target any particular road user groups for parking enforcement. However, any motorist caught committing an offence by parking / waiting on parking restrictions will be liable for a Penalty Charge Notice.
9. The Council allows anyone who has received a Penalty Charge Notice to appeal if they have evidence which demonstrates that the offence as described did not occur or that there were very good mitigation reasons (i.e. the vehicle had broken down and was awaiting recovery).

### **Conclusion and Way Forward**

10. Only motorist's who clearly commit parking offences are liable for a Penalty Charge Notice. There are sufficient checks in place for the Civil Enforcement Officers to be satisfied that the offence has occurred before the Penalty Charge Notice is issued.
11. There is a process in place to allow anyone who believes they have incorrectly received a Penalty Charge Notice to appeal directly to the Council. Provided satisfactory evidence can be provided that the offence was not committed then the Council will cancel the Penalty Charge Notice.
12. There is no legitimate reason to give dispensation to Hackney Carriage drivers, they can continue operating without fear of receiving a Penalty Charge Notice if they abide by the parking regulations.
13. It is therefore proposed that parking enforcement continues in the usual manner both on foot and by ANPR vehicles.



**Appendices:**

Appendix A – Petition

Appendix B

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**Meeting:** Traffic Management Meeting  
**Date:** 19 June 2012  
**Subject:** Leston Road and Lake Street, Leighton Buzzard – Resolution of objections to the proposed highway improvement scheme  
**Report of:** Basil Jackson, Assistant Director of Highways and Transportation  
**Summary:** To report to the Executive Member for Sustainable Communities the receipt of objections to the proposed highway improvement scheme for Leston Road and Lake Street, Leighton Buzzard, including orders for a 20mph speed limit zone, two raised zebra crossings on Lake Street and double yellow lines in Lindler Court.

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**Contact Officer:** Amanda Stopp, Assistant Engineer  
amanda.stopp@amey.co.uk  
**Public/Exempt:** Public  
**Wards Affected:** Leighton Buzzard south  
**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

To improve highway safety, facilitate the free flow of traffic and encourage the use of sustainable modes of transport

**Financial:**

The cost of introducing this scheme will be approximately £300,000 which will be partly Capital funded and partly S106 funded from Pratts Quarry 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:**

Reduction in vehicle speeds which should reduce the likelihood and severity of road traffic collisions.

**Sustainability:**

The scheme encourages the use of sustainable modes of transport.

**RECOMMENDATION:**

- 1. That the proposal to implement a highway improvement scheme for Leston Road and Lake Street be implemented as advertised.**

**Background and Information**

1. Part of the planning consent for new housing estates on the southern side of Leighton Buzzard was a requirement to improve the Billington Road transport corridor. This was to reduce the effects of the traffic from the development and to provide measures that would create a less busy environment that would encourage residents to choose more sustainable choices of transport to access the town centre.
2. A consultation was held at the White House on Friday 20<sup>th</sup> and Saturday 21<sup>st</sup> January 2012 which showed proposals for Billington Road, Lake Street and Leston Road. Approximately 150 members of the public attended the consultation over the two days and 87 completed feedback forms were returned. The feedback we have received for the scheme has generally been positive.
3. Phase 1 of this scheme concentrates on improvements to Leston Road and Lake Street with the aim being to use similar ideas to those used on Leighton Road and West Street, and will include some traffic calming, traffic signal removal, new zebra crossings, carriageway narrowing, additional trees, shrubs and grassed areas. The proposals for this phase were formally advertised by public notice in February 2012. The orders advertised are as follows:
  - 2 x zebra crossings on raised tables
  - 3 x zebra crossings
  - 1 x raised table to form an uncontrolled crossing point, Lindler Court
  - Prohibition of waiting (double yellow lines) in Lindler Court
  - 20mph zone

Consultations were also carried out with the emergency services and other statutory bodies, Leighton-Linslade Town Council and Elected Members. Public notices were erected on site throughout the length of the affected areas.

4. A total of 7 representations have been received. Of those 2 are concerning the 20mph speed limit zone, 4 concerning the double yellow lines at Lindler Court (3 against 1 in favour and wanting the double yellow lines extending), and 3 concerning the raised tables with zebra crossings. In addition responses to each public notice have been received from Bedfordshire Police.

5. The responses received can be summarised as follows:-
- a) Two members of the public say that they are against the proposed 20mph zone because they don't like the road humps that are often installed in 20mph zones so that traffic has to slow down and feel that the existing 20mph speed limits in the Leighton Buzzard area aren't enforced.
  - b) Four residents of Lindler Court have written about the proposed double yellow lines in Lindler Court at the junction with Lake Street. One would like the restrictions to be extended further than proposed – as far as property No. 41 as currently cars park on the pavement which means that pedestrians can't use the pavement, the road is narrowed which may cause problems for access by Fire and Ambulance Services and it makes it difficult for vehicles entering or leaving the side road to property Nos. 1 to 16. Three are against the double yellow lines and say that parking is already at a premium in Lindler Court so do not want double yellow lines to reduce this.
  - c) Three members of the public are against the proposed raised tables / zebra crossings. Two state that the proposed humps will increase emergency vehicle response times and the humps will cause an increase in noise. One representation specifically refers to the proposed raised zebra crossing near to Grove Road stating that vehicles don't stop at the current signal controlled crossing at this location and thinks that this will be worse with a zebra crossing on a raised table.
6. Bedfordshire Police accept the proposals and have raised no objections.

### **Conclusion and the way forward**

7. The following observations relate to the comments as listed in paragraph 5 above.
- a) The proposal for Leston Road and Lake Street includes 2 zebra crossings on raised tables which is a significant reduction in raised features than in previous schemes installed in the Leighton Buzzard area, for example West Street and Leighton Road where there are 11 raised features. In the design for Lake Street and Leston Road we have minimised the amount of raised features following the feedback we received from the scheme installed on West Street and Leighton Road and following pre-consultations with local councillors which formed the briefing for the Leston Road and Lake Street scheme. The two raised zebra crossings are deemed necessary in ensuring speeds are kept to the proposed 20mph speed limit and to improve road safety.
  - b) It will not be possible to extend the double yellow lines any further than what has been proposed as there is a high demand for on-street parking in Lindler Court; the double yellow lines at the junction of Lindler Court are proposed on safety grounds to keep the junction clear and is a compromise between those that do not want the double yellow lines to be extended at all and those that want them to be extended further into the cul-de-sac.

The access to Lindler Court is currently controlled by traffic signals as part of the junction with Morrisons supermarket. The proposal is to change this junction from being signal controlled to a mini-roundabout. This means that more space is required at the junction of Lindler Court and Lake Street than the current arrangement as the give way lines for a mini-roundabout will need to be situated further back into the junction than the current traffic signals stop line.

This scheme also includes widening the footway along Lake Street to create a shared use path for cyclists and pedestrians to use. A raised table is proposed for the Lindler Court junction to improve the crossing for both pedestrians and cyclists. To enable this to function properly adequate sight lines need to be taken into consideration which is why the double yellow lines are proposed at this junction. The proposed double yellow lines are to extend 6 metres past the end of the proposed raised table which will allow adequate intervisibility between those crossing the road at this location and traffic exiting Lindler Court.

At times currently vehicles park very close to the junction with Lake Street which makes it difficult for traffic entering / leaving Lindler Court and this also makes it hazardous for pedestrians crossing at this junction. The proposed double yellow lines are 15 metres into the junction; rule 243 of the Highway Code states 'do not stop or park opposite or with 10 metres of a junction' or 'on a bend'. Taking this into account the proposed double yellow lines will extend 5 metres beyond the 10 metres which is in effect 1 car length.

- c) The emergency services have been consulted on the proposals as part of the statutory consultation and have not objected to the scheme. As we saw when a similar scheme was implemented on West Street and Leighton Road where the traffic signals were removed and replaced with zebra crossings and mini-roundabouts the overall effect was that vehicles were able to travel at a more constant albeit slower speed than the previous start – stop effect with the many sets of traffic signals that weren't synchronised. The proposed scheme for Lake Street should have a similar effect.

Those that have complained that the raised tables will increase the noise levels live at the same address in Lindler Court which is set back 16 metres from Lake Street. The hump is not proposed for directly outside their property they should therefore not see an increase in noise as a result of the raised table nearest to their property, and no increase from the noise level they currently have living close to a main road.

