

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



please ask for Martha Clampitt
direct line 0300 300 4032
date 21 May 2014

NOTICE OF MEETING

TRAFFIC MANAGEMENT MEETING

Date & Time

Monday, 2 June 2014 4.00 p.m.

Venue at

Council Chamber, Priory House, Monks Walk, Shefford

Richard Carr
Chief Executive

To: The Executive Member for Community 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	Arlesey Station Western Access Road - Consider Objections to Waiting Restrictions To seek the approval of the Executive Member for Community Services for the introduction of Waiting Restrictions on the Arlesey Station Access Road..	* 5 - 12
3	High Street, Eaton Bray - Consider Objections to Waiting Restrictions and Raised Cushions To seek the approval of the Executive Member for Community Services for the introduction of No Waiting at any time in High Street and School Lane and the installation of Raised Cushions in High Street, Eaton Bray.	* 13 - 32
4	Manor Road, Caddington - Consider Objections to Waiting Restrictions To seek the approval of the Executive Member for Community Services for the introduction of Waiting Restrictions and a One-way traffic order in Manor Road, Caddington	* 33 - 44
5	Hitchin Road, Henlow - Consider Objection to Proposed 50mph Speed Limit To seek the approval of the Executive Member for Community Services for the implementation of a new speed limit in Hitchin Road, Henlow following the receipt of an objection.	* 45 - 50

- 6 **Rural Match Fund Schemes in Ampthill, Maulden and Westoning - Consider Objections to Waiting Restrictions and Road Humps** * 51 - 68

To seek the approval of the Executive Member for Community Services for the introduction of Waiting Restrictions in Ampthill and Maulden and Road Humps in Westoning.

- 7 **Petitions submitted to Central Bedfordshire Council** * 69 - 82

To receive petitions submitted to Central Bedfordshire Council and determine a way forward.

1. Windsor Avenue, Leighton Buzzard
2. St John's Street, Biggleswade
3. Sundon Lower School
4. Glebe Avenue and Lyall Close, Flitwick
5. Brookes Road area, Flitwick
6. Brook Close, Dunstable

This page is intentionally left blank

Meeting: Traffic Management Meeting

Date: 2 June 2014

Subject: Arlesey Station Western Access Road – Consider Objections to Waiting Restrictions

Report of: Paul Mason, Head of Highways

Summary: This report seeks the approval of the Executive Member for Community Services for the introduction of Waiting Restrictions on the Arlesey Station Access Road.

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 maintain the free flow of traffic.

Financial:

These works are being funded via a section 278 agreement relating to the construction of a car park that is intended for use by railway passengers.

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 proposed new parking arrangements should maintain the movement of traffic.

Sustainability:

None from this report.

RECOMMENDATION(S):

That the proposals to introduce No Waiting at any time be implemented as published.

Background and Information

1. A private developer has built a new car park on land to the west of Arlesey Station and as part of the planning consent there was a requirement to introduce waiting restrictions on the access road. The car park is a valuable asset as it will provide significant additional parking capacity for railway commuters, which will reduce the numbers of commuters seeking free on-street parking in Arlesey's residential roads.
2. The waiting restrictions are required as the access road is narrow and on-street parking impedes traffic travelling around the loop road. There is a caravan park located off the loop road, so larger vehicles do need to use the road. In addition, if significant numbers of drivers were able to park along the access road, it would reduce the commercial viability of the car park.
3. The waiting restrictions have been introduced on a phased basis over the past few years to allow some on-street parking before such time as the car park is fully open. It was felt that allowing some parking to take place would reduce the number of people parking in residential streets in Arlesey. The car park is now fully operational, so the final phase of the waiting restrictions needs to be implemented, which would prohibit parking on the entire length of the access road. The drawing shown in Appendix B shows the final length of double yellow lines that are the subject of this report. The other yellow lines shown have already been implemented.
4. The proposal was advertised by public notice in February and March 2014. Consultations were carried out with the emergency services and other statutory bodies, Arlesey Town Council and relevant Elected Members. Public notices were displayed on street.
5. Two objections have been received. A copy of all correspondence is included in Appendix C. The main points raised are summarised below:-
 - a) The waiting restrictions are not needed because vehicles, including car park construction vehicles, have been able to proceed along the access road with the parked cars in place.
 - b) The restrictions will effectively force people to pay to park near the station.
 - c) The car park has already flooded, so is not a suitable place for drivers to leave their vehicles.

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

Responses and Conclusion

7. The Highways Team response to the points raised above are as follows:-
 - a) At the present time, cars left on that length of the access road where the double yellow lines are proposed are parked partially on land adjacent to the road, rather than fully on the road itself. There are plans to improve the verge adjacent to the road, including raising the height of it, so any cars parked there when the work is complete would impede through traffic.
 - b) The car park is a valuable asset in the respect of providing a significant number of parking spaces which should reduce the number of cars being parked in residential streets, which irritates residents. The substantial financial outlay needs to be recovered by the developer, although car parking charges will be lower than those at the car park provider by the railway operator.
 - c) Issues relating to flooding of the car park and other planning matters are not directly relevant to the publication of the waiting restriction proposals. However, the car park owner claims that on the day the car park flooded, the area experienced extremely wet weather, as did much of the UK. This is unlikely to be repeated on a regular basis.
8. In summary, the waiting restrictions are considered necessary to ensure that traffic using the access road is not impeded and to encourage greater usage of the purpose-built car park.
9. If the restrictions are approved the works are expected to take place within a few weeks.

Appendices:

- Appendix A – Public Notice of Proposals
- Appendix B – Drawing of Proposals
- Appendix C – Representations

Appendix A

PUBLIC NOTICE



**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING
AT ANY TIME ON THE WESTERN ACCESS LOOP TO ARLESEY RAILWAY STATION**

Reason for proposal: The access road is narrow and any on-street parking has the potential to hinder the movement of traffic, particularly larger vehicles. Parking on most lengths of this road is already prohibited and the current proposal is to prohibit parking on the remaining length where it is still permitted.

Effect of the Order:

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

Western Access Loop Road to Arlesey Railway Station, south side, from a point approximately 78 metres west of the south-east corner of the station car park extending in a westerly direction for a distance of approximately 90 metres.

Further Details may be examined during normal opening hours at Arlesey Library, High Street, Arlesey SG1 6SN 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 Transportation Manager, Central 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 25 March 2014.

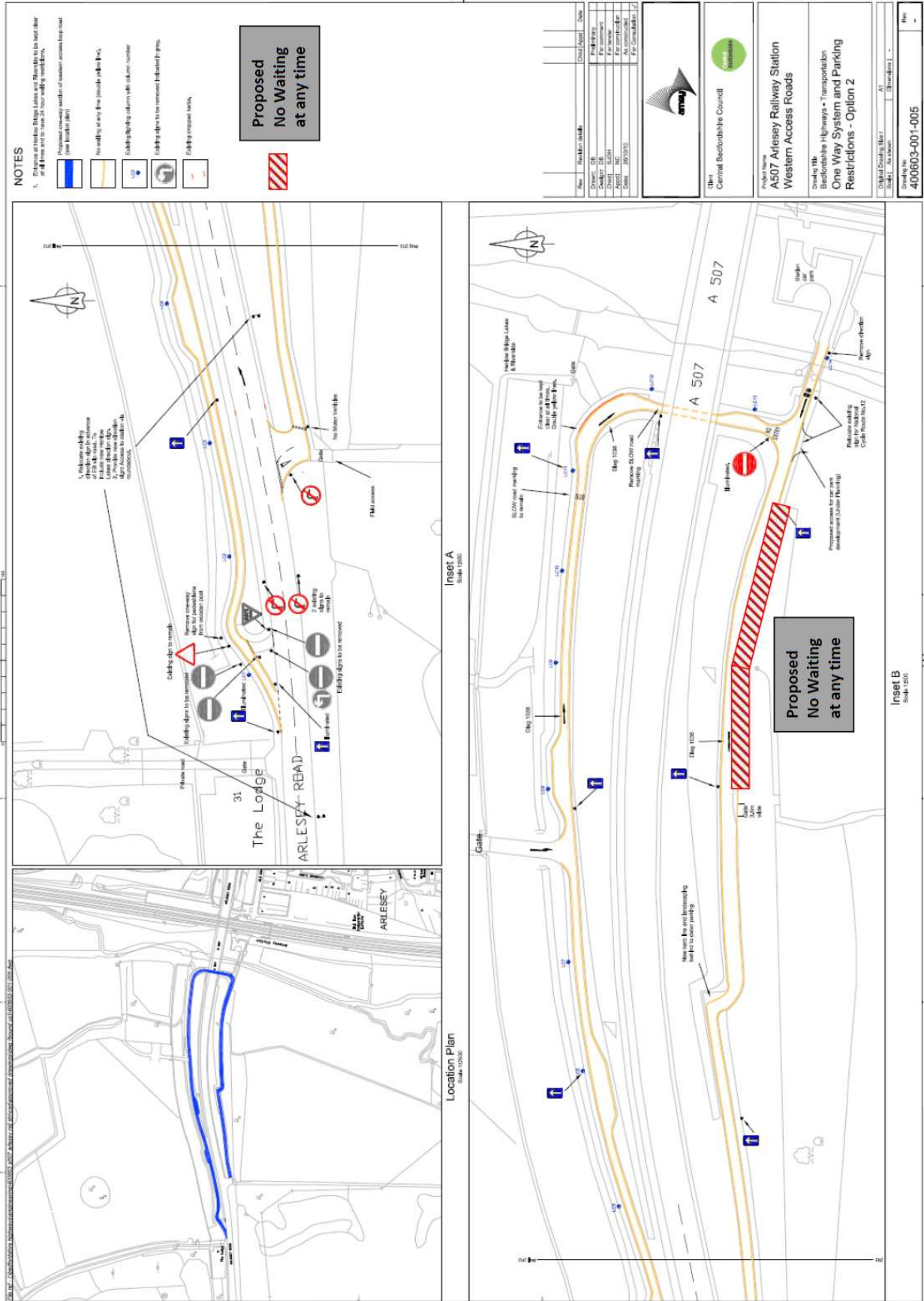
Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of Mid/South Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 201**"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

28 February 2013

Appendix B



Appendix C

I am writing regarding the recent notification of potential further road parking constraints at Arlesey station.

I am objecting to the proposal in the following grounds.

1. The current road provides reasonable access at all times to a variety of vehicles. To prove this there were large construction lorries building the new car park recently and to my knowledge, of parking in the road, no significant difficulties.
2. Cost, current parking is free and I assume the car park will soon be charging fees for the privilege? Both myself and my partner travel independently into London and partly chose our current house due to free parking close to a London mainline. Any subsequent parking charge will severely affect our finances.
3. The car park although only in operation for a few weeks has already suffered severe flooding and accompanying damage to vehicles. When the car park is fully operational I assume there will be responsibility caveats admonishing the car park owner responsibilities? I also understand there were recommendations that the car park should be built on stilts which were ignored.

My strong recommendation would be to use some of the money, soon to be realised by the car park, to upgrade the road to allow for convenient free car parking in the current road. Providing choice to many people needing free parking. While upgrading the drainage facilities to ensure no recurrence of the recent car park flooding.

I await your response but can be contacted on the following to discuss further.

Thank you for coming back to me on my queries. I do wish to object to the proposed waiting and parking restrictions for the western loop at Arlesey Station. My reasons for the objection are outlined below:

- The car park which is the only alternative parking is a flood risk (speaking from personal experience of having 5 inches of water I had to remove from my car at my own cost) and evidence from the Environment Agency website;
- Parking on the western loop on the non-yellow areas presently is not posing any issues as I use this road daily and have experienced no blockages etc; this was exceptionally evident when the new car park was being built and the large industrial vehicles associated with the building site were able to access and egress on this road with no issues and causing no damage to any of the vehicles parked;
- According to the decision notice you sent me, there are a number of conditions of the planning consent that the car park owners have failed to discharge / the council have failed to enforce, and as this includes the parking restrictions, I object that the only condition being actively progressed is that of the parking restrictions (particularly as this is the only one that will actually cause upset and cost for those having to use the car park), the conditions to which I am particularly referring are outlined below:
 - Item 2 - "Details of surface water drainage for the site shall be submitted to and approved in writing by the Local Planning Authority before any work on the site commences. The drainage works shall be constructed in accordance with the approved plans before any part of the development is brought into use. Reason: To ensure that

adequate surface water drainage is provided to prevent water pollution and flooding.”
As the car park experienced significant flooding on Friday 7 February, I can only assume that the drainage works are not suitable or they were not checked.

- Item 3 - “Development shall not be brought into use until the highway scheme for the existing access road to be one way, the introduction of parking restrictions along its length, the widening of the pinch point and measures to prevent right or left turn onto the slop roads for westbound traffic long the A507; right turn from the southern slip road onto the A507; right turn onto the southern slip road for eastbound traffic along the A507 has been fully implemented in accordance with details to be provided by the highway authority. Reason: In the interest of highway safety.” As the car park is ‘in use’ and the only aspect of the above condition being progressed is the parking, as per my above point, cost to those using the car park and clearly not their safety (the reason for this condition as a whole), appears to be the only concern. This is not acceptable as none of the other aspects of this condition have been completed or even commenced and the car park is already in use; a breach of planning conditions.

I understand that my objection is likely to have little to no impact on the proposed changes to the western loop but I wished to express my object and reasons behind it, just in case.

This page is intentionally left blank

Meeting: Traffic Management Meeting
Date: 2 June 2014
Subject: High Street, Eaton Bray – Consider Objections to Waiting Restrictions and Raised Cushions
Report of: Paul Mason, Head of Highways
Summary: This report seeks the approval of the Executive Member for Community Services for the introduction of No Waiting at any time in High Street and School Lane and the installation of Raised Cushions in High Street, Eaton Bray

Contact Officer: Nick Chapman
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 by prohibiting parking near to the High Street/School Lane junction and reducing traffic speeds.

Financial:

These works are being funded through the Safer Routes to Schools, Walking and Cycling element of the Highways capital programme.

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 proposals will improve road safety particularly for vulnerable road users.

Sustainability:

None from this report.

RECOMMENDATION(S):

- 1. That the proposal to introduce No Waiting at any time be implemented as published.**
- 2. That the proposal to install two Raised Cushions be implemented as published.**

Background Information

1. The scheme has been developed as part of the highways improvement measures outlined in the Chiltern area Local Area Transport Plan (LATP). This document which was widely consulted upon states:
2. *“Traffic and speeding has been highlighted as a growing issue for the villagers particularly with regards to accessing the local primary school which is due to increase provision over the forthcoming months”.*
3. The LATP also identifies that *“the main issues in Eaton Bray are centred on the High Street where residents have raised concerns about speeding traffic, vehicles mounting the pavement and inadequate crossing facilities particularly on the route to school”.*
4. These issues were raised by Eaton Bray Parish Council and local MP Andrew Selous as part of the LATP consultation process.
5. The site is on a well-used walking route to and from Eaton Bray Academy. It is also an essential part of the pedestrian route through the village.

Scheme Proposal

6. The level of on-street parking near to the junction of High Street and School Lane is relatively high due to the nearby shops and school. In addition there are concerns about the speed of traffic on this length of the High Street. These issues are compounded by the level of pedestrian activity and traffic at the start and end of the school day.
7. The proposal is to introduce No Waiting at any time at the junction of High Street and School Lane. The restrictions have been kept to a minimum to ensure that they do not create an undue inconvenience to nearby shopkeepers and residents. The raised cushions should bring about a beneficial reduction in traffic speeds, whilst not creating a significant hindrance to larger vehicles.

8. The proposal was advertised by public notice in February and March 2014. Consultations were carried out with the emergency services and other statutory bodies, Eaton Bray Parish Council and the relevant Elected Member. Residents and businesses were individually informed and notices were displayed on street.

Statutory Consultation Responses

9. A total of 16 representations have been received. Some of those who responded are opposed to both elements of the scheme and others have mixed views. Of the representations received, 13 are opposed to the waiting restrictions and 8 are opposed to the raised cushions. 2 of those who responded support the scheme. A copy of all correspondence is included in Appendix C. The main points raised by the objectors are summarised below:-
 - a. There are no parking issues at the High Street/School Lane junction and parents tend to drive down to the school and park there.
 - b. The waiting restrictions will have a negative impact on the nearby shops.
 - c. The restrictions will lead to transference of parking to adjacent streets.
 - d. If restrictions are required they do not need to be in force at all times.
 - e. There is no demonstrable case for traffic calming measures, including no record of injury collisions. They are not needed because parked cars, bus stops and existing traffic signage already slow traffic.
 - f. The raised cushions will create noise and pollution with drivers accelerating and decelerating. The raised cushions will damage vehicles and nearby buildings.
10. Bedfordshire Police have been formally consulted as part of the process and have raised no objections to the proposals.

Responses

11. The Highways Team response to the points raised in paragraph 4 above are as follows:-
 - a. Some parking does take place at the junction and the proposed restrictions would ensure that there was a clear area to improve inter-visibility between pedestrian and drivers.
 - b. The proposed restrictions would not extend across the frontage of either of the businesses. The restrictions have been designed in such a way that it would minimise the inconvenience to customers that drive to the shops whilst providing the adequate pedestrian sightlines for pedestrian journeys to and from school. Delivery vehicles should not be unduly inconvenienced as they are permitted to stop on the double yellow lines for essential loading/unloading purposes.

- c. The restrictions cover a relatively short stretch of road, so any migration of parking to adjacent streets is expected to be minimal.
- d. The restrictions cover lengths of road at the junction of High Street and School Lane where parking should not take place at any time in the interests of road safety. In addition, double yellow lines are more readily understood than a timed single yellow lines restriction and compliance is likely to be higher.
- e. Although this location does not have a history of injury collisions a reduction in vehicle speeds is clearly desirable on a length of road near to a school where, particularly at certain times of the day where activity of pedestrians and vulnerable road users is high.

