

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



**please ask for** Martha Clampitt  
**direct line** 0300 300 4032  
**date** 11 March 2014

## **NOTICE OF MEETING**

### **TRAFFIC MANAGEMENT MEETING**

Date & Time

**Thursday, 20 March 2014 3.00 p.m.**

Venue at

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

Richard Carr  
**Chief Executive**

To: The Executive Member for Sustainable Communities - Services:

Cllr B 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

<b>Item</b>	<b>Subject</b>	<b>Page Nos.</b>
2	<b>Leighton Linlade- Petition Requesting Parking Controls at Lammas Walk</b>  To receive representations received from residents seeking parking controls in Lammas Walk, Leighton Buzzard.	5 - 6
3	<b>Arlesey - Petition Requesting Parking Controls</b>  To receive representations received from residents of Arlesey seeking parking controls.	7 - 8
4	<b>Leighton Linlade - Petition Requesting Parking Controls at Wyngates/Cedars Way junction</b>  To consider representations received seeking parking controls at the junction of Wyngates and Cedars Way.	9 - 10
5	<b>Froghall Road, Flitwick and Steppingley - To Consider Objections to Proposed Traffic Calming Measures and Speed Limits</b>  To consider the installation of the traffic calming measures in Froghall road and the introduction of the speed limits changes in Froghall Road and Steppingley crossroads.	11 - 24
6	<b>Westfield Road, Dunstable – Consider Objection to Proposed No Waiting</b>  To consider the introduction of No Waiting at any time on lengths of Westfield Road, Dunstable.	25 - 30
7	<b>Slapton Road, Little Billington - To Consider Representations to Proposed Road Humps</b>  To consider the installation of road humps in Slapton Road, Little Billington.	31 - 38

8 **Footway, Station Road Sandy - Petition Requesting Footway Widening** 39 - 40

To receive representations requesting that the footway outside The Bell public house in Station Road be widened to improve conditions for pedestrians and other vulnerable road users.

This page is intentionally left blank

---

**Meeting:** Traffic Management Meeting  
**Date:** 20 March 2014  
**Subject:** Leighton Linlade- Petition Requesting Parking Controls at Lammas Walk.  
**Report of:** Paul Mason, Head of Highways  
**Summary:** This report presents representations received from residents seeking parking controls in Lammas Walk, Leighton Buzzard.

---

**Contact Officer:** Nick Chapman  
nick.chapman@amey.co.uk  
**Public/Exempt:** Public  
**Wards Affected:** Leighton Buzzard North  
**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

**Financial:**

There is currently no budget allocated to undertaking this work.

**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:**

None from this report

**Sustainability:**

None from this report.

**RECOMMENDATION(S):**

- 1. That the Executive Member for Sustainable Communities - Services note the contents of the report and that the lead petitioner be informed of the outcome.**

**Background and Information**

1. A petition has been received from residents in Lammas Walk, Leighton Linlade seeking parking controls.
2. Lammas Walk is a largely residential street with reasonable foot access to the town centre. The carriageway is narrow and currently without parking controls. Due to the width of the road the parking appears to align itself naturally onto one side of the road as anything parked opposite would block the road completely. Part of the problem appears to be that vehicles are parking across the footway to permit access but thus denying the footway to pedestrians.
3. There have historically been concerns that visitors to the town centre park in Lammas Walk, and walk through to the town centre, but this has never been verified by any study.
4. It is suggested therefore that there are four possible options in this area.
  - a) Do nothing and allow the parking to self-regulate as at present.
  - b) Invoke the recently implemented prohibition of waiting and loading on footways and verges order on the footways making enforcement possible against any such parking.
  - c) Consider a residents parking scheme for Lammas Walk.
  - d) Implement yellow lines.
5. Currently there is no funding allocated to undertake any works.
6. It is therefore recommended that option b) is pursued, as per the adopted procedure.

---

**Meeting:** Traffic Management Meeting  
**Date:** 20 March 2014  
**Subject:** Arlesey - Petition Requesting Parking Controls  
**Report of:** Paul Mason, Head of Highways  
**Summary:** This report presents representations received from residents of Arlesey seeking parking controls

---

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

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

**Financial:**

There is an allocation within the Local Area Transport Plan for Arlesey for the parking study.

**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:**

None from this report

**Sustainability:**

None from this report.

**RECOMMENDATION(S):**

**That the Executive Member for Sustainable Communities - Services note that a car parking study will be undertaken following the completion of the private car park and implementation of parking controls in the station access road and that the lead petitioner be advised accordingly.**

**Background and Information**

1. A petition has been received from the Arlesey Residents Association seeking parking controls to address concerns at commuter parking in residential streets in Arlesey.
2. Arlesey has a main line rail station to the north of the village that attracts considerable numbers of commuters mainly arriving by car.
3. There is insufficient parking at the station to accommodate these vehicles. A Traffic Regulation Order has also been implemented on the station access roads to keep these free of parked cars and maintain access to the station and other property accessed from it.
4. A private car park has been constructed close to the station and this is currently in use but not being charged for until additional waiting restrictions and the necessary car park management equipment are in place. This is likely to be in the next few months.
5. The Council has included undertaking a study of the car parking in the part of Arlesey closest to the station to determine the level of commuter parking within the Local Area Transport Plan to with a view to addressing it. It has not yet proved appropriate to undertake this as the operation of a new private car park and subsequent changes to parking controls on the station access road, both factors that will affect on street parking, have yet to be fully implemented.
6. The petition from the Arlesey Residents Association included the results of a house to house survey representing 186 properties. This shows a strong preference amongst those who responded for the introduction of single yellow lines rather than double yellow lines or residents parking. This information will be retained and will be useful in looking at any required measures following the study.
7. The car parking study will be undertaken after the new parking regime at the station has settled down. This will be undertaken as soon as is reasonably possible but will avoid the school summer holiday as this affects commuter numbers. The study will also take into account wider concerns about on-street parking raised by Arlesey Town Council.



---

**Meeting:** Traffic Management Meeting  
**Date:** 20 March 2014  
**Subject:** Leighton Linlade - Petition Requesting Parking Controls at Wyngates/Cedars Way junction  
**Report of:** Paul Mason, Head of Highways  
**Summary:** This report presents representations received seeking parking controls at the junction of Wyngates and Cedars Way.

---

**Contact Officer:** Nick Chapman  
Nick.chapman@amey.co.uk  
**Public/Exempt:** Public  
**Wards Affected:** Linlade  
**Function of:** Council

#### **CORPORATE IMPLICATIONS**

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

##### **Financial:**

There is currently no budget allocated to undertaking this work.

##### **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:**

None from this report

##### **Sustainability:**

None from this report.

**RECOMMENDATION(S):**

- 1. That the Executive Member for Sustainable Communities - Services approve in principle the implementation of No Waiting At Any Time at the Wyngates/ Cedars Way junction subject to resources being available for implementation.**

**Background and Information**

1. A petition has been received from residents in Wyngates, Leighton Linlade seeking parking controls to address concerns at parking at the junction of Wyngates with Cedars Way
2. This area is close to Linlade Middle School and Cedars Upper School which generate a significant volume of traffic at each end of the school day. At the time of the site visit vehicles were parked in Wyngates on the north west side of the road right up to the give way line at Cedars Way. Additionally there were vehicles parked on Cedars way close to the junction with Wyngates.
3. Whilst it is accepted that this parking is largely associated with the school and therefore transient in nature nevertheless whilst in place it makes access and egress to and from Wyngates difficult and potentially hazardous.
4. It is therefore suggested that whilst this is not a high priority for intervention it should be considered for the implementation of a traffic regulation order preventing parking at the junction at such time in the future as resources to undertake it may become available. There is currently no funding identified for this.
5. Implementation of waiting restrictions at the junction should cause little difficulty for residents as there are no property frontages on the length of Wyngates under consideration.
6. It is therefore recommended that, in accordance with the principle of area wide orders, that this be considered as part of a future waiting restriction order that may be brought forward in the Leighton Linlade area and that the lead petitioner be informed accordingly.