One representation specifically refers to the proposed raised zebra near to Grove Road stating that vehicles don't stop at the current signal controlled crossing at this location and thinks that this will be worse with a zebra crossing on a raised table. It is considered that a zebra crossing on a raised table within a 20mph zone gives no less a safe crossing than a controlled crossing with the added benefit of being on pedestrian demand.

- 8. Given the relatively small number of representations to this scheme, and the support from the previous consultation feedback it is recommended that the proposal goes ahead as advertised.

**Appendices:**

Appendix A – Location plans for proposed zebra crossings and raised tables, Lake Street and Grovebury Road

Appendix B – Location plan for proposed double yellow lines, Lindler Court

Appendix C – Location plan for proposed 20 zone

Appendix D – Public Notices

Appendix E – Representations

Appendix F – Police reply

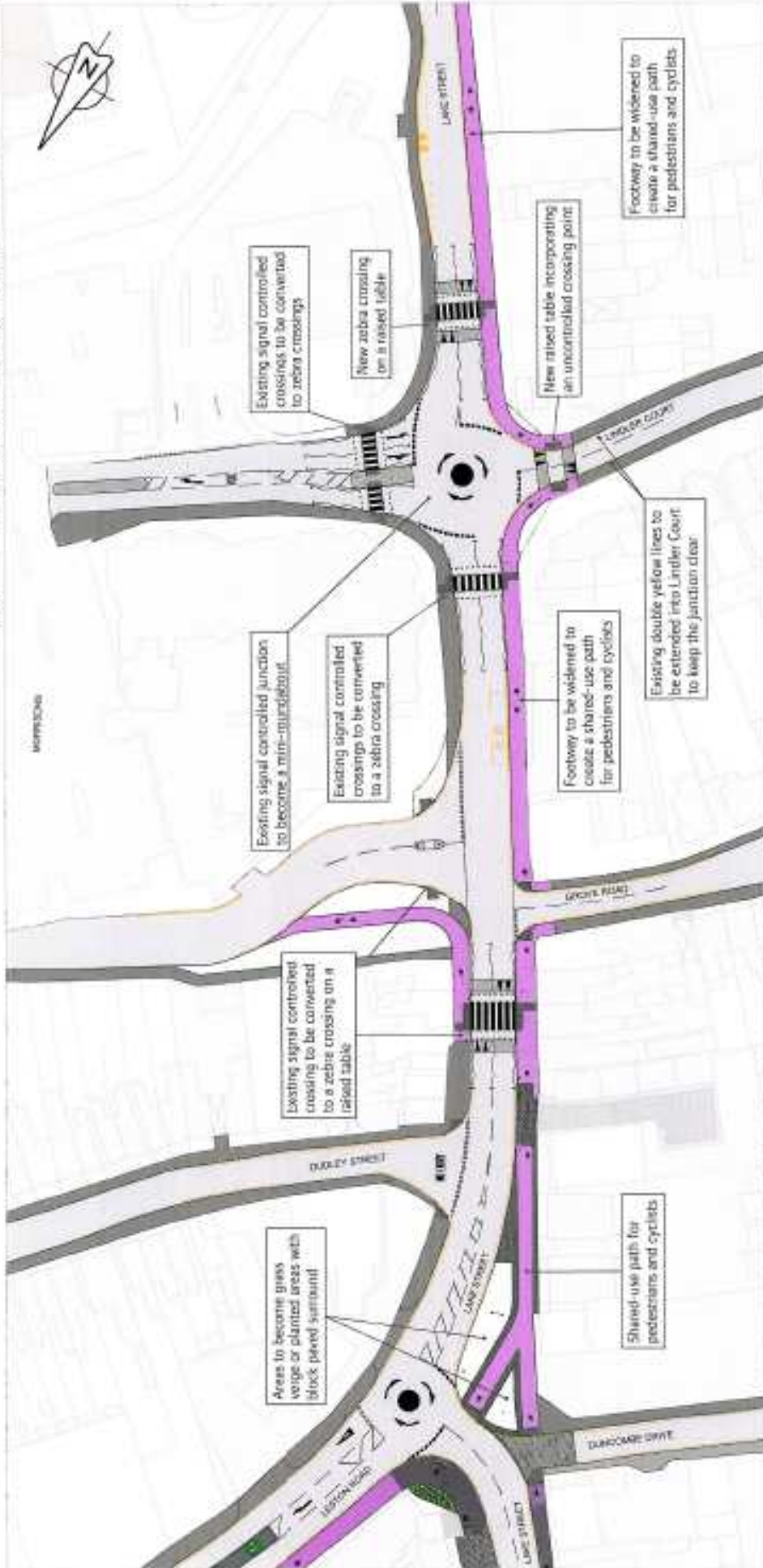
Appendix A

# Leighton-Linslade Exemplar proposals Lake Street

Drawn: <i>AC</i>	at	Preparatory	2
Design: <i>AC</i>	at	For comment	
Checked: <i>AC</i>	at	For tender	
Approved: <i>AC</i>	at	For construction	
Date: 12/12/11		As constructed	
		Other	

Original City Plan No. A1	Dimensions: 1 m
Scale: 1:250	Copyright © Arup/CBC
Drawing No. 501183-003-002	Rev
	Date



Approved by:  
Leighton-Linslade Town Council  
12th December 2011  
Proposed by:  
Arup  
12th December 2011  
Approved by:  
Central Bedfordshire Council  
12th December 2011





# Leighton-Linslade Exemplar proposals Stanbridge Road and Billington Road

Drawn: AC	Checked: AC	Approved: AC	Project: 501182-003-001
Design: AC	Checked: AC	Approved: AC	Project: 501182-003-001
Date: 11/12/11	Scale: 1:250	Project: 501182-003-001	Project: 501182-003-001
Other: All	For comment: 0	Other: As constructed	Other: As constructed
For tender: 0	For construction: 0	As constructed: 0	As constructed: 0
Other: 0	Other: 0	Other: 0	Other: 0

