

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



please ask for Martha Clampitt
direct line 0300 300 4032
date 13 November 2013

NOTICE OF MEETING

TRAFFIC MANAGEMENT MEETING

Date & Time

Thursday, 21 November 2013 4.00 p.m.

Venue at

Room 15, Priory House, Monks Walk, Shefford

Richard Carr
Chief Executive

To: The Executive Member for Sustainable Communities - Services:

Cllr B J Spurr

All other Members of the Council - on request

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

AGENDA

1. **Members' Interests**

To receive from Members any declarations of interest.

Reports

Item	Subject	Page Nos.
2	Ivel Road, Shefford - Consider objections to proposed raised tables To seek approval for the installation of raised tables and a traffic calming build-out in Ivel Road, Shefford.	* 3 - 16
3	Hitchin Road and Clifton Road, Shefford To seek approval for the installation of a zebra crossing and the introduction of waiting restrictions near the junction of Hitchin Road and Clifton Road, Shefford following the receipt of objections.	* 17 - 32
4	Flitton & Greenfield - Consider Objections to Proposed Speed Limits To seek approval for the implementation of new speed limits in Flitton and Greenfield following the receipt of objections.	* 33 - 42
5	Langford Road, Henlow – Consider Objection to Proposed 40mph Speed Limit To seek approval for the implementation of a new speed limit in Langford Road, Henlow following the receipt of an objection.	* 43 - 50
6	Biggleswade Petition The report has been prepared in response to a three part petition from Biggleswade Chamber of Trade requesting 1) More car parking in the town centre area 2) A long stay area (up to four hours) being provided and 3) reversal of traffic flows on Hitchin Street in Biggleswade town centre.	* 51 - 56

Meeting: Traffic Management Meeting
Date: 21 November 2013
Subject: Ivel Road, Shefford – Consider an Objection to Proposed Raised Tables
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 raised tables and a traffic calming build-out in Ivel Road, Shefford.

Contact Officer: Andrew Rosamond
andrew.rosamond@amey.co.uk
Public/Exempt: Public
Wards Affected: Shefford
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety.

Financial:

The works are being undertaken in connection with a new residential development and will be wholly funded via a section 278 agreement.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The proposal will improve road safety for all road users.

Sustainability:

A reduction in vehicle speed will encourage pedestrian and cycle access to the town centre.

RECOMMENDATION(S):

That the proposals to install Raised Tables implemented as published.

Background and Information

1. The scheme is being funded by a Section 278 agreement connected with the re-development of the adjacent Bridge Farm site. It is a condition of the planning consent that the developer installs measures on Ivel Road to reduce traffic speeds appropriate for a 20mph speed limit. Other highway improvements are required, including modifications to the nearby roundabout junction with Churchill Way.
2. The scheme as proposed has been required as a condition of the planning consent and as such has not been designed by Bedfordshire Highways though it has undergone technical approval checks.
3. In these situations Bedfordshire Highways acting for Central Bedfordshire Council undertake the statutory consultation work on behalf of the developer under the S278 agreement process.
4. As part of the process a proposal to introduce a 20mph speed limit on Ivel Road adjacent to the residential development was previously published. No objections were received, so the reduced speed limit will be introduced in due course.
5. Proposals for raised tables and a kerbed build-out were published on 12 July 2013 and the relevant public notice and drawing are included in Appendix D. One objection was received to this proposal and that was the subject of a report to the Traffic Management Meeting of 11 September 2013. The decision was to go ahead with the scheme.
6. Revised proposals were published on 30 August 2013 and are in addition to the earlier ones. The revised proposals were to lengthen the raised table to the north of the Churchill Way roundabout to enable it to become a raised zebra crossing. In addition, a further raised zebra is planned to be located to the south of the Churchill Way roundabout. Consultations were carried out with the emergency services and other statutory bodies, Shefford Town Council and Ward Members. Residents likely to be directly affected by the proposals were informed and notices were displayed on street.

7. Three representations have been received, although objection no.3 was sent on behalf of 4 households. Objection no.1 contains 3 separate e-mails and relates to various aspects of the housing development. Only those comments directly relating to the published proposals will be considered in this report. Copies of the correspondence are included in Appendix C. The main points raised by the objectors are summarised below:-
- a) Some considerable time has passed between the planning permission being granted and the raised table proposals being published. This gave residents very little time to respond and they consider that it was not a genuine consultation.
 - b) The northerly extended raised table will create a continuous downward slope from the new development access road to existing properties, which will create flooding problems. It should cover only the extended length of road, which would take it away from new and existing driveways and overcome the potential flooding issue.
 - c) The longer raised tables will be less effective as a slowing feature than shorter raised features.
 - d) The proposed zebra crossing to the north of Churchill Way is too close to the roundabout and would be safer if it was located further north.
8. Bedfordshire Police have no objection to the proposal.

Responses and Conclusion

9. Bedfordshire Highways' response to the points above are as follows:-
- a) It is inevitable that there will be a time delay between the consultation on planning applications and the publication of highway proposals. This is because the finer details of the highway improvements are not usually agreed until closer to the time of construction. It is felt that residents were given ample time to respond to the published traffic calming proposals.
 - b) The proposed measures have undergone technical approval and meet all recommended standards. No flooding difficulties are anticipated.
 - c) Longer raised tables and junctions are probably marginally less effective as traffic slowing features, but give most vehicles a smoother ride.
 - d) The proposed zebra crossing is considered to be located at a safe and appropriate location. Traffic will be travelling at modest speeds as drivers would have just negotiated the roundabout which will have reduced speeds. The crossing has been located on the natural pedestrian desire line for people walking towards Churchill Way and the town centre. If it was relocated further north it would be less well-used.

10. It is considered that the revised scheme, which provides an additional slowing feature and two pedestrian facilities, would bring about significant road safety improvements. Consequently, it is recommended that the proposals go ahead as published.

Appendices:

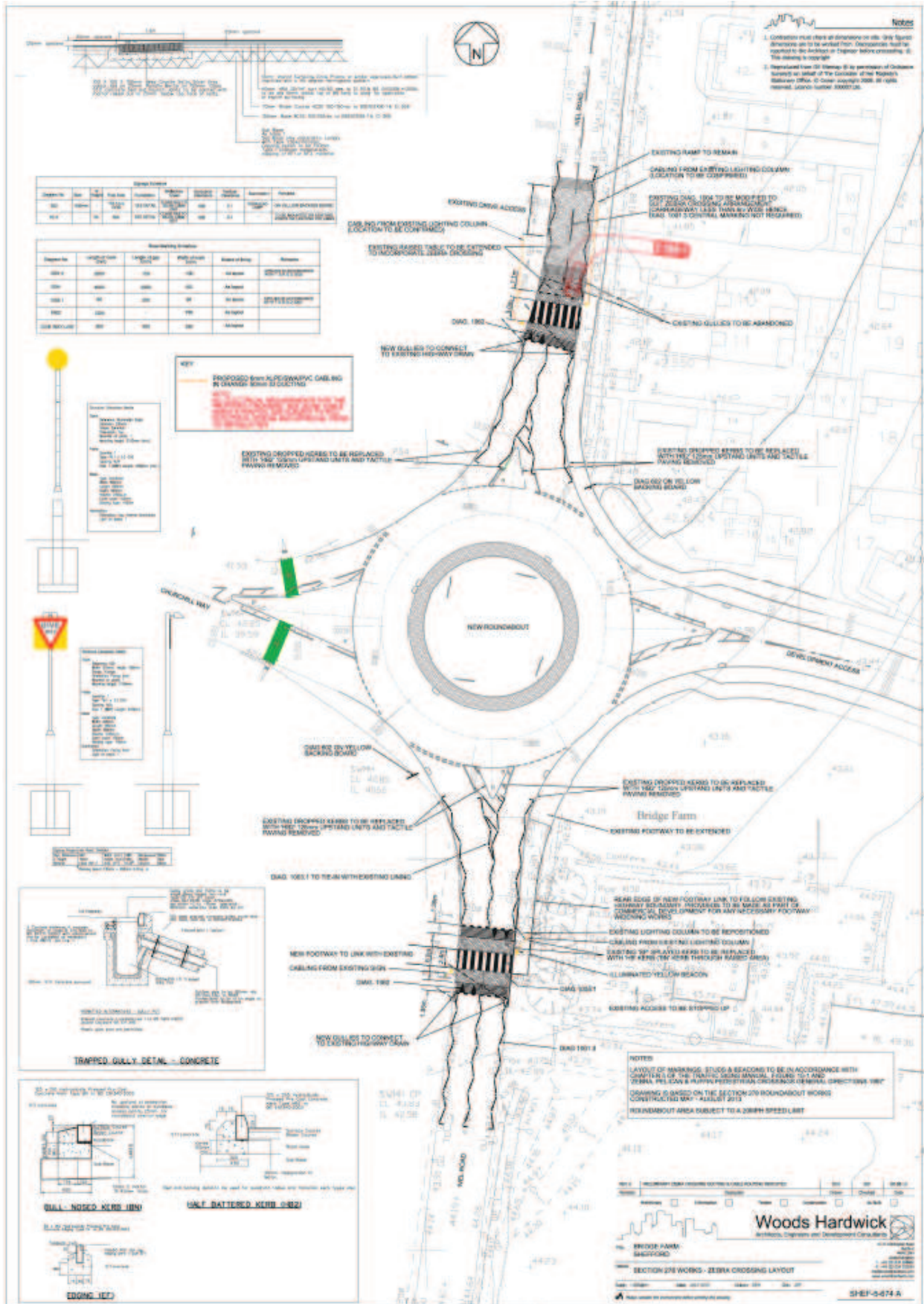
Appendix A – Drawing of Proposals

Appendix B – Public Notice of Proposals

Appendix C – Objections

Appendix D – Previously published proposals

Appendix A



Appendix B

PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED RAISED TABLES – IVEL ROAD, SHEFFORD

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL proposes to construct Raised Tables under Section 90 A-I of the Highways Act 1980 and all other enabling powers in Ivel Road, Shefford. The proposed measures are designed to reduce vehicle speeds and create a safer environment for all road users near to the new residential development.

The proposed Raised Tables described in the public notice published on 12 July 2013 are still proposed, but the Raised Table on Ivel Road, Shefford to be located approximately 47 metres north of Churchill Way, is to be extended southwards by approximately 8 metres.

An additional Raised Table at a nominal height of 75mm and approximately 9 metres long extending across the full width of the road is proposed to be sited in Ivel Road, Shefford at a point approximately 43 metres south of its junction with Churchill Way.

Further Details of the proposal and plans may be examined during normal opening hours at Shefford Library, High Street, Shefford SG17 5DD 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 20 September 2013.

Priory House
Monks Walk
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

30 August 2013

Appendix C

Objection 1

Dated 5 September 2013

I have reviewed the proposals for the raised tables in Ivel Road and wish to make the following comments:

1- the submitted diagram dated July 2012 SHEF-5-674A contains information which was never shared with residents affected by these plans, despite the consultation for the St Francis development being held at a similar point in the year. There seems to have been a considerable amount of further disruption to our environment which was being planned but not disclosed. These seem to follow the previous apparent last minute decisions to include a pavement (I note it actually features on the July 12 plans so the 12 hour notice to remove the hedge was grossly unreasonable in preventing any objection). This resulted in the tearing out of the hedge which residents were assured would remain, leading me to believe that any undesirable elements of the plans have not been made public until the last possible moment. I note that the plans carefully detail the location of every home in the new development, where there are no residents at present, yet give no detail of existing homes so that residents can gain a wholly accurate gauge of the impact on their environment. I have had to use plans provided by Bovis to calculate the location of existing homes.

2-I note that these raised tables have been proposed and published in July 2013, a full year after the plans were drawn, yet the opportunity for discussion is closed in Sept 2013, leaving residents with a virtual fait accompli once again. It should be noted that the public notice, displayed on lampposts along Ivel Road, featured an error in defining where the extension would be sited. 'Sourth' is not a recognised location and its ambiguity could lead residents to assume 'south' has been meant. This notice lacks the precision to identify the nature of the proposals without the accompanying diagram, and is therefore misleading.

3- The drawings sent to residents through the post are given as to scale. If this is the case, then I wish to draw attention to some issues with the plans.

a) The planned south raised table will extend from over the existing driveway to 130-136 Ivel Road. towards the roundabout. The drawings highlight is that this will create a continuous downhill slope from a new access driveway to the development, across Ivel Road and down the driveway to existing residents' homes. Raised tables are without road edge drainage channels which kerbs and gullies provide and so a new course for rainwater. has been created. The likely recipient will be the house and garage belonging to residents at 130, with other homes affected. I raise this issue as most of the site will be covered in tarmac and housing, so rainwater will run down roads following gravity, rather than soaking into the earth as in previous years. The same issue will apply to the raised table which is proposed to level out the driveway access between the new development and 120-128 Ivel Road. It should be noted that this second existing driveway is not marked on the plans sent to residents.