It is accepted that parked cars and other vehicles are likely to bring about a reduction in vehicle speeds; however they are not always present and cannot be relied upon as permanent traffic calming measures.

The implementation of raised speed cushions will offset any marginal increase in speed that might occur due to the double yellow lines.

- f. It is accepted that raised features can result in additional traffic noise, primarily due to adjustments in vehicle speeds, although this is expected to be marginal.

Any increase in pollution would be negligible and may well be offset by a general reduction in speed brought about by the raised cushions. The cushions have been designed in accordance with Regulations and published technical guidance. If motorists drive appropriately and at a suitable speed the cushions will not cause any vehicular damage.

There is no evidence to suggest that raised features damage nearby buildings.

Conclusion

- 12. In summary, the raised cushions will bring about a reduction in vehicle speeds which is desirable in an area where pedestrian activity is reasonably high. Any negative outcomes are likely to be negligible. It is accepted that some businesses and residents will be inconvenienced and there will be some displacement of parking to adjacent roads, but this is expected to be relatively minimal. Consequently, it is recommended that the scheme is implemented as published.
- 13. If the scheme is approved the works are expected to take place during the current financial year.

Appendices:

- Appendix A – Public Notices of Proposal
- Appendix B – Village Plan
- Appendix C – Drawing of Proposals
- Appendix D – Representations

Appendix A

PUBLIC NOTICE



**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE
NO WAITING AT ANY TIME ON HIGH STREET AND SCHOOL LANE, EATON BRAY**

Reason for proposal: The proposed Order is considered necessary for avoiding danger to persons or other traffic using the road and for preserving or improving the amenities of the area through which the road runs. The restrictions are intended to keep the junction of High Street and School Lane clear of parked vehicles, particularly at the start and end of the school day. The proposals are part of a safer routes to school scheme, which is intended to improve road safety near to the school and encourage more pupils to walk to school.

Effect of the Order:

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

1. High Street, both sides, from a point in line with the boundary of nos.98 and 100 High Street extending in an easterly direction to a point in line with the boundary of no.100b and 102 High Street
2. School Lane, both sides, from its junction with High Street to a point in line with the boundary of no.83 High Street and no.1 School Lane

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. 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, Central Bedfordshire Highways, Woodlands Annexe, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk stating the grounds on which they are made by 14 March 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

20 February 2014

PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED RAISED CUSHIONS – HIGH STREET, EATON BRAY

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 raised cushions under Section 90 A-I of the Highways Act 1980 and all other enabling powers in High Street, Eaton Bray. The proposed measures are designed to reduce vehicle speeds and create a safer environment for all road users, including pedestrians travelling to and from Eaton Bray Academy.

Raised Cushions at a nominal height of 75mm, each cushion approximately 1.9 metres wide and 3 metres long, installed in sets of two cushions, are proposed to be sited at the following locations in Eaton Bray:-

1. High Street, at a point approximately 35 metres west of its junction with School Lane.
2. High Street, at a point approximately 58 metres east of its junction with School Lane.

Further Details a drawing may be examined during normal opening hours at Dunstable Library, Vernon Place, Dunstable LU5 4HA or online at www.centralbedfordshire.gov.uk/publicstatutorynotices.

Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annexe, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk by 14 March 2014.

Priory House
Monks Walk
Chicksands
Shefford SG1917 5TQ

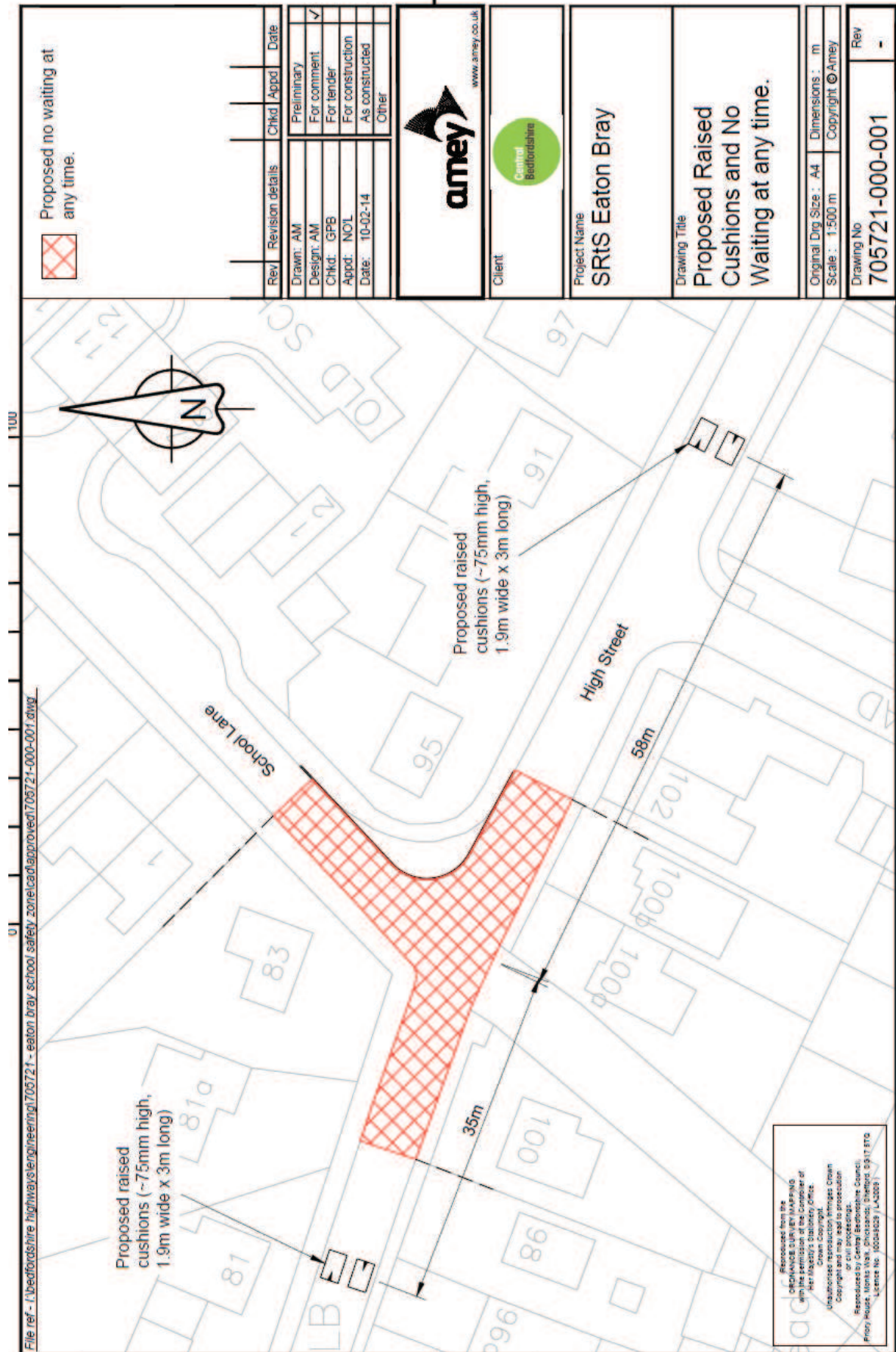
Marcel Coiffait
Director of Community Services

20 February 2014

Appendix B



Appendix C



Appendix D

I am writing to object to the proposed alterations on Eaton Bray High Street/School Lane junction.

1)I have lived in Perry Mead, Eaton Bray for 15 years now and have never been aware of busy parking in this area at school times. The people who do drive **will always drive** up to the school area and use the car park in or next to the school. You will not be discourage anybody to forego the use of their car by this no waiting proposals.

2)We have a successful local shop and Butcher that depend on passing vehicles for trade. We live in a village, not a town and yet these 2 businesses manage to survive on both their good products/service and the fact that people are able to drive to these 2 local shops from far and near keep them surviving in this harsh economic environment. Car parking restrictions such as these do **NOT belong** in a village with 2 shops. How can you justify the threat to these 2 shops that they will survive?

3) If these proposals go ahead, what do you intend to do to control the parking of cars that WILL still take place? Perry Mead, which is only just outside the waiting area, is a Private un-adopted Road and the parking of cars is not allowed at any time and yet by imposing parking restrictions, you will be encouraging drivers to look elsewhere to park, and Perry Mead is one of the closest roads so all you will be doing is moving the parking elsewhere.

4)The proposed Raised Cushions are NOT needed to slow down traffic, the parking of cars does that naturally. Again, this is a Village, not a busy Town and we do not have racing drivers along the high street thanks to the same parked cars that you propose to disallow. The raised cushions would increase noise and pollution by making the cars slow down and accelerate gain, this has been proved in many areas and I do not wish to have that increase in noise and pollution where I live.

5) You state that "The proposals are part of a safer routes to school scheme, which is intended to improve road safety near to the school and encourage more pupils to walk to school." The School is at the top of School Lane, not at the junction of the High Street. This proposal WILL NOT encourage more pupils to walk to school, as the resulting raised cushions will only impede traffic flow at busy times, therefore making the High Street even more dangerous. If you are truly trying to improve road safety, and not just impede drivers, then install a Pedestrian crossing. The raised cushions **will not** create a safer environment.

6) It amazes me that the Council can waste so much money on frivolous schemes like this when the entire County road network is falling apart, there are enough Pot Holes in the village alone to keep the workmen busy if you need to find them some work.

7) I am not aware of any pedestrian injuries at this junction in the recent past, so could you please tell me the justification for this proposal?

I look forward to your replies

I write to register my strong objection to this ludicrous proposal to implement 'no waiting' in High Street Eaton Bray. This will have no affect other than to close down all the very valued shops in the high street. I can only assume, that Central Bedfordshire Council's highways department, still flushed with success from their recent destruction of Dunstable with their ill-conceived and highly dangerous road layout around Asda's have now set their sights on Eaton Bray! I simply cannot believe the utter incompetence and stupidity of those in charge of highways and I find it staggering that nobody has been held criminally responsible for the chaos imposed on Dunstable. Please do not bring the same stupidity to Eaton Bray. The village currently has several thriving shops and businesses and we would very much like to keep it like that. I do not believe that there have been any recent accidents as a result of parking in the high street and

don't believe that anyone has complained about it. If you want to find something to spend our money on, why don't you start with all the pot holes!

I am writing to object to the proposed alterations on Eaton Bray High Street/School Lane junction.

1) I have lived in Perry Mead, Eaton Bray for 15 years now and have never been aware of busy parking in this area at school times. The people who do drive will always drive up to the school area and use the car park in or next to the school. You will not be discourage anybody to forego the use of their car by this no waiting proposals.

2) We have a successful local shop and Butcher that depend on passing vehicles for trade. We live in a village, not a town and yet these 2 businesses manage to survive on both their good products/service and the fact that people are able to drive to these 2 local shops from far and near keep them surviving in this harsh economic environment. Car parking restrictions such as these do NOT belong in a village with 2 shops. How can you justify the threat to these 2 shops that they will survive?

3) If these proposals go ahead, what do you intend to do to control the parking of cars that WILL still take place? Perry Mead, which is only just outside the waiting area, is a Private un-adopted Road and the parking of cars is not allowed at any time and yet by imposing parking restrictions, you will be encouraging drivers to look elsewhere to park, and Perry Mead is one of the closest roads so all you will be doing is moving the parking elsewhere.

4) The proposed Raised Cushions are NOT needed to slow down traffic, the parking of cars does that naturally. Again, this is a Village, not a busy Town and we do not have racing drivers along the high street thanks to the same parked cars that you propose to disallow. The raised cushions would increase noise and pollution by making the cars slow down and accelerate gain, this has been proved in many areas and I do not wish to have that increase in noise and pollution where I live.

5) You state that "The proposals are part of a safer routes to school scheme, which is intended to improve road safety near to the school and encourage more pupils to walk to school." The School is at the top of School Lane, not at the junction of the High Street. This proposal WILL NOT encourage more pupils to walk to school, as the resulting raised cushions will only impede traffic flow at busy times, therefore making the High Street even more dangerous. If you are truly trying to improve road safety, and not just impede drivers, then install a Pedestrian crossing. The raised cushions will not create a safer environment.

6) It amazes me that the Council can waste so much money on frivolous schemes like this when the entire County road network is falling apart, there are enough Pot Holes in the village alone to keep the workmen busy if you need to find them some work.

7) I am not aware of any pedestrian injuries at this junction in the recent past, so could you please tell me the justification for this proposal?

I look forward to your replies

I am writing to express my views on the proposed raised cushions and No Parking Area in the High Street Eaton Bray.

I understand the requirement to improve safety and support the use of raised cushions to slow traffic down in the High Street and support this. However I am very concerned the proposed area of No Parking will have a serious detrimental impact on the local shops and for this reason cannot support the No Parking zone. Surely the needs of local business, that provide such valuable amenities for the village, need much more serious consideration and consultation.

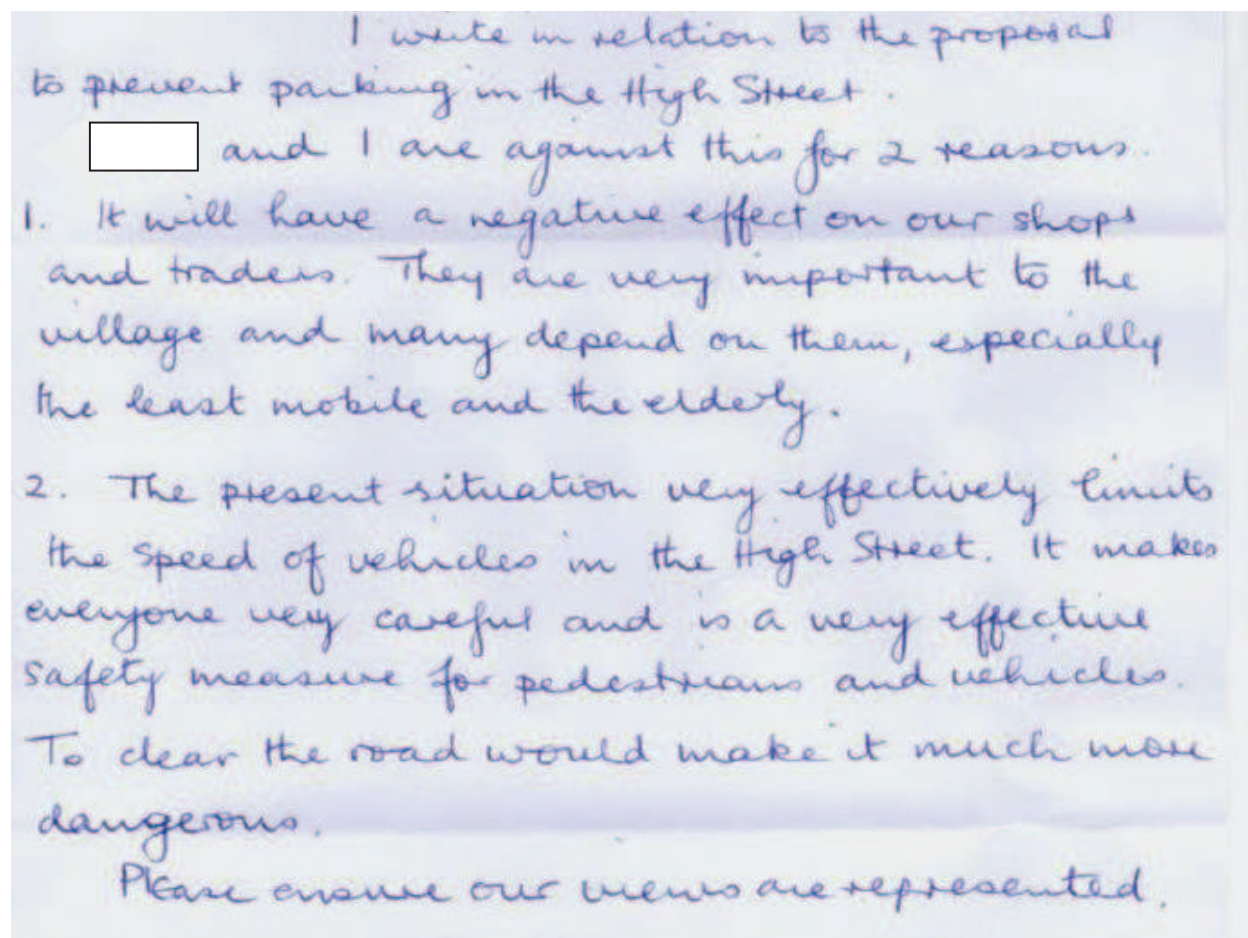
Furthermore older people and disabled people will be at a serious disadvantage when shopping.

Have there been any approaches to the school to implement a Walk to School scheme (similar to the one operated in nearby Edlesborough) ? This would surely help to ease the problems of the traffic that is going to and from the school? Furthermore could there be any possibility to employ a traffic person (lollipop man/woman) that could further enhance children walking to school safely?

As a result of the proposals for a no waiting area and speed humps I would make the following points:

- Has any thought been given to the impact on the two shops directly affected? Will this mean that parking in the High St will move outside the controlled area? If so what is the improvement?
- Who is going to police the waiting restrictions?
- Agreed that speeding in the High St is a problem, particularly at peak times. I believe that if a camera is not an option speed humps should be extended and not just at the junction of School Lane. Further sets close to Roebuck Garage, junction of Wallace Drive, junction of Eaton Park and by the Moor End triangle would help.

I look forward to your comments



I write in relation to the proposal to prevent parking in the High Street.

and I are against this for 2 reasons.

1. It will have a negative effect on our shops and traders. They are very important to the village and many depend on them, especially the least mobile and the elderly.
2. The present situation very effectively limits the speed of vehicles in the High Street. It makes everyone very careful and is a very effective safety measure for pedestrians and vehicles. To clear the road would make it much more dangerous.

Please ensure our views are represented.