---

**Meeting:** Traffic Management Meeting  
**Date:** 20 March 2014  
**Subject:** Froghall Road, Flitwick and Steppingley - To Consider Objections to Proposed Traffic Calming Measures and Speed Limits

**Report of:** Paul Mason, Head of Highways

**Summary:** This report seeks the approval of the Executive Member for Sustainable Communities - Services for the installation of the traffic calming measures in Froghall Road and the introduction of the speed limits changes in Froghall Road and Steppingley crossroads.

---

**Contact Officer:** Nick Chapman  
[nick.chapman@amey.co.uk](mailto:nick.chapman@amey.co.uk)

**Public/Exempt:** Public

**Wards Affected:** Flitwick

**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal will improve road safety.

**Financial:**

The funding for these works is from a Section 278 contribution relating to the development of land between Froghall Road and Steppingley Road.

**Legal:**

None from this report.

**Risk Management:**

None from this report.

**Staffing (including Trades Unions):**

None from this report

**Equalities/Human Rights:**

None from this report

**Community Safety:**

The proposal will improve road safety for all road users, but in particular pedestrians using Froghall Road.

**Sustainability:**

The proposal will support and encourage walking and cycling in line with approved CBC policy.

**RECOMMENDATION(S):**

- 1. That the proposals to install raised mini-roundabouts, raised speed cushions with build-outs and a signal-controlled narrowing be implemented as published.**
- 2. That the proposals to introduce a 30mph speed limit on Froghall Road be implemented as published.**
- 3. That the proposals to introduce a 40mph speed limit on Steppingley crossroads be withdrawn and a proposal to introduce a 30mph speed limit covering the same length of road be published.**

**Background and Information**

1. The provision of traffic calming measures and 30mph speed limit in Froghall Road is related to a housing, business and industrial development on land off Froghall Road and Steppingley Road, Flitwick. There was a condition attached to the planning consent that “the traffic calming works on Froghall Road shall be constructed and open to vehicular traffic prior to the opening of any new vehicular access point onto Froghall Road to serve the development.”
2. The proposed traffic calming measures cover the majority of Froghall Road between the A507 near Ampthill and the Steppingley crossroads roundabout and comprise the following:-
  - Two raised mini-roundabout junction tables, which would provide access to the new development.
  - Four raised speed cushions with kerbed build-outs placed alongside.
  - A signal-controlled narrowing underneath the railway bridge.
3. A 30mph speed limit is proposed on Froghall Road from the existing 30mph limit at the Ampthill end to a point approximately 158 metres from the Steppingley crossroads roundabout. This reflects the fact that the new development will make Froghall Road feel more built-up and a 30mph speed limit more appropriate for the character of the road.
4. It was originally envisaged that the Steppingley Road roundabout would be covered by a 40mph speed limit. That reflected the semi-rural surroundings at the time when the scheme was being designed and the 40mph limit was supported by the police.
5. The above proposals were originally advertised by public notice in December 2013. Consultations were carried out with the emergency services and other statutory bodies, Flitwick Town Council, Steppingley Parish Council, relevant Elected Members. Residents likely to be directly affected by the proposals were informed and notices were displayed on street.

6. Three objections have been received. Copies of the correspondence are included in Appendix E. The main points raised are summarised below:-
  - a) It was previously agreed that Steppingley crossroads would be covered by a 30mph speed limit.
  - b) The reduction in the speed limit on Froghall Road to 30mph is unnecessary and 40mph would be more appropriate.
  - c) The proposed mini-roundabout junctions should be sufficient to moderate traffic speeds and the additional measures are unnecessary.
  - d) The traffic calming measures will force drivers to use other routes to avoid them and would have a negative impact on other roads, such as Windmill Road, Flitwick.
7. A further two representations, from Flitwick Town Council and Steppingley Parish Council has also been received.

Flitwick Town Council also raises concerns about the impact on other roads such as Windmill Road and considers that the two mini-roundabouts would be adequate to moderate traffic speeds.

Steppingley Parish Council raises concerns about the environmental impact of the improvements and the urbanising effect. They also feel that The proposed traffic signals at the railway bridge will lead to tailbacks and a simple priority chicane would be better.

8. Bedfordshire Police have been formally consulted as part of the process and have raised no objections to the proposals.

## **Responses and Conclusion**

9. The Highways Team response to the points raised above are as follows:-
  - a) It was originally envisaged that the Steppingley Road roundabout would be covered by a 40mph speed limit due to the semi-rural nature of the area. Since that time, the Froghall Road development has been approved, including the lowering of the speed limit to 30mph, so applying the same speed limit to the Steppingley Road roundabout is now considered to be more realistic.
  - b) It is felt that due to the proposed traffic calming measures and new junctions to the development, vehicle speeds will be reduced and Froghall Road will feel more built-up. In this situation, a 30mph speed limit is considered to be more suitable. Due to the residential development there will be increased traffic movements and pedestrian activity which also strengthens the case for a 30mph speed limit.

- c) As part of the consideration of the planning application it was decided that traffic calming measures should be provided to ensure that speeds are reduced on Froghall Road in the interest of road safety and in accordance with Council policies. The speed cushions with adjacent build-outs will ensure better compliance with the new 30mph speed limit, but the other measures planned, including the narrowing, mini-roundabouts and street lighting may prove sufficient to bring speeds down to reasonable levels.
  - d) Traffic flows on Froghall Road are relatively low, so it is unlikely that there will be any significant migration of traffic to other roads. The proposed traffic calming measures are not felt to be sufficiently severe to cause drivers to avoid Froghall Road.
10. In response to the local Council's concerns; there is little doubt that the new development and associated highway works will change the character of Froghall Road, but this is related more generally to the housing development, rather than the specific measures that were the subject of this consultation. The proposed signals are not expected to cause queuing back to the A507 and would be configured to avoid this. It is also considered that the length of the narrowing would be too long and visibility on both approaches inadequate for it to operate safely on a simple priority system.
11. In summary, it is felt that a 30mph speed limit in combination with the proposed traffic calming measures in Froghall Road are appropriate when considering the changed circumstances that the development will bring about. Consequently, it is recommended that both the 30mph speed limit and full traffic calming scheme be implemented to ensure a high level of compliance with a 30mph limit. However, the signal-controlled narrowing, mini-roundabouts and street lighting may bring about a sufficient reduction in vehicle speed, without the need for the additional measures.

As far as Steppingley roundabout is concerned, the Froghall Road development and proposed speed limit reduction means that a 30mph speed limit for the roundabout would also be appropriate. Hence, it is recommended that the 40mph speed limit be withdrawn and a 30mph proposal be published.