Flooding on Ivel Road is already known Residents raised this concern at development meetings. To provide rainwater with new, obvious run-off routes into residents' homes does not seem a satisfactory design.

b) Given that the raised table extension has been made to incorporate a pedestrian crossing, it is not clear why the crossing and raised area is not simply restricted to the new extension element, leaving the exits from existing and new driveways free from disruption and the promotion of flood risk. The size of the table cannot be a factor as the proposed second raised table to the south of the roundabout, before the Tesco's entrance, features a smaller crossing by 0.6m.

c) I note that only one crossing beacon has been indicated on the plans, and this will be sited at the south raised table by Tesco's entrance. I assume residents will be notified if additional lighting is to be proposed.

d) work seems to have already begun on the implementation of these plans. The road outside 130-136 Ivel Road has been planed on Weds 4th September, so it seems unlikely that this will be repaired with tarmac simply to be replaced by raised setts in a few weeks' time, unless planning really is as last minute as is being claimed in the revision notices.

I would like to record that little regard has been given to existing residents. Plans show new residential sitings but affect existing access points. Information regarding changes to the road proposals were withheld from the public debate connected to the new development, despite the drawing dates indicating that these would have been known to the Central Beds Planning team. I do support traffic calming measures on Ivel Road- these are years overdue. However, it is not clear why these need to cross existing access points to driveways to the north of the roundabout, where no more than a dozen cars could be expected to exit/enter - I do not support this proposal for the disruption and flood reasons stated above. I do not expect that the raised table will feature at the entrance to Tesco's/Esso garage, where a high volume of traffic enters and exits, so it is clearly not essential to consider every access point as one requiring such measures. If these tables are located away from driveways I foresee far fewer problems.

I have just been informed by the works foreman that he has been instructed to install these raised tables tomorrow (Tuesday 10th Sept 2013). This is ten days before the end of the consultation period.

Dated 9 September 2013

I understand that as this action has now been approved without any need for further consultation to the end of the stated period, that the Central Beds Council and the person authorising this action now takes full responsibility for any flooding and damage caused to the properties as a result of the installation of the raised tables forming a continuous downhill slope.

Should my property be subject to any future flooding damage as a result of this unnecessary interference with our private driveway, I will produce this email in action as confirmation that every assurance has been given by council and contractors that the work will not produce any negative impact on our rainwater or sewerage systems, nor will it affect our access, retaining walls or any part of our domestic buildings. There is a further implication that the work will not affect our domestic insurance policies in terms of a flood risk and devaluation as a result of this.

I understand that in progressing the action without completing the consultation, the council and contractors have established that there will be no changes to any of the residents' environmental and flood risk status before embarking on work which would bring any of the above points into play and that liability for any damage or adverse change would be accepted by contractors and council having been asked to confirm this before starting work.

Dated 17 September 2013

I have addressed this complaint to the Beds Mid Council 'consultation' team and to Ms Nadine Dorries as MP for Mid Beds.

Residents in Ivel Road, Shefford, have become the 'lucky recipients' of a Bovis housing development opposite existing dwellings. The consultation on this was limited to smiling at housing designs and being assured that flooding which already occurs along this road would in

no way be exacerbated by covering an entire field in tarmac and housing. We were assured an established hedge would remain- it was ripped up the morning after a 7pm note dropped through our letterboxes, and the ancient tree which stood on the site of the 'proposed' roundabout was mysteriously cut down, apparently by the farmer, before any work had started so there was no real need to consider accommodating that. How convenient.

So far, so good. The council ignores the environmental concerns and presses on with the plans. Or just some of the plans, as the plans for the road development were not shared with the residents. Unusual, given that these road plans were drawn up in July 2012 when the Bovis estate was a 'proposal'. I have since been informed by one of the workmen on the road that proposal means it's going ahead, so I use the word with some degree of irony.

Now to the road. More proposals, featuring traffic calming measures. These are good things and long overdue, so why not mention these measures alongside the building of the estate? Well probably because it involves planning and this is where there seems to be an issue, as no sooner has one plan been put into action than a secondary one is digging it up. I will explain.

The traffic calming measures are raised tables to stretch along parts of Ivel Road. Notice of 'proposals' for these was given in July but no consultation was announced until August when residents received notices and drawings showing tables stretching across private driveways and pedestrian crossings on a blind corner. The deadline for the consultation was/is 20th September but given that the work is now into its second week and my driveway has lumps of tarmac across it as a temporary ramp, I'd say that the words 'proposal' and 'consultation' are actually 'bullshit'.

I apologise for the last term; this is the term used to me by the site worker who came to my door at 8.20 this morning, in recognition that after three days of nothing happening to the ramp, that further work would commence on it. When I suggested that it would have been useful to have had a clear schedule to work systematically to clear parts of the road at a time. I was informed that it wasn't that easy, I didn't know what I was looking at and that he came to work every day to listen to bullshit from residents. Well if he lived in my house and had been given the feeble excuses, paper thin promises of environmental protection and habitat conservation, he would be forgiven that residents may not have the monopoly on that. Our bullshit, as he calls it, is the repeated pointing out that the work is not planned to minimise its intrusion, and certainly is not planned to extend beyond 2.45 on a Friday afternoon. Perhaps that's in the schedule I know nothing about.

I have asked the council to accept full responsibility for designing and authorising road crossings which establish a downhill runway for water across the raised tables into our driveways. I doubt the council is interested in the idea of reconsidering putting a pedestrian crossing on a blind corner but I'll mention it just in case someone actually thinks a pedestrian might use it. Maybe the word 'safety' has just joined 'consultation' and 'proposal' in the council planning department.

I won't apologise for the cynicism within this message as I remain cynical of the process which speeds through such plans, even before the consultation period has finished. Any comments which are counter to what those in hallowed positions want to commission are deemed 'bullshit', which is what the site worker really meant.

I'd like the planners, if there are any, and the contractors, to take a good look at the site and make sure that it at least meets the feeble promises given to existing residents. So far, plans only look good for those to whom Bovis would like to sell houses, and current residents are being made to suffer noise, dirt, inconvenience and most recently, derision, for wanting something a bit better than that. What happened to our replacement hedge, for example? Well, currently the roots are lying exposed on 2 ft sparsely planted specimens which will probably die in a couple more weeks. Our 6 ft hedge was never really intended to stay and no one is overseeing exactly what the replacements are. I'd like the drainage for the tables to be reviewed, as water never ever goes downhill and then makes a 90 degree turn to roll into a

drain. If the table is extended, the drain will be even further out of the reckoning. I'd like for someone to seriously reconsider sending traffic round from Churchill Road, off the roundabout and straight onto a pedestrian on the crossing. The crossing won't be visible from a car as there is a wall (a PRIVATE ONE which the council may not interfere with) which makes this crossing a particularly bad idea.

Finally I'd like the notion of consultations to be reviewed. We've not had a consultation on this development at all- just a presentation of what will happen. Notices on lampposts are underhand means of communicating with those directly affected by works and show scant regard for existing residents. I pay council tax, a lot of it, and vote regularly to preserve community environment, rights, security and maintenance. I'm getting very little for that right now other than being advised that my concerns at the mess and inconvenience are bullshit.

Objection 2

I am writing to you as one of the residents of Ivel road, and with the agreement of the other residents from xxx to xxx.

In conjunction with my fellow residents, we too were not in receipt of the notice dated 12th July 2013 and drawings relating to the proposed raised tables in Ivel Road. Therefore we were not in a position to comment and object to their positioning.

We would however like to take the opportunity to raise our objections to the proposed position and use of the extended raised table immediately north of the Churchill Way roundabout.

Since the position of our houses are not shown on the original drawings we saw it is apparent that the raised platform is directly in front of the entrance to our service road. Have the planners taken this into consideration?

Having to negotiate the ramp of a raised table will make this manoeuvre extremely difficult and dangerous with other vehicles approaching from the roundabout.

The fact that the table is to be extended means it will not have the desired effect of slowing traffic down, as a shorter table would, but will give motorists the opportunity to accelerate.

As the resident at xxx which is directly in front of the entrance and directly in front of the table nearest the roundabout, I am deeply concerned about the surface water on the road when blocked by a raised table. Where will it go? Historically the road is liable to flooding and carries a high volume of water when it rains heavily / continuously. With the additional water coming off the St. Francis Park development this can only be exacerbated.

We respectfully propose that the raised table should be moved south and the zebra crossing north and away from the entrance to our service road.

Objection 3

I am writing on behalf of the residents residing at xxx - xxx Ivel Road.

We were not in receipt of the notice dated 12th July 2013 and drawings relating to the proposed raised tables in Ivel Road. Therefore we were not in a position to comment and object to their positioning.

We would however like to take the opportunity to raise our objections to the proposed position and use of the extended raised table immediately north of the Churchill Way roundabout.

Although the position of our houses are not shown on the drawings it is apparent that the raised platform is directly in front of the entrance to our service road. Planners haven't taken this into consideration in the drawings sent to residents.

We have to reverse into our service road as we do not have provision to turn cars around thus enabling them to be driven out forwards to comply with the road traffic code of conduct.

Having to negotiate the ramp of a raised table will make this manoeuvre extremely difficult and dangerous with other vehicles approaching from the roundabout and will increase the risk of a rear collision.

The fact that the table is to be extended means it will not have the desired effect of slowing traffic down, as a shorter table would, but will give motorists the opportunity to accelerate.

We would also question the safety of having a zebra crossing so close to the roundabout. Surely it would be better positioned further north of the roundabout so that drivers approaching from Churchill Way will have more time to react to pedestrians using the Zebra crossing!

Another perhaps more important concern is what happens to the surface water on the road when blocked by a raised table. Where will it go? Historically the road is liable to flooding and carries a high volume of water when it rains heavily / continuously. With the additional water coming off the St. Francis Park development this can only be exacerbated and increase the risk of flooding our service road/houses.

We respectfully propose that the raised table should be moved south and the zebra crossing north and away from the entrance to our service road.

Appendix D

PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED RAISED TABLES AND TRAFFIC CALMING BUILD-OUT – IVEL ROAD, SHEFFORD

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL proposes to construct Raised Tables and a Traffic Calming Build-out under Section 90 A-I of the Highways Act 1980 and all other enabling powers in Ivel Road, Shefford. The proposed measures are designed to reduce vehicle speeds and create a safer environment for all road users near to the new residential development.

Raised Tables at a nominal height of 75mm and approximately 10 metres long extending across the full width of the road are proposed to be sited at the following locations in Shefford:-

1. Ivel Road, at a point approximately 47 metres north of its junction with Churchill Way.
2. Ivel Road, at a point approximately 85 metres north of its junction with Churchill Way.
3. Ivel Road, at a point approximately 116 metres north of its junction with Churchill Way.

A Traffic Calming Build-out, approximately 8 metres long, extending from the footway on the eastern side of the road is proposed to be sited at the following location in Shefford:-