I would like to make comment on the above proposals, as below:

Since the introduction of the Leighton Buzzard bypass, the volume of traffic and the incidence of speeding through the village has undoubtedly increased. My concern with the proposals are twofold. Firstly, I am of the opinion that speeding and safety of parishioners will not be addressed by the proposed measures. All that will happen is that traffic will slow momentarily in order to navigate the raised cushions, only to speed off thereafter. Consideration should therefore be given to extending the raised cushions throughout the village from 100 metres before Hawkins Transport to 100 metres past Cafe Masala and furthermore reducing the speed limit to 20 mph.

Secondly, I would question the need for the No Waiting at any time restriction. Children do not attend school before 08.00, or after 18.00 hours and at weekends. The implications of the No Waiting restrictions at all times will deter parishioners from using the local newsagent and butcher. The consequences of loss of customers may well mean closure of these village businesses.

I have noted the proposal to construct Raised Cushions in the High street Eaton Bray, and would comment as follows:

- 1) Raised Cushions are potentially damaging to Vehicles and more especially to Property adjacent to the Highway.
 - 2) The state of the Road Surface, through the High Street and beyond, especially the surface in The Rye, Eaton Bray, is absolutely appalling. The High Street has been in this state for a number of years with no apparent plan for rectification. The danger to Cyclists on this road is very real
 - 3) It is essential that any money available should be spent on rectification work on the Road Surface through the High Street to Totternhoe before any further road imperfections are constructed.
 - 4) The Road Surface, particularly in the Rye, has now developed such dangerous Pot Holes as to constitute a serious risk to vehicular traffic; my own vehicle having suffered severe damage to a front wheel after hitting a pot hole, at least 8" deep, during the hours of darkness.
 - 5) To consider spending more money on 'dubious benefit' projects whilst the state of the roads in Eaton Bray remains in such a dangerous condition displays a complete lack of appreciation of what is required to ensure road safety.
-

With these proposed no waiting at any times have you consulted the small business which have deliveries that need to park in this area. And have you also observed the junction to see how congested it is at the beginning and closing of school time, because I can assure you it is never congested at these times. This whole idea is a waste of money. I have lived in this village my whole life and in school lane and in that time has never been a problem.

Maybe you should talk to us at the butchers who take delivered of beef that weighs in excess of 90kg, how do you expect a driver to walk 200 metres plus with it on his shoulder. So in turn this proposal could well close us.

But thanks for the consultation and the person who sits behind there desk probably never been to Eaton Bray for this useless idea and waste of money. If we have to take wall down to allow 1 more car to park on drive I will park my car there regardless of this stupid idea. And will in courage the delivery drivers in there lorry's to do the same. We should not suffer because of some idiot who has no idea of this village.

I wish to make a number of observations relation to the Public Notice: "Proposed no waiting at any time - High Street and School Lane and proposed raised cushions - High Street, Eaton Bray" and have objections for the following reasons:

- The location of the proposed Order is inappropriate in addressing the reason for the proposed Order
- There is no evidence of need for the proposed Order

- Not only does the proposed Order fail to preserve or improve amenities but it would adversely affect key village amenities seriously
- The introduction of 'No waiting at any time' is unnecessary as the rationale for the restriction relates to the start and end of the school day.

I expand on each of these objections below:

1. The location of the proposed Order is inappropriate in addressing the reason for the proposed Order

One rationale given for the proposed Order is "to improve road safety near to the school and encourage more pupils to walk to school". However the location of the proposed Order is estimated to be 200m away from Eaton Bray School. Many parents drive their children to school and if improved safety is required then the location of measures should be closer to the school.

2. There is no evidence of need for the proposed Order

A second rationale for the proposed Order is "to keep the junction of High Street and School Lane clear of parked vehicles". It is hard to believe that any survey has been conducted of the junction of High Street and School Lane. Despite the proximity to local shops very few vehicles park within the region of the proposed Order. Furthermore, I am not aware that there is any evidence of accidents occurring at the junction.

3. Not only does the proposed Order fail to preserve or improve amenities but it would adversely affect two key village amenities seriously

The two reasons given for the proposed Order are:

- for avoiding danger to persons or other traffic using the road and
- for preserving or improving the amenities of the area through which the road runs".

I note the use of the word 'and' rather than 'or'. The location of the proposed Order seems designed to affect trade of our two local food shops both adversely and seriously. In particular the location of one of the cushions seems designed to cause maximum inconvenience to the butcher's shop and its customers. Furthermore, the proposed 'No waiting' area encroaches on where customers for the two shops may park.

4. The introduction of 'No waiting at any time' is unnecessary as the rationale for the restriction relates to the start and end of the school day.

As noted above the No waiting area would have a serious effect on two local and vital shops. This could be mitigated by allowing parking during the working day and limiting enforcing restricted waiting times around the start and end of the school day.

In summary, my objections to the proposed Order are that it fails to address any of the rationale given for its introduction. It is in the wrong place, operates well beyond the times when it might help walkers to school and is a serious threat to the vitality and viability of two of the most important amenities in the village. I am strongly against the proposed Order.

Objection to Proposed Raised Tables and No Waiting at any time – High Street and School Lane, Eaton Bray

We are the owners of 96A High Street who have lived here for thirteen years. We are objecting to the proposed:

- Raised cushions
- No waiting at any time

Objections to raised cushions and no waiting at any time.

1. No real evidence of a need for speed calming in the area has been established
2. Adverse impact on local businesses
3. Noise impact on the houses adjacent to the raised cushions
4. Parking and access restrictions to houses sited on the proposed cushions and no waiting area
5. Informal traffic calming is present in the High Street/School Lane junction area
6. No real local requirement has been established.

7. Negligible impact on Safer routes to School project
Appendix 1 – email exchange with Central Bedfordshire Highways, Amey
Appendix 2 – photographs of the junction in question
Appendix 3 - personal information – not to be made public (separate document)

The detail to these objections follows.

1. No real evidence of a need for speed calming in an area has been established

Prior to speed calming implementation we understand there must be:

- a need has to be established for traffic calming measures to be put in place.
- It can be shown that there would be a demonstrable improvement in safety as a result
- where there is an existing collision problem and where a reduction in speeds would indicate a lessening of accident numbers and severity.
- where a Safer Route to School project is being promoted and a reduction in speed is considered to be necessary for that.

{Source Data Protection request 22nd February 2011 to a Mr Parker from Svitlana Gouin Access to Information Officer Central Bedfordshire Council.}

It isn't clear in this case that any of these conditions apply.

The same document (Chiltern Area Local Area Travel Plan – Appendix E Consultation Summary) in response to an email from Mr Tomkins of Eaton Bray made the point that Beds Highway investigated and recommended that, in the absence of evidence of injuries, that a “speed watch” program be undertaken (June 2012). In our email exchange with Mr Moeller at Beds Transport no suggestion has been made that such a program was ever carried out.

There is **no existing collision problem** or evidence of a need for a **reduction in speed**

The centralbedfordshire.gov.uk website - Chiltern Area Local Area Travel Plan - Personal Injury Collision Information 1st Jan 2009-31st Dec 2011 includes a plan of traffic incidents ranging from slight to fatal. Eaton Bray High Street/School Lane doesn't include any incidents – not even slight.

The Public Notice of proposal stated “further details may be examined during normal opening hours at Dunstable library”.

On visiting the Library there were no further details available – only a copy of the public notice.

We requested further details from Nick Chapman, Transportation Manager on 24th February, and we received a short email response from Alex Moeller on 5th March noting the findings of a visual survey (see email and our comments in Appendix 1). We understand this to be the only evidence of a need.

2. Adverse impact on local businesses

There are few local amenities in Eaton Bray – amongst the few are the local shop and butcher, both of which would be adversely affected by the No Waiting proposal. This would reduce the available parking space for customers and deliveries.

The proposed cushions would put in place the perception that people cannot park, and if there is insufficient car parking space on the shops forecourts then potential customers will go elsewhere. We are not aware of any “impact assessment” on the local shops that has been made.

3. Noise impact on the houses adjacent to the raised cushions

The traffic noise impact for those houses located by the proposed raised cushions would worsen as traffic slows and then accelerates again after the cushions – all of the nearby houses have bedrooms and other rooms facing front. Also the noise of vans and lorries driving over the raised cushions, this would include vehicles delivering to the shops and other local businesses run from homes and the school delivery lorries.

4. Parking and access restrictions to houses

Two of the houses in the proposed area have no front car access. It is proposed that the western raised cushion be sited outside number 96a High Street, this will prevent the residents from parking outside their house, necessary to load and unload shopping and other bulky items. The proposal would also prevent visitors/guests from parking outside the house.

5. Informal traffic calming is present in the High Street/School Lane junction area

The area of the village where the no waiting and raised cushions are proposed is in fact well served with traffic slowing measures – seen most clearly in :

- the area of the shops where customer parking and deliveries slows the traffic through the village very effectively.
- Opposite the village shop on the north side of High Street are two cottages without sufficient off street parking and so cars are semi-permanently parked on the High Street so slowing traffic coming from the west of High Street towards the School Lane junction.
- the bus stops at the junction of High Street and School Lane effectively slows traffic given the hourly buses, the bus stop also acts as an effective restrictor to parking opposite School Lane and further along the High Street to the east.
- Additionally school buses (four) collect and drop off at the two bus stops at the bottom of junction of School Lane and High Street between 8.00am and 8.20am and from 3.45pm to 4.15pm for children aged 9+ who travel to schools in Dunstable, Aylesbury, Leighton Buzzard and Linslade. These themselves have a very effective traffic calming impact at the “school run” time of the morning and afternoon
- at the junction of High Street and School Lane is a large and distinct “School” sign.
- the approach to High Street/School Lane from the east (Bower Lane) includes an electronic “30” speed indicator.
- The High Street is easy to cross in both directions from outside number 100A High Street where there is a dropped Kerb on either side of the High Street. On the return journey visibility is generally good to cross the road.
- There are no overhanging bushes or trees to block the view of cars coming up and down School Lane as can be seen from the photos in appendix 2

6. No real local requirement has been established

- In the **Parish Council minutes** from January 2012 to February 2014 there is **no mention** of **speeding issues** and parking issues on the High Street from the School Lane junction past the shops.
- The **Eaton Bray Forum** is a very active village website message board – issues raised include subjects as diverse as “handrail at school Lane car park” and cricket club notices – no issues/postings have raised concerns about speeding or parking at the High Street/School Lane junction.
- There is a local magazine “**Focus**” which circulates to all households on a monthly basis and it includes regular letters concerning local issues – none have raised excess speed on the High Street near School Lane as an issue.

The **Parish Council** has an **Open Forum** at the start of each meeting and the Police attend or send a statement. There is also The Parish Councils Highway Working Group. It was noted in December 2012 that the Highway Working Group was looking into using speed data technology to ascertain areas of speeding.

Speeding on School Lane was mentioned at the Parish Council Open Forum in January 2013 (School Lane now has a 20 mph speed limit) as were parking issues in other areas of the village, and generally some parking/speeding issues were noted in Northall Road, Northall Close and Cantilupe Close (at the other end of the village).

There is very little mention of these issues in further minutes, which would suggest there is not a major concern.

7. Negligible impact on routes to School

The proposals are intended as part of a safer routes to school scheme, which we understand is intended to improve road safety near to the school and encourage more pupils to walk to school. However in the past it has been shown that parents take children to school by car because of their personal circumstances, and have not highlighted, through the Parish Council or Village magazine, speeding traffic or parked cars at the High Street and School Lane junction as issues preventing their walking their children to school.

- Children come from the villages around and need to use cars to get to school.
- A lot of parents dropped the children at school on their way to work and would not have had time to walk back home to get the car after leaving their children at school.
- The vast majority of families who could walk were in part of the village where they walk through the Nurseries and the park to get to school.
- The number of children coming from the end of the village that would use the High Street crossing into School Lane route was small. The visual study says there are roughly 16 to 20 people (including adults and children) using the High Street/School Lane route this is from a population of over 3,000 in the village and approximately 100 children at Eaton Bray Academy.

The Central Bedfordshire website centralbedfordshire.gov.uk outlines the Councils policy for the Safer Routes to Schools - Chiltern Intervention Proposals the proposal for Eaton Bray Academy was "Level 3 – along High Street" – Level 3 is 20 mph signage, carriageway markings, Traffic Regulation Orders on School Keep Clear Markings, pedestrian advantage features, carriageway surface treatments.

School Lane is already a 20 mph limited road and has been since March 2012.

Given that the school is a lower school with an age range of 2-11 very few children walk unaccompanied to school and most travel in groups of 3+. Fewer than 20 people regularly walk to school via School Lane – this would represent fewer than six groups.

This is consistent with the layout of the village – the bulk of pedestrian pupils attending the school travel from the west of the village – from The Nurseries and through the park into the school through the school's side entrance on the park side.

Conclusion

For these reasons we feel the proposal would be disruptive to the village and the specific junction at High Street/School Lane, that it would be detrimental to the few local shops in Eaton Bray, it would have a large adverse impact on the houses in the proposed zone and adjacent to the proposed cushions – while at the same time having negligible impact on travel to school patterns.

The primary intention of traffic calming should be to address areas with a history of traffic incidents, this isn't the case at the High Street/School Lane junction – due in part to the existing "informal" traffic calming.

I object to this as it would seriously affect the Butchers in which I am a partner. This shop has been here since the early 1950's. It is hard keeping any shop going in this day and age let alone a Butchers shop. Out of 187 customers questioned since your letter was received 103 said they would drive past if they could not park I stress we cannot afford to lose this custom.

We have customers from Dunstable, Milton Keynes, Hemel Hempstead, Berkhamstead, Northampton, Leighton Buzzard, Stewkley and other towns and villages where they need to drive to us and without their support would not have been able to carry on this long.

We also have many elderly customers that cannot walk too far.

If we take down the wall outside for our customers to park then 4 cars normally parked in the shop frontage would have to park in School Lane thus making the situation worse in that area.

I see the traffic everyday and at all times throughout the day cars parked on the road outside slow the traffic down if they are not there then traffic will speed up making the junction more vulnerable.

Also you have a bus stop right on the junction I presume that will also have to be removed.

In context:

Have you carried out the appropriate consultation? Businesses? school attendees? Local residents?

What are the number of people travelling to school by sustainable means (current levels)? with the introduction of the no waiting restrictions is this likely to increase significantly? how will the scheme be judged to be successful?

What political/governance processes has this scheme been through?

How many accidents (killed or seriously injured and slights) have been recorded on the High Street and School Lane? If there have been no accidents recorded then surely the need for waiting restrictions is diminished - not inherently dangerous.

There needs to be a holistic approach across the whole of Eaton Bray to encourage more sustainable access to the school. It is a waste of money to try and improve the network in the vicinity of the school, when the remainder of the network is not available. where are the pupils travelling from? What measures are suggested between these locations and the school?

The location of the speed cushions may make access to the properties in the vicinity problematic. What is the gradient of the speed cushions? If too shallow they will not slow traffic down if too steep they will impact on those accessing local properties.

The parked cars using the local businesses act as a traffic calming measure in themselves - reducing speeds. With these removed then traffic utilising the High Street may increase their speed and therefore make the environment less safe for pedestrians, cyclists and other road users. Thereby having a detrimental impact on the objectives of the scheme.

If the objective of the scheme is to increase sustainable and safe access to the school then the implementation of a crossing to facilitate movement may be an appropriate alternative. has this been considered? As it would slow traffic, ensure safe access across High Street and encourage greater use of the local businesses.

In my opinion the speed cushions would be best positioned at the top of Bower Lane before the junction as there has been accidents at that junction & also in the High Street this side of Northall Road Junction as there has been many near misses getting out of Northall Road and The Comp.

I have been informed about the parking restrictions due to be put in place on the high street of Eaton Bray outside the butchers and Nisa local shop. I think it is ridiculous. The cars that park briefly to use the two shops in the village never cause any sort of obstruction. I use the high street every day either by car or on foot, to take my child to Eaton Bray Academy, to pop to the shops and I have never experienced any problem with cars parked in that area. Nor I have found it difficult as a driver to

navigate that area. If you go ahead with this stupid idea you are going to put extra pressure on our local shops. Village shops have to work hard to compete against supermarkets etc, without the extra pressure you are about to impose on them. I love our village shops, they provide a wonderful personal service. Please do not go ahead with this.

Dear Sirs,

I received a letter advising me that you were planning to put in calming measures in the High Street and the corner of School Lane. I have been away and therefore missed your deadline to let you know my feelings on the proposal; however I do wish to express them now.

I believe the 'rumble' strips will have an adverse affect on my home ~~and~~ as it is over 100 years old. The lorries that pass through here

already have caused cracks to my home as the house 'shudders' when they pass through at well over 30mph!

I also think it will have a detrimental effect on the shops, as passing or elderly trade will not be able to park near enough to the shop, especially the Butchers. The added problem is the delivery van/man will not be able to park outside the butchers when delivering heavy loads.

I have neighbours with young children who attend the school in School Lane and believe they should be able to walk safely to school. The measures you suggest will not enable this to happen in my opinion (or theirs). I would suggest a school crossing in the High Street or 20mph (as in Dunstable) as a reasonable alternative for all parts of the community to benefit.

In response to the above consultation, the Parish Council fully support the proposal for raised cushions and no-waiting at any time at the junction with School Lane/High Street, Eaton Bray.

My name is Xxx Xxxxx and i have lived in Eaton Bray / Edlesborough all my life. I was actually born in a house in Eaton Bray. I would like to throw my support behind your proposals to make changes to the School Lane/ Eaton Bray High Street junction. These changes have been needed a long time. Only yesterday i was almost involved with a head on collision with a speeding motorist at exactly the place you are proposing for a set of cushions.

I do however, believe these proposals still do not go far enough. I believe that the no waiting at any time zone should be extended further West to outside the village shop, as many people are quite lazily parking here, even when it is possible for them to drive onto the shop forecourt. As a result, this causes obstructions and it is dangerous for children to cross the road when leaving or going to the village shop (Nisa). I would also extend measures by making Eaton Bray High street a 20 mph speed limit as has been done in Dunstable, and these schemes so far, in my experience of driving through them, have been working excellently.