### **Appendices:**

- Appendix A – Public Notice for Proposed Traffic Calming Measures
- Appendix B – Drawing of Proposed Traffic Calming Measures
- Appendix C – Public Notice for Proposed Speed Limits
- Appendix D – Drawing of Proposed Speed Limits
- Appendix E – Objections
- Appendix F – Representations



Appendix A

# PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

**PROPOSED RAISED JUNCTION TABLES, SPEED CUSHIONS, KERBED BUILD-OUTS AND A TRAFFIC CALMING NARROWING - FROGHALL ROAD, FLITWICK AND STEPPINGLEY**

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL proposes to construct Raised Junction Tables, Speed Cushions with Kerbed Build-outs and a Traffic Calming Narrowing under Section 90 A-I of the Highways Act 1980 and all other enabling powers in Froghall Road, Flitwick and Steppingley. 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 Mini-roundabout Junction Tables at a maximum height of 100mm with ramps at a gradient of 1:12, approximately 28 metres long and extending approximately 10 metres into the estate access road are proposed to be sited at the following locations in Flitwick and Steppingley:-**

1. Froghall Road, centred at a point approximately 305 metres north-east of the Steppingley Road/Fordfield Road/Flitwick Road roundabout.
2. Froghall Road, centred at a point approximately 580 metres north-east of the Steppingley Road/Fordfield Road/Flitwick Road roundabout.

**Raised Speed Cushions at a maximum height of 75mm, approximately 2.3 metres long x 1.6 metres wide extending across half the width of the road with kerbed build-outs approximately 5.5 metres long placed immediately alongside are proposed to be sited at the following locations in Flitwick and Steppingley:-**

1. Froghall Road, at a point approximately 115 metres north-east of the Steppingley Road/Fordfield Road/Flitwick Road roundabout.
2. Froghall Road, at a point approximately 210 metres north-east of the Steppingley Road/Fordfield Road/Flitwick Road roundabout.
3. Froghall Road, at a point approximately 400 metres north-east of the Steppingley Road/Fordfield Road/Flitwick Road roundabout.
4. Froghall Road, at a point approximately 495 metres north-east of the Steppingley Road/Fordfield Road/Flitwick Road roundabout.

**A Traffic Calming Narrowing, approximately 30 metres long, with signalised traffic control is proposed to be sited at the following location in Flitwick and Steppingley:-**

1. Froghall Road, immediately underneath the railway bridge.

Further Details may be examined during normal opening hours at Flitwick Library, Coniston Road, Flitwick MK45 1QJ or online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices).

Representations should be sent in writing to the Transportation Manager, Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail [centralbedsconsultation@amey.co.uk](mailto:centralbedsconsultation@amey.co.uk) by 7 January 2014.

Priory House  
Monks Walk  
Chicksands  
Shefford SG1917 5TQ

Marcel Coiffait  
Director of Community Services

5 December 2013





Appendix C

# PUBLIC NOTICE

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

**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A 30MPH SPEED LIMIT IN FROGHALL ROAD AND A 40MPH SPEED LIMIT IN FROGHALL ROAD, STEPPINGLEY ROAD, FLITWICK ROAD AND FORDFIELD ROAD IN FLITWICK AND STEPPINGLEY**

Reason for proposal: The proposed Order is considered necessary for avoiding danger to persons or other traffic using the road and for preventing the likelihood of any such danger arising. The proposed 30mph speed limit will cover that length of Froghall Road where a residential and commercial development and associated highway improvements, including traffic calming, are proposed. Due to the construction of the Steppingley Road/Fordfield Road/Flitwick Road/Fordfield Road roundabout and adjacent development, a 40mph speed limit is considered to be more appropriate than the national speed limit.

Effect of the Order:

**To introduce a 30mph Speed Limit on the following length of road in Flitwick and Steppingley:-**

1. Froghall Road, from a point approximately 80 metres north-east of the centre of the railway bridge extending in a south-westerly direction to a point approximately 158 metres north-east of the centre of the Steppingley Road/Fordfield Road/Flitwick Road/Froghall Road roundabout junction.

**To introduce a 40mph Speed Limit on the following lengths of road in Flitwick and Steppingley:-**

1. Froghall Road and Flitwick Road, from a point approximately 158 metres north-east of the centre of the Steppingley Road/Fordfield Road/Flitwick Road/Froghall Road roundabout junction extending in a south-westerly direction to a point approximately 187 metres south-west of the centre of the Steppingley Road/Fordfield Road/Flitwick Road/Froghall Road roundabout junction.
2. Steppingley Road and Fordfield Road, from a point approximately 89 metres south-east of the centre of the Steppingley Road/Fordfield Road/Flitwick Road/Froghall Road roundabout junction extending in a north-westerly direction to a point approximately 235 metres north-west of the centre of the Steppingley Road/Fordfield Road/Flitwick Road/Froghall Road roundabout junction.

Further Details may be examined during normal opening hours at Flitwick Library, Coniston Road, Flitwick MK45 1QJ or online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://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](mailto:centralbedsconsultation@amey.co.uk) stating the grounds on which they are made by 7 January 2014.

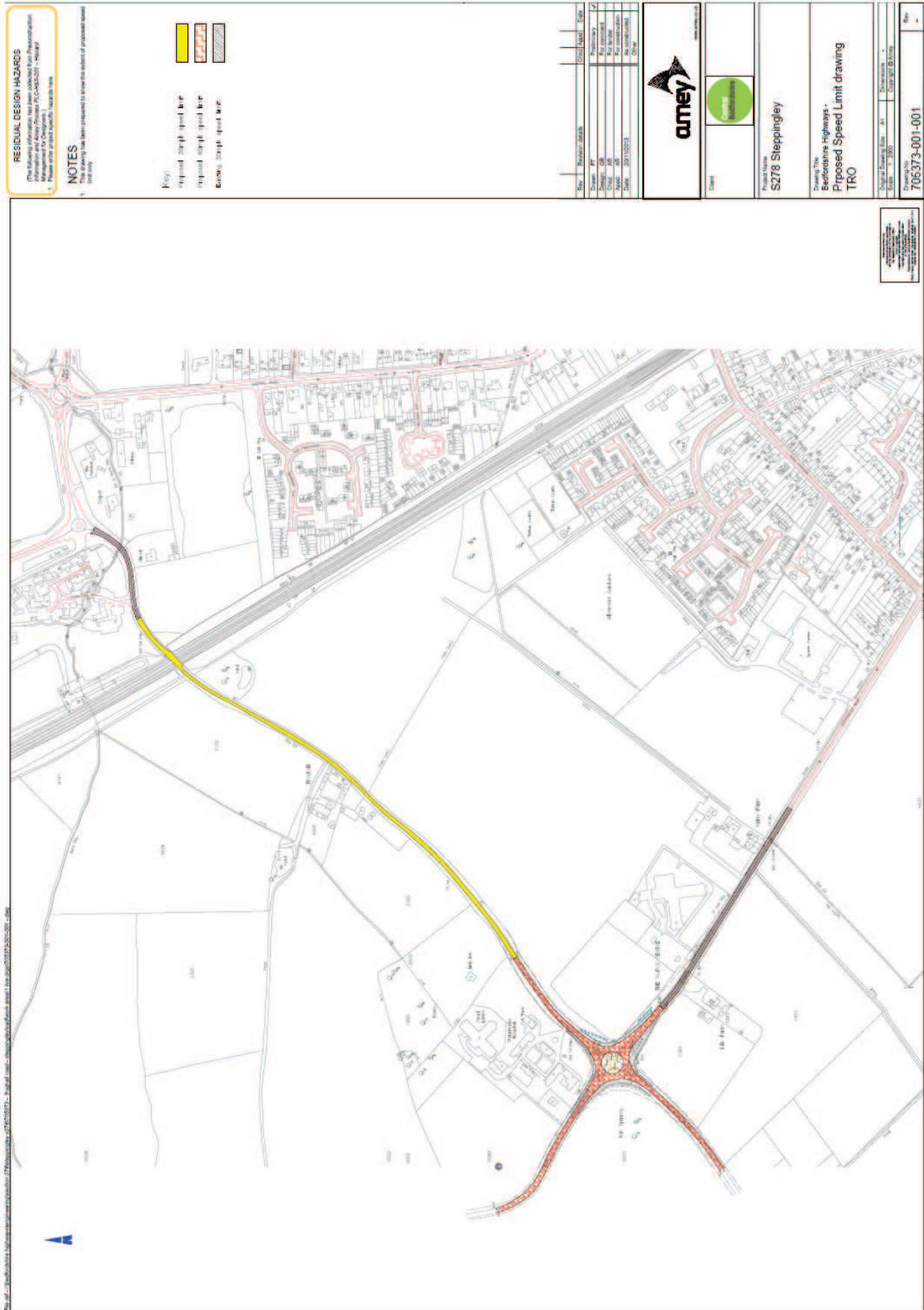
Order Title If made will be "Central Bedfordshire Council (30mph and 40mph Speed Limits) (Froghall Road, Steppingley Road, Flitwick Road and Fordfield Road, Flitwick and Steppingley) Order 2014"

