

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



please ask for Martha Clampitt
direct line 0300 300 4032
date 16 July 2013

NOTICE OF MEETING

TRAFFIC MANAGEMENT MEETING

Date & Time

Wednesday, 24 July 2013 2.00 p.m.

Venue at

Committee Room 14, Priory House, Monks Walk, Shefford

Richard Carr
Chief Executive

To: The Chairman and Members of the TRAFFIC MANAGEMENT MEETING:

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 of interest.

Reports

Item	Subject	Page Nos.
2.	Petition - Court Drive Dunstable The purpose of this report is to present an E petition received requesting further works in Court Drive – Dunstable.	* 3 - 8
3.	Flitwick Road, Ampthill - Consider an Objection to a Proposed Raised Zebra Crossing This report seeks the approval of the Executive Member for Sustainable Communities - Services for the installation of a raised zebra crossing and related parking controls in Flitwick Road, Ampthill.	* 9 - 16

Meeting: Traffic Management Meeting

Date: 24 July 2013

Subject: Petition - Court Drive Dunstable

Report of: Jane Moakes, Assistant Director Environmental Services

Summary: The purpose of this report is to present an E petition received requesting further works in Court Drive - Dunstable

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

Public/Exempt: Public

Wards Affected: Dunstable Icknield

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

Financial:

The cost of additional works will be met from within existing highway budgets

Legal:

None other than referred to in the report.

Risk Management:

None other than referred to in the report.

Staffing (including Trades Unions):

None as a result of this report.

Equalities/Human Rights:

None other than referred to in the report.

Community Safety:

None other than referred to in the report.

Sustainability:

None as a result of this report

RECOMMENDATION(S):

- (a) **The petition be noted**
- (b) **That the lead petitioner be informed in respect of additional works carried out or planned for Court Drive.**

The Petition

1. An electronic petition has been received by Central Bedfordshire Council signed by 135 people.

“We the undersigned petition the council to Improve the Court Drive area of Dunstable to improve safety, make it easier to use for all and to make it clear for insurance companies in the case of accidents. We submit the following needs to be changed: 1. Introduce road markings for Court Drive along its entire length. With no road markings it is not at all clear who has right of way and for such a busy road in a vital area of the town centre, road markings need to be introduced to make the area more accessible, safer to use for both drivers and pedestrians and so in the case of an accident, insurance companies have some basis of road laws to make a decision on fault. The junction with Kingsway is precarious without road markings, due to the loss of the roundabout meaning priorities have changed and there being no signs. At night it is especially dangerous because of the lack of lighting meaning it is impossible to see who has right of way if the road user is not familiar with the”

There would appear to have been more intended text but this was not present on the website.

2. Background

3. The Court Drive project is a significant highway project intended to complement the town centre of Dunstable. It has been designed to provide a high quality on-street passenger/bus interchange with different areas defined by changing surface colours and detail rather than traditional raised kerblines using the principles of shared space.
4. The timing of this scheme to in place prior to the opening of the busway is part of the overall public transport enhancement works for Dunstable.
5. Court Drive also gives access to a major supermarket, College, Theatre complex and is a route to White Lion Retail Park and is thus a busy route for both pedestrians and vehicles including buses and taxis.
6. The principle of shared space is that vehicles and pedestrians use the same surfaces without strict segregation relying instead upon reduced vehicle speeds and intervisibility.
7. A number of comments had been made through social media and email by the public as the scheme progressed and since completion concerning their perceptions of the design and their feelings about their safety in using the new space.