The biggest problem with Eaton Bray is now parking, and people also trying to use it as a rat-run, as i experienced yesterday, but i am pleased that this is now finally starting to be addressed, even if in my opinion it doesnt quite go far enough.

Meeting: Traffic Management Meeting

Date: 2 June 2014

Subject: Manor Road, Caddington – Consider Objections to Waiting Restrictions

Report of: Paul Mason, Head of Highways

Summary: This report seeks the approval of the Executive Member for Community Services for the introduction of Waiting Restrictions and a One-way traffic order in Manor Road, Caddington.

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

Public/Exempt: Public

Wards Affected: Caddington

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will increase short stay parking near to business premises, thereby encouraging a higher turnover of parked cars with the result that convenient parking for customers is more likely to be available.

Financial:

These works are being funded via the LATP process for minor works in Caddington.

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 proposed new parking arrangements and one-way traffic order should improve road safety.

Sustainability:

None from this report.

RECOMMENDATION(S):

That the proposals to introduce No Waiting at any time, 1 and 2 hour Limited Waiting and a One-way traffic order in Manor Road be implemented as published.

Background and Information

1. The level of on-street parking in the vicinity of the shops in Manor Road, Caddington is relatively high and has the appearance of being fairly uncontrolled. The parked vehicles belong to shop and other workers, customers and nearby residents some of who have little or no off-road parking.
2. The proposal seeks to provide a mixture of 1hour and 2 hours parking, which should meet the needs of customers of most of the businesses in the area. Where on-street parking cannot be safely accommodated no waiting at any time is proposed in the interest of road safety and traffic flow. Parking machines are planned to be installed to aid enforcement, but there would be no charge for parking. To allow for more parking places and to better manage traffic, it is also proposed to introduce a one-way traffic order on the shops lay-by.
3. The proposal was advertised by public notice in March 2014. Consultations were carried out with the emergency services and other statutory bodies, Caddington Parish Council and relevant Elected Members. Residents and businesses were individually informed and notices were displayed on street.
4. Ten objections have been received. Copies of all correspondence are included in Appendix C. The main points raised are summarised below:-
 - a) Parking near to the shops is not a problem and the parking ticket machines will dissuade potential customers for using the shops.
 - b) The parking restrictions will affect the financial viability of the shops and may result in their closure.
 - c) The restrictions could cause parking to be transferred to other lengths of road thereby creating similar problems elsewhere.
 - d) The restrictions will create problems for residents of The Green because since early 2013 they have been unable to park in the access road to their premises where they had previously parked. As a result those residents park in Manor Road, but the proposed restrictions will prevent them from doing that, which will cause significant inconvenience.
 - e) The waiting restrictions and one-way system will result in additional signs and yellow lines which will urbanise the village green and surrounds.

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

Responses and Conclusion

6. The Highways Team response to the points raised above are as follows:-
 - a) Parking does appear to create some difficulties, particularly at peak times when drivers stop on their way to and from work, and traffic flows are at their heaviest. Many of the local people who responded to the published proposals acknowledge this. There will be no charge to park, but by displaying a ticket with the arrival time this should aid enforcement of the 1 and 2 hour limits.
 - b) The main purpose of the restrictions is to increase the number of short-stay parking spaces, which should benefit nearby businesses. At present, some cars are parked near to the shops and are left there all day and this obviously reduces the spaces available for potential customers. The proposed time limits and improved enforcement should mean that potential customers are more likely to find a free parking space near the shops. Vehicles making deliveries to shops and other businesses are able to stop on yellow lines for essential loading/unloading purposes. The vast majority of the businesses in the area have raised no objections to the proposals.
 - c) There is a possibility that the restrictions will result in some transference of parking to adjacent roads. If the scheme is implemented, the parking will be monitored and if problems develop, consideration could be given to further parking controls.
 - d) It is expected that the proposals will create some inconvenience to residents of The Green, but it is necessary to displace some long stay parking to increase parking for customers to the shops. The proposed time limits will only be operational Monday to Saturday between 8am and 6pm, so residents will still be able to park there overnight and on Sundays.
 - e) It is accepted that the scheme will result in additional street furniture, such as signs, road markings and ticket machines. These will be kept to a safe and legal minimum.
7. In summary, the time limited waiting and accompanying yellow lines are considered necessary to increase the availability of parking for customers of the shops. It is accepted that some residents will be inconvenienced and there will be some displacement of parking to adjacent roads, but this is expected to be minimal.
8. If the scheme is approved the works are expected to take place during the current financial year.

Appendices:

- Appendix A – Public Notice for Proposed Waiting Restrictions and One-way Order
- Appendix B – Drawing of Proposals
- Appendix C – Representations

Appendix A

PUBLIC NOTICE



CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME, 1 HOUR AND 2 HOURS LIMITED WAITING (MON-SAT 8AM-6PM) AND A ONE-WAY TRAFFIC ORDER ON ROADS IN THE VICINITY OF THE MANOR ROAD SHOPS IN CADDINGTON

Reason for proposal: The proposed Order is considered necessary for facilitating the passage of traffic and for improving the amenity of the area through which the road runs. The restrictions are intended to increase the number of short-stay parking spaces near to the shops and encourage a higher turnover of parking. The 1 hour and 2 hours limited waiting will operate on a pay and display basis and ticket machines will be installed, although parking will remain free of charge. Parking will be prohibited on those lengths of road where parking could be hazardous or cause an obstruction. The one-way traffic order is intended to better manage traffic movements in the shops service road.

Effect of the Order:

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

1. Dunstable Road, south-east side, from the north-east property boundary of no.1 Dunstable Road extending in a north-easterly direction to its junction with Manor Road.
2. Manor Road, west side, from the south-east kerb line of Dunstable Road extending in a generally south-easterly direction for a distance of approximately 16 metres, including approximately 3 metres into the northern end of the shops service road.
3. Manor Road shops service road, west side, from the south flank wall of no.7 Manor Road extending in a generally southerly direction for a distance of approximately 12 metres to Manor Road.
4. Manor Road, east side, from the south-east kerb line of Dunstable Road extending in a generally southerly direction for a distance of approximately 15 metres to the north end of the constructed lay-by.
5. Manor Road, west side, from a point in line with the south flank wall of The Cricketers public house extending in a southerly direction for a distance of approximately 38 metres.
6. Orchard Road, both sides, from the west kerb line of Manor Road extending in a westerly direction for a distance of approximately 14 metres.

To introduce 1 hour Limited Waiting with No Return within 3 hours, Monday to Saturday 8am to 6pm, on the following lengths of road in Caddington:-

1. Manor Road, east side, for the full length of the constructed lay-by from a point approximately 15 metres south-east of the south-east kerb line of Dunstable Road extending in a southerly direction for a distance of approximately 30 metres.
2. Manor Road shops service road, west side, from a point in line with the south flank wall of no.7 Manor Road extending in a northerly direction for a distance of approximately 29 metres.

To introduce 2 hours Limited Waiting with No Return within 3 hours, Monday to Saturday 8am to 6pm, on the following lengths of road in Caddington:-

1. Manor Road, east side, from a point approximately 6 metres north-east of the north flank wall of no.2 Manor Road extending in a north-easterly direction for a distance of approximately 30 metres.
2. Manor Road, west side, from a point in line with the south flank wall of The Cricketers public house extending in a north-easterly direction for a distance of approximately 45 metres.

The existing waiting restrictions in the vicinity of the on Manor Road shops lay-by will be revoked and in part replaced by the above restrictions.

To introduce a One-way Traffic Order on the following lengths of road in Caddington:-

Manor Road shops service road, from Manor Road to Manor Road – vehicles permitted to travel in a northerly direction only.

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. 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, Central 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 28 March 2014.

Order Titles: 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 201**" and "Central Bedfordshire Council (Manor Road Shops Service Road, Caddington) (One Way Traffic) Order 201**"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

6 March 2014

Appendix C

I am writing to you concerning the plans to install parking ticket machines at the shop parking area Manor Road Caddington.
Drawing No.704678-000-001

Please can you tell me why you feel this must be done?

I have been living in the village for 15 years and the parking there has never been a problem. I feel installing parking meters (even though it will be free to park AT THE MOMENT) will cause confusion and put off local people using the shops for their day to day shopping experience and they have already stated they would then drive to a supermarket in Luton to purchase their items.

I thought in this day and age you should support local business and not try to alienate them due to bringing in pointless parking restrictions.

It's not very often cars are parked there for a long time. A month or so ago a car was towed from the parking bay as it had broken down and was thought to be an abandoned car, but as I'm aware this is a one off occasion.

Introducing a one way entrance exit to the parking bay would be a good idea and I fully support your decision to do this as due to the height of the curb it's quite hard to exit the parking lane. Also this would filter cars into the flow of traffic in a logical manner.

Please can you log this email as an objection to the parking meters and not being able to return to the parking bays within 3 hours.

I strongly object to this unjust proposal for placing parking bays in Manor Road, Caddington.

My family have lived in Caddington for over 28 years and have enjoyed free access to our village shops over that period. In all that time, we have never found negative issues by ourselves, or other village residents, to the current situation of free parking.

In fact, as the village has grown, with further plans for housing development, we believe that the centre of the village needs more free parking capability and certainly not parking bays for which there is a charge.

Our Co-Op, post office and other shops in Manor Road are essential and free parking access is critical as well as our long standing right. Villagers have always been considerate and our experience is that people don't park for unlimited times, instead only to do their shopping and move on.

Your proposal may have the opposite effect of what the Council feels may be the outcome. Paid for parking will restrict access to the local shops, with villagers potentially deserting Caddington for other shopping destinations. You risk the demise of our village with shops closing, reducing your business rates and making life for villagers more difficult. We feel it's only a money making stealth tax that the Council will impose on us if this proposal goes ahead. Is this what we expect of our Council and Council tax? I think not.

In summary, our objections are:

1. It will cause the potential closure of essential shops
2. This will affect the convenience of villagers, who will shop elsewhere
3. We need more free parking, not paid for bays
4. Villagers don't abuse the free parking situation, so we don't have a parking issue. A pointless proposal!
5. It's a stealth tax by the Council that is not appreciated by Council tax payers.

6. Your unjust and unnecessary proposal may have the unforeseen effect of moving parking further down Manor Road, ie past the Surgery and cause severe traffic congestion that is potentially dangerous.

The only part of the proposal that may have merit is to make a one way system along the service road in front of the Post Office.

I am writing with regards to the letter dated 4 March 2014, regarding proposed traffic control changes to Manor Road. I am a resident of Caddington and live at xx The Green opposite the village shops. Unfortunately the proposed changes directly affect my property. Whilst I agree that village, at peak times, can be busy and very difficult to find a parking bay. The current proposal does not benefit our property and we don't feel the residents of the green have been taken into consideration.

Until January 2013 the two vehicles used by my property parked on the access way leading off of Manor road. The access way had been used for a significant number of years with evidence dating back to the 1960's. Google Maps provides images of vehicles parking on the green and the access way. The access way was noted to be in a poor condition, but it provided parking for the 6 properties on the edge of the village green. The access way's uneven and unsightly surface was communicated to the Parish Council. My husband and I purchased our property in April 2011 and I believe the access way had long been a topic for debate with regards to the responsibility of the maintenance.

In January 2013 Parking was withdrawn from the access way, this was carried out by Caddington Parish Council. The access way was narrowed to only allow one vehicle access. There are 6 properties affected by this. All the vehicles that previously parked on the access way now park on Manor Road, in the bays provided. My household and the other residents have been left with no other option but to use the parking facilities on Manor Road. Since January 2013 the residents of the green totalling approximately 10 vehicles. Plus vehicles used by our visitors now park on Manor Road.

Question 1: What parking arrangements are going to be provided to the residents directly affected by the proposed changes? When the plans were drawn out were the properties on the green taken into consideration. Especially with the recent changes made to the access way and how it impacted Manor Road with the extra vehicles now using it for residential parking?

Question 2: Will Vehicle Permits be issued to residents affected?

Question 3: Will there be a disabled parking bay / mother and baby parking bays provided?

I have in previous correspondence, dating back to January 2013, contacted both Caddington Parish Council and Central Bedfordshire Council. The responses were inconclusive. I've already highlighted the issues above. The Access Way off of Manor Road is not a highway and not maintained by Central Bedfordshire Council, this was clearly communicated in the responses I've previously received. Caddington Parish Council were unable to agree a way forward with the residents on the green, which is why the work was carried out to withdraw parking for residents. With the proposed changes taking place we feel that parking should be entitled to the residents that have no other option but to use the spaces available on Manor Road. It was clearly outlined by the Parish Council that we are not permitted to park on the access way, although it had been used for over 50 years.

In summary, we understand the access way leading off Manor Road is not the responsibility of Central Bedfordshire Council. The actions taken by Caddington Parish Council to withdraw parking for 10 vehicles, means the residents now use Manor Road. The residents and Manor Road have already been impacted by these actions. There are an extra 10 vehicles parking on Manor road, instead using the access way. Obviously the proposed traffic control, pay and display / minimum parking times has caused a lot of concern, as Manor Road is the only highway where we are able legally park.

I would greatly appreciate a thorough response the questions and issues raised.

I am writing following a proposal received dated 4th March 2014. The proposal directly impacts where my husband and I are situated, our property is accessed via the access way opposite the village shops. The access way is clearly outlined on the plan layout. Due to the parking withdrawal from the access way in January 2013, my husband and I without choice use the current parking facilities available on Manor Road. We own two vehicles and at times we both would be at home during the hours in which parking controls could be in place. I have attached email correspondence dated 10th March 2014. In the email I have raised concerns regarding the proposal and at present the concerns raised have not been answered sufficiently. Having examined the plan layout, where my husband and I currently park for free we would

now be expected to pay and display. It is already an inadequate situation having to park quite some distance from our property, this being due to the parish council withdrawing the parking consent on the access way.

There are a number of residents living in the affected area and I expect, if the proposal went ahead, there will be a vehicle overspill into nearby residential roads. Residents affected by the proposal and long stay shop users not wishing to pay for parking, will use residential roads in close vicinity. Residential roads in the village centre are already used for parking. The surplus vehicles will make the on street parking even more compact, therefore resulting in the parking issue being moved from one area to another.

In conclusion had my husband and I as residents in the affected area been taken into consideration, then we may have been in agreement with the proposal. It's clear the proposed plan is aimed at the benefit of the shops in gaining higher turnover of consumers parking. From my understanding I don't even believe a parking permit facility for residents as been made an option.

Please accept this email, for reasons stated above, as an objection to the proposal.

Re: Proposed Waiting Restrictions and One-Way Traffic Order - Manor Road, Caddington

I am writing to express my concern and objection to the parking amendments proposed above. I note that the object of the proposals are two fold:

1. To facilitate the passage of traffic
2. To improve the amcnity of the area through which the road runs.

While objective 1 is likely to be achieved by the imposition of the No Waiting area on the Dunstable Road / Service Road area and making the service road one way, the whole scheme will significantly detract from the amenity of the area for the residents of The Green.

For many years the residents on The Green enjoyed the facility of parking on The Green or on the track immediately in front of our houses. You will be aware that the Parish council has recently decreed that such facility shall be rescinded. This decision meant that for the residents the parking bays on Manor Road became the only nearby parking and now to impose a one or two hour limited waiting scheme will mean that unless residents are given exemption there will be no nearby parking at all. This will provide huge inconvenience for the elderly residents, for families with children and pushchairs etc, and for those that work from home. The value of our properties will inevitably be diminished and in short the proposed scheme will adversely affect most, those for whom such schemes are usually designed to benefit i.e. the very people who live, work and generally contribute to the immediate vicinity.

I know that the other residents on The Green, particularly those with absolutely no possibility of off street parking, are also very concerned and trust that you will take our views into consideration.

Dear Sir,

I am writing in response to the proposed order changing waiting restrictions and reducing parking in Manor road, Caddington.

We note that the object of the proposals are twofold:

1. To facilitate the passage of traffic.
2. To improve the amenity of the area through which the road runs.

While objective 1 is likely to be achieved by the imposition of the no waiting area on the Dunstable Road / service road area and making the service road one way the whole scheme will significantly detract from the amenity of the area for the residents of The Green.

For many years the residents on The Green enjoyed the facility of parking on the track traversing the Green and immediately in front of our houses. You will be aware that the Parish council has recently decreed that such facility shall be rescinded. This decision meant that for the residents the parking bays on Manor Road became the only nearby parking and now to impose a one or two hour limited waiting scheme will mean that unless residents are given exemption there will be no nearby parking at all. This will provide huge inconvenience for the elderly residents, for families with children, pushchairs etc. and for those that work from home. The value of our properties will inevitably be diminished and in short the proposed scheme will adversely affect most, those for whom such schemes are usually designed to benefit i.e. the very people who live, work and generally contribute to the immediate vicinity.

I am writing in response to the proposed order changing waiting restrictions and reducing parking in Manor road, Caddington.

We note that the object of the proposals are twofold:

1. To facilitate the passage of traffic.
2. To improve the amenity of the area through which the road runs.

While objective 1 is likely to be achieved by the imposition of the no waiting area on the Dunstable Road / service road area and making the service road one way the whole scheme will significantly detract from the amenity of the area for the residents of The Green.

For many years the residents on The Green enjoyed the facility of parking on the track traversing the Green and immediately in front of our houses. You will be aware that the Parish council has recently decreed that such facility shall be rescinded. This decision meant that for the residents the parking bays on Manor Road became the only nearby parking and now to impose a one or two hour limited waiting scheme will mean that unless residents are given exemption there will be no nearby parking at all. This will provide huge inconvenience for the elderly residents, for families with children, pushchairs etc. and for those that work from home. The value of our properties will inevitably be diminished and in short the proposed scheme will adversely affect most, those for whom such schemes are usually designed to benefit i.e. the very people who live, work and generally contribute to the immediate vicinity.