1. Ivel Road, at a point approximately 162 metres north of its junction with Churchill Way.

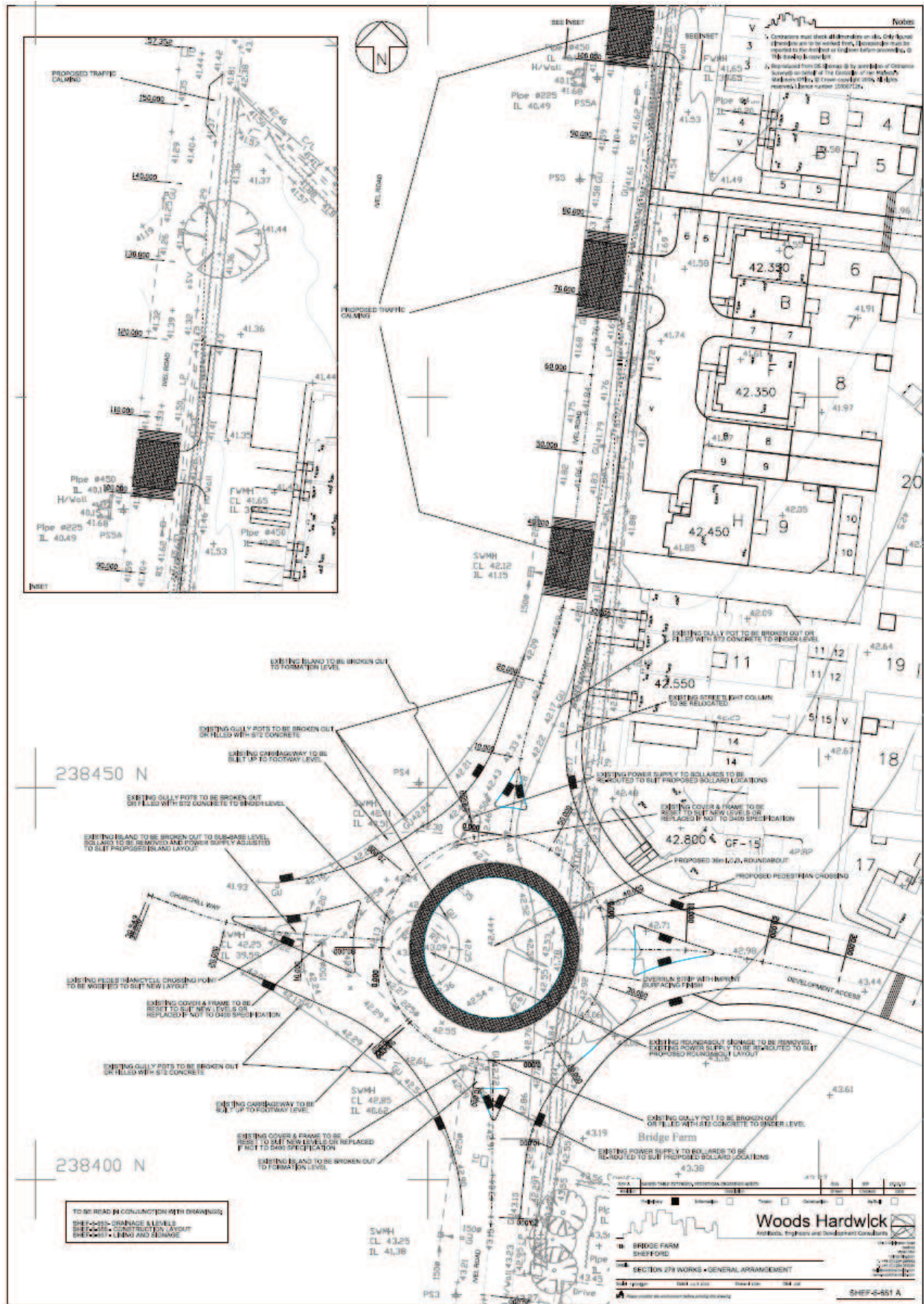
Further Details of the proposal and plans may be examined during normal opening hours at Shefford Library, High Street, Shefford SG17 5DD or online at www.centralbedfordshire.gov.uk/publicstatutorynotices. These details will be placed on deposit until 6 weeks after the Order is made or until it is decided 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 9 August 2013.

Priory House
Monks Walk
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

12 July 2013



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Meeting: Traffic Management Meeting
Date: 21 November 2013
Subject: Hitchin Road and Clifton Road, Shefford

Report of: Jane Moakes, Assistant Director Community Safety and Public Protection

Summary: This report seeks the approval of the Executive Member for Sustainable Communities - Services for the installation of a zebra crossing and the introduction of waiting restrictions near the junction of Hitchin Road and Clifton Road, Shefford following the receipt of objections.

Contact Officer: Neil O'Leary
Neil.O'Leary@Amey.co.uk
Public/Exempt: Public
Wards Affected: Shefford
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety and improve parking facilities.

Financial:

The funding situation is as set out in the report. Sufficient S106 funding is available to implement Option 1 including the changes to speed limit.

Legal:

None from this report

Risk Management:

Should a scheme not be delivered the S106 money will need to be refunded to the developer including the amount already spent

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

None from this report

Sustainability:

None from this report.

RECOMMENDATION(S):

That the Executive Member for Sustainable Communities - Services approve the implementation of the proposals as advertised and note that an additional Traffic Regulation Order is to be advertised to extend the current 20mph limits to include the junction.

Background and Information

1. The site is on a very well-used walking route to and from schools, particularly Samuel Whitbread Academy. It is also an essential part of the pedestrian route from Shefford to the Health Centre located further south on Hitchin Road.
2. The original scheme as designed will significantly improve pedestrian facilities and road safety near to the junction of Hitchin Road and Clifton Road. This forms part of the Safer Routes to Schools element of the Highway programme as well as significantly improving the walking route to the Shefford Health Centre for the local community.
3. This scheme is funded through a S106 agreement from planning application MB/08/02093/FULL - Shefford Town Football Club, Ivel Rd, Shefford (£30,432.66)

The wording of the S106 states:

The provision of a zebra crossing, pedestrian and cycling improvements on Hitchin Road, Shefford in connection with Safer Routes to School.

4. The scheme proposal incorporates the provision of a zebra crossing, a re-design of the mini-roundabout, an informal crossing point and waiting restrictions. In addition the existing drainage system, traffic signs, road pavement, footway, verge and highways lighting in the vicinity were reviewed and improvements incorporated into the scheme.
5. The proposals were formally advertised by public notice during January and February 2013. Consultations were carried out with the emergency services and other statutory bodies, relevant Town and Parish Councils and Elected Members. Residents expected to be directly affected by the proposals were consulted individually by letter.
6. Two objections and three other representations have been received. Copies of all representations are included in the Appendix and are summarised below.

7. The main points raised by the objectors relate to the proposed waiting restrictions on Clifton Road and are as follows:-
 - a) The cottages on the north side of Clifton Road have no off-road parking and the uncontrolled crossing point and yellow lines would prohibit parking outside their homes.
 - b) One of the objector's only means of access to his home is through a narrow walkway between adjacent properties. This has to be used for all items that he wishes to take into this home. The proposal would affect his life and make the property unsellable.
 - c) Residents have restricted visibility when exiting their driveways and parked cars on the north side of Clifton Road mean that vehicles approaching from the west are more visible to residents leaving their driveways.
 - d) The proposed restrictions will increase parking in Victoria Road where space is already limited.

8. The issues raised in the other representations are as follows:-
 - a) Various issues relating to the design of the mini-roundabout, such as the removal of trees, manoeuvring space for larger vehicles, will not reduce speeds or improve safety.
 - b) Parking restrictions should also be considered on the south side of Clifton Road.
 - c) The location of the zebra crossing in relation to the mini-roundabout.

9. Bedfordshire Police has no objection to any of the proposals.

Responses to the respondents from the original consultation

10. Bedfordshire Highways' response to the specific points listed in 4. above are as follows:-
 - a) It is accepted that there are properties on this length of Clifton Road that have no off-road parking. However, it is not ideal for parked cars to be positioned on the immediate approach to a mini-roundabout. In addition, as part of the re-design of the mini-roundabout, the footway on the north side of Clifton Road is being widened, so there is less road width at that point to accommodate on-street parking. There are concerns that the parked cars encourage passing traffic to move towards the centre of the road and consequently take a straight line through the junction, particularly when heading towards Hitchin Road.
 - b) Residents would still be able to stop on the proposed yellow lines to load/unload and to pick up/set down passengers. There is un-restricted parking within a short walking distance in Clifton Road and Victoria Road.
 - c) This point is acknowledged, but the footway widening on the north side of Clifton Road provides some entry deflection, which will alter the position of vehicles entering the roundabout and reduce their speed. This should go some way to addressing residents' concerns.

11. If the parking restrictions are implemented, Victoria Road is very likely to be an attractive alternative for residents unable to park outside their own home. Victoria Road does have some properties that have no off-road parking, although there is a reasonable amount of kerbside parking space available and very few parking controls.

12. Bedfordshire Highways' response to the specific points listed in 5. above are as follows:-

a) The proposed re-alignment of the mini roundabout is designed to increase vehicle entry deflection, which should help to reduce approach speeds. All approaches were modified to improve visibility, especially on the westbound carriageway of Clifton Road heading towards the town centre.

Auto track software has been used to predict vehicle paths and this has been incorporated into the detailed design. Traffic information and accident data were checked and considered in the design. The scheme will include the removal of vegetation (subject to ecological survey) to avoid the belisha beacons being obscured.

As a further safety improvement, it is intended to publish a proposal to extend the existing 20mph zone in the town centre eastwards to cover the Clifton Road/Hitchin Road junction.

This should further reduce traffic speeds at this location. The required notices should be published in the coming weeks.

b) More extensive parking restrictions could be considered for that part of Clifton Road west of the Hitchin Road mini-roundabout, but this would further reduce the amount of on-road parking available for those who need it. Given that Clifton Road is relatively straight at this location, extensive yellow lines are likely to increase vehicle speeds, which is not desirable. It is seen as peripheral to the crossing scheme and, if justified, would need to be considered as a separate exercise.

c) The zebra crossing was designed to be sited as close as possible to the desirable pedestrian crossing line and complies with all relevant design guidance. If the crossing was located further away, such that pedestrians had to deviate from their walking route, then it is likely that they would simply not use it.

13. Additionally a desire was also expressed at the meeting for the whole of the mini roundabout junction to be implemented upon a raised platform and the existing 20mph limit extended to include this whole junction.

An extension to the 20 mph limit does not require the junction to be raised and in fact so doing would incur additional costs as existing features would have to be removed.

14. As a result of this the Executive Member for Sustainable Communities-Services deferred his decision for the following reasons:
- a) Council policy prefers zebra crossings to be on platforms, but that would involve the whole junction being raised.
 - b) Officers to investigate what funding available to achieve that.

Reason for Decision: Objections Received

The executive member requested that officers re-examine these proposals with a view to incorporating some of the suggested changes and that a further report be brought to the Traffic Management meeting as a result.

Review of Options-Pedestrian crossing Hitchin Road Shefford

15. As requested officers have re-visited these proposals and have looked at alternative designs and costings. In order to reconsider this item at committee it is important to understand the rationale for the recommended proposal. This is set out below:
16. **Recommended solution A: At grade zebra crossing with 20mph speed limit extension**

Funding for the crossing proposal was sought for the Shefford town football development in Ivel road and was explicitly for a crossing "a zebra crossing on Hitchin Road Shefford in connection with Safe Routes to Schools." The crossing has therefore been positioned as close to the observed pedestrian desire line as possible in order to promote correct use of the facility and maximise its use.

The observed desire line is in the general location of the existing give-way line on the Hitchin Road arm of the mini roundabout. Guidance contained within the Local Transport Note 2/95 (design of pedestrian crossings) states a minimum of 5m should be maintained between a junction and the position of a Zebra crossing.

This would be achieved by redesigning of the mini roundabout layout, which also intends to reduce the circulatory carriageway widths (through provision of deterrent paved overrun islands) and reduce vehicle speeds. A reduction of vehicle speed through the layout of the junction also negates the need to raise the crossing. This would be facilitated by extending the existing 20 mph beyond the junction.

17. **Alternative solution B: A raised zebra**

If the zebra was raised, a table of 6m minimum plateau would be required to accommodate the crossing and to minimise the level of discomfort for vehicle occupants, particularly for public service and emergency service vehicles, the ramps would then extend into the mini roundabout junction and result in vehicle traversing the ramps during a turning manoeuvre, increasing the likelihood of destabilisation.

In order therefore to accommodate this option, the crossing facility would need to be relocated off the desire line to ensure vehicles meet the ramps straight-on. Even if moved by a nominal 5-10m, the likelihood of the crossing being used correctly or at all is reduced. Additional implications to this option include removal of on-street parking currently present outside properties 3 to 11 Hitchin Road which would elicit further objections from local residents.

This option would also require additional consultation due to introducing a raised feature which could potentially introduce another 12 weeks of delay, assuming objections were received.

This option would require additional funding as there is not sufficient budget available to implement this option.

18. **Alternative solution C: Raising the whole junction**

In order to ensure that the pedestrian crossing is retained on the desire line a suggestion to raise the whole junction has been made.

This option would reduce vehicle speeds on all entries to the roundabout but would again add additional costs for a further consultation as well as the further 12 weeks delay as in the above option.

The implication of introducing another raised feature in close proximity to the existing raised table on Clifton Road means that this one would need to be removed as the recommended distance between raised tables is between 60-70 metres according to Traffic Advisory Leaflet 09/99.

This option would require additional funding as there is not sufficient budget available to implement this option.

The existing budgetary position

19. **The estimated costs of the 3 options are:**

	Option A (including 20mph extension)	Option B	Option C
	As consulted	Raised in isolation	Raised Junction
Total	£82,268.04	£88,268.04	£109,598.84
Short fall	£19,564.69	£25,564.69	£46,895.49

The budgetary deficit for the recommended solution can be met through the use of additional s106 monies available from other developments in the vicinity, subject to confirmation with the s106 monitoring team.

Conclusions and way forward

20. The conclusion is that whilst all the other suggestions have been carefully considered the preferred option remains the option originally designed. The alternatives all have benefits but also disbenefits as set out.

The proposed addition of the extension to the 20mph limit to include this junction and the presence of the junction and crossing themselves within this new limit are considered sufficient to reduce speeds. Alternatives that would move the crossing sufficiently to allow for it to be raised in isolation have been considered but they will take the crossing from the established desire line.

Due to the requirement for structural maintenance work at this location, this scheme will be implemented during the 2014/15 financial year when this budget becomes available, which will enable the consultation for the extension to the speed limit to be undertaken in 2013/14.