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG1917 5TQ

Marcel Coiffait  
Director of Community Services

5 December 2013

Appendix D





## Appendix E

I cannot agree with any of this. I thought we had already stated that the current 40mph limit on the roundabout was an error in the first place and would be changed to 30mph which is sensible. It makes no sense to have a speed-calmed 30mph road leading to a 40mph island, where is the logic in that?

Also I would wonder on what basis the 30 limit for Froghall Road is planned in the first place and also what on earth is the point in those draconian traffic-calming measures? This is serious overkill & over-engineering.

No, I will not & cannot support this as it stands.

Cllr Andrew Turner

---

With reference to the proposed 30mph speed limit and traffic calming measures in Froghall Road Steppingley/Flitwick between Steppingley Crossroads and Doolittle Mill, I would like to make the following objections:

### **Object to 30mph speed limit in Froghall Road as an excessive reduction.**

Froghall Road will not, as I understand it, have residential properties fronting it, nor, I believe, will the proposed new estate spread across to the north side of this road (which it would appear would mean little, if any, increased need for pedestrians to cross it). Consequently, it seems to me that the proposed reduction from 60mph to 30mph is excessive.

It is noted that two mini roundabouts will be constructed in Froghall Road, however two new roundabouts have recently been constructed on the Amphthill By-pass without need to reduce the speed lower than 50mph or install speed tables.

I would support an extension of the existing 30mph speed limit from Doolittle Mill as far as a point approximately 50-100m to the west side of the railway bridge, due to pedestrians sharing a confined space under the bridge, the bend east of the bridge and the dip under the bridge, however beyond there to Steppingley Crossroads, 40mph seems to me to be reasonable. Indeed 40mph is deemed reasonable for the new roundabout at Steppingley Crossroads in the same proposed traffic order.

### **Object to aspects of proposed traffic Calming Measures**

No objection to mini roundabouts, however object to these being on raised "tables" and particularly object to the artificial narrowing of the road in four places to one vehicle wide with speed cushions.

Reason. The mini roundabouts and traffic lights under the bridge will, as I see it, provide sufficient traffic calming. The additional measures will deter traffic from using Froghall Road and encourage it instead to use Windmill road which is far less suitable and has fronting properties and parked cars on either side. These measures seem to me to be completely over the top for what will be a spine road with no fronting properties; and is also one of only three east west routes in Flitwick. Furthermore, I personally consider the artificial narrowing of a road to one vehicle wide, without traffic signal control to be in itself dangerous and risk head on crashes as frustrated or inexperienced/careless motorists take risks to save time.

Why is it deemed necessary to do this, when other spine roads in Flitwick, such as Temple Way and Steppingley Road - which actually run directly past infant/junior schools and have

housing fronting them - are not considered to need such measures, or even a zebra crossing outside the school in the case of Temple Way? Surely at this time of austerity, taxpayers money can be spent more wisely?

---

I wish to oppose this proposal on the grounds that the notice is factually incorrect in that the area to be covered by the 30mph limit is greater than stated. Since the notice was written the roundabout near the Rufus Centre has been made a 30mph limit.

I have looked at the proposed speed limits and traffic calming measures in this consultation and do not feel it is worth responding on plans which are fundamentally flawed in the following ways:

1. The roundabout on Froghall and Steppingley roads seems to have disappeared although it is now completed well before the date of the notice.
2. The Speed limit on that roundabout is actually 30 mph not 40 mph unless it is proposed to raise the limit as part of these proposals, in which case it should be clearly stated.
3. Plans for roundabouts and a 30 mph limit seem likely to restrict the speed along this road and much of the traffic calming is actually in areas where any footpath would be behind hedge and not alongside the road, your own drawings also show considerable verge between any footpaths and the road.
4. There is no mention of the environmental impact of cars continually stopping and starting with the pollution that will be caused.
5. The traffic calming is proposed on a road for which you have produced a speed limit change which is itself factually incorrect and should not be allowed to proceed because of that.

Assuming that as usual these comments are totally ignored I would like to oppose the changes as they will deter traffic from using Froghal road and there is no plan for that traffic. It will either go

- via the Millbrook Roundabout causing additional congestion there, or
- via Windmill Road, which is already overloaded and I often see cars driving on the pavement as one side is completely parked up, or
- via the town centre, which is already overloaded for most of the day.

I could support the original proposal of the narrower road at the train bridge with traffic lights and the two raised mini-roundabouts but without the traffic calming.

I understand the issue of danger to mixed users of roads, I would have hoped that the Council would have taken this opportunity to install a cycle route as well as the pedestrian measures, and minimal additional cost.

If there is money for protecting pedestrians it could be far better applied to other areas in Flitwick or Central Beds. For instance I live on Amphill Road and regularly see the dangerous situations as pupils walk to/from local schools on the narrow footpath whilst there is excessive speed by motorists forced to run very close to the curb by parking on the opposite side of the road. It is often made even more dangerous by people parking on the pavements forcing pedestrians to leave the footpath and walk on the road.

---

Appendix F



# Flitwick Town Council

The Rufus Centre, Steppingley Road, Flitwick, Bedford MK45 1AH  
Telephone: (01525) 631900 Fax: (01525) 631903  
Email: info@flitwick.gov.uk website: www.flitwick.gov.uk

Mr G Baldwin  
Bedfordshire Highways  
**Amey**  
Woodlands Annex  
Manton Lane  
Bedford  
MK41 7NU.

Dear Mr Baldwin

## **Froghall Road and Steppingley Crossroads - Proposed Speed Limits and Traffic Calming**

At a recent meeting CBeds Cllr Turner enquired if the Town Council had been asked to comment on the above proposed speed limits and traffic calming measures being considered for Froghall Road and Steppingley Crossroads. CBCllr Turner was advised that no correspondence had been received by the Town Council and a copy was subsequently forwarded by Cllr Turner.

Members of Flitwick Town Council were circulated with the proposals and asked to make any comments and I respond as follows:-

- Concerns regarding the impact these traffic calming measures will have on Windmill Road, as was the case during the installation works for the Steppingley Road Roundabout as this is heavily trafficked and has many problems such as a lot of on street parking.
- Due to the length of Froghall Road it is felt that the two new proposed roundabouts would be adequate and that the additional traffic calming proposals should be withdrawn
- Concerns with regard to access/egress to Steppingley Hospital due proposed increased traffic flow.