8. All schemes of this magnitude are subject to the Road Safety Audit procedure. This is a procedure that subjects a scheme to safety audit at various stages in its life from design through completion to longer term use. It is designed to highlight any areas which, in the opinion of the auditors, may give rise to concerns in on-going use of the scheme by the intended user groups.
9. The safety audit process is a nationally agreed and used system for commenting upon the safety of designs and built schemes. The audits are carried out by trained and experienced safety engineers in accordance with the procedure set out in section HD19/03 of the Design Manual for Roads and Bridges.
10. The scheme was completed in spring 2013. The Stage 3 road safety audit was undertaken following the substantial completion of the works and raised a number of issues for further consideration by the design team.
11. Following a review of these concerns as part of the audit process the following potential modifications to the scheme were identified to better facilitate its use and increase differentiation at the preferred crossing points.
 - Design and install asphalt 'imprint' overlay to raise awareness of Courtesy Crossings and scheme extents. Finish to be 'oxide red' in 'cobblestone finish'.
 - Design and install 'bolt down' planting features to central reservation to stop overrun. CBC requires a choice of planting features to select from.
 - Design and install planting areas in areas where parked vehicles illegally park verge. Areas are to include a knee rail fence to protect planting from pedestrians.
 - Install a non-slip cover in carriageway at the Junction of Court Drive and Kingsway.
 - Design and install asphalt 'imprint' overlay to guide vehicles exiting the roundabout to follow the nearside kerb alignment.
 - Design roundabout feature to increase deflection for southwest bound traffic. Design to include changes to the two lane approach so that buses join normal traffic before entering the roundabout. CBC to confirm acceptability of design. Give way markings to be added to all junctions. All road markings should be undertaken in one visit so that multiple mobilisation costs are avoided.
 - Design and install asphalt 'imprint' overlay to provide additional visual keys to clarify the intended use of the junction of Court Drive and Kingsway.
 - Design and install tactile paving on inline crossing points to national guidance. Design and install 'stud' type blisters on inline crossings.
 - Install two no. Bollards adjacent to Asda Courtesy Crossing.
 - Design and install physical restraint along Asda retaining wall.

Conclusion and Way Forward

12. Some of these works i.e. the addition of red imprint patches at crossing points , along with some additional road markings have been undertaken. Other elements will be designed and implemented in the coming weeks and months.
13. These works, developed through the use of a rigorous safety audit process, are intended to improve and enhance the experience for the road users of Court Drive.
14. The lighting levels have been checked and are considered appropriate.
15. It is clear that whilst the scheme has been innovative in its use and delineation of highway space there have been concerns from those that use it that the lack of fixed delineation of spaces into those for vehicles and those for pedestrians is insufficient for them to feel comfortable in using the space. This is why a number of the changes are targeted at this aspect.
16. It is considered that these changes occasioned through the safety audit process will address the concerns raised by the petitioners. A further stage of audit is available after the scheme has been in operation for in excess of 12 months.

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Meeting: Traffic Management Meeting

Date: 24 July 2013

Subject: Flitwick Road, Ampthill – Consider an Objection to a Proposed Raised Zebra Crossing

Report of: Jane Moakes, Assistant Director Environmental Services

Summary: This report seeks the approval of the Executive Member for Sustainable Communities - Services for the installation of a raised zebra crossing and related parking controls in Flitwick Road, Ampthill.

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

Public/Exempt: Public

Wards Affected: Ampthill

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve pedestrian facilities in the vicinity of the school.

Financial:

The overall cost of the scheme will be approximately £90,000, including a contribution of nearly £27,000 of s.106 funding.

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 improve road safety for all road users, but in particular pedestrians on route to/from Redborne Upper School.

Sustainability:

The proposal will encourage walking and cycling.

RECOMMENDATION(S):

That the proposals to install a Raised Zebra Crossing and related Parking Controls be implemented as published.

Background and Information

1. The scheme is partly funded by a Section 106 agreement from a nearby residential development to provide a controlled crossing facility on Flitwick Road; and LAMP funding to improve walking and cycling facilities by provision of a combined shared cycle/ pedestrian use on the footway.
2. The purpose of the wider scheme intends to deliver the following improvements in the vicinity of Redborne Upper School:
 1. Provision of a controlled crossing facility in the vicinity of the northern school access/Tavistock Avenue;
 2. Provide Shared use cycle/pedestrian facilities on the eastern side of Flitwick Road from Redborne Upper School to the Station Road junction;
 3. Provide a widened footway facility from the A507 roundabout junction, north to Station Road complete with an improved uncontrolled crossing of the A507 linking up the route from the Flitwick/A507 with the town centre.
3. Due to funding constraints at this time, the elements of the scheme intended to be delivered are:
 1. Provision of a Raised Zebra Crossing (in accordance with the Section 106 agreement for the Land West of Amphill development)
 2. Widening of the footway on the eastern side of Flitwick Road, from the northern school access in a northerly direction to serve the predominant walking route to/from school.
4. The proposals were formally advertised by public notice in June 2013. Consultations were carried out with the emergency services and other statutory bodies, Amphill Town Council relevant Elected Members. Residents likely to be directly affected by the proposals were informed and notices were displayed on street.