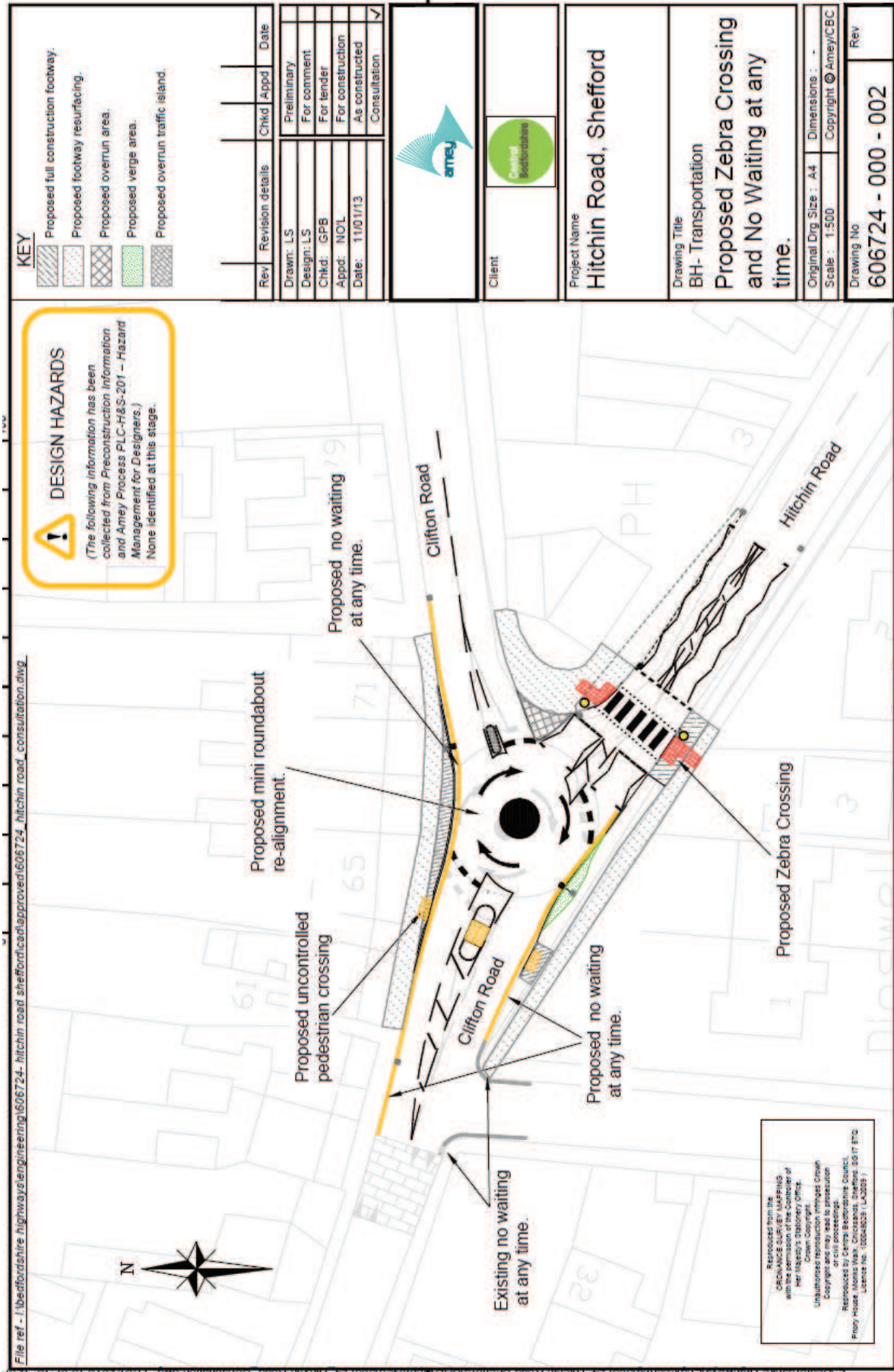
Recommendation

21. It is therefore recommended that Option A. is implemented which achieves the objective of implementing a crossing on the pedestrian desire line. These works taken with the proposal to reposition the mini roundabout, change the junction geometry, use the existing feature on Clifton road and extend the 20 mph speed limit, succeeds in slowing traffic sufficiently to negate the need to raise the crossing.

Appendices:

Appendix A – Drawings of Proposed Raised Zebra Crossing and No Waiting
Appendix B – Public Notice for Proposed Zebra Crossing
Appendix C – Public Notice for Proposed No Waiting
Appendix D – Objections and representations

Appendix A



Appendix B



PUBLIC NOTICE

ROAD TRAFFIC REGULATION ACT 1984 – SECTION 23

PROPOSED PEDESTRIAN CROSSING – HITCHIN ROAD, SHEFFORD

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL, in exercise of its powers under Section 23 of the Road Traffic Regulation Act, 1984 and all other enabling powers, proposes to establish a zebra crossing in Hitchin Road near to its junction with Clifton Road. This work is part of a scheme to provide safer routes to school and includes a re-design of the nearby mini-roundabout junction.

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

Hitchin Road, at a point approximately 7 metres south-east of its junction with Clifton Road.

Further Details of the proposal and a plan may be examined during normal opening hours at Shefford library, 1 High Street, Shefford SG17 5DD or online at www.centralbedfordshire.gov.uk/consultations. For more information, please contact Adrian Clothier, tel. 0845 365 6142 or e-mail adrian.clothier@amey.co.uk.

Technology House
239 Ampthill Road
Bedford MK42 9BD

Gary Alderson
Director of Sustainable Communities

18th January 2013

Appendix C



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME IN CLIFTON ROAD, SHEFFORD

Reason for the proposal: The proposed Order is considered necessary on the grounds of promoting road safety. More specifically, the Order would introduce No Waiting at any time on lengths of road near the junction of Clifton Road and Hitchin Road. These changes are required as a result of the proposed re-design of the mini-roundabout, including the construction of a zebra crossing on the Hitchin Road leg of the junction and an informal crossing point to the west of the junction.

Effect of the Order:

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

Clifton Road, north side, from a point approximately 1 metre west of the property boundary of nos.53 and 55 Clifton Road in an easterly direction to a point in line with the west flank wall of no.73 Clifton Road.

Clifton Road, south side, from a point approximately 1 metre west of the property boundary of nos.61 and 63 Clifton Road in an easterly direction for a distance of approximately 23 metres.

Further Details of the proposal and plans may be examined during normal opening hours at Shefford Library, High Street, Shefford SG17 5DD or online at 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 Adrian Clothier, tel. 0845 365 6142 or e-mail adrian.clothier@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 stating the grounds on which they are made by 12th February 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**"

Technology House
Amphill Road
Communities
Bedford MK42 9BD

Gary Alderson
Director of Sustainable

18th January 2013

Appendix D

Mr. Xxxx Xxxx
xx Clifton Road
Shefford
Bedfordshire
SG17 5AE

22nd January 2013

F.A.O. Transportation Manager
Bedfordshire Highways
Woodlands Annex
Manton Lane
Bedford
MK41 7NU

Your reference: GPB/53362/6006724/3.12

Dear Sir/Madam,

Please find below my objection re your proposed 'No waiting and zebra crossing – Hitchin Road and Clifton Road, Shefford'.

As you may be aware, parking for cottages that are on Clifton Road is next to none and the proposed, uncontrolled pedestrian crossing would be taking parking away from numbers 57, 59, 61, and 63 Clifton Road. I live at xx Clifton Road and the only access I have is a 3 foot wide walk way between number 55 and 61. This is the only access to my property, I have to get my trailer on its side down this alley and I also have to take my motorbike down this alley. Also any furniture I may need to bring in or out of my home, is only possible from the road as there is not a big enough angle on the pavement to turn left or right, you can only get things in to the alley way from the road. If the proposed uncontrolled pedestrian crossing were to be put there it would not only affect my life in many ways it would, in my opinion make my home unsellable. I would be happy to meet you any time on Clifton Road so you may get a better understanding of what I am trying to explain, I look forward to hearing from you to arrange this. My contact telephone number is xxxxxxxx and my e-mail address is xxxxxx

You are unlikely to get a response from 63 Clifton Road as this property is currently empty and up to let. Also the lady that lives in number 61 is elderly and has to use a frame to get about. No. 61 does not have a vehicle of her own, she depends on family and friends picking her up from outside her home to go to the supermarket etc... I am sure they would have the same concerns as I do.

Yours faithfully

Mr. Xxxx Xxxx

Dear Sirs

Regarding the proposed parking restrictions outside my house, 67 Clifton Road, Shefford.

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**

This is indeed a dangerous location. People coming from the West along Clifton Rd from Shefford look to their right for traffic coming onto the roundabout from the Hitchin Road and if clear they speed up to get across the roundabout. Also, drivers coming from the West don't have a good view of the road slightly ahead across the roundabout as it curves away. Drivers like me pulling out of the shared access road beside nr 71 can't see cars coming along from Shefford because of the same curve. We can't see each other until too late if they have not slowed down for the roundabout.

More careful drivers slow down, but those less careful really, really speed through. I can't see them and they can't see me. I have had 3 near misses where the other car swerved across the carriageway. I was hit by one of them in at 50 mph 2011 as I pulled out of my shared drive (to the side of nr 71). The force of the crash carried my car some way across the road. Please see the attached photo.

I was glad to see that you were attempting to improve safety here, but the plans look likely to **decrease** safety.

1. The cars currently parked on the North side of the road force drivers to move to their right, which means they have a better view over the roundabout and pose less of a threat to those pulling out of drives or crossing on foot. The proposed parking restrictions will remove these cars, which are actually making things **safer** right now.

3. The notes describe freeing up road space to allow free flow across the roundabout. Why? So they can go even faster and hit some school children? Surely this is the opposite approach to that taken back along the road by the river, where the road has been deliberately narrowed to great effect.

4. Your note describes cars heading west into Shefford backing up onto the roundabout. This does happen at peak times and has probably saved some lives by slowing things down. but it is not caused by parking where you propose to ban it - because the road is wide enough by the roundabout for cars to pass each other in both directions even when cars are parked there.

5. Congestion is actually caused by cars parked on the south side of the road outside the funeral directors. Your proposal does nothing about this blockage.

Effects of parking ban

There is little or no off-road parking for the houses on the North side of your proposed restricted zone, nor for the pub. Removing on-street parking will greatly affect the people, including me, living here, so I object.

The only other place people could be able to park is to the South in Victoria Road. There are already disagreements there between residents arguing over the few available spaces. How will they react to 8 more residents of Clifton Rd parking there too? We residents have been talking to each other and have discovered that the those in Victoria Road, who will impacted by these changes, have not received any notification. Why is this?

The Occupier of:- x Digswell Close, Shefford.

23rd January 2013

With reference to:-

Proposed Zebra Crossing and No Waiting at anytime (Hitchin Road, Shefford)

Having lived at the above address for nearly 30 years, we have seen various changes to the road layout in front of our property and therefore believe we have a reasonable input to your proposed changes to the current roundabout & road junctions.

CONCERNS

The actual positioning of the Zebra crossing and its amber flashing lights on your diagram. From your diagram of the proposed layout of the Zebra crossing, we have assumed the beacon on our side of the road will be placed so that the high wall separating us with 2 Hitchin Road will shadow the light emitted from it. If this is not the case then we would certainly not want amber flashing lights, lighting up our front windows.

Currently close the area you propose to change is a medium size Lime tree, which has not been mentioned in the changes, we have assumed this would be removed to aid with the proposed changes. There are a row of these tree's which are over grown and should be dealt with in the near future as at the moment the School Double Decker Buses each day brush by the overhanging branches and branches fall off into the road.

Each working and School day very large oil tankers and Double Decker Buses approach the roundabout from Hitchin road direction and cut round the corner heading towards Clifton.

None of the above vehicles go round the current roundabout, because it is very awkward with the space to get round. Your revised roundabout layout doesn't make the situation for large vehicles any easier. Quite often very large double trailer juggernauts' that have lost their way have to mount the kerbs to get round and back up the Hitchin Road.

On the diagram we noticed an area shaded green indicating grass verge, this may seem like a good idea on paper but practically this area would end up with tyre ruts from large vehicles trying to get round the roundabout. Surely a solid base area would be more practical for the over steering of large vehicles.

OBSERVATIONS

The busiest time to observe how the traffic and pedestrians (mainly school children) negotiate the road junction and roundabout week days is from 7.45 to 8.45 in the morning. The large oil tankers arrive much earlier.

The other major issue is on the approach to the roundabout from Shefford Town centre there are parked vehicles along one side of the road. The traffic flow is particularly halted a great deal during the start of the working day and then at the end of the working day.

With the stop start traffic flow, the roundabout, roads to Clifton and Hitchin are at a stand still with stationary vehicles. To ease this daily occurrence and to make the roads safer, surely a single yellow line along both sides of the road down to the fire station road junction from the roundabout would alleviate this situation. (No parking from 7.00am to 7.00pm Monday to Friday). This would then allow residents to park their vehicles on the road at night.

Currently emergency vehicles struggle to get through that section of road with park cars blocking half of it. Likewise on Wednesday's when the refuse collection takes place again the road comes to a stand still with parked cars blocking the traffic flow. This situation will only get worse as more and more houses are built in Shefford and Clifton.