Yours sincerely

Carol Carter (Mrs)  
Town Clerk

Town Mayor, Cllr Phillip Thompson  
c.c. Hannah Pattison

Town Clerk - Mrs Carol Carter  
BA (Hons) (Local Policy) PGDip



**STEPPINGLEY PARISH COUNCIL**

*6B HIGHER RADS END*

*EVERSHOLT*

*BEDS MK17 9ED*

Please respond to :

Tel : 01525 280457

email : julie@steppingley.org

6.1.14

Dear Sir,

**RE: 1) Proposed Raised junction tables, speed cushions, kerbed build-outs and traffic calming narrowing, Froghall Road, Flitwick and Steppingley  
2) 30 and 40 mph speed limits**

Steppingley Parish Council ("SPC") makes the following submissions and objections to these proposals:

**Environs generally and night time lighting spillage**

CBC is invited to note that SPC seeks to further the objectives expressed in its Village Design Statement as to the maintenance of the particular rural qualities of this parish. Following survey of the residents, it was established that the majority did not favour the installation of street lighting.

It is hoped that the errors made by CBC in the design of the roundabout, which were fortunately corrected after the same were raised by SPC, will not be repeated in this further proposed development.

The Spinney at the roundabout is the habitat for both a rookery and for amphibious wildlife, specifically newts, toads and frogs.

The 25 road lights originally specified for the roundabout was described by Amey as erroneous and of "motorway standard". SPC is indebted to the work of Mr Robert Ferguson of Amey for working on the redesign of an LED lighting scheme, achieved with only 12 lamps, sympathetic to the location.

The proposed works to Froghall Road must be recognised for what they are, namely a major incursion of urbanisation into what is presently a rural environment – readily demonstrated by presence of Froghall Farm, for example.

It is necessary therefore for all features of any changes to Froghall Road to be conducted so as to be sympathetic to the environment and the wildlife it supports as well as to continue the LED lighting scheme already installed at the roundabout.

It is hoped that in time Flitwick Town Council will replace the inappropriate external lighting at the Rufus Centre, which presently suffers from a night time halo of spilled light, with better designed lighting. It is hoped also that any street lighting to be installed in the new estates will similarly be compliant with best practice.

**Newts**

Crested newts are relatively common in this parish. A survey should be conducted of the areas in question.

**Mini roundabouts and traffic calming measures**

It is appreciated that these are presumably proposed as a matter of policy for access and egress to the proposed housing estate along Froghall Road.

The proposal to install speed bumps assumes irresponsible driving. Such road is however quite short, and not particularly fast even in its present state. It is difficult to see how vehicles would reach any speed posing a significant traffic hazard between the roundabouts.

The additional expense and inconvenience of the inclusion of speed bumps does not appear therefore economically justified at present where public funds are stretched. It would be more appropriate to await a measure of traffic loading from the estate before such measures are included.

**Traffic light scheme at railway tunnel**

There is considerable concern locally as to the proposal to install traffic lights as it is inevitable that substantial tailsbacks of stationary traffic will be caused. SPC asks CBC to consider the alternative of the installation of a prioritised chicane system, such as it presently successfully used in Windmill Road, Flitwick where the road similarly passes under the railway. Again this would be a relatively cheap solution with little maintenance cost.

If it is predicted that traffic loading on Froghall Road will be excessive for a chicane to be used then it is difficult to see that it can be realistic not to "grasp the nettle" now and to proceed to widen the railway bridge as this will inevitably have to be done in the near future. SPC is concerned that traffic loading will be significantly increased when Center Parc becomes operational.

The widening of the railway bridge would perhaps therefore be likely to arise after the construction of the housing estate and would thus be causative of very great disruption at that time. It would clearly make both practical and economic sense to address the matter now. Furthermore, whilst it is recognised that the cost of widening the railway bridge may be substantial, such cost could be raised from the developers of the estate by way of s.106 arrangement.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Hugh Jackson', with a horizontal line above it.

Hugh Jackson  
Chairman

This page is intentionally left blank



---

**Meeting:** Traffic Management Meeting  
**Date:** 20 March 2014  
**Subject:** Westfield Road, Dunstable – Consider Objection to Proposed No Waiting  
**Report of:** Paul Mason, Head of Highways  
**Summary:** This report seeks the approval of the Executive Member for Sustainable Communities - Services for the introduction of No Waiting at any time on lengths of Westfield Road, Dunstable.

---

**Contact Officer:** Nick Chapman  
[nick.chapman@amey.co.uk](mailto:nick.chapman@amey.co.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Dunstable Northfields  
**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal will improve road safety and ensure the safety and punctuality of bus services.

**Financial:**

These works are associated with the Luton-Dunstable busway scheme which is a major LAMP funded scheme.

**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 associated raised tables will improve road safety for all road users, but in particular vulnerable road users, including those travelling to and from the schools.

**Sustainability:**

The proposal will help to ensure that buses run safely and on time, which encourages greater use by the travelling public. Creating a safer street will support and encourage walking and cycling in line with approved CBC policy.

**RECOMMENDATION(S):**

**That the proposals to introduce no waiting at any time in Westfield Road be implemented as published.**

**Background and Information**

1. The level of on-street parking in Westfield Road, particularly at the start and end of the school day, hinders the movement of the larger buses operating the enhanced service in Dunstable. This is the service that utilises the new guided busway and it is critical that this operates in an efficient and timely manner. As a result, it is proposed to prohibit waiting on lengths of Westfield Road, but to compensate for the loss of parking capacity, it is proposed to construct lay-bys wherever space allows.
2. The concern with the revised parking arrangements is that drivers will be presented with a straight road, largely clear of parked vehicles, which is likely to encourage higher speeds. This is obviously not desirable in a residential street that contains a lower school and a nursery. Consequently, to counter that it is proposed to install two raised tables to moderate vehicle speeds and provide informal pedestrian crossing points.
3. The proposal was advertised by public notice in January and February 2014. Consultations were carried out with the emergency services and other statutory bodies, Dunstable Town Council and relevant Elected Members. Residents of Westfield Road were individually informed and notices were displayed on street.
4. One objection has been received. A copy of the correspondence is included in Appendix C. The main points raised are summarised below:-
  - a) The double yellow lines will prevent him being able to park outside his home, particularly when he wishes to carry shopping from the car to his home.
  - b) It is requested that dropped kerbs are provided, so that he can provide off-road parking.
  - c) The yellow lines will result in more parents parking near to his home at the start and end of the school day making it even more difficult to find a parking space.

5. No representations have been received to the proposed raised tables.
6. Bedfordshire Police have been formally consulted as part of the process and have raised no objections to the proposals.

### **Responses and Conclusion**

7. The Highways Team response to the points raised above are as follows:-
  - a) The objector lives near to the junction of Westfield Road and Drovers Way and double yellow lines are proposed immediately outside his home, so he would not be able to park there. However, it is permissible for a car to be parked on double yellow lines for the purposes of loading/unloading and setting down/picking up passengers.
  - b) It is the intention to write to residents of Westfield Road asking if they wish to have a vehicle crossover installed whilst the works are taking place. It is possible to offer them a significant discount on the usual cost due to the fact that footway works will be taking place. However, the frontage of the objector's house lies outside the scope of the works, so it is not possible to offer such a generous discount. It is further complicated by the fact that his home is a flat and the building is surrounded by a sizeable grass area and it is unclear who owns this land. Consequently, it may prove difficult for him to provide off-road parking. However, it seems to be common practise for residents to park on the grass even though, in most cases, there are no dropped kerbs.
  - c) It is likely that on-street parking by parents will be transferred to other roads as a result of the waiting restrictions. However, the length of road outside the objector's house would have yellow lines, so parking should not occur there.
8. In summary, the yellow lines are required to ensure the safe and efficient operation of bus service and wherever possible lay-bys are being provided to offset the loss of parking spaces. In addition, it is expected that many residents will take up the offer of a discounted vehicle crossover, which should increase space for those who need to park on-street. All of the householders living on this stretch of Westfield Road were individually consulted and only one objection was received, which suggests that the majority support the proposal.
9. If the scheme is approved the works are expected to commence during the 2014 Easter school holidays.