I am writing in response to the proposed order changing waiting restrictions and reducing parking in Manor road, Caddington.

We note that the object of the proposals are twofold:

1. To facilitate the passage of traffic.
2. To improve the amenity of the area through which the road runs.

While objective 1 is likely to be achieved by the imposition of the no waiting area on the Dunstable Road / service road area and making the service road one way the whole scheme will significantly detract from the amenity of the area for the residents of The Green.

For many years the residents on The Green enjoyed the facility of parking on the track traversing the Green and immediately in front of our houses. You will be aware that the Parish council has recently decreed that such facility shall be rescinded. This decision meant that for the residents the parking bays on Manor Road became the only nearby parking and now to impose a one or two hour limited waiting scheme will mean that unless residents are given exemption there will be no nearby parking at all. This will provide huge inconvenience for the elderly residents, for families with children, pushchairs etc. and for those that work from home. The value of our properties will inevitably be diminished and in short the proposed scheme will adversely affect most, those for whom such schemes are usually designed to benefit i.e. the very people who live, work and generally contribute to the immediate vicinity.

Please treat this letter as an objection to the proposed plan.

The plan will not alleviate the quoted problems simply exacerbate them and over a greater area. Causing more inconvenience and further impeding the flow of traffic.

The flow of traffic through the village is not hindered by the length of time people park, but by poor, inconsiderate parking. Motorists accessing the parking spaces create blockages, as does parking in the bus stop and across vehicle entrances. These plans do nothing to combat these issues.

Manor Road west side would benefit from the bus stop being marked for buses only, assuming some motorists would adhere to the signage. Buses using the east side bus stop when clear, actually removing themselves from the highway, would also improve the traffic flow.

Parking spaces within the village are inadequate but dictated by space. The removal of spaces for the creation of the crossing, which the majority of pedestrians still do not use, did not help the situation. The further removal of space for fourteen metres along Orchard Close and the space outside the chemists just makes matters worse.

Creating the No Waiting on west side of Manor Road will simply make people park on the east side at that point, thus causing impediments to both sides of the road. Result: total blockage.

The length of "No waiting" to be created on Dunstable Road to stop lorries unloading will force them into Manor Road or the service road thus creating further blockages. They have to unload somewhere or the village will have no shops.

The use of ticket machines will further delay people in parking spaces, cause further inconvenience and bad feeling for village users.

The businesses of the village need all the custom they have got and more.

Anything that detracts from that is detrimental to their survival; as is this plan.

The village parking needs to be left as it is. Without additional space it cannot be improved upon. We would be better served keeping it as a village rather than giving it small town solutions. Look how they have ruined Dunstable's shopping area!

I wish to object VERY STRONGLY to the the proposals by Central Bedfordshire to introduce no waiting at any time along the stretches on Manor Rd, Caddington and Orchard Rd, Caddington.

Imposing such restrictions will have a detrimental effect to patients who visit our pharmacy, which provides an essential service to the community. Patients and carers will be severely restricted in parking their vehicles, and highly discouraged from coming to the pharmacy which provides much needed health care to the community of Caddington and surrounding area. Supplies of medicines, which are delivered to the pharmacy from various wholesalers, will also be affected by these restrictions.

In summary the health of patients, many of who are venerable, will be affected by these proposals which have not been thought out properly.

As the local representative for the Campaign for the Protection of Rural England (CPRE) I wish to object in the strongest possible terms to the planned URBANIZATION and blight to our village green with your proposals

While I appreciate parking is occasionally a problem in the village centre your proposals represent a total disregard for the rural aspect of our community.

We do not need additional yellow lines, illuminated road signs and there is certainly no need for a one way system as proposed

Your proposals for the restricted parking and ticket system is reasonable and that is all that is needed

Having lived in the village for over forty years it is very important to protect our rural environment and would request that you review your proposals

Meeting: Traffic Management Meeting
Date: 2 June 2014
Subject: Hitchin Road, Henlow – Consider Objection to Proposed 50mph Speed Limit
Report of: Paul Mason, Head of Highways
Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of a new speed limit in Hitchin 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 50mph speed limit in Hitchin Road, Henlow be implemented as published.

Background and Information

1. It is proposed to introduce several new speed limits at various locations in Central Bedfordshire, including Hitchin Road, Henlow. There is currently a 50mph covering the northern section of Hitchin Road between Henlow village and Henlow Camp. The proposal is to extend the 50mph speed limit southwards to the point where the 30mph speed limit for Henlow Camp starts. In addition, it is proposed to implement an advisory 40mph speed limit on the central section of this length of Hitchin Road. This is a recommended speed to drivers when passing through the area where most people live, but does not impose an enforceable 40mph limit.
2. The 50mph speed limit proposal was formally advertised by public notice in February and March 2014. Consultations were carried out with the emergency services and other statutory bodies, relevant Parish Councils and Ward Members.
3. An objection was received from Henlow Parish Council with two of the Ward Members having a similar view. Copies of the correspondence are included in Appendix C. The main points are summarised below:-
 - a) The proposal contains too many speed limit changes which would be confusing to drivers.
 - b) A 40mph buffer zone on the approach to the 30mph speed limit, which is located close to Derwent Lower School would be more appropriate and it is requested that the whole length of road be covered by a 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 proposal is for a 50mph statutory speed limit over the whole length of road between the two existing 30mph limits on the main built-up areas of Henlow village and Henlow Camp, so should not be unduly confusing to drivers. The advisory 40mph speed limit should be seen as more of a warning to drivers that they should consider moderating their speed whilst travelling through that part of Hitchin Road where most people live.

- b) The length of Hitchin Road over which the 50mph speed limit is proposed is only sparsely built-up with minimal frontage development. The southern section has open fields on both sides. It is felt that drivers would not understand the need for a 40mph limit and consequently compliance would be poor. When considering Government advice on the imposition of speed limits, a 50mph speed limit is more appropriate for this length of road. The existing 30mph speed limit outside Derwent Lower School covers the entire frontage of the school and its main entrance is located approximately 130 metres inside the existing 30mph limit. Hence, drivers have adequate time and distance to adjust their speed if a 50mph was implemented.
6. It is considered that the character of the road is more suited to a 50mph speed limit and would provide an adequate buffer zone on the approach to the school.
7. If the speed limit is approved the works are expected to take place within two to three months.

Appendices:

- Appendix A – Public Notice of Proposals
Appendix B – Drawing of Proposals
Appendix D – Objections

Appendix A



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO EXTEND THE 50MPH SPEED LIMIT ON HITCHIN ROAD, HENLOW

Reason for proposal: The proposed Order is considered necessary for preserving or improving the amenities of the area through which the road runs. The proposal will result in the whole length of Hitchin Road being covered by a 50mph speed limit between the 30mph speed limits in Henlow village and Henlow Camp and should reduce the speed of vehicles entering the main built-up area and outside Derwent Lower School.

Effect of the Order:

To extend the 50mph Speed Limit on the following length of road in Henlow:-

Hitchin Road, from a point approximately 248 metres south-west of its junction with Middlefield Lane extending in a south-westerly direction to a point approximately 202 metres north of its junction with Whittle Close.

Further Details may be examined during normal opening hours at Shefford Library, 1 High Street, Shefford 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 Transportation Manager, Central 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 7 March 2014.

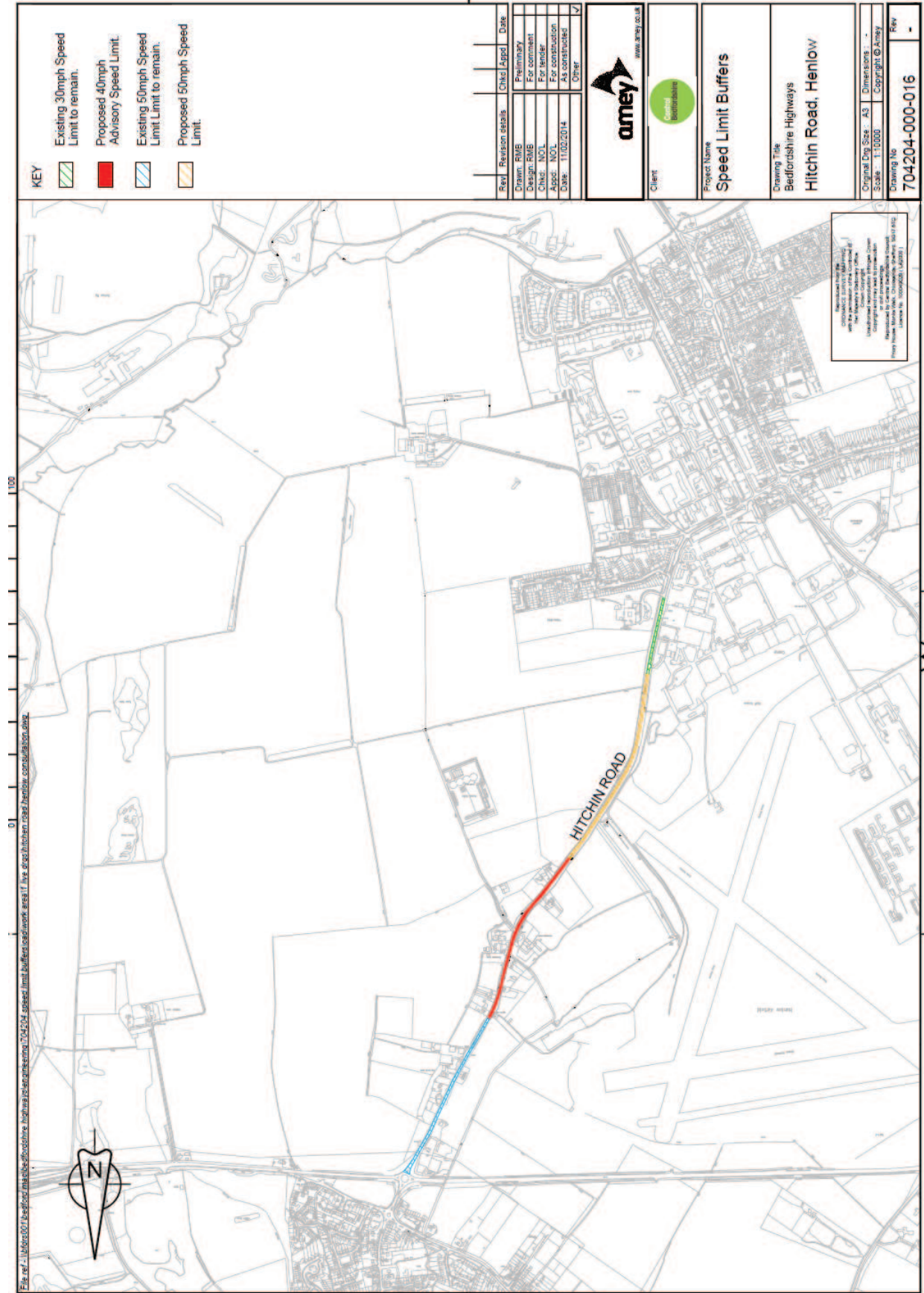
Order Title If made will be "Central Bedfordshire Council (50mph Speed Limit) (Hitchin Road, Henlow) Order 2014"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

14 February 2014

Appendix B



Appendix C

Dear Gary – Thank you for your email regarding proposed speed limits. Our Councillors have discussed the information submitted and wish to object to the proposals for Hitchin Road B649. They feel the limits proposed along the whole length travelling south ranging from 50mph at A507, then 40mph, 50mph changing then to the 30mph at Derwent Lower School is totally wrong and confusing. HPC has for some time requested a buffer speed limit of 40mph before the 30mph at Derwent Lower School – your proposals do not include for this.

The Parish Council would therefor strongly recommend, and urge you to implement, a 40 mph speed limit for the whole length of this road, from A507 to Derwent Lower School.

Best regards – Henlow Parish Council

Thank-you for your email about the proposed change to speed limits in Hitchin Rd Henlow. I am very pleased that CBC are considering doing something about reducing limits on these dangerous bends.

However I find it very hard to support this particular proposal which will result in 4 changes of speed limit in a one mile stretch from Henlow village to Henlow Camp. I think motorists will find this very confusing and I am sure it does not represent best practice.

Also this scheme gives us the opportunity to provide a 40 limit going into Henlow Camp where Derwent Lower School is situated just into the current 30 limit. Speeding is already a problem here and parents and residents will fail to understand why we will not have taken the opportunity to make this a 40 rather than 50 limit.

In summary I suggest that the whole stretch from The Crown , Henlow village to the existing 30 mph limit outside Derwent Lower School should be made 40 mph, reducing confusion and ensuring not only a safer road on the bends but also on the approach to Derwent Lower School.

Kind regards,

Richard Wenham

I wholeheartedly support the proposal put forward by Cllr Wenham. I am also a school governor at Derwent Lower School which has an access onto the road just yards into the current 30 limit. It surely doesn't make sense to have a small stretch left unrestricted going straight into a 30.

Kind regards

Rita

Meeting: Traffic Management Meeting
Date: 2 June 2014
Subject: Rural Match Fund Schemes in Ampthill, Maulden and Westoning – Consider Objections to Waiting Restrictions and Road Humps
Report of: Paul Mason, Head of Highways
Summary: This report seeks the approval of the Executive Member for Community Services for the introduction of Waiting Restrictions in Ampthill and Maulden and Road Humps in Westoning.

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

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will increase improve road safety by prohibiting indiscriminate on-street parking at targeted locations and by reducing traffic speeds in a residential area.

Financial:

These works are being funded via the Rural Match Funding scheme which helps Town and Parish Council to deliver highway works of their choice.

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 proposed parking controls and road humps should improve road safety.

Sustainability:

None from this report.

RECOMMENDATION(S):

- 1. That the proposals to introduce No Waiting at any time in Queen Street, Saunders Piece and Chiltern Close, Ampthill be implemented as published.**
- 2. That the proposals to introduce No Waiting at any time in Russell Drive, Ampthill be implemented as published.**
- 3. That the proposals to introduce No Waiting at any time in George Street, Maulden be implemented as published and that H-bar markings are installed across the driveways of adjacent properties.**
- 4. That the proposals to install Road Humps in Sampshill Road, Westoning be implemented as published.**

Background and Information

1. All Town and Parish Council in Central Bedfordshire have been given the opportunity to request match funding for projects of their choice in their areas. In most cases Central Bedfordshire Council has made a contribution to enable the schemes to proceed.
2. Some of the chosen projects, including waiting restrictions, traffic calming measures and pedestrian crossings require the publication of statutory notices and local consultation to take place. The projects chosen by Ampthill Town Council, Maulden Parish Council and Westoning Parish Council fall within this requirement.
3. The various proposals were advertised by public notice in March and April 2014. Consultations were carried out with the emergency services and other statutory bodies, relevant Town and Parish Councils and Elected Members. Residents and businesses were individually informed and notices were displayed on street.

Objections and Responses

4. Queen Street, Saunders Piece and Chiltern Close, Ampthill

The proposal is to introduce No Waiting at any time to address parking concerns that primarily occur at the start and end of the school day. The extent of the restrictions has been kept to a reasonable level to lessen the impact on residents.

One objection has been received. A copy of the correspondence is included in Appendix A. The main points raised are summarised below:-

- a) The objector and their family park to the side of their home and the proposed restrictions would prevent them from doing that, which is a significant problem due to the age of the resident and visitors.
- b) The Council should speak with the school about encouraging parents to park in a more responsible way.
- c) Other ideas, such as residents' permits, shorter restriction times and parking in the school grounds should be considered.

5. The Highways Team response to the points raised in 4 above are as follows:-

- a) Parking space would still be available to the front of the objector's home, but their side door is closer to the road, which is obviously an important factor for those with mobility issues. Consideration could be given to shortening the proposed double yellow lines to allow parking closer to the objector's side door.
- b) Experience suggests that appealing to parents has a fairly short-term impact on parking behaviour. Yellow lines have proved to be more effective in the longer term.
- c) The proposed restrictions have been designed to prohibit parking on lengths of road, i.e. near junctions, where parking should not take place. It would not be feasible to allow permit holders to park on those lengths of road. As the proposed yellow lines are close to junctions, it is felt that any restrictions should apply at all times, which have the added benefit of being more readily understood and observed. Even if sufficient parking was available within the school grounds, they are often reluctant to allow vehicles to enter the grounds, mainly on health and safety grounds.

It is recommended that the published restrictions be implemented as published, but consideration could be given to reducing the extent of the double yellow lines on the south side at the western end of Saunders Piece.

6. Russell Drive, Ampthill

The proposal is to introduce No Waiting at any time on both sides of a length of Russell Drive. This is to address parking that currently takes place on the inside of the bend thereby obscuring forward visibility for drivers.

One objection and one letter of support have been received. A copy of the correspondence is included in Appendix B. The main points of objection raised are summarised below:-

- a) The proposed double yellow lines will result in higher vehicle speeds and road humps would be more effective.

- b) The footway outside the shops is wide and could be converted to parking areas.
- c) The proposed restrictions would have a negative impact on the businesses located nearby.
- d) There is insufficient parking at the rear of the shops, which is exacerbated by the fact that the shops have flats above them, so residents' parking needs should also be considered.

7. The Highways Team response to the points raised in 6 above are as follows:-

- a) It is a fact that where double yellow lines are introduced over a significant length of road this can result in higher vehicle speeds. However, much of the parking that takes place on this length of road is outside the shops on the inside of a bend. The parked cars significantly restrict forward visibility for drivers, which creates a road safety hazard when drivers are faced with opposing traffic.
- b) There parking restriction proposal is a low cost measure, being pursued in conjunction with the Town Council. The proposal to convert the wide footway to parking may be feasible, but would entail substantially greater costs, particularly is underground utility apparatus needs to be relocated.
- c) The proposed double yellow lines would result in the loss of 5 or 6 parking spaces, which is significant, but if these were all used visibility for road users would be severely compromised. Delivery vehicles will still be able to stop on the yellow lines for essential loading/unloading purposes.
- d) There are 8 parking spaces adjacent to the road, plus some garages and other parking areas available. There are no other on-street parking controls in the area, so ample on-street parking is available in adjacent streets.