It was not shown on your plan to reduce the speed limit to 20mph as it is in the town, up to the roundabout and Zebra crossing. Currently vehicles drive through the roundabout in excess of 30mph. Along with this letter please find attached a folder with photographs of traffic and school busses on the existing roundabout. These photos were taken on 23rd January around 8.00am. These photos show the stationary traffic and how the double decker busses fail to negotiate the roundabout.

We look forward to hearing from you.

Xxxx & Xxx Xxxx

Whilst having no specific objections to the proposed work, perhaps you would allow me to make some observations.

The location of the Zebra crossing.

Is this not too close to the junction? Surely vehicles coming down Clifton Road, to turn into Hitchin road, would not see anyone on the crossing until after they have started to go round the corner?

And once a vehicle is stopped, they then prevent any more vehicles from accessing Hitchin road. This would then stop any vehicle coming East along Clifton Road, thereby holding up subsequent traffic from proceeding along Clifton Road, adding to the congestion.

Moving the crossing a few metres up the Hitchin Road would remove this potential hazard to pedestrians, and alleviate the congestion.

I notice the No waiting restriction is only on the North side of Clifton road. Should this not also be mirrored on the South side, to the same point as on the North?

And finally, will this work have any impact upon the speed of vehicles coming from the town, going East along Clifton road? Currently, vehicles speed along this road, not slowing down for the junction! It would seem that the proposed work will do little to slow this traffic. With this work being undertaken, now would be an ideal time to take action, before a serious accident occurs.

Xxxx Xxxx

Dear Sir/Madam,

Re: Proposed No Waiting and Zebra Crossing – Hitchin Road and Clifton Road, Shefford

Thank you for the opportunity to respond to the proposed changes at the junction of Clifton Road and Hitchin Road, Shefford. I am writing to raise some concerns which may assist in the decision on the above proposed changes.

1. The drop kerb giving access to the lane between 71 and 73 Clifton Road also extends to give access to off road parking to the front of No 71, effectively making this a double drop kerb. Please can you ensure that the resurfacing of the pavement be extended to include both the drop kerb in front of 71 Clifton Road **and** the track so that there is a consistent pavement surface.
2. The track between 71 and 73 Clifton Road gives access to off-road parking for nine council taxed properties. The proposed changes should make little difference to access down the track.
3. There is a need for crossings to be installed. However, I am not sure that the location of the crossing just off the proposed roundabout in Hitchin Road is the best location. As vehicles leave Shefford, a number accelerate and cross the junction at speed (not always under 30mph!). Should the crossing be located further up Hitchin Road or the Clifton Road towards Shefford to give better visibility and away from the junction?
4. The proposals reduce the angle turning from/into Hitchin Road to go to Clifton to around sixty degrees. This acute turn will slow vehicles turning, particularly school buses and lorries, and affect traffic flow.
5. Although infrequent, when the by-pass is closed heavy vehicles go through this junction. The road narrowing, the bollards and the angles, particularly if the section closed is between the Airman and Henlow roundabouts on the A507, could create major traffic problems.

I hope this is helpful.

Yours sincerely,

Mr Xxxx Xxxxx

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Meeting: Traffic Management Meeting
Date: 21 November 2013
Subject: Flitton and Greenfield – Consider Objections to Proposed Speed Limits
Report of: Jane Moakes, Assistant Director Environmental Services
Summary: This report seeks the approval of the Executive Member for Sustainable Communities - Services for the implementation of new speed limits in Flitton and Greenfield following the receipt of objections.

Contact Officer: Nick Chapman
nick.chapman@amey.co.uk
Public/Exempt: Public
Wards Affected: Westoning, Flitton and Greenfield
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety.

Financial:

The works are being part-funded by Flitton and Greenfield Parish Council to the sum of £10,000.00. The remainder is from the Council's holistic budget (£16,500.00) and from revenue commuted budget (£5,000.00)

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, including pedestrians, and residents

Sustainability:

A reduction in vehicle speeds will encourage lower vehicle emissions and encourage walking and cycling.

RECOMMENDATION(S):

- 1. That the proposals to introduce a 40mph speed limit in Flitton Hill be implemented as published.**
- 2. That the proposals to introduce a 20mph speed limit in High Street, Flitton Road and Pulloxhill Road, Greenfield be implemented as published.**

Background and Information

1. Bedfordshire Highways was instructed to consider the following traffic calming in Flitton and Greenfield. The following measures were requested by the Parish Council:-
 - Reversal of priorities at the High Street/Pulloxhill Road junction including a raised crossing point. It is proposed to undertake the required junction changes and install the informal raised crossing. Notices were published for the raised feature, but no objections were received.
 - Introduce speed management measures on Flitton Hill. It was felt that the most suitable solution would be to introduce a 40mph buffer zone in advance of the existing 30mph speed limit.
 - 20mph for the approaches to the Pulloxhill Road junction on a minimum signage basis. It was felt that this should be extended to cover the centre of Greenfield, including the area adjacent to the school.
 - Introduction of a 40mph speed limit between Greenfield and Flitwick. It was felt that this should not be pursued at present due to insufficient funding and its lower priority relative to the other elements.
2. The proposals for the 40mph and 20mph speed limits were formally advertised by public notice in August and September 2013. Consultations were carried out with the emergency services and other statutory bodies, Flitton and Greenfield Parish Council and the Ward Member. Residents likely to be directly affected by the proposals were consulted individually and notices were displayed on street. A total of 3 objections have been received to the proposals.
3. Flitton and Greenfield Parish Council objects to the proposed 40mph speed limit on Flitton Hill. A copy of the correspondence is included in Appendix D. The main points of objection are summarised below:-
 - a) The existing 30mph speed limit should be moved northwards to the point where the proposed 40mph limit would start. At present drivers heading up Flitton Hill leaving the village can see the national speed limit signs and begin to accelerate, resulting in unacceptably high vehicle speeds. The proposed 40mph limit will not significantly help in this respect.

- b) The Parish Council's preferred option would be to extend the 30mph speed limit and introduce a 40mph buffer zone outwards to the Ampthill Road junction, thereby covering outlying properties.
 - c) Flitton Hill has no footway and is regularly used by pedestrians, cyclists and horse riders, which are put in danger by excessive vehicle speeds.
4. Two residents have submitted representations on the proposed 20mph speed limit in Greenfield. Copies of the correspondence are included in Appendix D. The main points of concern are as follows:-
- a) The proposed 20mph zone is welcome, but does not go far enough. It is suggested that the whole village be covered by a 20mph speed limit, or at least that part of Greenfield Road, Flitton near to the village hall and playing field.
 - b) Drivers will be accelerating/decelerating in the area near to the 20mph/30mph speed limit change over point, thereby increasing noise and risk to adjacent residents.
 - c) The frequent speed limit changes will confuse drivers.
5. Bedfordshire Police's comments are as follows:-

"We have no problems with the 20 mph limit on School Lane, Holmewood Road or Flitton Road as the road layout in its present form or the calming features present should make the traffic conform.

It says in the paperwork submitted that further traffic calming features were to be put in but it does not say what this consists of.

Further calming would be required on the High Street and Pulloxhill Road to ensure conformity of the new proposed speed limit.

The new proposed 40 mph limit leading to Flitton Hill is a speed limit and not as I was under the impression only going to be a buffer zone (less than 200 meters) Should this go ahead it must be realised that the chances of enforcement are virtually nil."

Responses and Conclusion

6. Bedfordshire Highways' response to the points above in relation to the proposed 40mph speed limit in Flitton Hill are as follows:-
- a) It is felt that the extent of the existing 30mph is correct in that it covers the main built-up part of the village. If the 30mph speed limit was extended to the length of Flitton Hill further north where roadside development is very sparse, drivers would fail to understand the need for such a low limit and compliance would be poor. This could lead to abuse of the 30mph limit on that length of Flitton Hill where it is really needed.

- b) The proposed 40mph speed limit is intended as a buffer zone, which should result in lower speeds as drivers enter the 30mph speed limit. This should lead to better compliance with the 30mph limit. A longer extension of the 40mph limit covering mainly open countryside would not be understood by drivers and would be ignored by many.
 - c) It felt that the proposal offers the best road safety solution for all road users. The combination of 30 and 40mph speed limits should lead to an overall reduction in vehicle speeds and consequential safety benefits.
7. Bedfordshire Highways' response to the points above in relation to the proposed 20mph speed limit in Greenfield are as follows:-
- a) 20mph speed limits and zones are applied to roads that either have traffic calming measures or the road layout, width and characteristics naturally lends itself to lower vehicle speeds. They are typically used in residential streets, town centres or at locations with a high proportion of vulnerable road users, such as near to schools. The part of Greenfield that would be covered by the proposed 20mph limit is the most heavily built-up part of both villages, contains a school and has some physical speed-reducing measures. It is anticipated that drivers will understand the need for a 20mph limit and compliance will be reasonable. If a 20mph limit was applied to a wider area, this would lead to a high level of abuse and driver frustration
 - b) Given that drivers will only be adjusting their speed by 10mph it is expected that any acceleration/deceleration will not be too severe and any consequential increase in noise will be negligible.
 - c) It is becoming more common for drivers to encounter regular speed limit changes as a result of buffer zones on the edges of settlements, 20mph limits and the overall 30mph default limit in built-up areas. Hence, motorists should get more familiar with seeing a range of different speed limits and adjusting their behaviour accordingly. It is felt that the changes proposed for Flitton and Greenfield will not lead to an unacceptable mixture of different limits and will be easy for drivers to understand.
8. Bedfordshire Highways' response to Bedfordshire Police's comments above are as follows:-

There are already some speed reducing measures in place in Greenfield and a raised table is proposed to be installed near to the Flitton Road/Pulloxhill Road junction. No objections were received to that proposal.

If implemented, compliance with the proposed 20mph speed limit will be monitored and if necessary further traffic calming measures will be considered.

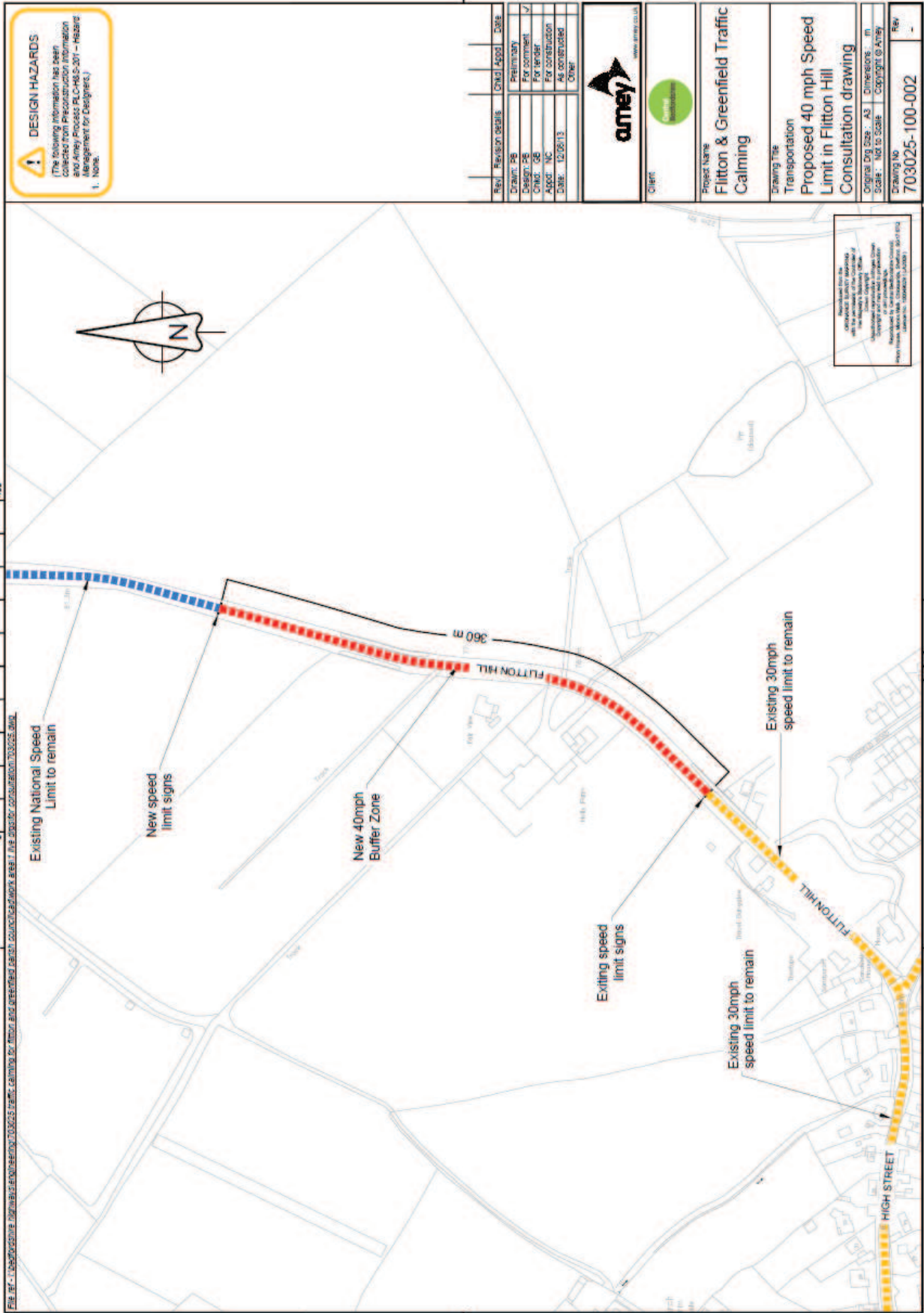
It is recognised that the proposed 40mph speed limit on Flitton Hill extends further than normal for a buffer limit, but it has been designed to cover outlying properties and to ensure good forward visibility of the terminal signs.