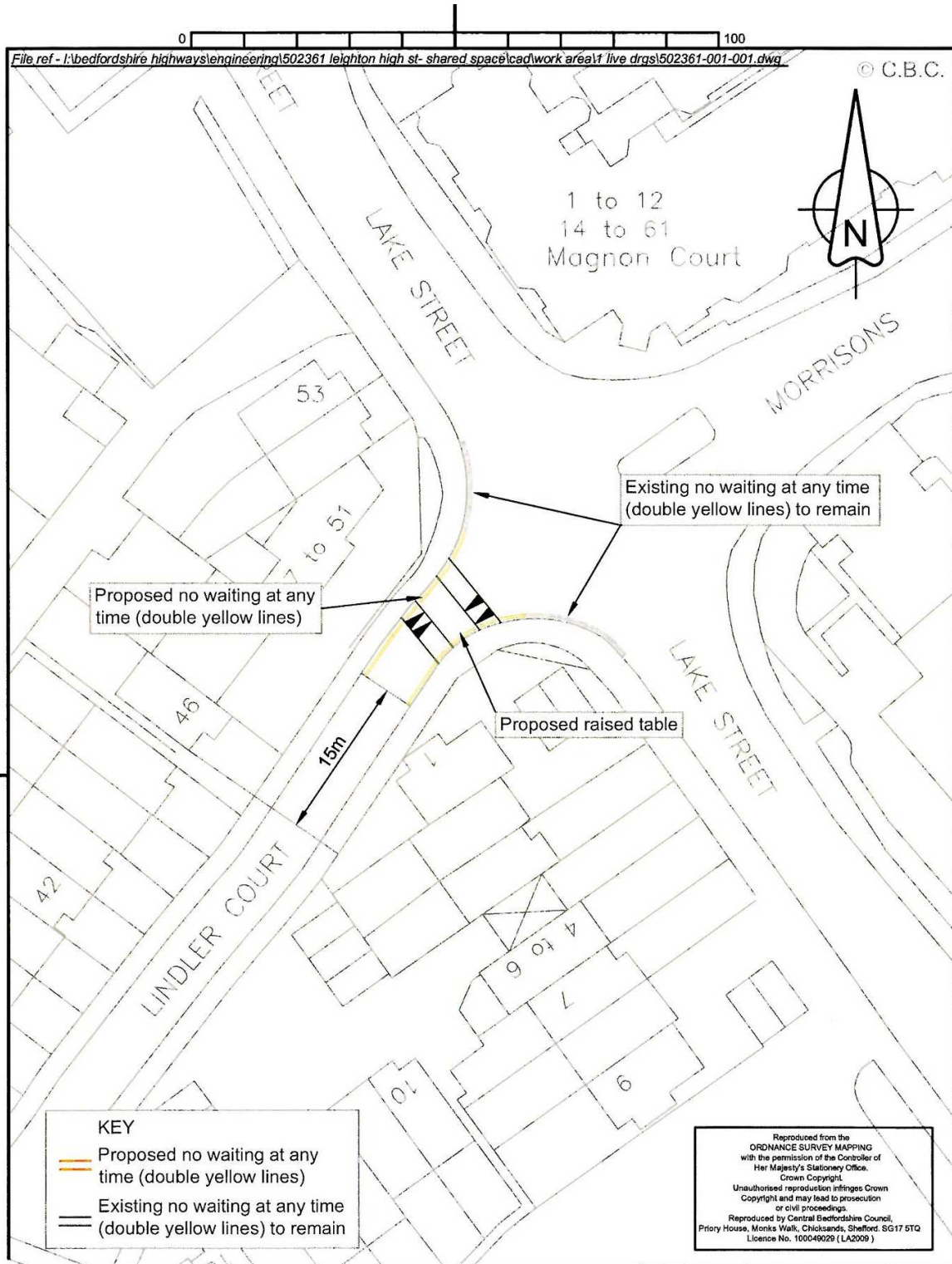


These proposals are subject to consultation and approval by the Council. The proposals are subject to change without notice. The proposals are subject to change without notice. The proposals are subject to change without notice. The proposals are subject to change without notice.



**my journey**  
www.centralbedfordshire.gov.uk/myjourney

Appendix B



**KEY**

	Proposed no waiting at any time (double yellow lines)
	Existing no waiting at any time (double yellow lines) to remain

Reproduced from the  
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Rev	Revision details	Chkd	Appd	Date
Drawn:	AS			
Design:	AS			
Chkd:	SH			
Appd:	NOL			
Date:	16-2-12			

Preliminary	
For comment	
For tender	
For construction	✓
As constructed	
Other	


Project Name  
**Leighton-Linslade Exemplar**

Drawing Title  
**BH - Transportation**  
**Proposed waiting restrictions, Lindler Court**

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



Client



Drawing No  
**502361-001-001**

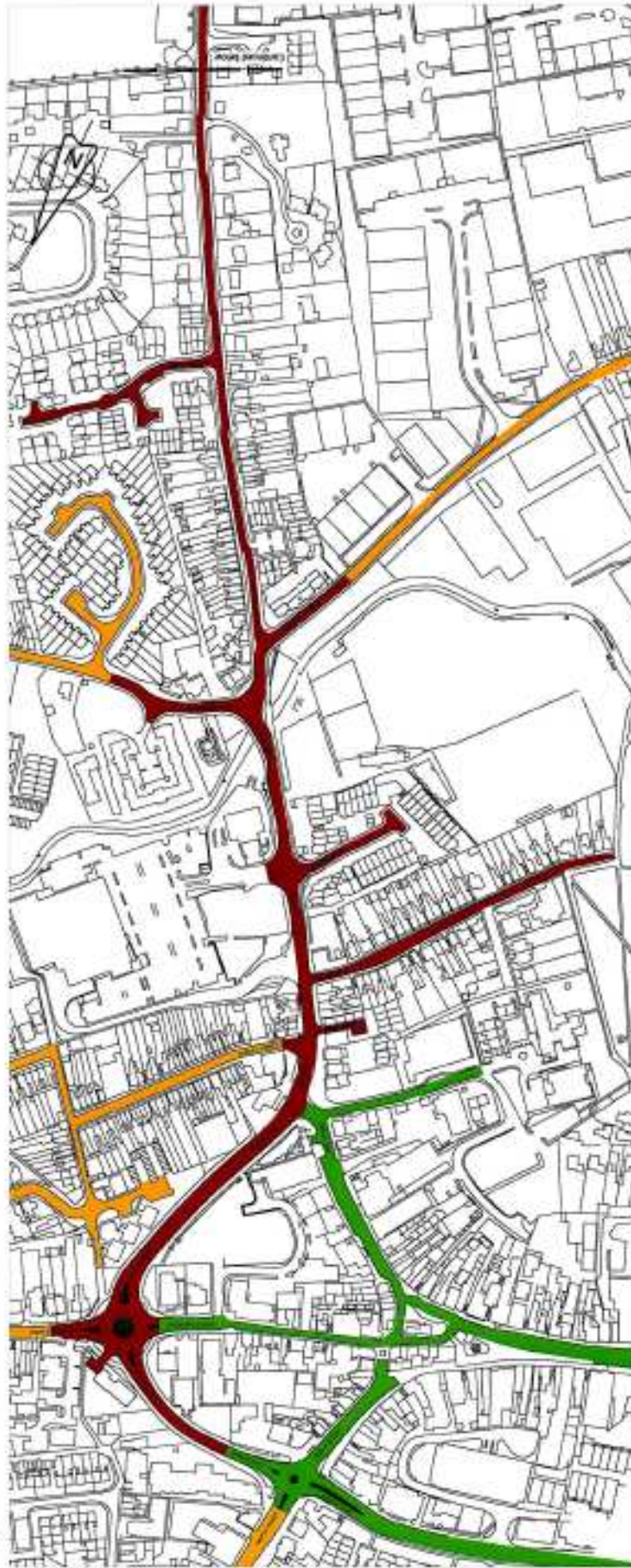
Rev



Appendix C

**Leighton-Linslade Exemplar proposals  
Speed limit amendments**

Client: A1	A1	Drawn: J. H.	Project: Leighton-Linslade Exemplar
Design: A1	A1	Checked: A1	Scale: 1:1000
Drawn: A1	A1	Approved: A1	Original Drawing No: 502361-001-002
Date: 01-11-12	A1	Other: A1	Revision: 002



- KEY:
- Proposed 20mph (existing 30mph)
  - Existing 20mph to remain
  - Existing 30mph to remain

Leighton-Linslade Exemplar  
Speed Limit Amendments  
Proposed by Leighton-Linslade Exemplar  
Project No. 502361-001-002



**myjourney**  
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Appendix D

# PUBLIC NOTICE



## HIGHWAYS ACT 1980 – SECTION 90A-I

### **PROPOSED HUMPED ZEBRA CROSSINGS AND A FLAT-TOPPED ROAD HUMP LAKE STREET AND LINDLER COURT, LEIGHTON BUZZARD**

CENTRAL BEDFORDSHIRE COUNCIL proposes to construct Humped Zebra Crossings and a Flat-topped Road Hump under Section 90 A-I of the Highways Act 1980 and all other enabling powers in Lake Street, Lindler Court and Grovebury Road in Leighton Buzzard. These works are part of a major highway improvement scheme, which has been designed to reduce vehicle speeds and improve road safety and the environment for all road users.

#### **The Proposed types of feature will be:-**

2 Humped Zebra Crossings and 1 Flat-topped Road Hump as described below:-

#### **Humped Zebra Crossings at a nominal height of 75mm are proposed to be sited at the following locations in Leighton Buzzard:-**

1. Lake Street at a point approximately 20 metres north-west of Grove Road.
2. Lake Street at a point approximately 30 metres south-east of Lindler Court.

Note:- A separate notice for the Zebra Crossings mentioned above is being published at the same time.

#### **A Flat-topped Road Hump at a nominal height of 75mm, across the full width of the road is proposed to be sited at the following location in Leighton Buzzard:-**

1. Lindler Court at a point approximately 7 metres south-west of Lake Street.

Further Details of the proposal and plans may be examined during normal opening hours at Leighton Buzzard Library, Lake Street, Leighton Buzzard LU7 1XR or online at [www.centralbedfordshire.gov.uk/consultations](http://www.centralbedfordshire.gov.uk/consultations).

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 19th March 2012.

Technology House  
239 Ampthill Road  
Bedford MK42 9QQ

Basil Jackson  
Assistant Director for Highways

23rd February 2012



# PUBLIC NOTICE

## ROAD TRAFFIC REGULATION ACT 1984 – SECTION 23

### PROPOSED ZEBRA CROSSINGS LAKE STREET AND GROVEBURY ROAD AREA, LEIGHTON BUZZARD

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 zebra crossings on Lake Street, Morrisons' access road and Grovebury Road in Leighton Buzzard. This proposal has been designed to improve the safety of pedestrians and vulnerable road users.