It is recommended that the published restrictions be implemented as published on road safety grounds.

8. George Street, Maulden

The proposal is to introduce No Waiting at any time on lengths of George Street immediately adjacent to its junction with Amphill Road. Most of the parking is associated with the nearby convenience store and affects road safety.

One objection has been received. A copy of the correspondence is included in Appendix C. The main points raised are summarised below:-

- a) If the proposed waiting restrictions are introduced parking will transfer to an unrestricted length of road outside the objector's home.
- b) Cars are already being parked there, including across his driveway and sometimes on the footway which creates problems for pedestrians.

9. The Highways Team response to the points raised in 8 above are as follows:-
- a) The proposed waiting restrictions cover relatively short lengths of road where on-street parking should not take place. The numbers of parked vehicles likely to be transferred on adjacent lengths of road would be minimal.
 - b) The length of road outside the objector's home is one-way with half of the width of the road marked with white hatching. This might dissuade some drivers parking there, but some may see it as a safe place to leave their vehicle. A H-bar marking could be provided to help keep the driveway clear, but might be masked somewhat by the hatched markings.

It is recommended that the published restrictions be implemented as published and H-bar markings be installed across the driveways of adjacent properties.

10. Sampshill Road, Westoning

The proposal is to install two round topped road humps in Sampshill Road, which is a residential street.

Two objections and one further representation have been received. A copy of the correspondence is included in Appendix A. The main points raised are summarised below:-

- a) The road humps are not required since most of the time, parked cars naturally slow traffic. Scarce Council resources should not be used for this work.
- b) Two road humps is not sufficient and a further two should be installed to properly address the speeding issue.

11. The Highways Team response to the points raised in 10 above are as follows:-

- a) It is a fact that parked cars can be effective in slowing traffic, but obviously not at times when there are few cars parked there. There is not a history of collision accidents, but it is seen as a local anxiety site that Westoning Parish Council considers to be a high priority for action. The road humps will bring about a reduction in vehicle speeds which is clearly desirable in a residential street.
- b) It is felt that the two proposed humps offer a reasonable compromise between slowing traffic to acceptable levels whilst not creating an undue hindrance to drivers. Finance is also a factor when taking account of the fact that the work is being part-funded by the Parish Council.

It is recommended that the published restrictions be implemented as published.

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

Conclusion

13. It is recommended that the proposals be implemented as published. If the scheme is approved the works are expected to take place during the current financial year.

Appendices:

Appendix A – Public Notice, Drawing and Representation relating to Proposed Waiting Restrictions in Queen Street, Ampthill

Appendix B – Public Notice, Drawing and Representations relating to Proposed Waiting Restrictions in Russell Drive, Ampthill

Appendix C – Public Notice, Drawing and Representation relating to Proposed Waiting Restrictions in George Street, Maulden

Appendix D - Public Notice, Drawing and Representations relating to Proposed Road Humps in Sampshill Road, Westoning

Appendix A



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME IN VARIOUS ROADS IN AMPHILL

Reason for proposal: The proposed Order is considered necessary for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising. The restrictions are intended to address the indiscriminate parking that takes place at these locations.

Effect of the Order:

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

1. Saunders Piece, both sides, from a point in line with the rear wall of no.1 Chiltern Close extending in a westerly direction for approximately 55 metres.
2. Chiltern Close, both sides, from its junction with Saunders Piece extending in a northerly direction to a point in line with the south flank wall of no.1 Chiltern Close.
3. Queens Road, west side, from its junction with Saunders Piece extending in a southerly direction to a point approximately 8 metres north-west of the boundary of nos.45 and 47 Queens Road.
4. Queens Road, east side, from its junction with Saunders Piece extending in a southerly direction to a point in line with the north flank wall of no.51 Queens Road.

Further Details may be examined during normal office at the address shown below; viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0845 3656116.

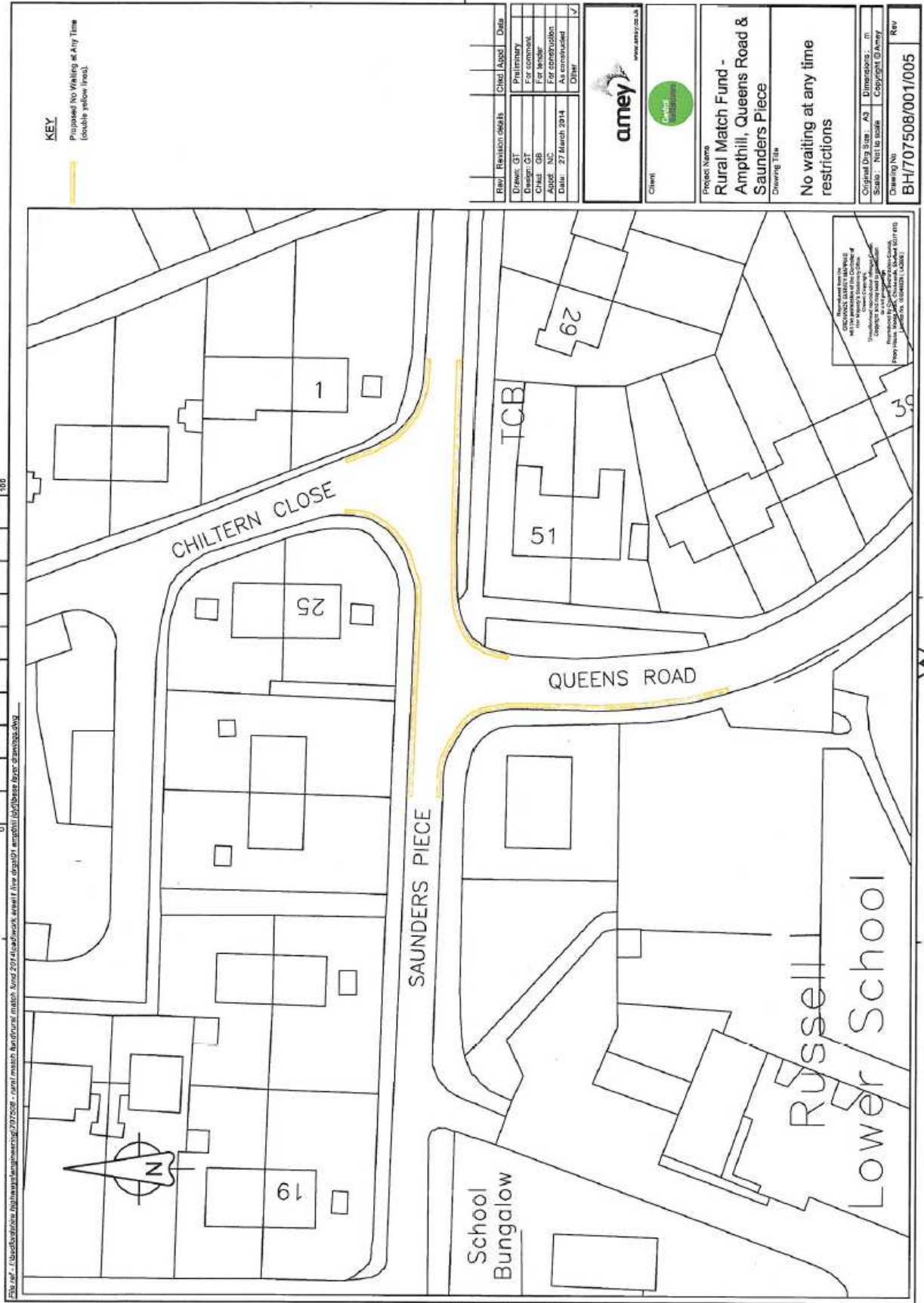
Objections: should be sent in writing to Transportation Manager, Central Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk stating the grounds on which they are made by 21 April 2014.

Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of Mid Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 201*"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

27 March 2014



Rev	Revision details	Checked	Approved	Date
	Drawn: GT			
	Design: GT			
	Checked: GB			
	Approved: NC			
	Date: 27 March 2014			
	As constructed			
	Other			

Project Name Rural Match Fund - Amphill, Queens Road & Saunders Piece	
Drawing Title No waiting at any time restrictions	
Original Dwg Size: A2	Dimensions: m
Scale: Not to scale	Copyright: © Arney
Drawing No:	Rev
BH/707508/001/005	

Arney is not responsible for the accuracy of the information contained in this drawing. It is the responsibility of the Client to ensure that the information is correct and up to date. Arney is not responsible for any errors or omissions in this drawing. Arney is not responsible for any damage or loss of any kind resulting from the use of this drawing. Arney is not responsible for any liability of any kind resulting from the use of this drawing. Arney is not responsible for any loss of any kind resulting from the use of this drawing. Arney is not responsible for any loss of any kind resulting from the use of this drawing.

Dear sir/madam,

I am writing to you about the "proposed no waiting at any time" around russell school.

We "Myself and my mother" have lived at number [] queens road for 59 years. I understand that at certain times in the morning and afternoon the parents of the children who go to russell school park irresponsibly and have no regards for the law, high way code or others.

I myself, after coming home from work have had problems driving to my house let alone trying to park outside my house and a number of times I have had to ask parents not to park over my drive (Highway Code paragraph 243 requests that motorists "DO NOT PARK in front of an entrance to a property)
So I understand why you think that adding double yellow lines is a good idea!

But I really don't think you have thought this through.

First of all, where do I and my mother park our cars? I don't believe you release that even though our address is [] queens road, for the last 59 years we have always used our side door which is on Saunder Piece. Plus we and visitors to our house (two are in their mid 80's) park outside our side door (saunder piece). So where can we park?

Second of all, the problem of irresponsible parents is only twice a day, for half an hour and only during term time. After that it is back to normal. But the double yellow lines are there all the time. So you are stopping myself and my mother from parking outside our house for something that happens for an hour a day, 5 days a week and only during term time? But the people that cause this problem still get to park outside there houses when they get home?

Third of all, what makes you think double yellow line are going to solve the problem?

I mean they already break the law (high way code 243 states:-

>Do not stop or park near a school entrance

>Anywhere you would prevent access for Emergency Services

>Opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space

>Where the kerb has been lowered to help wheelchair users and powered mobility vehicles

>In front of an entrance to a property

>On a bend)

and even if you get your yellow car to drive down and patrol the area I bet it won't come down at the right times and end up catching the residents who live there which do not cause the problem.

All you are going to do is move the problem further down the road and then we will be back to one square.

Before you go to the extreme of double yellow lines. Have you spoken to the school?

I mean, it is the parents of the children that go to the school that cause the problem.

Why don't you suggest that an letter should be sent out to all the Parents explaining that their irresponsible parking is causing problems with traffic flow and residents unable to park outside they property.

I mean, pubs do something similar by asking patrons to leave the property quietly so not to disturb residents.

Plus why are the parents picking the children up in cars? I mean the children must live within a mile of the school, surly they could walk? What did they do in the old days before cars was so plentiful?

Or how about parking permits? This means that residents can still park outside our houses like we have always done for the last 6 deacades. Plus residents would have more rights to stop people parking outside their houses and blocking traffic flow. And with persistent offenders we can pass their number plate details on to you and let you send them parking notices. basically we would be doing the work for you for free.

Or how about no parking between certain times?

Or how about if the school opens up the gates on saunders piece and allowing parents to park there?

I really hope we can come to some agreement

Appendix B



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME IN VARIOUS ROADS IN AMPHILL

Reason for proposal: The proposed Order is considered necessary for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising. The restrictions are intended to address the indiscriminate parking that takes place at these locations.

Effect of the Order:

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

1. Russell Drive, both sides, from a point approximately 4 metres west of the boundary of nos.34 and 36 Russell Drive extending in a generally south-westerly direction to a point in line with the boundary of nos.46 and 48 Russell Drive.

Further Details may be examined during normal office at the address shown below; viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0845 3656116.

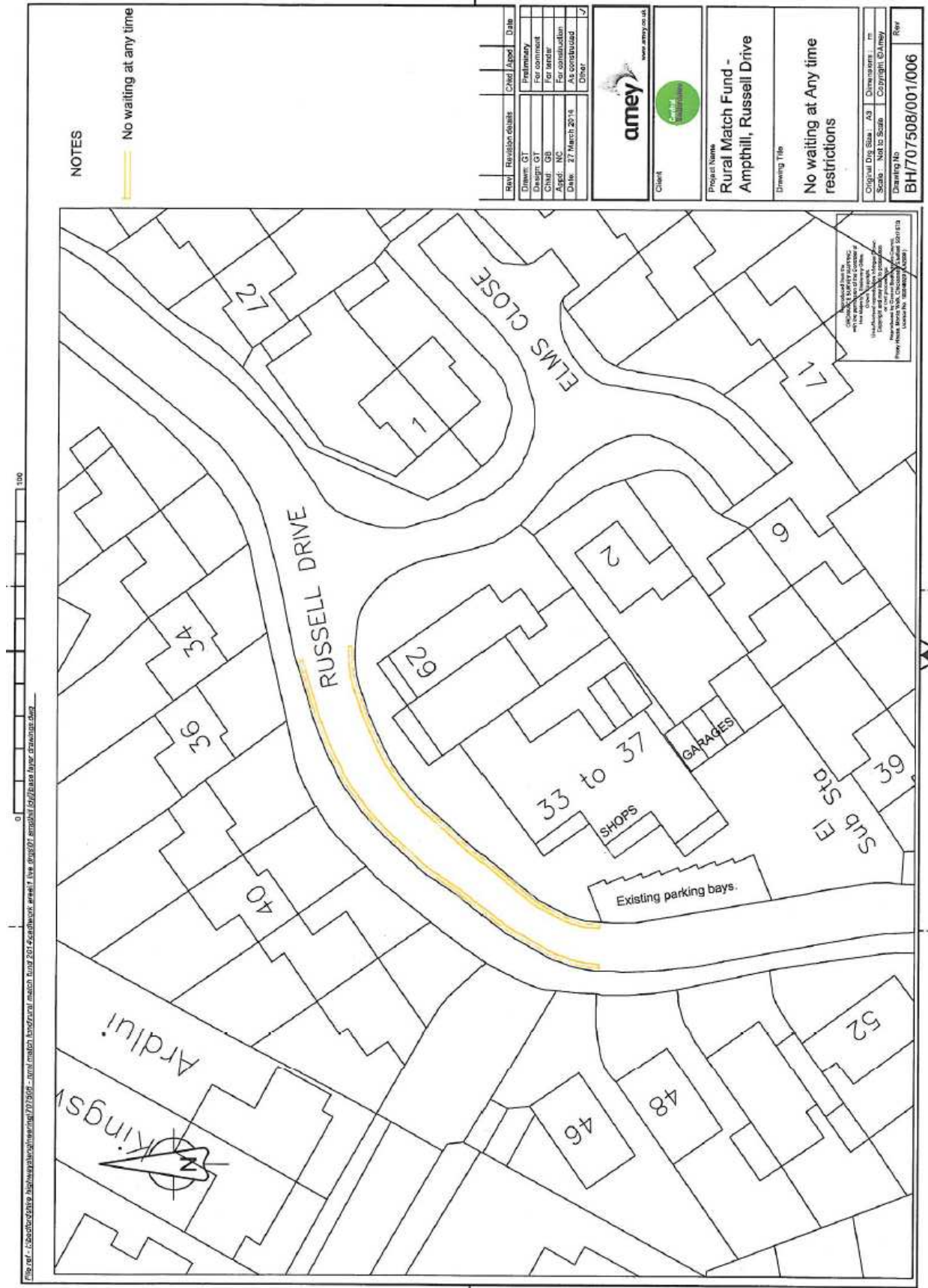
Objections: should be sent in writing to Transportation Manager, Central Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk stating the grounds on which they are made by 21 April 2014.

Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of Mid Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 201*"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

27 March 2014



I have had a business at xx Russell Drive now for 17years. During the whole of this period there have been no accidents or incidents to pedestrians or vehicles due to parked cars along this stretch of road. It must be pointed out that many drivers do drive at high speeds round the bends in Russell Drive and that the parked cars mean that they slow down as soon as they come to the shops. It could be said that the parked cars on that part of Russell Drive actually help to prevent accidents from happening as the cars driving along the road have to slow down and pull over. One could therefore state that the number of incidents involving vehicles would increase if this is introduced. Speed bumps would be more effective.

The pavement outside the shops is very wide and could be reduced to allow parking. Parking spaces could therefore be provided for cars outside the end shops (Amptill Beauty Rooms and Pressed 4Time).

On a person level my business will suffer considerably. I have number of elderly clients, of which some are residents of the Cheshire Homes and who do have disabilities, that are dropped off and picked up from outside the shop, many of whom would find it difficult to come here if double yellow lines were outside. Many of my regular clients will also find it difficult to park and then walk to the shop. No Waiting will cause a great deal of inconvenience. Perhaps a single line could be considered instead. This would also help with deliveries.

It must also be noted that each of the shops has a 2 bedroomed flat above, most of which are occupied. The parking behind the shops is very limited and this will cause a problem because Pressed 4Time propose to put their van in that area which will create considerable difficulties to residents, staff and clients alike.

I have staff and the number of parking options will also be a problem as the access to the back of the shops is not big enough to accommodate all of us and our clients plus the flat residents.

I am writing to you as I would like to say I fully approve of the above proposal. As a resident I feel that the above proposal would be a huge benefit to the residents near by but fear that the shops will oppose. But can I point out as regards to parking there are plenty of parking facilities:-

To the side of the shops
Behind the shops and
Physio have their own parking.