### **Appendices:**

- Appendix A – Public Notice for Proposed Road Humps
- Appendix B – Drawing of Proposed Road Humps
- Appendix C – Representations

Appendix A



## PUBLIC NOTICE

### CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME IN WESTFIELD ROAD AND DROVERS WAY, DUNSTABLE

Reason for proposal: The proposed Order is considered necessary for facilitating the passage of buses. The restrictions are intended to keep the road clear of parked vehicles to ensure that the bus service can operate safely and without undue delays. Adjacent lengths of wide footway are being converted to parking bays to provide alternative spaces.

Effect of the Order:

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

1. Westfield Road, north-west side, from its junction with Drovers Way extending in a north-easterly direction to a point approximately 7 metres south-west of the boundary of nos.221 and 223 Westfield Road.
2. Westfield Road, north-west side, from a point approximately 4 metres south-west of the boundary of nos. 215 and 217 Westfield Road extending in a north-easterly direction for a distance of approximately 21 metres.
3. Westfield Road, north-west side, from a point approximately 7 metres south-west of the boundary of nos.193 and 195 Westfield Road extending in a north-easterly direction for a distance of approximately 29 metres.
4. Westfield Road, south-east side, from its junction with Drovers Way extending in a north-easterly direction to a point approximately 33 metres north-east of north-east flank wall of no.189 Westfield Road.
5. Drovers Way, north-east side, from its junction with Westfield Road extending in a north-westerly direction to a point approximately 12 metres north-west of the south-east flank wall of nos.86-92 Drovers Way.

The two length of No Stopping on School Entrance markings Monday to Friday 8am-4.30pm on the above section of Westfield Road will be revoked.

Further Details may be examined during normal opening hours at Dunstable Library, Vernon Place, Dunstable LU5 4HA or online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://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 Transportation Manager, Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail [centralbedsconsultation@amey.co.uk](mailto:centralbedsconsultation@amey.co.uk) stating the grounds on which they are made by 21 February 2014.

Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of South Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.\*) Order 2014"

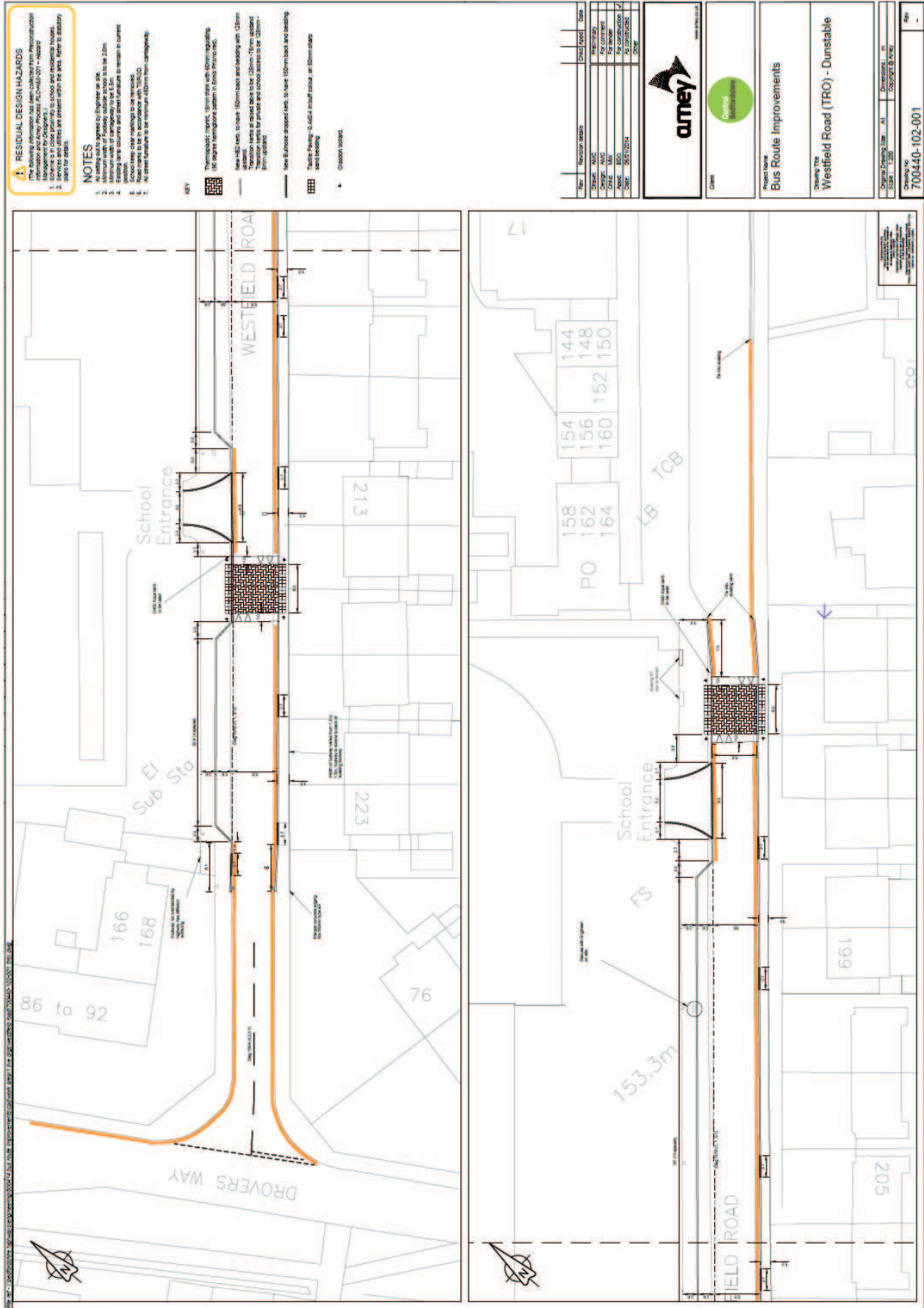
Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG1917 5TQ

Marcel Coiffait  
Director of Community Services

30 January 2014



Appendix B



Appendix C

155997  
AME  
20 FEB 1976  
Drivers Way,  
Dunstable  
Bedfordshire  
LU6 1AW

To whom it may concern,  
I am writing to object about the double yellow lines, you are putting in Westfield Road. I live on the corner of this road near the school. I am a pensioner and it is going to be very awkward for me if I cannot park outside my flat. Especially difficult when I have to carry shopping in. If they are putting new kerbs in when they do the yellow lines, why can I not have a dropped kerb put there so I can put it on the grass and later put paving slabs or a drive on it. As the parents park on my grass when they pick their children up from school, and I can see this getting worse when you do the yellow lines, so I will again have to keep on riding around the block until I can get a space. Or not move my car or go out school times. Waiting to hear from you

---

**Meeting:** Traffic Management Meeting

**Date:** 20 March 2014

**Subject:** Slapton Road, Little Billington - To Consider Representations to Proposed Road Humps

**Report of:** Paul Mason, Head of Highways

**Summary:** This report seeks the approval of the Executive Member for Sustainable Communities - Services for the installation of road humps in Slapton Road, Little Billington

---

**Contact Officer:** Nick Chapman  
[nick.chapman@amey.co.uk](mailto:nick.chapman@amey.co.uk)

**Public/Exempt:** Public

**Wards Affected:** Eaton Bray

**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal will improve road safety.

**Financial:**

The scheme is being funded through the Leighton-Linslade LATP process.

**Legal:**

None from this report.

**Risk Management:**

None from this report.