5. One objection has been received. A copy of the correspondence is included in Appendix D. The main points of objection are summarised below:-
- a) The crossing and ramp shown on the plan is far too close to our driveway entrance. If the crossing was moved at least two metres to the north, it would be safer for these reasons.
 - b) Especially at school times, the amount of pedestrians waiting to use the crossing will obscure my view when trying to turn out of my entrance left or right. Creating a cycle path and making the footpath wider will make the situation even worse. At the moment, I can see both ways when driving out to the footpath. However, by making this wider I will be on the footpath before I can see both ways and the risk of accidents will increase, especially at school times. This will also apply to all of the driveways for the properties from 106 Flitwick Road to Grange Road.
 - c) Deliveries to my property will be affected and I am particularly concerned over the big oil tanker delivering my heating fuel which will park close to the crossing.
 - d) As Redborne School is to expand and more houses are to be built in Ampthill, this will only mean more pedestrians, cyclists and traffic using Flitwick Road. So for the long term and safety reasons, a raised zebra crossing to the south of the existing island, which is to be removed, would make more sense and slow traffic down.

Responses and Conclusion

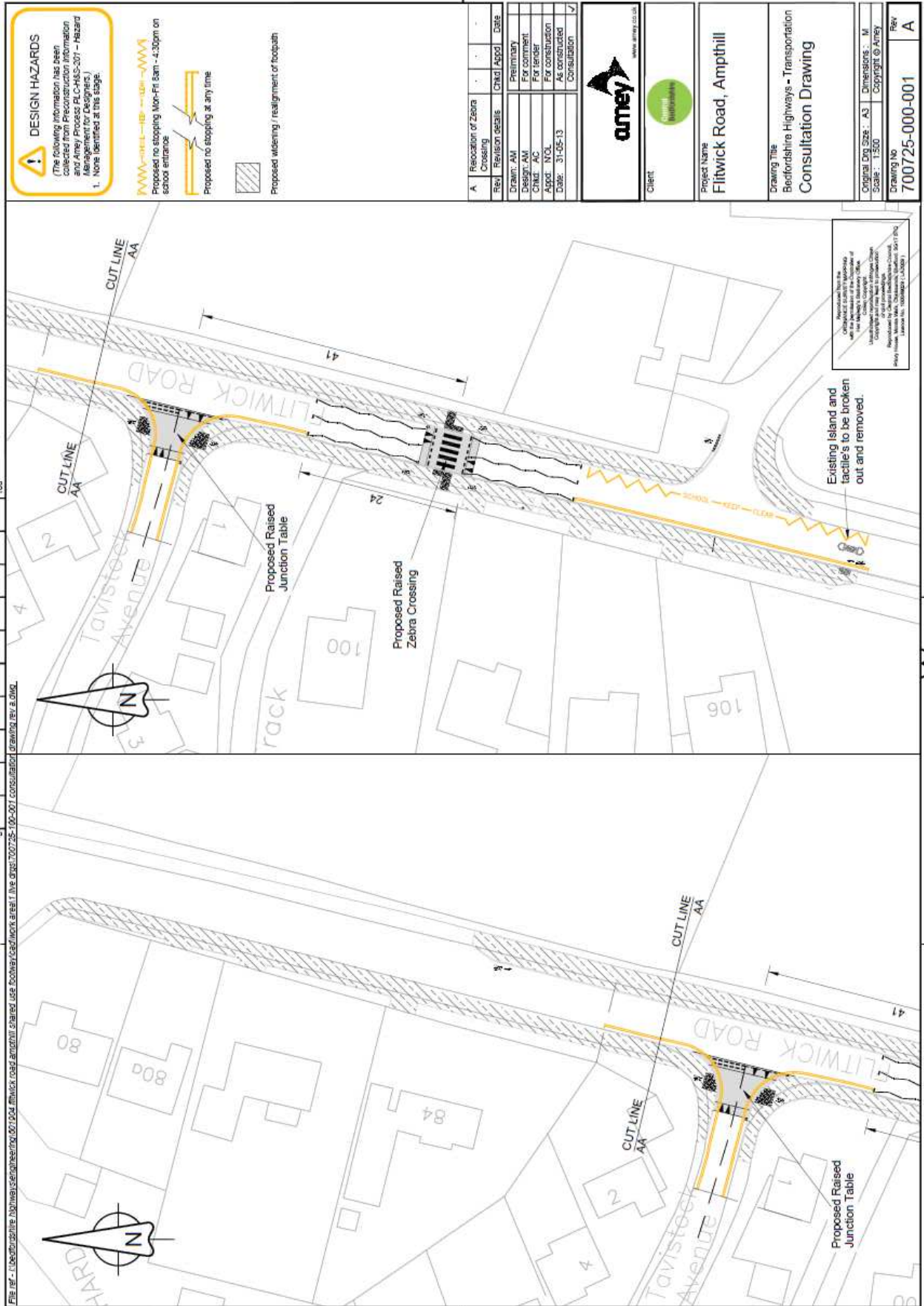
6. Bedfordshire Highways' response to the points above are as follows:-
- a) Pedestrian desire lines indicate that this length of road is the optimum location for a zebra crossing and meets the objective of the Section 106 agreement to provide a crossing serving routes from the Land West of Ampthill development. Within that length of road the proposed position has been identified as the most suitable when considering the location of existing vehicular accesses. It will be positioned in the best location between the two vehicle crossovers to keep inconvenience to a minimum.