The main problem is that the customers cannot be bothered to park in these areas and much rather park on the road, which causes huge dangers to road users/ residents who are trying to get in and out of their drives and members of the public. By parking on the road by the shops it causes blind spots and often you will get vehicles coming around the bend particularly the one near the laundry very fast often causing other vehicles to go on the path, causing near misses and confrontations. People have no respect for the local residents who have to put up with this and live here. (May I suggest that perhaps the shops stipulate that there are parking facilities in the above areas and these must be used).

I would also like to know how this No waiting at Any time is going to be policed? and will we be advised if this proposal is accepted.

Appendix C



Central
Bedfordshire

PUBLIC NOTICE

**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING
AT ANY TIME AT THE JUNCTION OF GEORGE STREET AND AMPHILL ROAD,
MAULDEN**

Reason for proposal: The proposed Order is considered necessary for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising. The restrictions are intended to address the indiscriminate parking that takes place at this location primarily associated with the nearby shop.

Effect of the Order:

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

1. George Street, east and south sides, from a point in line with the south-west kerbline of Amphill Road extending in a northerly then north-easterly direction to a point approximately 4 metres west of the east flank wall of no.116 George Street.
2. George Street, west side, from a point in line with the south-west kerbline of Amphill Road extending in a north-easterly then northerly direction for a distance of approximately 15 metres.

Further Details may be examined during normal office at the address shown below; viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0845 3656116.

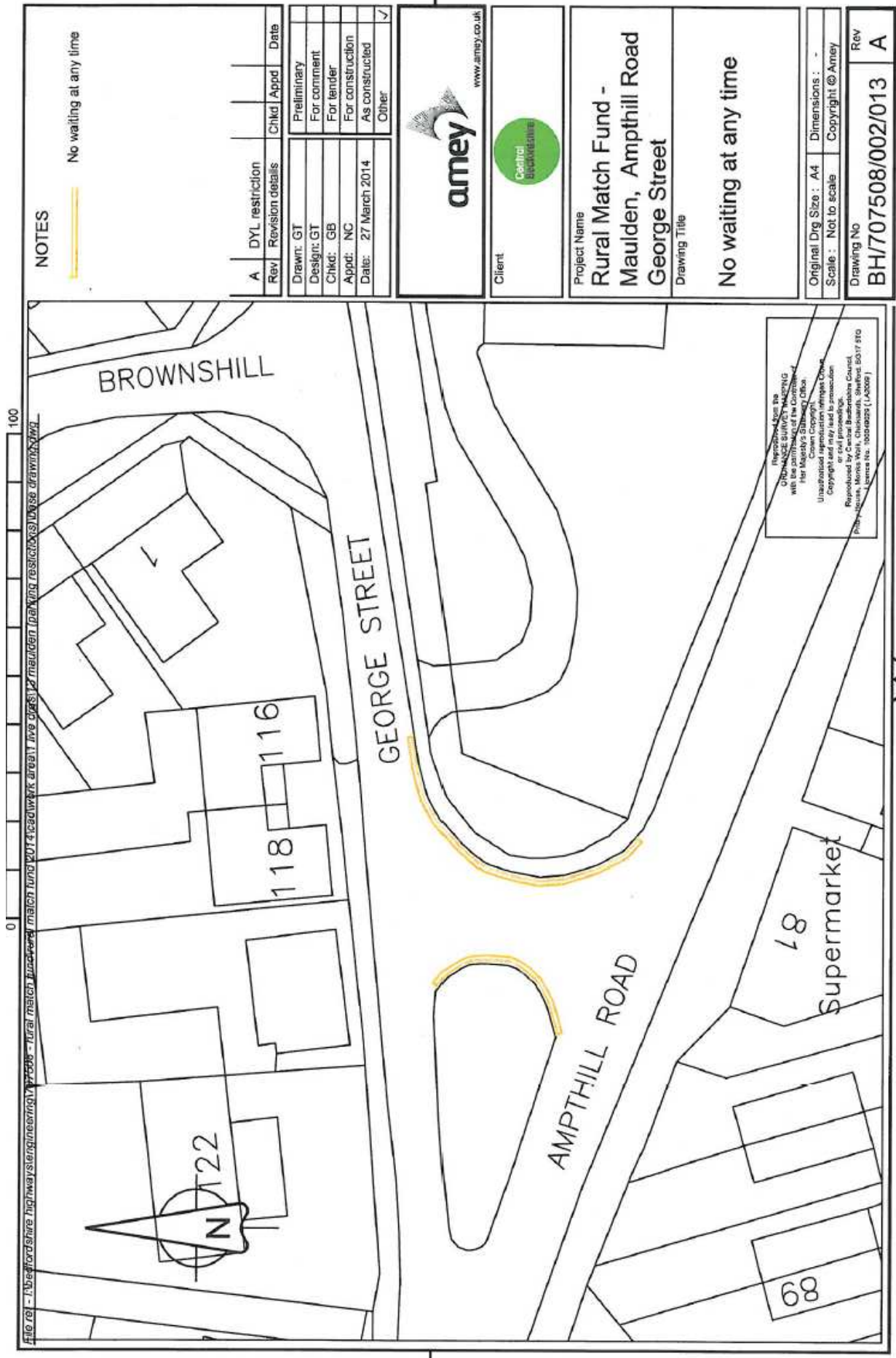
Objections: should be sent in writing to Transportation Manager, Central Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk stating the grounds on which they are made by 21 April 2014.

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 2014"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

27 March 2014



Thank you for your reply.

I would therefore wish to make an objection to the plans in their current state, based on the reasons originally stated below, and more specifically the migration of the problem to the area on the one way stretch of George Street and the further risk to the safe access and egress from my property, plus the increased risk to pedestrian safety from the increased traffic movements and parking within the white chevroned areas.

I wish to make the following comments regarding the above notice:

1. Yellow lines are only a deterrent if the meaning of them is actually enforced - will this happen at all times - evenings, weekends, early mornings, when traffic is heaviest and risk is greater ? Or will it only be monitored on an ad hoc basis which people soon learn to ignore ?

2. I am concerned that having the stretch of no waiting introduced (assuming people take notice of it) will push more people to park outside my house (xxx George Street), where we already have a regular problem of people parking across my drive entrance and blocking it while they use the shop. There are already solid chevron lines along this 1 way stretch of George Street - which I understand means vehicles should not enter (?) - which are 100% ignored and used as parking bays for the shop, every minute of every day of the opening hours (07:00 to 22:00).

There is also no footpath here, so cars parked inconsiderately can sometimes force pedestrians, pushchairs, etc into the road.

3. There are an increasing number of incidences of people driving the wrong way down this 1 way part of the road after visiting the shop, as they find it easier than turning around some where more appropriate. Combined with the cars which park blocking / near blocking my drive, this is a serious hazard, which has already given me and my family several near misses as we try to leave and enter my property. Ditto for the pedestrians who are sometimes forced into the road by parked cars, whom are not always looking for vehicles approaching from the wrong direction.

Given the above points, I therefore request that you consider the full area which is impacted by the huge traffic flow generated by the shop, and the knock on effect of adding yellow lines to only a limited area. The problem is much greater and needs a more radical solution than a few litres of paint.

Appendix D

PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED ROUND TOP ROAD HUMPS – SAMPSHILL ROAD, WESTONING

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 round top road humps in Sampshill Road, Westoning. The proposed measures are designed to reduce vehicle speeds and create a safer environment for all road users.

Round Top Road Humps at a nominal height of 75mm, extending across the full width of the road, are proposed to be sited at the following locations in Westoning:-

1. Sampshill Road, from a point approximately 25 metres north-west of its junction with Newlands Road.
2. Sampshill Road, from a point approximately 50 metres south-east of its junction with Newlands Road.

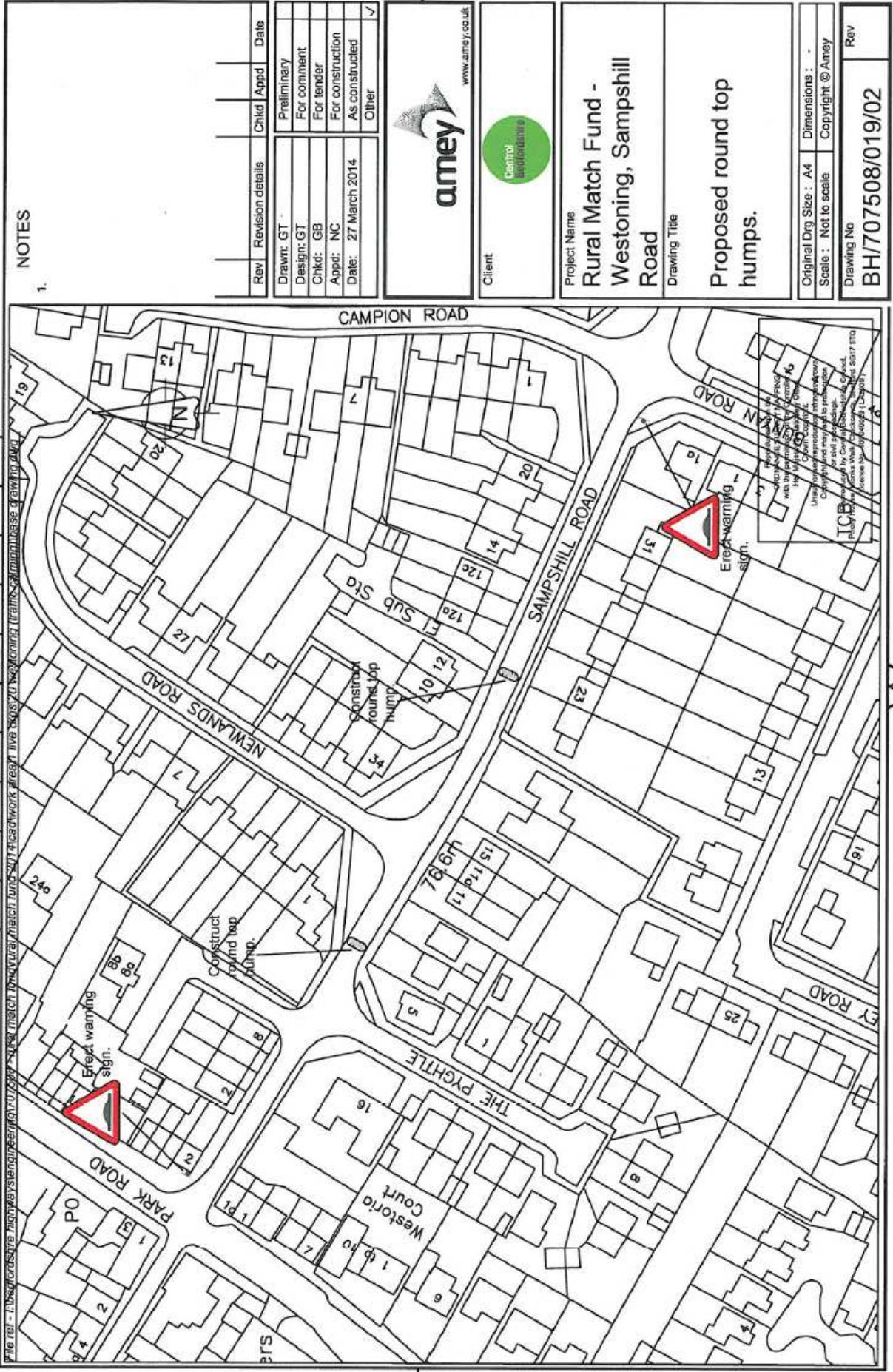
Further Details a drawing may be examined during normal office at the address shown below; viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0845 3656116.

Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annexe, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk by 21 April 2014.

Priory House
Monks Walk
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

27 March 2014



NOTES

1.

Rev	Revision details	Chkd	Appd	Date
	Drawn: GT			Preliminary
	Design: GT			For comment
	Chkd: GB			For tender
	Appd: NC			For construction
	Date: 27 March 2014			As constructed
				Other



Project Name
**Rural Match Fund -
Westoning, Sampshill
Road**

Drawing Title
**Proposed round top
humps.**

Original Drg Size : A4
Scale : Not to scale
Dimensions : -
Copyright © Amey

Drawing No	Rev
BH/707508/019/02	

File ref - P:\Sponsorship\Highways\Engineering\10707508\10707508_Rural Match Fund\10707508_019_02.dwg

ICB - Intellectual Property Rights Reserved. All Rights Reserved. ICB is a registered trademark of ICB. ICB is a registered trademark of ICB. ICB is a registered trademark of ICB.

I use this stretch of Sampshill Road to get to and from my home where I have lived for over ten years. This proposal appears to be a waste of time and, more especially, money which is desperately needed elsewhere.

It's a waste of time because cars parked alternately on either side of that stretch of this dead-end side road limit the possible speed to 15-20mph anyway. Having to zig-zag between them while stopping for oncoming traffic negates any point of speed humps. The only time it is possible to exceed 20mph, let alone the legal speed limit, is during office hours when nobody is home and traffic is heading to the garage beyond the railway bridge.

It's a waste of unexpectedly-available money that could and should instead be spent on (1) the many dangerous deep potholes between Westoning and Ridgmont (2) white-lining the road between Junction 13 and Salford - a uniquely-dangerous failure on such a fast busy road with blind bends and summits (3) the blocked drains that floodwater just forms puddles over e.g. the one in the entrance to the alley next to 42 Spensley Road, etc, etc.

Moreover, having wasted thousands by changing the priority of the junction for Pulloxhill on the Greenfield Road, a move that immediately appeared to be obvious madness to everyone and predictably caused road traffic accidents, only to waste even more by returning it to how it was originally, one would have hoped to have seen an end to these arbitrary and random notions.

Thank you for your reply and confirming the locations of these road humps, but I do still wish to object to these being placed.

These type of traffic calming measures create a noise factor with them which at present there is not, of vehicles going over them this noise is not just caused by vehicles going over them faster than they should but also at the correct speed.

There has also been no justification of these items and during the present economic climate. I feel that both Bedfordshire Council and Westoning Parish Council should be justifying the cost of these when there does not appear to be any valid reason to them.

Although in principal I am not against the installing of these road humps one of the chosen locations is to be sited at the entrance/exit to my off road parking, between xx and xx Sampshill Road, and to this I must object as this will cause problems accessing the off road parking. This also defeats the object of having a lowered kerb to access this area by.

I may be wrong but I thought the idea of road humps was to slow traffic in areas of a high traffic flow and in areas of high accident rates, the road speed is 30MPH and you can barely reach above 20MPH before you reach the junction of Bunyan Road and Sampshill Road due to vehicles parked on both sides of the road and in regards to being an area of an high accident rate, to my knowledge during the last 15 years I have lived here there have been none. So the only conclusion that is available to me during these times of economic cuts and austerity is that Central Bedfordshire Council do have a great deal of money with which to waste on pointless things.

I am writing with Reference to the proposed speed humps in Sampshill Rd, Westoning, and would beg the question of why only two? There should be at least four. The two that have been proposed are fine but that will not stop the problem we have with the "Sales" car that are stored at the old Dairy at the top of Sampshill Rd, And the Youngsters that seem to accumulate on the other side of the bridge form coming down the hill at what ever speed they seem to fancy regardless of the 30 speed zone. I propose that there should be Two more humps , One placed on the village side of the Bridge, and another at west side of Campion Rd and Bunyan Rd. I have lived on Sampshill Rd for 20 years and there has always been a problem with speeding cars on this road and this can not come soon enough for me.

Meeting: Traffic Management Meeting
Date: 2 June 2014
Subject: Consideration of the following petitions that have been submitted to the Council:-

1. Windsor Avenue, Leighton Buzzard
2. St John's Street, Biggleswade
3. Sundon Lower School
4. Glebe Avenue and Lyall Close, Flitwick
5. Brookes Road area, Flitwick
6. Brook Close, Dunstable

Report of: Paul Mason, Head of Highways
Summary: This report is note the receipt of petitions submitted to Central Bedfordshire Council and determine a way forward.

Contact Officer: Nick Chapman
Public/Exempt: Public
Wards Affected: Leighton Buzzard North, Biggleswade North, Toddington, Flitwick and Dunstable Central
Function of: Council

CORPORATE IMPLICATIONS
<p>Council Priorities: None from this report</p> <p>Financial: There is currently no budget allocated to undertake this work.</p> <p>Legal: None from this report</p> <p>Risk Management: None from this report</p> <p>Staffing (including Trades Unions): None from this report</p> <p>Equalities/Human Rights: None from this report</p>

Community Safety:

None from this report

Sustainability:

None from this report.

RECOMMENDATION(S):

That the Executive Member for Community Services notes the receipt of the petitions and approves further investigation of the issues raised, including the submission of a more detailed report to a future meeting.

Background and Information

1. Petitions have been received relating to highway matters in various areas. The issues raised have not been investigated in any detail, but the following outlines the subject matter of the petitions. The full wording of each petition, any accompanying correspondence and locations plans are included in the Appendices to this report.

2. Windsor Avenue, Leighton Buzzard

The petition, signed by 103 residents, requests the Council to undertake an investigation into parking problems in their road and present options to residents.

3. St John's Street, Biggleswade

The petition, signed by 39 residents, states that the road is already heavily trafficked and is expected to increase significantly due to the proposed development at Potton Road, Biggleswade. The road is narrow, which results in larger vehicles, such as lorries, buses, farm vehicles and ambulances having to mount the footway to enable traffic to pass one another. School children are required to cross the road on a daily basis and there are concerns about their safety. The petition asks that the Council takes positive action to resolve the situation.

4. Sundon Lower School

The petition, signed by 106 parents of children attending Sundon Lower School, asks for a zebra crossing and dropped kerbs to be installed outside the school. At present there is no dropped kerb, so parents and carers are struggling to mount the kerb. In addition, there is no safe crossing point, which puts people walking to the school at risk.

The headteacher of Sundon Lower School has written a letter in support of the petition and requests that the barrier outside the school gate be replaced with something more substantial.

5. Glebe Avenue and Lyall Close, Flitwick

The petition, signed by 23 residents, asks the Council to introduce alternate side parking restrictions in Glebe Avenue to ensure the free passage of traffic and pedestrians and to enable residents to have unhindered access to their driveways. The main concern is with the volume and location of long-term parking in this road.