#### Zebra Crossings on Raised Tables are proposed to be sited at the following locations in Leighton Buzzard:-

1. Lake Street at a point approximately 20 metres north-west of Grove Road. The proposed zebra crossing will replace the existing signal controlled crossing.
2. Lake Street at a point approximately 30 metres south-east of Lindler Court.

Note:- A separate public notice for the Raised Tables mentioned above is being published at the same time.

#### Zebra Crossings are proposed to be sited at the following locations in Leighton Buzzard:-

1. Lake Street at a point immediately north-west of Lindler Court. The proposed zebra crossing will replace the existing signal controlled crossing.
2. Morrisons' access road at a point immediately north-east of Lake Street. The proposed zebra crossing will replace the existing signal controlled crossing.
3. Grovebury Road at a point approximately 10 metres south-west of Billington Road. This crossing will replace the existing one that is sited approximately 6 metres south-west of the location of the proposed zebra crossing.

Further Details of the proposal and plans may be examined during normal opening hours at Leighton Leighton Buzzard Library, Lake Street, Leighton Buzzard LU7 1XR or online at [www.centralbedfordshire.gov.uk/consultations](http://www.centralbedfordshire.gov.uk/consultations).

Technology House  
239 Ampthill Road  
Bedford MK42 9QQ

Basil Jackson  
Assistant Director for Highways

23rd February 2012



# PUBLIC NOTICE

## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A PROHIBITION OF WAITING IN LINDLER COURT, LEIGHTON BUZZARD**

Reason for proposal: The proposed Order is considered necessary on the grounds of promoting road safety. At the present time the junction of Lindler Court and Lake Street is controlled by traffic signals, but there is a proposal to convert this to a mini-roundabout as part of a major highway improvement scheme. An uncontrolled raised pedestrian crossing point would be constructed across the Lindler Court leg of the junction. There needs to be adequate inter-visibility between drivers and pedestrians at this location, so that length of road must remain clear of parked vehicles.

Effect of the Order:

### **To introduce a Prohibition of Waiting (double yellow lines) on the following lengths of road in Leighton Buzzard:**

Lindler Court, both sides, from its junction with Lake Street in a south-westerly direction to a point approximately 15 metres north-east of the south-west flank wall of property no.46 Lindler Court.

Further Details of the proposal and plans may be examined during normal opening hours at Leighton Leighton Buzzard Library, Lake Street, Leighton Buzzard LU7 1XR or online at [www.centralbedfordshire.gov.uk/consultations](http://www.centralbedfordshire.gov.uk/consultations). 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. Please contact Gary Baldwin, tel. 0845 365 6116 or e-mail [gary.baldwin@amey.co.uk](mailto:gary.baldwin@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 19th March 2012.

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

23rd February 2012



# PUBLIC NOTICE

## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A 20MPH SPEED LIMIT ZONE IN LAKE STREET, BILLINGTON ROAD AND OTHER ROADS IN LEIGHTON BUZZARD**

Reason for proposal: The proposed Order is considered necessary on the grounds of promoting road safety. These works are part of a major highway improvement scheme, which has been designed to reduce vehicle speeds and improve road safety and the environment for all road users.

Effect of the Order:

### **To introduce a 20mph speed limit zone on the following lengths of road in Leighton Buzzard:-**

- |                     |  |
|---------------------|--|
| 1. Lake Street      | From its junction with Leston Road to its junction with Billington Road and Stanbridge Road                        |
| 2. Billington Road  | From its junction with Lake Street and Stanbridge Road to its junction with Chartmoor Road                         |
| 3. Leston Road      | From a point approximately 65 metres east of its junction with North Street to its junction with Lake Street       |
| 4. Hockliffe Street | From its junction with Leston Road in an easterly direction for a distance of approximately 30 metres              |
| 5. Stanbridge Road  | From its junction with Lake Street and Billington Road in an easterly direction to its junction with Linwood Grove |
| 6. Grovebury Road   | From its junction with Billington Road in a south-westerly direction for a distance of approximately 70 metres     |
| 7. Old Chapel Mews  | For its entire length  |
| 8. Grove Road       | For its entire length  |
| 9. Lindler Court    | For its entire length  |
| 10. The Maltings    | For its entire length  |

Further Details of the proposal and plans may be examined during normal opening hours at Leighton Buzzard Library, Lake Street, Leighton Buzzard LU7 1XR or online at [www.centralbedfordshire.gov.uk/consultations](http://www.centralbedfordshire.gov.uk/consultations). 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. Please contact Gary Baldwin, tel. 0845 365 6116 or e-mail [gary.baldwin@amey.co.uk](mailto:gary.baldwin@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 19th March 2012.

Order Title: If made will be "Central Bedfordshire Council (20mph Speed Limit Zone) (Lake Street and Billington Road Area, Leighton Buzzard) Order 2012"

Technology House  
239 Ampthill Road  
Bedford MK42 9QQ

Basil Jackson  
Assistant Director for Highways  
and Transport

23rd February 2012

## Appendix E

### Representation 1

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A 20MPH SPEED LIMIT ZONE IN LAKE STREET, BILLINGTON ROAD AND OTHER ROADS IN LEIGHTON BUZZARD

Hi

If this proposal includes the introduction of speed humps, which have been implemented elsewhere in Leighton Buzzard, where 20mph restrictions have been put in place, then I object to this proposal on the following grounds:

- they cause deterioration to car suspension systems
- Differential movement, caused by the dynamic loading from vehicles, especially from HGV's, at the point of contact between the ordinary road surface and the speed hump, can be the cause of firstly a dip, and subsequently a pothole, appearing between the flat and the slope (this occurred recently at the Waitrose crossing in West Street). It can often be several weeks before this is spotted, then maintained.
- Night time driving becomes hazardous as oncoming vehicles are raised by the humps, causing their headlights to effectively become 'full beam'.
- The humps are often placed in positions where a driver's attention should be otherwise engaged - e.g. when they are located at roundabouts and zebra crossings, where maximum attention should be on other cars/people crossing, one's attention is drawn to the speed hump.
- The paint used to mark speed humps seems not to be of the highest quality, and the markings seem to rapidly deteriorate.
- Traffic lights in the vicinity already control traffic speed.
- Resurfacing roads in Leighton/Linslade would be a better way to allocate council money.

May I also take the opportunity to lodge a complaint about the narrowness of the road width restriction near Van Dyke School on Van Dyke Road.

regards

### Representation 2

This is a comment about 20 mph and road restrictions on general in Leighton Buzzard. What is the point? Every day dozens of cars speed in excess of 40 mph on roads "restricted" to 30 or well over 20 where there is a 20 limit. On nearly every street there are untaxed and uninsured cars. And just don't get me started on how completely and utterly the High Street restrictions are ignored. Delivery vehicles, taxis and idiots speeding through taking short cuts all drive through the buses / cyclists only gap - there must be 30+ vehicles every day.

So why extend any more restrictions? The roads are getting more dangerous as the unenforced restrictions are obeyed by some and ignored by others creating large speed differentials. Oh, and Please check traffic flows outside Morrison's as I don't think the traffic flows will work with a roundabout.

Regards,



### Representation 3

With regards to the proposal to have double lines in Lindler Court, I would suggest that they are put in at least as far as No.41 for two reasons:-

1. Cars are being parked on the pavement in front of the houses. This means pedestrians, mothers with small children, prams and pushchairs have to walk in the road to pass. Cars are also parked on that side of the road narrowing the road which may cause problems for access by the Fire and Ambulance services.
2. Cars have also parked opposite the side road leading to properties Nos. 1 - 16, this causes problems in entering and leaving the side road.

I would appreciate it if you could give some thought to the above.

Thank you.

Yours faithfully,

### Representation 4

I would like to lodge my complaint with regards to the proposed plans to turn a section of the road in Lindler Court into no parking (double yellow lines).

For a close to have 53 houses/flats it is ridiculous to have so little parking. Most houses/flats have at least 2 cars and this will only get worse as children grow up and start driving themselves. At present there is only space for about 8/9 extra vehicles to park which as you can imagine already causes problems, so to then reduce this by about 4 vehicles is unacceptable, especially as we have various people/cars that seem to use it as a car park anyway by driving in, leaving their cars and going off to their respective workplaces.

I agree that the double yellow lines could do with be extended slightly but the length you are proposing is too excessive.