9. It is considered that both of the speed limit proposals are reasonable and fall broadly in line with recognised national guidance, so should be implemented as published.

Appendices:

- Appendix A – Drawing of Proposed 40mph Speed Limit in Flitton Hill
- Appendix B – Drawing of Proposed 20mph Speed Limit in Greenfield
- Appendix C – Public Notice of Proposals
- Appendix D – Representations

Appendix A



DESIGN HAZARDS
 The following information has been collected during consultation information and Amey Process PLC-HLS-2017 - Hazard Management for Designers.
 1. None.

Rev	Revision details	Chkd	Appd	Date
Drawn: 06	Preliminary			
Design: 06	For comment			
Chkd: 06	For tender			
Appd: NC	For construction			
Date: 12/08/13	As constructed			
	Other			



Client:

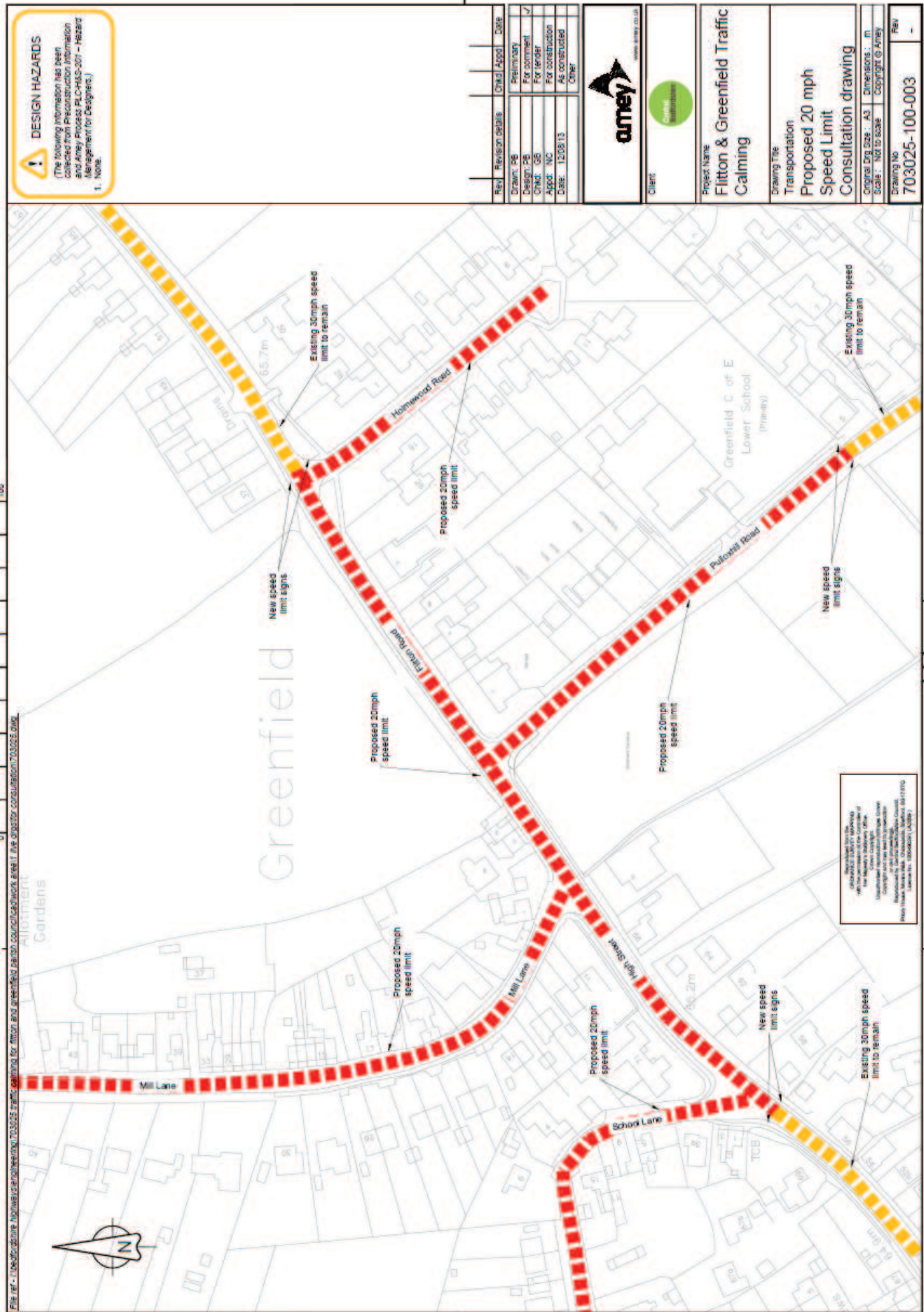
Project Name: Flitton & Greenfield Traffic Calming

Drawing Title: Transportation
 Proposed 40 mph Speed Limit in Flitton Hill
 Consultation drawing

Original Dwg Size: A3 Dimensions: in
 Scale: 1:1 to Scale Copyright © Amey
 Drawing No: 703025-100-002
 Rev: -

Notwithstanding to the above, the user of this drawing shall be responsible for ensuring that the drawing is used in accordance with the terms and conditions of the relevant contract. The user of this drawing shall be responsible for ensuring that the drawing is used in accordance with the terms and conditions of the relevant contract. The user of this drawing shall be responsible for ensuring that the drawing is used in accordance with the terms and conditions of the relevant contract.

Appendix B



Appendix C



PUBLIC NOTICE

**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A 20MPH SPEED LIMIT
IN HIGH STREET, FLITTON ROAD & PULLOXHILL ROAD, GREENFIELD
AND A 40MPH SPEED LIMIT IN FLITTON HILL, FLITTON**

Reason for proposal: The proposed Orders are considered necessary for avoiding danger to persons or other traffic using the road or any other road and for preventing the likelihood of any such danger arising and for preserving or improving the amenities of the area through which the road runs. The proposed 20mph speed limit will cover that part of Greenfield, including the Lower School, where pedestrian activity is high. Traffic calming measures are already in place on these roads or are planned. The proposed 40mph speed limit is intended to act as a "buffer" between the existing national speed limit and the 30mph speed limit on Flitton Hill and should reduce the speed of vehicles entering the village.

Effect of the Orders:

To introduce a 20mph Speed Limit on the following lengths of road in Greenfield:-

High Street, from its junction with Flitton Road extending in a south-westerly direction to its junction with School Lane.

Flitton Road, from its junction with High Street extending in a north-easterly direction to its junction with Holmewood Road.

Pulloxhill Road, from its junction with High Street/Flitton Road extending in a south-easterly direction to the boundary of Greenfield Lower School and no.5 Pulloxhill Road.

School Lane, for its entire length.

Mill Lane, for its entire length.

Holmewood Road, for its entire length.

Previous Speed Limit Orders made on the lengths of road specified above would be revoked if the proposed Speed Limits are implemented.

To introduce a 40mph Speed Limit on the following length of road in Flitton:-

Flitton Road, from a point approximately 173 metres north-east of its junction with High Street extending in a generally northerly direction for a distance of approximately 360 metres

Further Details: of the proposals and plans may be examined during normal opening hours at Flitwick Library, Coniston Rd, Flitwick MK45 1QJ 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 17 September 2013.

Order Titles: If made will be "Central Bedfordshire Council (20mph Speed Limit) (High Street, Flitton Road and Pulloxhill Road, Greenfield) Order 2013" and "Central Bedfordshire Council (40mph Speed Limit) (Flitton Hill, Flitton) Order 2013"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

22 August 2013

Appendix D

Objection to 40mph speed limit on Flitton Hill

I object to the proposal to introduce a 40 mph buffer zone as detailed in the consultation. I have discussed this at length with residents on Flitton Hill and also raised with the full Parish Council.

At the Parish Council meeting this evening it was agreed that the Parish Council object to the proposal to leave the 30 mph speed limit on Flitton Hill where it is. As a Parish Council we asked Amey that the 30 mph sign be moved or other measures be introduced to achieve the same effect of reduced speeds on Flitton Hill. Whilst the proposed introduction of a 40 mph buffer zone may reduce the speed of traffic entering the village, it will do nothing to reduce the speed of traffic travelling up Flitton Hill to leave the village. The position of the current end of speed limit sign encourages cars to accelerate sharply from the bottom of Flitton Hill, which is one of the reasons why we asked that the sign be moved so that it was out of sight of traffic travelling up the hill. We are not confident that a 40 mph sign replacing the no limit sign in the same position will reduce this effect.

Our preference is for the 30 mph sign to be moved the 360 m to the position of the proposed entry to the 40 mph zone and the 40 mph buffer zone extended from there to the junction with Ampthill Road. This will not only remove the incentive for cars to accelerate as they leave the built up area, it will also include the properties at the top of the hill and the village allotments within the 30 mph zone. This is important as these have concealed entrances. A 40 mph buffer zone extending to the junction with Ampthill Road is also important because there is a blind corner and junction with a farm road immediately after a vehicle enters Flitton Hill from that junction.

Flitton Hill is regularly used by walkers, joggers, cyclists and horse riders. There is no pavement for pedestrians, even in the built up section. It is a narrow road. The traffic speeds dangerously and something has to be done before there is a serious accident. Our preference for a 30 mph zone extended past the last property and the allotments on the top of the hill and 40 mph zone from there to the junction with Ampthill Road would not cost any more than the current proposal. Instead of a new gated entrance with 40 mph signs by the allotments and new signs to replace the existing 30 mph/no limit signs with 30 mph/40 mph signs there would be a new 30 mph gated entrance by the allotments with new 40 mph/no limit signs at the Ampthill Road junction.

The Parish Council are not happy to proceed with the current Amey proposals and would like to know whether the alternative outlined above can be implemented instead and if not why not. I would be happy to discuss this in more detail.

Chair of Highways sub committee
Flitton & Greenfield Parish Council

Representations on proposed 20mph speed limit in Greenfield

I live at no. xx Flitton Road, and wish to comment on the proposals to change the traffic management in my area.

I support the move to introduce 20mph limits, but I cannot see the rationale for the mixture of 20 and 30mph limits.

If the 20mph limit is designed to increase safety in the area around the school, why doesn't this same argument apply to the area around the Village Hall and children's playground on Greenfield Road? Has the village hall and children's playground area been considered in need of a 20mph limit?

If a 20 limit is followed by a 30 limit, this places my house in an acceleration and deceleration zone, increasing both noise and risk. Has the impact of this been assessed?

The changes in limits also risks creating confusion, as there will be three limits (40, 30 and 20) all within a very short road length. Is there evidence that drivers are able to make sense of and adhere to such a series of changing limits?

The driver time saving of retaining a stretch of road at a 30mph limit (rather than continuing the 20 limit throughout Flitton and Greenfield) amounts to less than 60 seconds over the less than a mile from the start of Flitton Road to Flitton Hill. Has this time saving been assessed as critical as against the increased safety of continuing the 20mph limit to include the village hall and children's playground?

I would be grateful if these questions could be taken into consideration.

We have lived in Greenfield since March this year and it immediately became clear that there is a problem with drivers speeding through Flitton and Greenfield. Drivers often do not observe the existing speed limit and are not deterred by the existing flashing speed limit sign in Flitton. It seems to us that it's only a matter of time before there's an injury or fatality on the road through the villages and that drastic action is overdue.

We therefore welcome the planned 20mph speed limit through parts of Greenfield although we do not think the plans go far enough. We strongly believe that the 20mph speed limit should apply on entrance to Greenfield (at the Flitwick end) right through to Flitton. Our reasons are:

- Varying the speed limit within Greenfield (as per the current proposals) is likely to cause confusion and irritation and result in the limits being broken.
- Removing the 20mph limit and increasing to 30mph within Greenfield (just after Holmewood Rd) is likely to cause drivers to accelerate into the 30mph zone, which is both dangerous and disruptive to residents in that area, with the associated engine sounds of acceleration.
- Relating to this, with drivers likely to accelerate hard out of the 20mph zone and into the 30mph it is likely that they will accelerate even beyond 30mph. This is evidenced by the behaviour of drivers as they accelerate on exit from but are still inside Greenfield (at the Flitwick end) in anticipation of the 40mph and national speed limit zones.
- Drivers already routinely break the 30mph speed limit and do not respond to the flashing 30mph limit in Flitton so reducing the limit to 20mph all along that road will at least give some hope of cars travelling at a safer speed.