**Staffing (including Trades Unions):**

None from this report

**Equalities/Human Rights:**

None from this report

**Community Safety:**

The proposal will improve road safety for all road users, but in particular will address local residents' concerns about excessive vehicle speed in Slapton Road.

**Sustainability:**

The proposal will support and encourage walking and cycling in line with approved CBC policy.

**RECOMMENDATION(S):**

**That the proposals to install two road humps in Slapton Road be implemented as published.**

**Background and Information**

1. Billington Parish Council and local residents have for some years been concerned about the speed of traffic using Slapton Road through Little Billington. In recent months the situation has been exacerbated by horse boxes and other larger vehicles passing through to access locations, some of which are sited across the county boundary. Discussions with the Parish Council have taken place to agree a suitable traffic calming scheme.
2. When considering the characteristics of the road and the budget available it has been agreed that two round-top road humps at the location shown on the drawing in Appendix B would significantly reduce vehicle speeds. The road hump locations have been chosen to coincide with street lights, for safety reasons and to avoid the need for additional street lighting upgrades and related costs.
3. The proposal was advertised by public notice in February 2014. Consultations were carried out with the emergency services and other statutory bodies, Billington Parish Council and relevant Elected Members. Residents of Slapton Road were informed and notices were displayed on street.
4. One objection and five representations, one offering support, have been received. Copies of the correspondence are included in Appendix C. The main points raised by the objector are summarised below:-
  - a) For journeys to and from their home they will need to pass over the humps and there are concerns about damage to their vehicle.
  - b) The road humps will not be effective at slowing traffic down because some drivers will drive over them at excessive speeds.
5. The other representations are not opposed to the planned road humps, but ask for more measures to be installed. Two suggest that another hump is required further south on Slapton Road, as you enter the built-up area, possibly near Grovebury Turn. The other two ask for another hump near to the bend adjacent to Rose Cottage.
6. Bedfordshire Police have been formally consulted as part of the process and have raised no objections to the proposals.



## Responses and Conclusion

7. The Highways Team response to the points raised above are as follows:-
  - a) The scheme comprises only two road humps which are not considered to represent a significant hindrance to drivers. They have been designed in accordance with Regulations and published technical guidance. If motorists drive appropriately and at a suitable speed the road humps will not cause any vehicular damage.
  - b) Evidence indicates that physical traffic calming measures are an effective means of reducing vehicle speeds. It is expected that the proposals will moderate the speed of the majority of drivers and hence bring about a noticeable reduction in overall speeds.
8. In response to the other representations; ideally further traffic calming measures would have been proposed, but they had to be tailored to the available budget. However, the proposals are still considered to be proportionate in terms of addressing local concerns about speed, but not creating an unreasonable hindrance to through traffic. Given the number of larger vehicles, including horse boxes, that use the road, more humps located closer to residential premises could be opposed by some people. The bend near Rose Cottage is in itself a slowing feature, so a road hump at that location is not felt to be necessary.
9. In summary, it is considered that the proposed road humps are reasonable and will be effective at addressing local concerns. All of the householders living on this stretch of Slapton Road were individually consulted and only one objection was received, which strongly suggests that the majority support the proposal, albeit some would like to see more done.

## Appendices:

- Appendix A – Public Notice for Proposed Road Humps
- Appendix B – Drawing of Proposed Road Humps
- Appendix C – Representations

Appendix A

# PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

## PROPOSED ROAD HUMPS – SLAPTON ROAD, LITTLE BILLINGTON

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL, in exercise of its powers under Section 90 A-I of the Highways Act 1980 and all other enabling powers, proposes to construct road humps under Section 90 A-I of the Highways Act 1980 and all other enabling powers in Slapton Road, Little Billington. These works are part of a scheme to reduce traffic speeds and create a safer environment for residents.

Road Humps at a nominal height of 75mm and approximately 3.7 metres long, including ramps, extending across the full width of the road, except for drainage channels either side, are proposed to be sited at the following locations in Little Billington:-

1. Slapton Road, at a point approximately 50 metres south of Willow Tree Cottage
2. Slapton Road, at a point approximately 30 metres south of Cape Farm

Further Details a drawing may be examined during normal opening hours at Leighton Buzzard Library, Lake Street, Leighton Buzzard LU7 1RX or online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices).

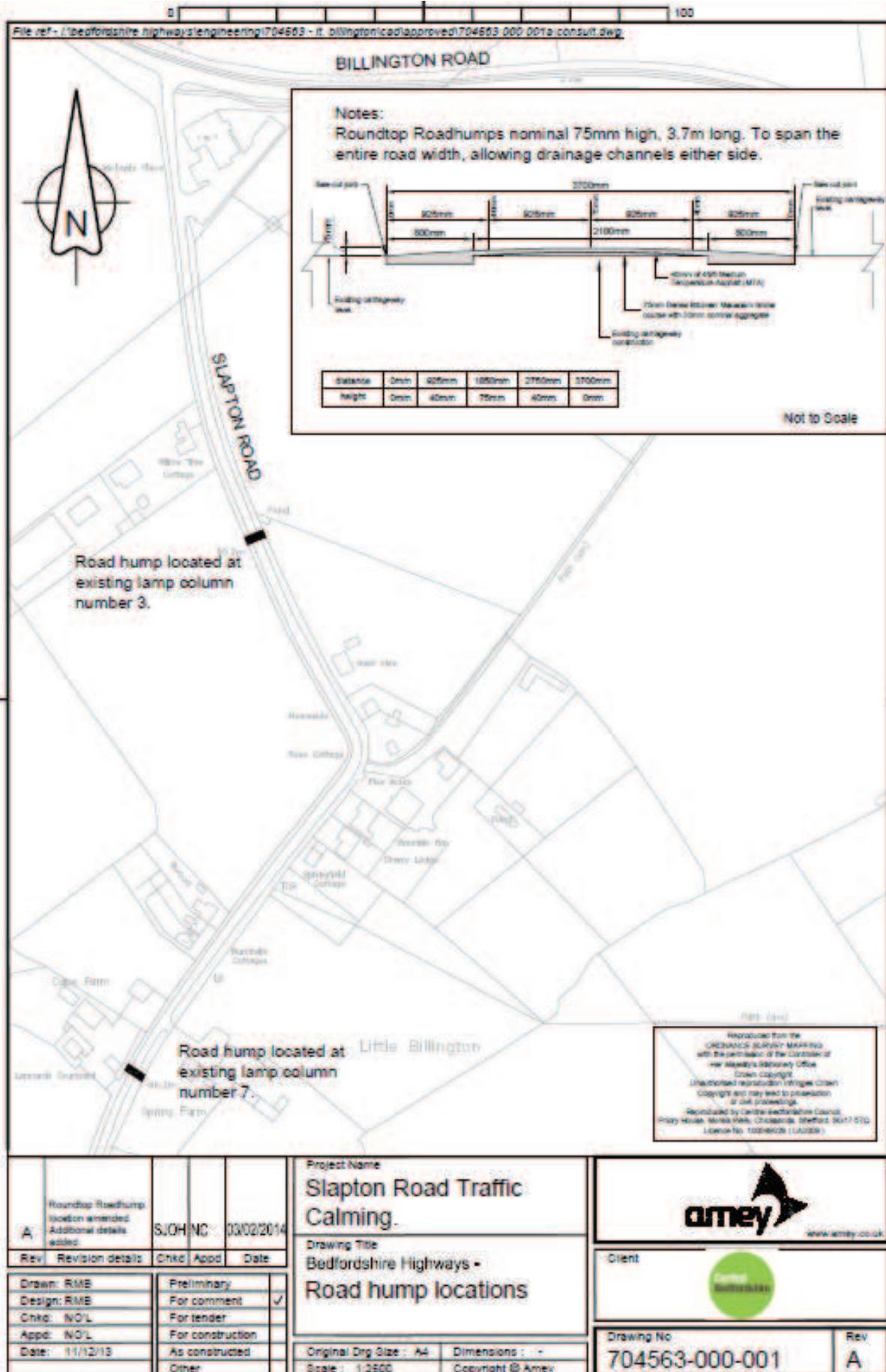
Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail [centralbedsconsultation@amey.co.uk](mailto:centralbedsconsultation@amey.co.uk)  
18 February 2014.