### Representation 5

Dear Sir:

We are writing in respect of the proposals for a major highway improvement scheme affecting Lake Street and Lindler Court in Leighton Buzzard.

Your proposal is being introduced with the aim "to reduce vehicle speeds and improve road safety and the environment for all road users" we believe that this proposal is flawed and has not adequately taken into account the local impact on traffic in the area, traffic flow and various environmental concerns .

Our residence location in Lindler Court leaves us ideally placed to view the current flow of traffic down Lake Street at the points were you plan to make changes. The key challenge in this area at present is not excessive vehicle speeds but the extremely slow flow of traffic at peak time; something which we believe has deteriorated since the introduction of traffic calming proposals further into town.

We believe that in drafting these proposals some factors may not have been considered or been given due consideration:-

- 1) Parking provision in Lindler Court is already very limited (it is a small road given the number of houses), introduction of a raised crossing will reduce this provision even further causing inconvenience to residents, visitors and tradesmen.

- 2) Lake Street is used as a key route for Emergency vehicles particularly ambulances forcing these vehicles to pass over humps reduces their response time and affects patients travelling in the vehicle. Have these authorities been directly consulted on this proposal or research done on the frequency of these vehicles using this stretch of road.
- 3) Currently exit from Linder Court or Morrisons onto Lake Street is governed by traffic lights allowing exit after a reasonable period. The change to a mini roundabout leaves this period totally dependent upon the high level of traffic using Lake Street. As has been seen at the roundabouts along West Street and Leighton Road joining the main road can be a time consuming and frustrating process. We find it difficult to understand how changing to a roundabout will achieve the aims set out – but is more likely to result in less safety as drivers become frustrated and likely to take risks to join the road.
- 4) With the implementation of a raised surface for the crossings we believe there will be increased noise from the road traffic as cars either speed up or break to travel over the raised surface plus the ‘thumps’ as cars drop down back to the normal surface. We also note that the raised surface that was put in place on West Street has not lasted and is already breaking up despite being resurfaced previously if the same happens with your proposal it will further increase road noise.
- 5) The proposal will see a section of road that is already ‘calmed’ by a set of Traffic lights and a Pelican crossing – becoming ‘over calmed’ by two raised crossings and two roundabouts. From having cars start and stop (accelerate / slowdown) twice they will now have to do it four times in a matter of the length of less than a couple of football pitches.

I believe there are enough concerns here to have this proposal completely reviewed in general terms.

As a individual who would have to take this route each day the thought of having to navigate this ‘assault course’ of humps followed by a route of roads full of potholes fills me with dread and makes me question whether the money that we pay in taxes is being put to good use. Perhaps filling the potholes with the money that would be spent on this scheme would be a better option

Sincerely,

## **Representation 6**

Dear Sir:

Further to my husband’s objection to your proposals for a major highway improvement scheme affecting Lake Street and Lindler Court in Leighton Buzzard I would like to reiterate and add the following points:

The key challenge in this area at present is not excessive vehicle speeds but the sheer amount and slow flow of traffic at peak time; something which we believe has deteriorated since the introduction of traffic calming proposals further into town.

We believe that in drafting these proposals some factors may not have been considered or been given due consideration:-

- 1) The two Raised Zebra Crossings in a short succession of space will have a negative impact on the numerous emergency vehicles passing Lake Street on a daily basis.
- 2) The Mini Roundabout which is to replace the current Traffic Lights at the Lake Street/Lindler Court junction will create problems for all Lindler Court Residents and

Morrisons' shoppers to enter Lake Street. Especially at rush hour traffic it will be very difficult, as the stream of vehicles in both directions is very dense. Instead of increasing safety, drivers may try to 'push in' and therefore increase the risk of accidents. Any driver trying to exit either Bell Close (Sports Ground) or Grove Road into Lake Street knows how difficult it is, particularly at peak times.

- 3) The proposed raised table zebra crossing will increase the amount of traffic noise considerably due to vehicles having to slow down & speed up twice in short succession.
- 4) As can be seen in West Street, the raised humps are of very poor road surface quality and in a short period of time have already worn and needed repair to little effect. Potholes are still there and are potentially dangerous & damaging to vehicles as well as costly to repair and maintain.
- 5) In regard to the proposed double yellow lines on both sides of Lindler Court I would like to make the following observation: With 33 houses and 13 Flats we have a very small road with extremely limited parking. All 13 Flats and 2 of the houses have no garage and, in addition, no provisions have been made for visitors parking. On weekends the lack of parking spaces becomes most apparent. Double yellow lines on both sides will see our situation worsen even further.

We believe there are enough concerns here to have this proposal completely reviewed in general terms.

Yours Sincerely

## Representation 7

Dear Sir

### Highways Act 1980 – Section 90A-1

#### **Proposed humped zebra crossing in Lake St, Leighton Buzzard, 20m north west of Grove Road**

I write regarding the above proposal – for a humped zebra crossing to replace the existing signal-controlled crossing. I have already written to Central Bedfordshire Council stating my objection to the above proposal during the consultation phase, but would like to reiterate my concerns.

The signal-controlled crossing in question in Lake Street is regularly used by school children walking to and from school, both accompanied by adults and also on their own. I use this crossing regularly and have seen vehicles ignore (or not even notice) the red traffic lights and drive straight through the crossing when children are about to cross – you cannot rely on the green man meaning it is safe to cross, you always have to ensure that the vehicles have come to a complete halt before you leave the pavement. This is something that children can easily forget when walking with their friends – if the green man is lit up and the beeps are saying it is safe to cross, it should be, but you always have to check that the traffic, particularly that coming down the hill from the roundabout at the junction with Hockcliffe Street, has also completely stopped.

If this signal-controlled crossing is replaced by a zebra crossing, I think the risk of traffic not stopping will increase dramatically – not only when there are already people crossing the road on the zebra crossing but also when there are pedestrians waiting to start to cross. Although vehicles are meant to stop when there are pedestrians waiting to cross using a zebra crossing, this is often ignored and I can see pedestrians having to wait a long time to be able to cross safely if the signal-controlled crossing is replaced. This crossing is on a slight bend when coming down the hill and I don't think a lot of drivers

notice the crossing until they are almost on it – which will be more likely if there are no traffic signals, just a zebra crossing on the road, albeit raised on a hump.

This is already the situation with the zebra crossing at the top of Lake Street, by the roundabout on Hockcliffe Road. Again I use this crossing regularly and at least once a week a vehicle will continue over the crossing even when I have started to walk across. This is particularly the case on the zebra crossing on the northbound lane: if the traffic coming up the hill in the left hand lane stops to let you cross using the zebra crossing, it is rare that the traffic in the right hand outer lane also stops, until you are standing in the middle of the zebra crossing – which you have to do, to make sure you don't get hit by the vehicle coming up the hill in the right hand lane.

I can understand the reasons for proposing that all the traffic signals in Lake Street are removed because they do not seem to operate in a very co-ordinated manner, but I do think that the signal controlled crossing north west of Grove Road should remain and not be replaced by a humped zebra crossing.

Yours faithfully

Appendix F



**PROPOSED Road Humps and Raised Zebra Crossings – Lake Street, Leighton Buzzard.**

<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 email and attachments dated the 21<sup>st</sup> February 2012, together with the reason(s) given. The proposals are accepted by this authority, therefore no objections will be offered.</b></p>	<p><b>X</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.



**PROPOSED Prohibition of Waiting – Lindler Court, Leighton Buzzard.**

<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 email and attachments dated the 21<sup>st</sup> February 2012, together with the reason(s) given. The proposals are accepted by this authority, therefore no objections will be offered.</b></p>	<p><b>X</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.



**PROPOSED 20 mph Speed Limit Zone – Lake Street and Billington Road Area, Leighton Buzzard.**

<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 email and attachments dated the 21<sup>st</sup> February 2012, 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:** 19 June 2012  
**Subject:** Bedford St, Woburn - Resolution of an objection to the Proposed Zebra Crossing and 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 one objection to proposals for a zebra crossing and subsequent loss of parking.

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

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

To improve road safety at a frequently used crossing location on Bedford Street, from Staunton House to the footway leading to Eleanor Close.

**Financial:**

The cost of introducing a Safer Routes to School and cycle improvements scheme to the cost of approx. £35,000 is being funded by Woburn Parish Council.

**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 non-motorised users, in particular those travelling to the doctor's surgery from the west side of Bedford Street.