The stretch of Flitton Rd into Greenfield Rd (starting from Holmewood Rd) is home to several older people and families with young children. Where these groups of people live or walk, it is widely accepted that lower speed limits should apply - not, as you propose, higher ones compared with other parts of the village. Furthermore, you propose to maintain the higher (30mph) limit on the road where the children's playground and village hall are situated. Accessing these community facilities involves crossing the road with restricted visibility as there is a bend in the road north of their entrances. It makes no sense whatsoever to maintain a 30mph limit in this area.

On the whole we welcome the safety measures and reduced speed limits outlined in your proposals. However, they do not go far enough. It is in your power to do so much more to ensure the safety and quality of life of the residents of Flitton and Greenfield. Living in Greenfield, we are particularly concerned about the impact of the varying speed limits you plan to introduce and implore you to apply one 20mph limit through the two villages, as can be found in many villages throughout the UK.

Finally, with the new speed limit in place, attention needs to be paid to methods of deterring and punishing law breaking on the roads. We have observed that speeding drivers do not respond to the flashing sign in Flitton so other means such as police cameras may need to be assessed.

Thank you for considering my response.

Meeting: Traffic Management Meeting

Date: 21 November 2013

Subject: Langford Road, Henlow – Consider Objection to Proposed 40mph Speed Limit

Report of: Jane Moakes, Assistant Director Environmental Services

Summary: This report seeks the approval of the Executive Member for Sustainable Communities - Services for the implementation of a new speed limit in Langford Road, Henlow following the receipt of an objection.

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

Public/Exempt: Public

Wards Affected: Arlesey

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety.

Financial:

The scheme is Council-funded and there is a budget of £45,000 available for the sites identified in this report and other potential locations if finance allows.

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, including pedestrians, and residents

Sustainability:

A reduction in vehicle speeds will encourage lower vehicle emissions and encourage walking and cycling.

RECOMMENDATION(S):

That the proposals to introduce a 40mph speed limit in Langford Road, Henlow be implemented as published.

Background and Information

1. Bedfordshire Highways was instructed to implement 40mph speed limits at various locations. The intention is that the speed limit would be 'buffer zones' between the national speed limit and the existing 30mph speed limits covering the main built-up part of the villages.

Proposed 40mph speed limits were published for:-

- Langford Road, Henlow
- Langford Road, Langford
- Stondon Road, Shillington
- Bedford Road, Stondon (both north and south of village)
- Shillington Road, Stondon
- Vinegar Hill, Upper Caldecote

2. The proposals for the 40mph speed limits were formally advertised by public notice in September and October 2013. Consultations were carried out with the emergency services and other statutory bodies, relevant Parish Councils and Ward Members.

The only objection received was to the proposal for Langford Road, Henlow. No objections were received in relation to the other proposals, so these will be implemented as published.

3. One objection was received to the Langford Road, Henlow proposal and a representation was received from Langford Parish Council. Copies of the correspondence are included in Appendix C. The main points are summarised below:-
 - a) No evidence or logic in support of the proposal has been presented.
 - b) The 40mph speed limit is unlikely to be effective.
 - c) The new speed limit will be no more enforceable than the existing ones and therefore will contribute to the contempt held towards speed limits by many motorists.
 - d) The cost of the proposal will divert and delay funding for more effective means of speed reduction.

- e) Langford Parish Council's view is that the whole length between Langford and Biggleswade and Langford and Henlow should be covered by the 40mph speed limit.
4. Bedfordshire Police do not object to the proposals.

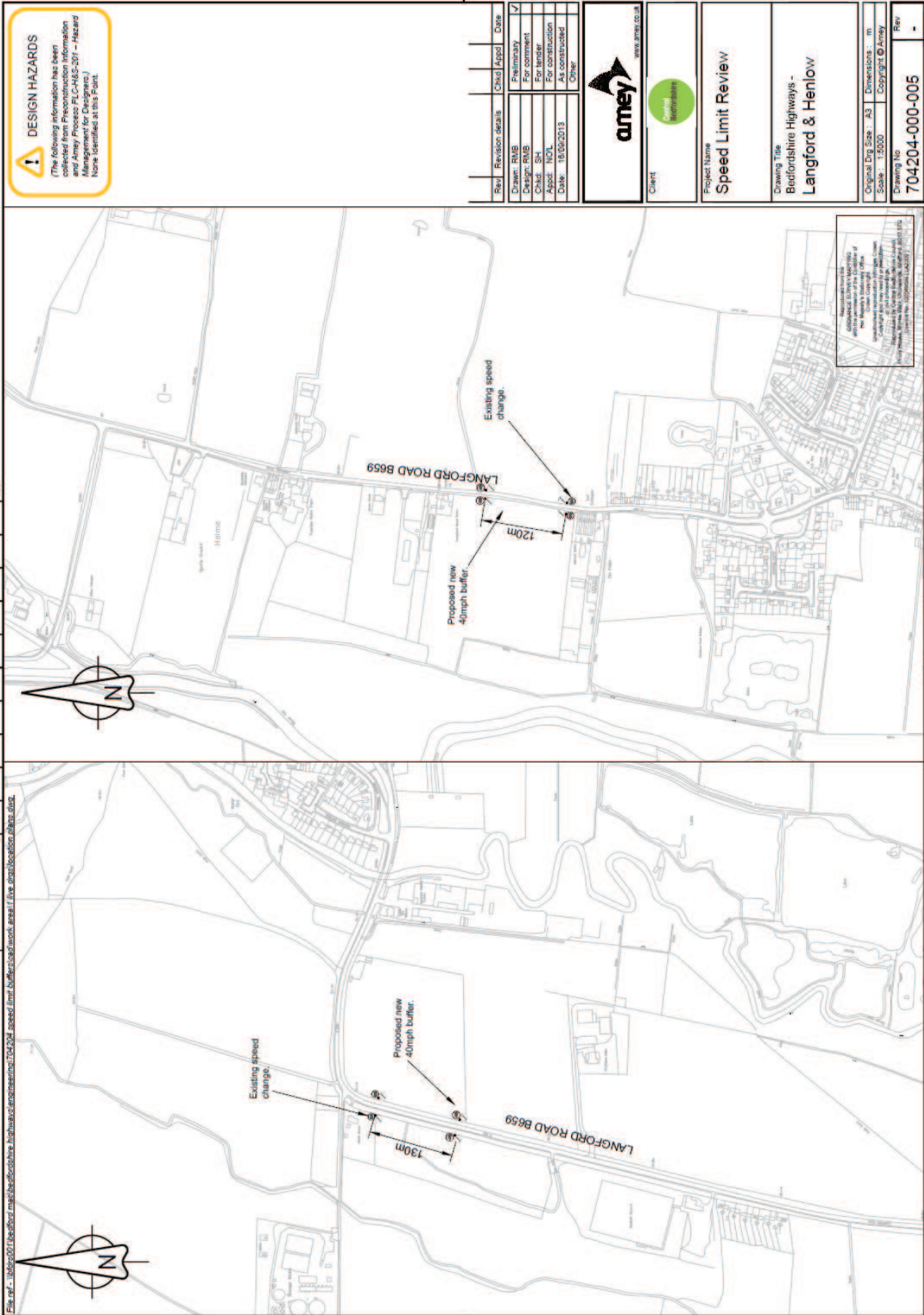
Responses and Conclusion

5. Bedfordshire Highways' response to the points above are as follows:-
- a) The proposals are part of a programme of speed limits requested by members of the public, Parish Councils and Elected Members. They are seen as a very cost-effective means of modifying driver behaviour and bringing about a reduction in vehicle speeds.
 - b) 40mph speed limit buffer zones are used as a transitional speed limit between the national speed limit (60mph for cars) and the 30mph speed limit covering the main built-up part of a town or village. They are intended to lower the speed of traffic entering settlements by encouraging a more gradual speed reduction rather than the heavy deceleration that often occurs when drivers are slowing from 60mph to 30mph. In the case of Langford Road, there is a fairly long straight from the main part of Henlow, which encourages relatively high vehicle speeds. The proposed 40mph speed limit will be effective in reducing those speeds prior to them entering the 30mph limit. For drivers leaving Langford the 40mph buffer will help reduce the temptation for drivers to accelerate well in advance of the national speed limit signs.
 - c) It is acknowledged that there is some non-compliance with the existing 30mph speed limit largely due to the fact that the road is open with very little roadside development and the road is fairly wide. In these circumstances, some drivers fail to see the need to lower their speed. It is hoped that the 40mph limit will help in this respect and it is most unlikely that it would have any negative effects.
 - d) The 40mph speed limit is a relatively low cost measure, particularly since it is being processed as part of a batch of speed limit proposals. It has no influence on funding for other speed reducing measures.
 - e) If the 40mph speed limits covered significant lengths of road between settlements with little or no roadside development it is very likely that drivers fail to understand the need for the speed limits. This would lead to poor compliance and a lack of respect for the speed limit system. In addition, the Police are likely to raise objections to what they would view as unrealistically low speed limits and the consequential enforcement burden.
6. It is considered that the speed limit proposal is reasonable and will not bring about any of the negative impacts suggested, so should be implemented as published.

Appendices:

- Appendix A – Drawing of Proposed 40mph Speed Limit
- Appendix B – Public Notice of Proposals
- Appendix C – Objection

Appendix A



DESIGN HAZARDS
 (The following information has been collected from Preconstruction Information and Arney Process FLC-H&S-201 - Hazard Management for Designers.)
 None identified at this Point.

Rev	Revision details	Chkd	Appd	Date
1	Drawn: RMS			Preliminary
2	Design: RMS			For comment
3	Chkd: SH			For tender
4	Appd: NOL			For construction
5	Date: 18/09/2013			As constructed
				Other



Client
 Bedfordshire

Project Name
Speed Limit Review

Drawing Title
 Bedfordshire Highways -
 Langford & Henlow

Original Dwg Size: A3 Dimensions: m
 Scale: 1:5000 Copyright © Arney
 Drawing No
704204-000-005
 Rev -

Notwithstanding to this drawing, the contractor shall be responsible for the design and construction of any works shown on this drawing. The contractor shall be responsible for the design and construction of any works shown on this drawing. The contractor shall be responsible for the design and construction of any works shown on this drawing.

Appendix B

PUBLIC NOTICE



Central
Bedfordshire

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE 40MPH SPEED LIMITS IN HENLOW, LANGFORD, SHILLINGTON, STONDON AND UPPER CALDECOTE

Reason for proposal: The proposed Order is considered necessary for preserving or improving the amenity of the area through which the roads run. The proposed 40mph speed limits are intended to act as "buffer limits" between the existing national speed limit and the 30mph speed limit in each village and should reduce the speed of vehicles entering the built-up areas.

Effect of the Order:

To introduce a 40mph Speed Limit on the following length of road in Henlow:-

1. Langford Road, from a point approximately 448 metres generally west of its westerly junction with Riverside Gardens extending in a southerly direction for a distance of approximately 130 metres.

To introduce a 40mph Speed Limit on the following length of road in Langford:-

1. Langford Road, from a point approximately 56 metres north of its junction with The Fields extending in a northerly direction for a distance of approximately 120 metres.

To introduce a 40mph Speed Limit on the following length of road in Shillington:-

1. Stondon Road, from a point approximately 19 metres east of its junction with the Rosehill Farm access road extending in a easterly direction for a distance of approximately 165 metres.

To introduce a 40mph Speed Limit on the following length of road in Stondon:-

1. Bedford Road, from a point approximately 135 metres north of the Hitchin Road/Station Road roundabout extending in a northerly direction for a distance of approximately 215 metres.
2. Bedford Road, from a point approximately 47 metres south of its junction with Boundary Close extending in a southerly direction for a distance of approximately 310 metres.
3. Shillington Road, from a point approximately 143 metres west of its junction with Fakeswell Lane extending in a westerly direction for a distance of approximately 193 metres.

To introduce a 40mph Speed Limit on the following length of road in Upper Caldecote:-

1. Vinegar Hill, from a point approximately 18 metres west of its junction with Pond Close extending in a westerly direction for a distance of approximately 160 metres.

Further Details may be examined during normal opening hours at Biggleswade Library, Chestnut Avenue, Biggleswade SG18 0LL and Shefford Library, 1 High Street, Shefford SG17 5DD, alternatively 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 22 October 2013.