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG1917 5TQ

Marcel Coiffait  
Director of Community Services

4 February 2014

Appendix B



## Appendix C

I feel it is a complete waste of money to install road humps in Slapton Road. As one of the oldest residents in the village and living over the hill it will mean that for each journey to Leighton I will have to travel over both the humps each way, and I have already had to have suspension springs replaced on my car at a cost of £100's due to the humps in Leighton & Linslade. It will do nothing to address the excessive vehicle speeds of the Travelling Community because they have humps on their own lane leading to the pitches and any observer hearing their screeching brakes, will see that it does nothing to slow them but the increase in noise levels as their lorries with their contents bump over them is very disturbing. The real problem in the village are the horse boxes and they are not speeding but again the noise disturbance and the massive wear & tear on the road surface plus having to constantly back-up to pass them on the hill can be very dangerous and a motor cyclist recently had his bike written off by an AA van that reversed without warning because a horse box was coming down the hill. The owner of the equestrian centre in Bucks refuses to request his clients to turn right from the centre to gain access to the by-pass because it would disturb the Slapton residents and he does not want to upset them, yet Bucks benefits from the rates he pays not Beds.

I would be most grateful if you could check the records as I seem to remember that speed humps were installed many years ago in the village and then removed, please do not waste our money there must be a way of getting the guidance systems to direct the horses boxes to use the alternative route or to put up signs on the bypass directing them to Slapton. The least expensive solution is a weight restriction.

---

I attach an example of why a third speed bump is needed further south on Slapton Road on the approach into Little Billington from Slapton to make the traffic calming measures effective, ideally, somewhere, perhaps halfway between, Spring Meadow and Grovebury Turn. This photo was taken this morning. The driver clearly lost control as he approached the bend too fast evidenced by a trail of debris and tyre marks on the verge as he approached. He was lucky not to hit the telegraph pole (just out of shot).

---

The travellers turned up in force to heave the vehicle out of the ditch and kindly left 3 pieces of the front end of the car in our side of the ditch.....

I said to xxx and the PC that we needed calming further up the road - I know it might cost for another light but in the grand scheme of things it is nothing.

Many incidents and near misses go unrecorded, as would this one, had you not been around. It is time the nettle was grasped.....

We have always been of the opinion that a road hump should be on the straight part of road near the start of the 30mph limit to slow drivers down as they approach Grovebury Turn and the right hand bend (from Slapton direction) and to discourage those travelling in the other direction from accelerating away from the bend. This particular driver was travelling at speed downhill as do so many others. If there had been a hump the driver would have had to slow down and would not have ended up in the ditch.....lucky nobody was walking to Grovebury Turn as they could have been badly injured or worse. We do not exaggerate the issues we have at this location.....so many near misses.....and it will only get worse, so hope you will re-think this.

Surely better to put in another street light and move the 30mph sign further up the hill before there is a fatality.

---

We were very disappointed to see the proposals, which still appear unsuitable despite the prior consultation.



The main issue for us, which we understood that the humps were intended to address, is that cars are driven around the corner in the village dangerously fast - we have frequently witnessed cars sliding sideways, wheels screeching. The corner is blind so it seems that there is the potential for an accident with a car coming in the other direction, as well as a risk that a car ends up in our front garden (which we understand happened many years ago).

The speed humps proposed seem to be located far too far from the corner itself to ease this problem. In our view, the humps should be closer to West View (to the north) and Springfield Cottage (to the south). Where they are proposed they would leave time for cars to accelerate before the corner in either direction, defeating the object of the exercise.

We should be grateful if you would give consideration to the above. We would be happy to discuss this if that would be helpful.

---

I note the proposed positions of the speed humps and I'm left wondering why they are so far apart. I can understand why you would put one outside Spring Farm slowing traffic down before the bend, but there seems to be no provision for humps from Rose Cottage corner through the village to the Spring Farm hump. Therefore nothing to calm traffic racing through the village and no hump to calm traffic entering the Rose Cottage corner. A sharper corner than the one at Spring Farm I might add. At the moment with only 2 humps proposed it will create a challenge for the less considerate motorists in the community to put their foot down once they've got over the Spring Farm hump and accelerate at full speed up to Rose Cottage corner, creating unwanted traffic noise outside our houses and increasing the chance of accidents.

I propose therefore, that the council consider one more hump around the middle of the village where there is streetlighting, and would calm traffic which surely is the object of the exercise.

I would also ask the council to note that there has been a huge increase in the number of very large horseboxes travelling through the village to and from Bury Farm in Slapton. It is only a matter of time before a car travelling at speed towards Rose Cottage corner meets a horsebox coming round at the same time. An accident waiting to happen I suggest!

One more hump would prevent that, and calm traffic where it's most needed.

This page is intentionally left blank

---

**Meeting:** Traffic Management Meeting  
**Date:** 20 March 2014  
**Subject:** Footway, Station Road Sandy – Petition Requesting Footway Widening  
**Report of:** Paul Mason, Head of Highways  
**Summary:** This report presents representations received requesting that the footway outside The Bell public house in Station Road be widened to improve conditions for pedestrians and other vulnerable road users.

---

**Contact Officer:** Nick Chapman  
Nick.chapman@amey.co.uk  
**Public/Exempt:** Public  
**Wards Affected:** Sandy  
**Function of:** Council

#### **CORPORATE IMPLICATIONS**

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

##### **Financial:**

There is currently no funding allocated to this scheme.

##### **Legal:**

This may require a legal agreement with Greene King brewery.

##### **Risk Management:**

None from this report

##### **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):**

- 1. That the Executive Member for Sustainable Communities - Services note the content of the report and that the lead petitioner be advised accordingly.**

**Background and Information**

1. A petition has been received from residents of Sandy requesting that the Council approach Greene King Brewery to make land available at The Bell PH to allow the existing footway in Station Road to be widened at that location.

**“We the undersigned petition the council to urge Greene King to allow Central Bedfordshire Council to increase the width of the foot way alongside the car park at the Bell Public House in Station Road, Sandy by 0.8 metres. The greater width would enable the Council to improve access by providing a shared path for pedestrians & cyclists. The present width is insufficient for this purpose and especially for the safe passage of mobility scooters and double size buggies”**

2. Station Road Sandy is the main access point to Sandy rail station and the recent construction of a Tesco store has further increased footfall on this road.
3. The footway in Station Road is generally adequate except for the short length fronting the car park of The Bell PH where width is limited.
4. To widen the footway at this point would require a narrow strip of land currently part of the car park and currently owned by Greene King Brewery. Widening would also require the re-siting of a lamp column and the relocation of a telephone pole.
5. Currently no design works have been requested or undertaken on this and therefore there is currently no estimate of the cost of undertaking this work.
6. The petition from the Sandy residents requests that discussions be held with the owners of the land to ascertain if such widening would be possible. This would need to be undertaken prior to any other works being carried out.
7. It is therefore suggested that from this report the appropriate officer of Central Bedfordshire Council be asked to discuss this matter with Greene King brewery to seek agreement in principle for this.
8. There is currently no funding allocated to undertaking any work at this location.