**Sustainability:**

To encourage sustainable modes of transport; in this case walking.

**RECOMMENDATION(S):**

- 1. That the proposal to introduce a Zebra Crossing on Bedford Street, Woburn be implemented as advertised.**

**Background and Information**

1. Bedfordshire Highways received a request from Woburn Parish Council to carry out the design and implementation of a Zebra Crossing at a location outside Staunton House. A crossing at this location had also been requested directly from the residents of Staunton House. Therefore, the proposed crossing is largely to cater for the elderly living in Staunton House who often find it difficult to cross Bedford Street. There is a necessity to cross due to the Doctors Surgery located in Eleanor Close.
2. As part of the introduction of a zebra crossing, it is necessary to improve visibility by extending the existing 'no waiting at any time' restriction on the junction with Crawley Road by 10 metres. In total, taking into consideration the standard 'zig-zag' controlled area of the proposed crossing, the scheme would result in the loss of 10 available parking spaces. These are mainly located on the east side of Bedford Street where residents already have off-street parking.
3. The proposals were formally advertised public notice from 26<sup>th</sup> April to the 21<sup>st</sup> May 2012. Consultations were also carried out with the emergency services and other statutory bodies, Woburn Parish Council and Elected Members. Local residents were also sent a letter at the beginning of the consultation.
4. One objection has been received, which is included in Appendix D. The main point raised by the representation to the formal consultation concerns the loss of on-street parking spaces.
5. Bedfordshire Police accept the proposals and have raised no objection.

**Conclusion and the Way Forward**

6. The following are Bedfordshire Highways' observations on the representation received:-

The zebra crossing was requested by the residents of Staughton House and selected for inclusion onto the Woburn 'Parish Council Plan' to be funded by the Parish Council themselves.

It is accepted that Staunton House rely on on-street parking which would be removed with the proposed zebra crossing, associated zig-zag markings and additional double yellow lines. However, if the zebra crossing is to be provided, the loss of parking spaces is unavoidable due to the visibility needed on both sides of Bedford Street when crossing at the proposed location. There needs to be a minimum of 60 metres of intervisibility between road users and non-motorised users at the crossing point (based on the speed data collected) to achieve an adequate visibility distance. This is achieved by the standard 'zig-zag' carriageway markings combined with the extended waiting restriction.

The Parish Council, following the objection have been in discussions with the manager of The Bell public House whom are in support of the proposed crossing and who have kindly agreed to allow the residents of Staughton House to use their Car Park, which is accessed approximately 70 metres south of Staughton House.

**Appendices:**

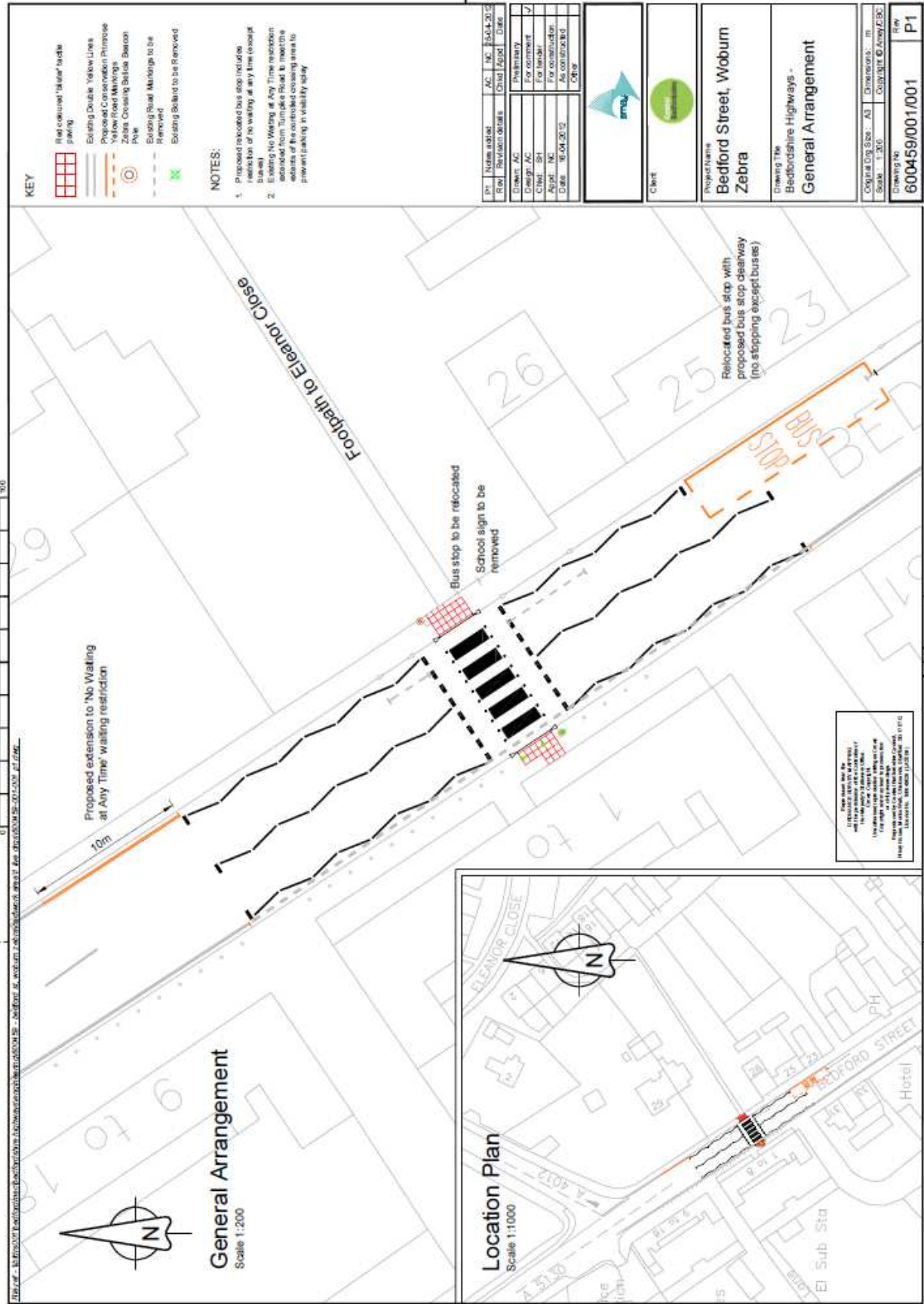
Appendix A – Location plan

Appendix B – Public notice for zebra crossing

Appendix C – Public notice for prohibition of waiting

Appendix D – Representation on proposal

APPENDIX A



APPENDIX B



# PUBLIC NOTICE

ROAD TRAFFIC REGULATION ACT 1984 – SECTION 23

## **PROPOSED ZEBRA CROSSING** **A4012 BEDFORD STREET, WOBURN**

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 install a zebra crossing on A4012 Bedford Street, Woburn its junction with Crawley Road and Marquis Court. This proposal is fully supported by Woburn Ward and Parish Councillors.

This proposal to install a Zebra Crossing is considered as a solution for the elderly residents and other users to cross the busy and wide carriageway of Bedford Street due to difficulty at present to cross along this length. There is a Doctors surgery at the other end of an adjacent footpath which they would have to cross the carriageway to otherwise reach.

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

A5130 Bedford Street, Woburn: between its junction with Crawley Road and Marquis Court.

A copy of a plan showing this proposal may be examined during normal opening hours at Leighton Buzzard Library, Lake Street, Leighton Buzzard LU7 1RX or online at [www.centralbedfordshire.gov.uk/consultations](http://www.centralbedfordshire.gov.uk/consultations). For more information please contact Caroline Almond on 08453 656057 or by e-mail [caroline.almond@amey.co.uk](mailto:caroline.almond@amey.co.uk).

Technology House  
Amphill Road  
Bedford MK42 9BD

Basil Jackson  
Assistant Director for Highways

26 April 2012

APPENDIX C



# PUBLIC NOTICE

**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO EXTEND THE EXISTING PROHIBITION OF WAITING ON A4012 BEDFORD STREET NEAR CRAWLEY ROAD, WOBURN**

Reason for proposal: The proposed Order is considered necessary on the grounds of promoting road safety. The waiting restriction is specifically aimed at improving the intervisibility between drivers and pedestrians at the proposed Zebra Crossing on Bedford Street located at the entrance to a Public Footpath leading to Eleanor Close. Therefore, Central Bedfordshire Council proposes to make a Road Traffic Regulation Order as follows:

Effect of the Order:

**To introduce a Prohibition of Waiting at any time on the following length of road in Woburn:-**

A4012 Bedford Street, north-east side, from the existing prohibition of waiting that terminates outside property no.29 Bedford Street extending in a south-easterly direction for a distance of approximately 10 metres to a point approximately 4 metres south-east of the north-west flank wall of property no.29 Bedford Street.