- b) The proposal is for a zebra crossing, so it is unlikely that pedestrians will be waiting for any length of time, which might have been the case with a signalised crossing. Outside of school travel times the number of pedestrians expected to use the crossing will be minimal, so no visibility issues are anticipated at most times of the day. By placing the zebra crossing on a raised table this should reduce vehicle speeds on Flitwick Road, thereby making it safer for drivers emerging on to that road.
 - c) It is acknowledged that the zig-zag marking associated with the zebra crossing will prohibit vehicles from stopping outside the objector's home, including the oil tanker, if the vehicle can only deliver the fuel when parked on-road. However, the property appears to have adequate off-road parking, to enable most delivery drivers to use the objector's driveway.
 - d) Positioning the zebra where the existing traffic island is located would result in the majority of pedestrian traffic heading south having to cross the road at an earlier point and not use the proposed zebra facility at all.
- 7 No objections have been received to the proposals to introduce No Waiting at any time or the No Stopping Monday to Friday 8am-4.30pm on school entrance markings.
8. In summary, there is a clear need for a formal crossing of Flitwick Road in this area and the proposed location has been identified as the most suitable when considering all relevant factors. Consequently, it is recommended that the proposed raised zebra crossing and related parking controls be implemented as published.

Appendices:

- Appendix A – Drawing of Proposed Waiting Restrictions
- Appendix B – Public Notice for Proposed Raised Zebra Crossing
- Appendix C – Public Notice for Proposed No Waiting and No Stopping
- Appendix D – Objection

Appendix A



Appendix B

PUBLIC NOTICE



Please note that this notice supersedes the one that was published on 6th June 2013

ROAD TRAFFIC REGULATION ACT 1984 – SECTION 23

PROPOSED PEDESTRIAN CROSSING – FLITWICK ROAD, 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, proposes to establish a pedestrian crossing, including their associated zig-zag markings, in Flitwick Road, Ampthill. These works are part of a wider scheme to improve pedestrian and cycling facilities on routes to and from Redborne Upper School, providing a controlled crossing in the vicinity of the school access.

A Zebra Crossing is proposed to be sited at the following location in Ampthill:-

Flitwick Road at a point approximately 41 metres south of its junction with Tavistock Avenue.

HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED RAISED CROSSING – FLITWICK ROAD, AMPHILL

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL proposes to construct a Raised Crossing under Section 90 A-I of the Highways Act 1980 and all other enabling powers in Flitwick Road, Ampthill. These works are part of a wider scheme to improve pedestrian and cycling facilities on routes to and from Redborne Upper School. In addition, the proposed raised table is designed to reduce vehicle speeds and create a safer environment for all road users.

A Raised Zebra Crossing at a nominal height of 75mm and approximately 8 metres long, including ramps, is proposed to be sited at the following location in Ampthill:-

Flitwick Road, at a point approximately 41 metres south of its junction with Tavistock Avenue.

A Raised Junction Table at a nominal height of 75mm, extending approximately 8 metres into Tavistock Avenue, is proposed to be sited at the following location in Ampthill:-

Tavistock Avenue, at its junction with Flitwick Road.