Order Titles If made will be "Central Bedfordshire Council (40mph Speed Limit) (Langford Road, Henlow) Order 201**"; "Central Bedfordshire Council (40mph Speed Limit) (Langford Road, Langford) Order 201**"; "Central Bedfordshire Council (40mph Speed Limit) (Stondon Road, Shillington) Order 201**"; "Central Bedfordshire Council (40mph Speed Limits) (Bedford Road and Shillington Road, Stondon) Order 201**"; "Central Bedfordshire Council (40mph Speed Limit) (Vinegar Hill, Upper Caldecote) Order 201**";

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

27 September 2013

Appendix C

Re: Proposal to introduce 40 mph speed limit in Henlow and Langford

I wish to object to the proposed 40 mph "buffer zone" speed limits as proposed above.

I would firstly introduce myself. I have lived in Riverside Gardens, Langford for the last 28 years and throughout this time have been aware of the excessive speed of the majority of vehicles entering the village, particularly from the Henlow direction. In consequence, on 23rd July 1993 I wrote objecting to the then proposed de-regulation of the A6001 by Bedfordshire County Council and also made my neighbours aware of this proposal, which was subsequently withdrawn. Additionally, for the last 18 months I have been a member of the Langford Speedwatch group, which has regularly monitored traffic speeds of traffic crossing the river bridge outside Langford Garden Centre and also of traffic entering the village on the B659 from the Biggleswade direction. I therefore trust that it will be appreciated that my motives in opposing the proposed order are well-intentioned.

I note that Central Bedfordshire Council in proposing these orders states that they "should" reduce the speed of vehicles entering the built-up areas but presents no logic or argument in support of this supposition. When the Speedwatch team has operated on the river bridge between Riverside Gardens and the Garden Centre, we regularly record between 20 and 30 vehicles exceeding 34 mph in the course of an hour's watch. I have reviewed some 119 recorded instances over a six month period and can advise that over 46% of these related to vehicles leaving Langford in the Henlow direction. Additionally, a recent fairly major accident which occurred on the road between the garden centre and Baulk corner was a head-on collision between a Volvo estate car entering Langford and a motor cycle leaving the village going, to quote a neighbour, "like a bat out of hell". Clearly, as these speeding vehicles were travelling towards the proposed 40 mph buffer zone, it would have had no effect.

I think it is now appropriate to consider those vehicles entering Langford from the Henlow direction. The existing 30 mph speed limit begins just short of Baulk corner where there is also a 30 mph marking on the road surface. By the time vehicles reach the river bridge they have travelled some 400 metres in the 30 mph zone and have also passed the flashing 30 mph "slow down" sign located some 20 metres before the bridge. Additionally, when Speedwatch is active, yellow, red and black warning signs are erected on both sides of the road in advance of the equipment and team members are required to wear "high visibility" jackets. Despite these warnings extending in total some 420 metres through the 30 mph zone, we are still, as previously stated, recording 20 – 30 offenders per hour. I therefore cannot believe that the addition of a 40 mph buffer zone in advance of the current 30mph limit will have any beneficial effect.

Having discussed my reasoning at some length, I would express my objections to the proposed buffer zone on Langford Road, Henlow as follows:

- 1) No evidence or logic in support of the proposed limit has been presented.
- 2) Speedwatch figures indicate over 46% of speeding traffic is travelling outwards from the built-up area towards the buffer zone
- 3) Incoming traffic currently travels some 400 metre through the existing 30 mph limit prior to entering the built up area so the addition of a 40 mph buffer zone is unlikely to be effective
- 4) The new limit will be no more enforceable than that existing and, as such, will contribute towards the contempt held towards speed limits by many motorists
- 5) If, as I believe, the proposal is ineffective, it will both divert funding from and delay any more effective means of traffic speed reduction.

My personal opinion is that the only practical means of reducing the speed of traffic entering the village is by means of either speed "humps" or by the application of rumble strips at Baulk corner and on both sides of the river bridge. However, in the immediate term, I would suggest that sightline of the existing signs should be improved by pruning of trees etc and that the 30 mph sign in the road could be repainted. Such measures are also likely to be more effective at the northern end of the village.

Hoping you find these comments useful, I remain

Thank you for allowing Langford Parish Council longer to make their comment.
It is as follows

The Council's view remains that speed limits should be imposed on the whole length of road between Langford and Biggleswade and between Langford and Henlow. the proposed buffers could bring benefits provided that they are accompanied by speed roundels painted on the road surface and rumble strips.

The Parish Council may be prepared to contribute towards the cost of the roundels and the rumble strips.

Meeting: Traffic Management Meeting
Date: 21 November 2013
Subject: Biggleswade petition
Report of: Jane Moakes, Assistant Director Environmental Services
Summary: The report has been prepared in response to a three part petition from Biggleswade Chamber of Trade requesting 1) More car parking in the town centre area 2) A long stay area (up to four hours) being provided and 3) reversal of traffic flows on Hitchin Street in Biggleswade town centre.

Contact Officer: David Bowie, Head of Traffic Management
Public/Exempt: Public
Wards Affected: Biggleswade town centre
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

Better infrastructure – improved roads, broadband reach and transport.

Financial:

There are no financial implications relating to this report.

Legal:

There are no legal implications relating to this report.

Risk Management:

There are no risk management issues relating to this report.

Staffing (including Trades Unions):

Not Applicable.

Equalities/Human Rights:

This report does not propose any actions that have any implications regarding equalities or human rights issues.

Public Health

There are no public health issues relating to this report.

Community Safety:

Not Applicable.

Sustainability:

Not Applicable.

Procurement:

Not applicable.

RECOMMENDATION(S):

The Executive Member for Sustainable Communities - Services is asked to:

- 1. Advise the lead petitioner that a parking study for Biggleswade town centre is nearing completion. This study will advise on how best to improve car parking availability and capacity in the town centre and will inform the development of a car parking strategy. The proposals from this study will be subject to consultation with the local community in early 2014.**
- 2. Defer consideration of any changes to traffic management on Hitchin Street until the wider impact on adjacent streets and junctions as well as proposals for the Market Square including re-use or redevelopment of Century House can be fully understood and taken into account.**

3. Background

A petition has been received from the Biggleswade Chamber of Trade, 'Biggleswade Town Petition', a copy of which is attached as Appendix A.

The petition states:

"We join the town traders in requiring something to be done about the following:

- 1. More car parking in the town centre area.*
- 2. A long stay area, up to 4 hours is needed to allow more time to be spent in the town.*
- 3. Hitchin Street reversal be allowed back to its original flow back into the town centre allowing access to the Market Square and to help stop continuing traffic problems in the High Street."*

This report sets out the activities and plans currently underway that are relevant and have implications with regard to the issues raised for consideration by the traffic management meeting.

Biggleswade car parking study

4. A study of car parking capacity and management in Biggleswade was started by the Council during July this year. The objective of the study was to better understand how parking is used currently within a 10 minute walk of Biggleswade Rail and how this is likely to change in the long term. A range of parking surveys have been carried out alongside an analysis of current capacity and future needs based on population growth and other factors. A workshop to look at some of these issues was held with Biggleswade Town Council on the 23rd October.
5. The next step of the project is to prepare a parking strategy based on the analysis carried out to date and feedback received that will coordinate how on and off street car parking is managed. The strategy will also seek to ensure sufficient car parking and availability of choice is available for those who visit Biggleswade town centre by car.
6. The objective of the petitioners in increasing the availability of car parking for both short and longer term users will be met through the implementation of this future parking strategy for Biggleswade town centre. It is anticipated that a draft strategy will be taken to local business for consultation early in the new year. Adoption by the Council of the new strategy will follow during Spring time. Implementation and timetabling of any changes to parking management will be subject to agreement with Biggleswade Town Council and allocation of appropriate budget. As the strategy is not yet complete there may be other factors that impact this which are as yet unknown.

Request for Hitchin Street reversal/Biggleswade town centre masterplan

7. The Biggleswade town centre masterplan was adopted as a supplementary planning document in July 2011 and had been developed in close consultation with the local community over a two year period prior to this. The masterplan focuses on several key areas in the town centre proposing a range of different types of improvement or redevelopment. The Hitchin Street area was flagged up as a concern early in the process as an area that had declined significantly in the range and standard of shops available as well as the general poor condition of the highway.
8. Through the consultation process the Council developed a number of suggestions for the Hitchin Street area. This included an option for reversing traffic flows and also the piloting of 'shared space'. At the time of the consultation (2010) reversing traffic flows on Hitchin Street was not supported by the majority of respondents to the consultation. Other options including the piloting of shared space and environmental improvements were supported. Whilst reversal of flows was not explicitly agreed as a masterplan priority the adopted document did however highlight the opportunity for changes in traffic management in this area in relation to wider redevelopment proposals particularly that of the adjacent Bonds Lane/Foundry Lane development site.

9. In January 2013 a major enhancement scheme for the northern end of Hitchin Street was completed. The scheme cost in excess of £400,000 and introduced the concept of shared space. The improvements made have been welcomed by traders and the vast majority of those who use the street for shopping and other purposes. Further improvements for this area are planned as part of the town centre masterplan. This includes redevelopment or reuse of Century House, a property owned by the Council located in the centre of the Market Square and a very short distance from the southern end of Hitchin Street. This scheme is directly related to another masterplan proposal for the creation of a transport interchange at Biggleswade rail station. Completion of this project (expected towards the end of 2015) will facilitate the removal of the bus loop and station function from Century House thereby freeing the building for re-use or redevelopment.
10. Century House is not a well utilised asset either for the Council or the wider community. The majority of the building is currently occupied by the Citizens Advice Bureau which is only open for a limited number of hours and days per week. The reuse or redevelopment of Century House provides a significant opportunity to maximise its very accessible and attractive location for uses which generate more footfall and commercial benefit for the wider area. It may also provide an opportunity to expand the improvements made in Hitchin Street to the wider Market Square which may also in turn enable improvements to the layout of Biggleswade street market.
11. During 2014/15 the Council will undertake an options appraisal that will consider the feasibility of re-use/redevelopment of this site. This appraisal will form the basis for a report to the Council's Executive which will recommend preferred use and timetable for implementation. As the reversal of traffic flows on Hitchin Street will impact on the immediate area around Century House further consideration of this major change is not recommended at this time.

Conclusion and Next Steps

12. The Biggleswade parking study is due to be completed by the end of the calendar year. Recommendations emanating from the study for improving car parking management and capacity will be taken forward subject to Council approval for consultation with the local community by Spring 2014.
13. It is suggested that reversal of traffic flow on Hitchin Street are not considered at the current time due to potential wider changes to the Market Square as a result of the town centre masterplan, and the absence of allocated budget for implementing suggested changes and measuring impact.

Appendices:

Appendix A copy of petition

Background Papers: (open to public inspection)

MEMO

Traffic Meeting November.. Ref Hitchin St , Biggleswade

Dear Martha

As requested by you and promised is the enclosed copy page of petition collected in the town in favor for the reversal of Hitchin St, also asking for more long term car parking.

I will bring the petition in its entirety at the Traffic meeting on the 21st. Nov

The number of signatures collected forms is at present 4076 and expected to be more when all of the forms are in.

Thank you for your help

Martin Thomas
Biggleswade Chamber of Trade.

BIGGLESWADE TOWN PETITION

We join the town traders in requiring something to be done about the following:

1. More car parking in the town centre area
2. A long stay area, up to 4 hours is needed to allow more time to be spent in the town
3. Hitchin Street reversal be allowed back to its original flow back into the town centre allowing access to the Market Square and to help stop continuing traffic problems in the High Street

Name	Address
LYNE HAZEL	HORSLOW ST BEITON
ANDREA LUCA	WAVERTLEY AVE SANDY
M. Williamson	WINSTON CRESCENT
T. FRANKS	12 STURWARD ST NEOTE
I. SEARS	TRANSCOMBE END RD SHILLINGTON
G. A. Pugh	ROSDALE CROSS, UPPER CAMPBELL
PAUL DANSON	GRANTHAM ST RD CAMPBELL
B. MERRILL	HORSLOW ST POTTON
S. HICKINS	Teal Road Biggleswade
G. POOL	St. Warden - Beds.
CONNOR HULL	LINCOLN CRESCENT
TYLER PRINCE	Fennel Drive
D. BROAD	Bell Lane
C. LARKMAN	DENE WAY, UPPER CRESC
L. HODGKINS	HIGH ST BIGGLESWADE
R. Smith	Mercury Lane Biggleswade
T. MARRAS	Oak Cres - Biggleswade
BALOGOVA	HAVELOCK ROAD
K. Pallister	Woking Hatch Sandy SG19 1PA
R. NOLAN	Norris Crescent SG4 5HU
B. STONE	Welford Rd Biggleswade
K. LLOYD	BEECH AVENUE
A. Thomas	Western way Sandy
A. NEIL	SUN STREET, B'WADE
F. SINGLOW	The Avenue Sandy
Joanna Dewar	Western Way Sandy
JANE KILBY	THE CRESC, BEESTON
Ginead Keller	Mead End
DAVID BYRNE	Sycamore Close, Pottton
G. WATKINS	OSPREY ROAD