Further Details: of the proposal and a plan may be examined during normal opening hours at Leighton Buzzard Library, Lake Street, Leighton Buzzard LU7 1RX or online at [www.centralbedfordshire.gov.uk/consultations](http://www.centralbedfordshire.gov.uk/consultations). 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. For more information please contact Caroline Almond on 08453 656057 or by e-mail [caroline.almond@amey.co.uk](mailto:caroline.almond@amey.co.uk).

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 21 May 2012.

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  
Amphill Road  
Bedford MK42 9BD

Basil Jackson  
Assistant Director for Highways

26 April 2012

**APPENDIX D**

**Proposed Zebra Crossing and extension to the existing waiting restrictions – Bedford Street, Woburn**

I am writing to you on behalf of the residents of Staunton House to object to the above proposed crossing and prohibition of parking in the said area.

I wish to point out that as a resident of Staunton House (marked on your plan as 1-8 and 9-18 Bedford Street) we will lose our parking entirely.

Currently there is space for approximately a dozen cars in this area. If the above proposal goes ahead, this will leave the residents without any parking space. Staunton House is home to nineteen adults aged between sixty and ninety two with thirteen cars between them. Are you going to provide an alternative safe parking area close to Staunton House, not only for the residents, but also for the professional carers, family and friends who visit the residents on a daily basis?

Car parking in Woburn is extremely sparse as it is and taking away our parking will only cause us a great deal of difficulty.

I look forward to hearing from you with your comments.

14/9/11 E

**Cc Woburn Parish Council**

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**Meeting:** Traffic Management Meeting  
**Date:** 19th June 2012  
**Subject:** Stotfold Road, Arlesey - Resolution of representations 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 representations to proposals for a Prohibition of Waiting on lengths of Stotfold Road, Arlesey and seek the Executive Member's views.

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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:** Arlesey  
**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 £2,500.

**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

**RECOMMENDATION(S):**

- 1. That the proposal to introduce a Prohibition of Waiting on lengths of Stotfold Road, Arlesey be fully implemented as set out in this report and that the requests for additional lengths of yellow lines be considered as part of the planned Arlesey parking study.**

**Background and Information**

1. This length of Stotfold Road is the main route into Arlesey from the A507 and is adjacent to the House Lane junction. A prohibition of waiting (double yellow lines) was already in place on both sides of House Lane extending southwards from Stotfold Road. The current proposal is to extend the yellow lines into Stotfold Road to ensure that the whole junction remains clear of parked vehicles.
2. On-street parking is relatively heavy in the area as a result of a nearby shop, garage and the railway station which is within comfortable walking distance. Some of this parking obstructs turning traffic and obscures visibility for road users.
3. Due to the perceived hazard created by parked vehicles around the junction, the double yellow lines have already been installed. However, it is not possible to make the legal Order until the required statutory process is complete, so the restrictions are currently unenforceable.
4. The proposals were formally advertised by public notice in March and April 2012. Consultations were also carried out with the emergency services and other statutory bodies, Parish Council and Elected Members.
5. Three representations have been received all from local residents and these are included in Appendix C. One offers full support and the other two want the restrictions to extend further westwards. The main reasons for asking for additional restrictions are to ensure that the road remains passable when the bus stop is in use and to improve visibility for drivers exiting driveways.
6. Bedfordshire Police accept the proposals and have raised no objection.

**Conclusion and the Way Forward**

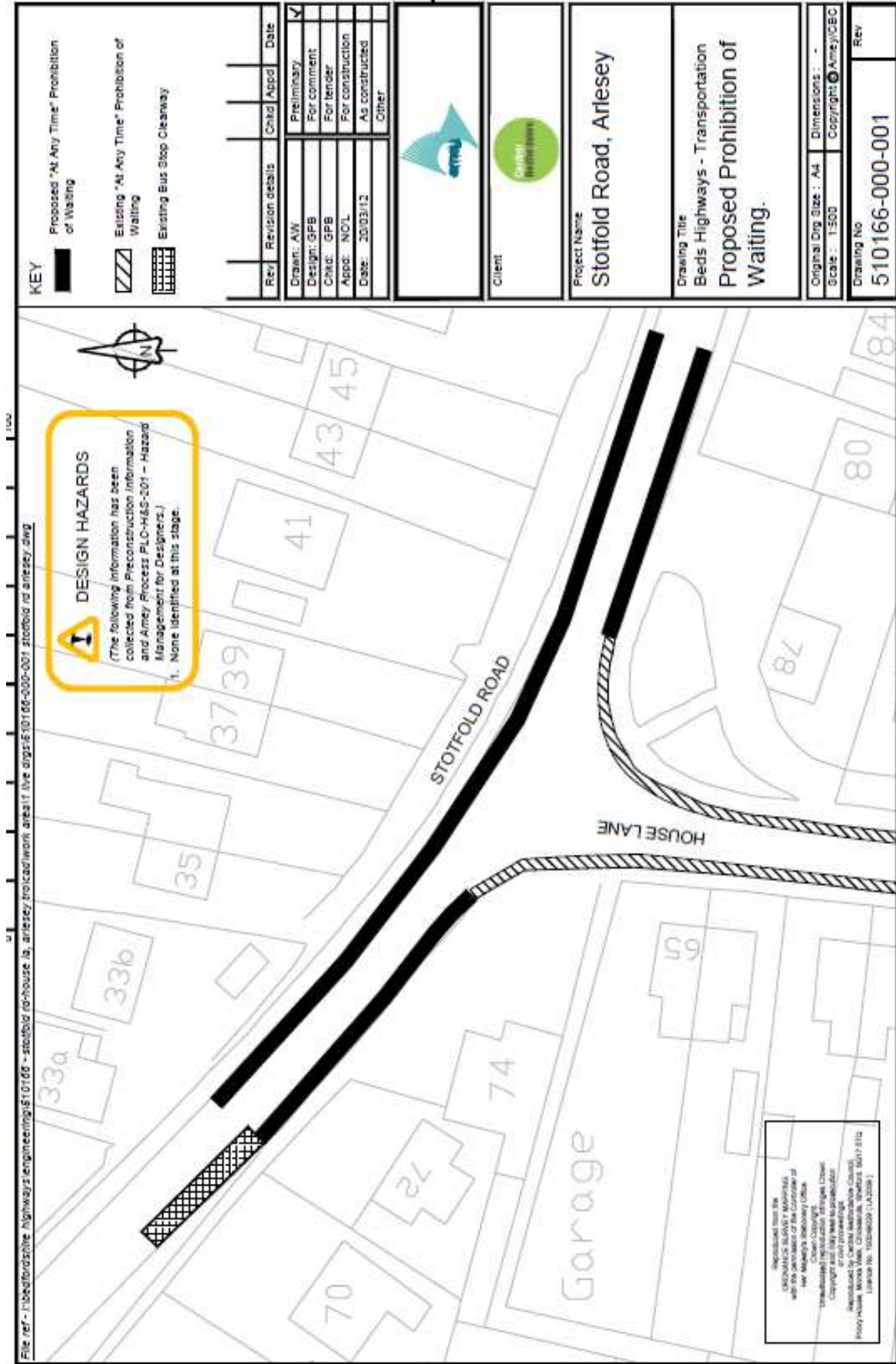
7. The main objective of the proposal was to ensure that the junction of Stotfold Road and House Lane was cleared of parked cars. This objective has been met. The yellow lines were extended further west than would normally be required because of the bus stop. It is accepted that the length of Stotfold Road to the west of House Lane is widely used by commuters avoiding car parking charges at Arlesey railway station. However, commuter parking needs a more thorough investigation as any waiting restrictions proposals are likely to have more wide-ranging implications.

8. Any interference to through-traffic created by buses using the bus stop will be of short duration and is expected to cause very minor inconvenience. The yellow lines that have been installed will have improved visibility for some residents emerging from driveways. Clearly some residents still have visibility concerns, although these have not been made worse by the restrictions.
9. It is recommended that the Traffic Regulation Order is made, so that the restrictions are fully implemented and enforceable. Wider parking issues in Stotford Road can be considered as part of the planned Arlesey parking study, which will be undertaken in the current financial year.