Further Details of the proposal and a plan may be examined during normal opening hours at Ampthill Library, 1 Dunstable Street, Ampthill MK45 2NL or online at www.centralbedfordshire.gov.uk/publicstatutorynotices. 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.

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 stating the grounds on which they are made by 5th July 2013.

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

13th June 2013

Appendix C



PUBLIC NOTICE

Please note that this notice supersedes the one that was published on 6th June 2013

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME AND NO STOPPING ON SCHOOL ENTRANCE MARKINGS ON FLITWICK ROAD, AMPHILL

Reason for proposal: The proposed Order is considered necessary for avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising and for facilitating the passage on the road of traffic. The restrictions are intended to keep a length of Flitwick Road and the Tavistock Avenue junction clear of parked vehicles, particularly at the start and end of the school day. The proposals are part of a scheme to improve walking and cycling facilities, particularly for those travelling to and from school.

Effect of the Order:

To introduce No Waiting at any time on the following lengths of road in Ampthill:-

1. Flitwick Road, west side, from a point in line with the boundary of no.84 Flitwick Road and no.2 Tavistock Avenue extending in a southerly direction to a point approximately 46 metres south of the boundary of nos.104 and 106 Flitwick Road.
2. Tavistock Avenue, both sides, from its junction with Flitwick Road extending in a westerly direction to the rear wall of no.1 Tavistock Avenue.

To introduce No Stopping Monday to Friday between 8.00am and 4.30pm on School Entrance Markings on the following lengths of road in Ampthill:-

1. Flitwick Road, east side, from a point approximately 1 metres south of the boundary of nos.104 and 106 Flitwick Road extending in a southerly direction for a distance of approximately 45 metres.

Further Details of the proposal and a plan may be examined during normal opening hours at Ampthill Library, 1 Dunstable Street, Ampthill MK45 2NL or online at www.centralbedfordshire.gov.uk/publicstatutorynotices. 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.

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 stating the grounds on which they are made by 5th July 2013.

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**"

Central Bedfordshire Council
Priory House
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Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

13th June 2013

Appendix D

1 July 2013

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

By email: centralbedsconsultation@amey.co.uk

Dear Sirs

Re: Proposed raised Zebra Crossing in Flitwick Road, Ampthill

I wish to object to the above proposal in the strongest possible terms for safety reasons and I would like to make the following points:-

1. The crossing and ramp shown on the plan is far too close to our driveway entrance. Turning left out of my entrance would take me straight on to the ramp. This would be a very sharp turn which could take me on to the opposite side of the road. Turning right out of my entrance would also be affected by the ramp. All of this would be very dangerous. If the crossing was moved at least two metres to the north, it would be safer for these reasons.
2. Especially at school times, the amount of pedestrians waiting to use the crossing will obscure my view when trying to turn out of my entrance left or right. This will inevitably lead to traffic congestion and my journeys will be delayed, especially at school times.
3. Creating a cycle path and making the footpath wider will make the situation even worse. At the moment, I can see both ways when driving out to the footpath. However, by making this wider I will be on the footpath before I can see both ways and the risk of accidents will increase, especially at school times. This will also apply to all of the driveways for the properties from 106 Flitwick Road to Grange Road.
4. Following on from this last point, some years ago I removed the hedge along our front boundary for safety reasons because a few minor bumps had occurred due to cyclists using the footpath. A brick wall was erected instead to improve visibility.
5. The plan is difficult to interpret because it is drawn to such a small scale with very few dimensions. However, it would seem that the width of Flitwick Road is being reduced? If so, this will mean that the emergency services may not be able to get through congested traffic at critical times.
6. Deliveries to my property will be affected and I am particularly concerned over the big oil tanker delivering my heating fuel which will park close to the crossing (see plan attached).
7. As Redborne School is to expand and more houses are to be built in Ampthill, this will only mean more pedestrians, cyclists and traffic using Flitwick Road. So for the long term and safety reasons, a raised zebra crossing to the south of the existing island, which is to be removed, would make more sense and slow traffic down. This would be safer for pedestrians and cyclists because it would be further away from residential driveways. Flashing speed limit signs before this (north and south) would also increase safety.

Please acknowledge receipt and kindly re-consider your proposals in the light of these comments.

I will require a meeting please to discuss the matter fully before a final decision is made.

I look forward to hearing from you.