**Appendices:**

- Appendix A – Location plan
- Appendix B – Public notice
- Appendix C – Representations

APPENDIX A



APPENDIX B



## PUBLIC NOTICE

### **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A PROHIBITION OF WAITING AT ANY TIME IN STOTFOLD ROAD, ARLESEY**

Reason for proposals: The proposed Order is considered necessary on the grounds of promoting road safety. On-street parking near the junction of Stotfold Road and House Lane causes an obstruction to through traffic and reduces visibility for all road users. Waiting is currently prohibited on lengths of House Lane and the proposal is to extend this to cover both sides of Stotfold Road near the junction. Therefore, Central Bedfordshire Council proposes to make a Road Traffic Regulation Order as follows:

Effect of the Order:

#### **To introduce Prohibition of Waiting at any time on the following lengths of road in Arlesey:-**

Stotfold Road, both sides, from a point approximately 2 metres south-east of the boundary of nos.70 and 72 Stotfold Road in a south-easterly direction to the boundary of nos.80 and 84 Stotfold Road.

Further Details of the proposal and a plan may be examined during normal opening hours at Arlesey Library, High Street, Arlesey SG15 6SN or online at [www.centralbedfordshire.gov.uk/consultations](http://www.centralbedfordshire.gov.uk/consultations). 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. For more information, please contact Gary Baldwin, tel.0845 3656116 or by email [gary.baldwin@amey.co.uk](mailto:gary.baldwin@amey.co.uk).

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 23rd April 2012.

Technology House  
Amphill Road  
Bedford MK42 9QQ

Basil Jackson  
Assistant Director for Highways

30th March 2012

## APPENDIX C

Dear Sirs

Just like to say that I TOTALLY SUPPORT the prohibition of waiting at any time in Stotfold Road, Arlesey. It has been long overdue, and pleased that it is now moving in the right direction. Access to my driveway will be greatly improved, giving better visibility in both directions.

Yours sincerely

Xxxx Xxxx

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I am not sure if this counts as an objection but I want to comment on the proposal.

The plan as far as Stotfold Road is concerned is to have the boundary of the prohibition ending at the boundary of numbers 70 and 72. This is the aspect I wish to comment upon.

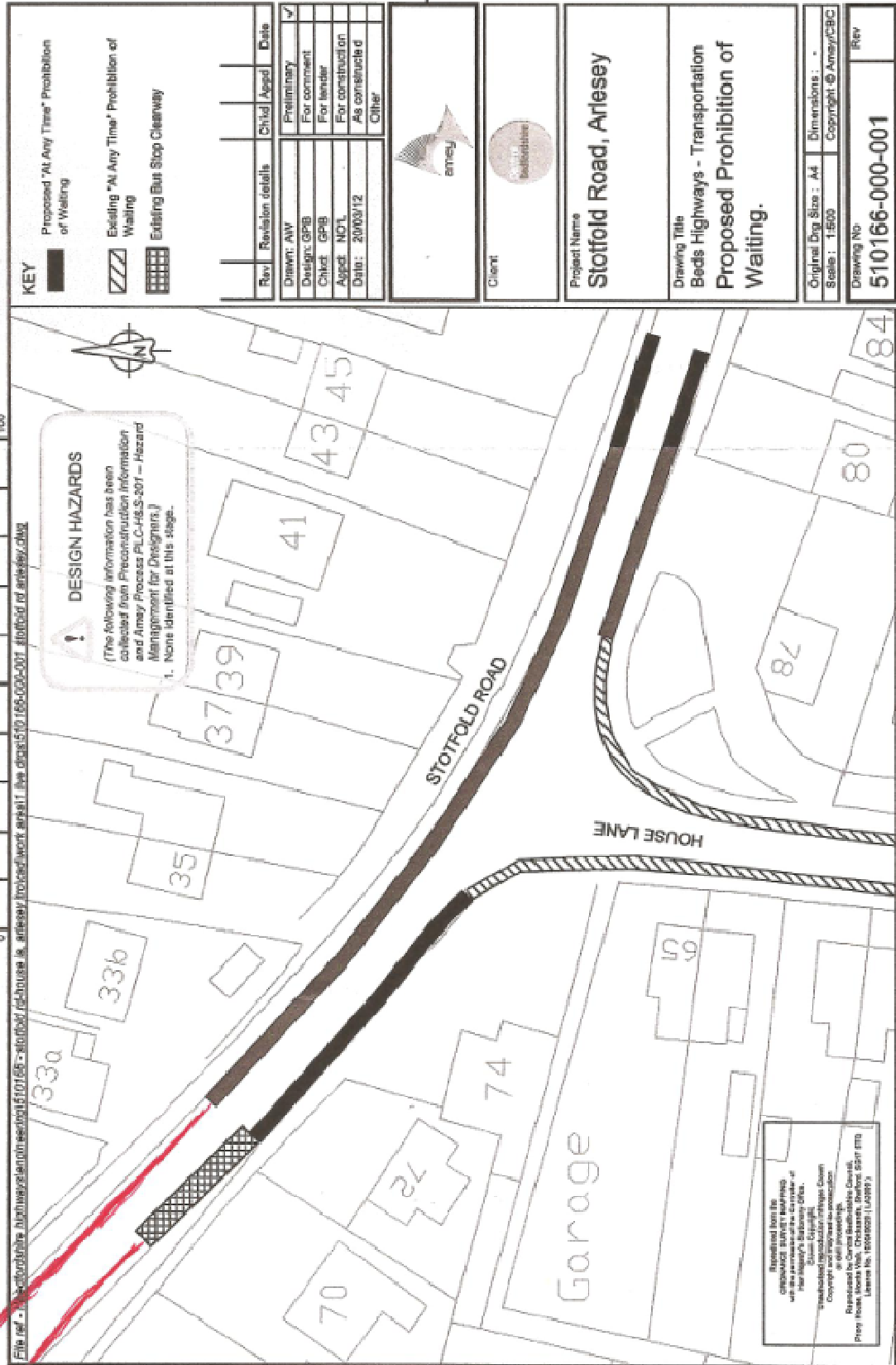
I feel the proposed boundary is in the wrong place and I suggest it should be a further 20 or 30 yards to the west, (say) at the boundary of 68 and 66 Stotfold Road. The reasons for suggesting this are :-

1. Immediately opposite 33a is a bus stop and when a bus is stationery the road is blocked to both directions of traffic. Extending the no parking would enable vehicles to pass the stationery bus.
2. The road where the bus stop is situated is narrow and with parked cars is barely wide enough for 2 cars to pass. Indeed I know of 3 accidents in the last 2 weeks in just this area probably caused by the narrow road as much as anything else. With no parked cars in front of 33b and 31 I feel drivers will approach this constriction at a higher speed potentially leading to more accidents.
3. With vehicles parked in front of 33a i.e. the current proposed limit, the driver's view towards the west hides approaching vehicles especially those about 100 yards further on because of the way road bends to the right.
4. I live at XX and share a drive with my neighbours at XX. When exiting my property with cars parked in front of my house, I have to be very vigilant because I am unable to see to my right until the front of my car is part way across the road. With the current proposal is in place, I feel drivers approaching from the west are likely to speed up when they see that the road is clear of parked cars beyond my drive so adding to my difficulties. Approaching drivers from the west will have no visual clue that a drive is immediately beyond the last parked car on their left and thus not expect a car to emerge.

I have attached an amended drawing illustrating what I mean.

I hope these comments are fully considered before the proposed order is finalised.

Xxxx Xxxx  
XX Stotfold Road  
Arlesey  
Beds  
SG15 6XL



Dear Gary Baldwin

in reference to the above proposal, may I suggest extending the parking restrictions opposite the bus stop.

When the bus stops the traffic gets blocked both ways when there are cars parked here, the queue usually reaches beyond the House Lane junction.

In addition most of the damage to parked cars occurs at this point, as the road narrows before the bend in the road and there is little room for vehicles to pass safely.

Plus cars coming around the bend, by the garage/House Lane, mount the pavement to avoid oncoming vans and lorries, which are overtaking the parked cars.

Kind regards

Xxxx Xxxx  
XX Stotfold Road  
Arlesley