A petition from residents of Lyall Close has also been received. This contains 68 signatures and supports the Glebe Avenue petition on the basis that Lyall Close suffers similar parking issues and any restrictions introduced in one road would probably transfer parking to the other.

6. Brookes Avenue area, Flitwick

The petition, signed by 52 residents of Brookes Road and adjacent streets, asks for resident parking bays to be installed in order to alleviate problems caused by commuter parking.

7. Brook Close, Dunstable

The petition, signed by 32 residents of Brook Close, asks for parking restrictions particularly at the entrance to the road to address indiscriminate parking. There are concerns about access difficulties for larger vehicles, including emergency vehicles.

8. It is recommended that the five petitions be investigated in more detail and a report be considered at a future Traffic Management Meeting.

Appendices

Appendix A – Petition and location plan relating to Windsor Avenue, Leighton Buzzard

Appendix B – Petition and location plan relating to St John's Street, Biggleswade

Appendix C – Petition, supporting correspondence and location plan relating to Sundon Lower School

Appendix D – Petition, supporting correspondence and location plan relating to Glebe Avenue and Lyall Close, Flitwick

Appendix E – Petition and location plan relating to Brookes Road, Flitwick

Appendix F – Petition and location plan relating to Brook Close, Dunstable

Appendix A

WINDSOR AVENUE PARKING PETITION

For the attention of Cllr. Brian Spurr

Please find enclosed the petition from the residents of Windsor Avenue (both houses and flats) requesting that the Council address the parking problems in Windsor Avenue.

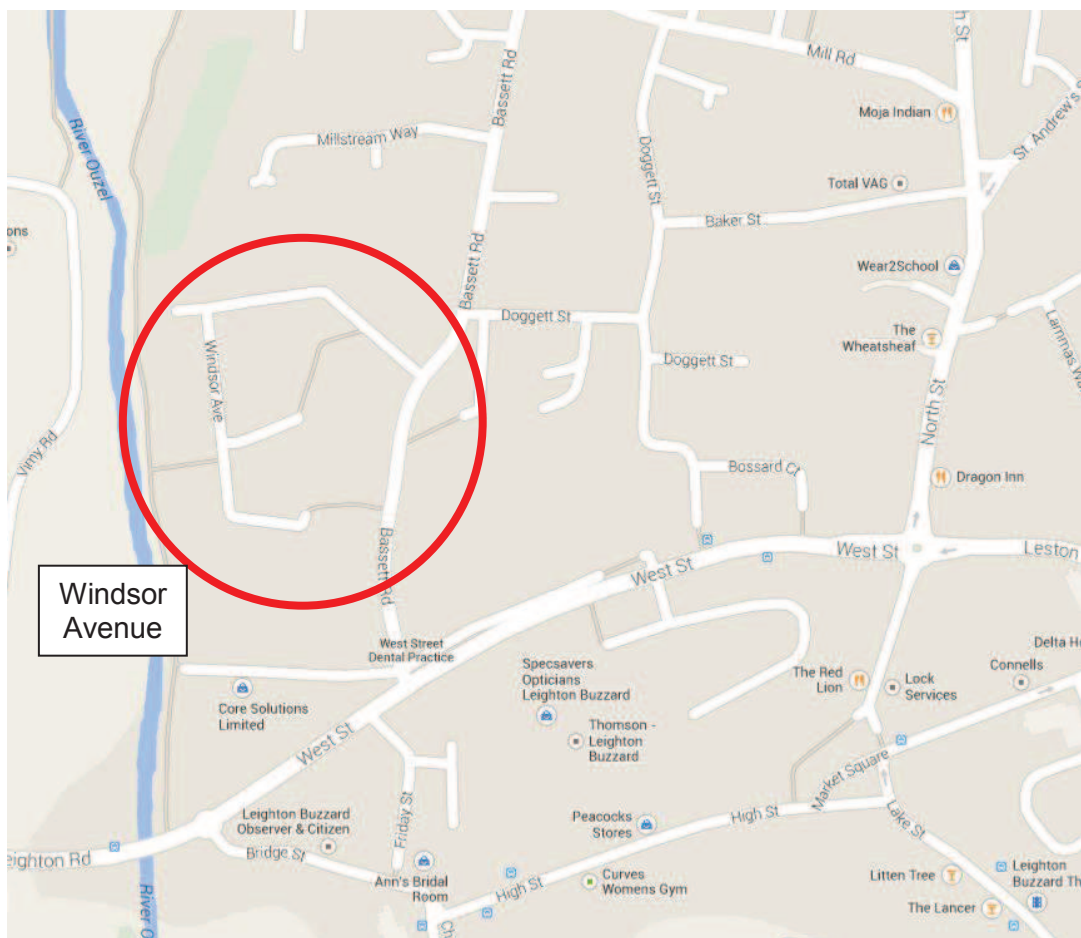
103 Resident signatures supporting the request for parking restrictions.

2 Residents declined to sign.

1 House - no-one at home (over the period of a week).

1 Flat - no-one at home (over the period of a week).

We, the undersigned, believe that there is a daily problem with the parking in Windsor Avenue, and would like Central Bedfordshire Council to undertake an investigation into what can be done to alleviate the issue, and present the residents with the options.



Appendix B

PETITION

From the residents of St John's Street and the surrounding area.

REFERENCE THE PROPOSED DEVELOPMENT AT POTTON ROAD,
BIGGLESWADE

The traffic in St Johns Street is at its maximum capacity for the volume of traffic using this road on a daily basis and the addition of between 200 and 300 extra vehicles from the new development site daily is just unthinkable.

It is an extremely dangerous road with a minimum width of only 13 feet directly opposite number 12: Lorries, buses, farm vehicles and ambulances are ALL forced to mount the pavement on both sides of the road in order to pass each other.

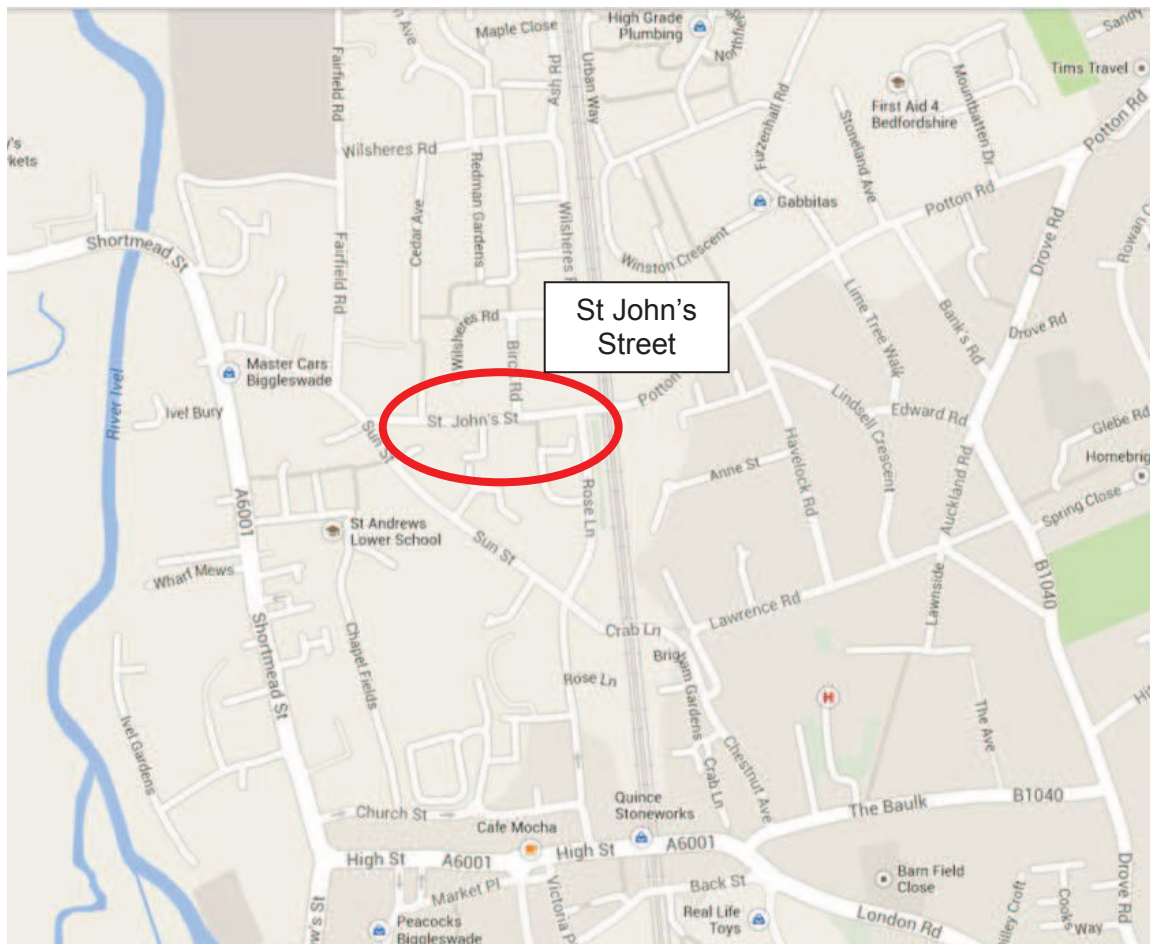
The crossing opposite number 12 is used **daily by school children** and it is only a matter of time **before a child is killed or seriously injured.**

Mounting the pavement is against the law!

It is time the council took positive action to resolve this extremely dangerous and ridiculous situation.

PLEASE stop talking and take some action before we attend the funeral of a young child, PLEASE. You have a duty of care to the community.

We the undersigned hereby endorse the statement made on page 1 of this petition and beg the Central Bedfordshire Council to take action, NOW PLEASE.



Appendix C

I am writing regarding a very important issue for our village and the safety of the children attending Sundon Lower School.

I recently moved to the village from London and my 3 year old daughter now attends Sundon Lower School. I have two other children, aged 20 months and 8 months and every day twice a day, with a double buggy and our pet dog, we walk my eldest daughter to school. This is where we encounter a problem. There is no dropped curb outside the school and no 'School' notice outside the school and no pedestrian crossing outside the school. So I have to battle with the parked cars, the curbs and traffic along with all the other families, just to enter the school premises. Coming from the Borough of Harrow and being a secondary school teacher, I was shocked that a borough would allow one of their lower schools to exist in this way.

So since November 2013 I have been asking parents and carers of the children attending the school and local residents of the village, if they agree that the safety of the school crossing need improving. If they agreed, I asked them to sign the enclosed petition. As you can see over 100 signatures have been collected and in fact everyone that I asked, was in full agreement that this issue needs to be addressed and also shocked that nothing had been done to date.

Please will look into this request to make a safer crossing outside the school and get back to me about the results of your findings and the action you are going to take. My home telephone number is 01525875426 and you can also contact me on my mobile 07931511154. I eagerly await your response, as does the whole village. Thank you for taking the time to read this and for tending to the request.

We, the parents of the children in attendance at Sundon Lower School and residents of the local area, petition the Borough to install a zebra crossing and a dropped curb outside the school entrance.

There is no dropped curb outside the school, so parents and carers with babies in buggies are struggling to mount the curb, therefore putting themselves and the babies at risk. There is no zebra crossing outside the entrance to the school, so there is no clearly indicated safe place for children to cross to go to and from school, so they are at risk when arriving and leaving.

We demand that Central Bedfordshire Council address this issue and provide the necessary safe crossing.



Headteacher: Mrs D. Shelvey BA (Hons)

Sundon Lower School, Streatley Road,
Upper Sundon, Luton, Bedfordshire LU3 3PQ
Tel: 01525 872367 or e-mail: sundonlower@cbc.beds.sch.uk
A member of the Harlington & Sundon Academy Trust

Central Bedfordshire Council
Highways Department
Watling House,
High Street North,
Dunstable,
Bedfordshire,
LU6 1LF

5th February 2014,

Dear Sir or Madam,

We are writing this letter in support of the petition raised by Mrs Shaw and the parents of Sundon Lower School regarding the open and dangerous pathway outside of the main school gate.

We are a small rural village and unfortunately encounter heavy traffic from school buses transporting older children between schools. The majority of our parents live outside the village and have no option but to drive their children to the school which adds to the congestion, it can be a volatile area where an accident is just waiting to happen.

At present the barrier outside of the gate is open and very young children can run straight out onto the road.

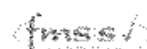
To ensure the safety of all the children we would like to request that the highways department inspect what is currently in place and look into replacing with a safer option.

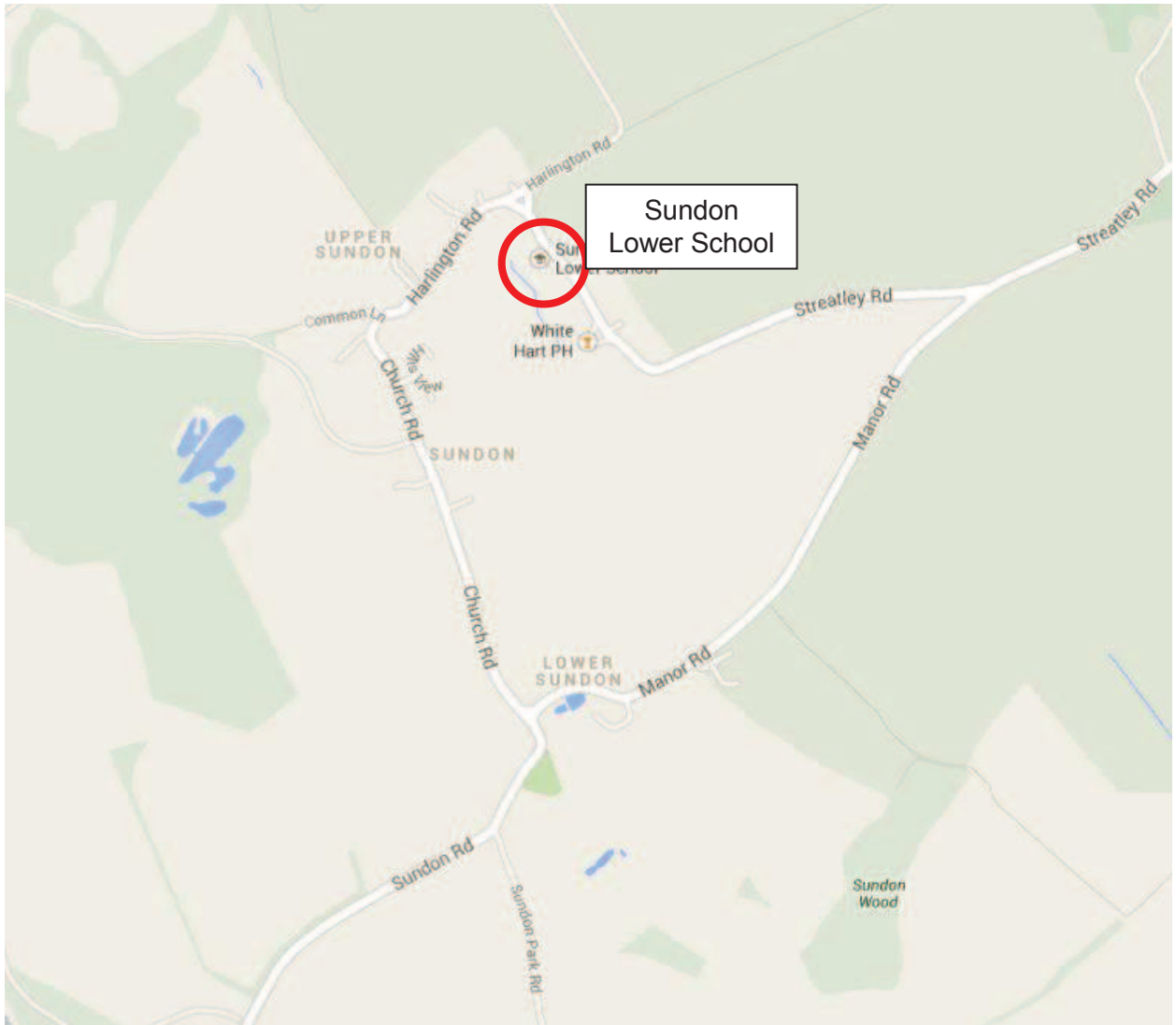
Please do not hesitate to contact me should you require any further information.

Yours sincerely

A handwritten signature in cursive script that reads 'D. Shelvey'.

Mrs D Shelvey
Headteacher





Appendix D

ON-STREET PARKING - GLEBE AVENUE FLITWICK

Dear Cllr Spurr

We enclose a copy of a petition signed by all the residents of Glebe Avenue expressing our extreme concern about the indifference shown by the Council to the problems resulting from on-street parking in Glebe Avenue Flitwick.

The problems are exacerbated by the fact that Glebe Avenue is, quite reasonably, used as a dropping off point for children attending Flitwick Lower School.

Many of us have already spoken, or written, to our individual Councillors, but have been met by total inaction.

If Hampden Road, which carries far less traffic, has parking restrictions why do the same criteria not apply to Glebe Avenue?

We can only hope that this will now receive the attention we consider it merits.

Glebe Avenue Flitwick Parking

We hereby request that Central Bedfordshire Council introduces alternate side parking restrictions in Glebe Avenue Flitwick, to ensure the free passage of pedestrians and vehicles, the safety of children and parents of Flitwick Lower School and to enable residents to have unobstructed access to their driveways, for the reasons set out in the attached note.

Parking in Glebe Avenue Flitwick

We are concerned about the increasing problem of long-term parking in Glebe Avenue Flitwick. This is a road of only 5.5 metres width which is the feeder road for over 200 houses. It is also used, quite acceptably, for short-term parking for people dropping off and collecting children from Flitwick Lower School. However, long term parkers are committing various offences, including parking opposite a dropped kerb, thereby obstructing residents from accessing driveways, parking at night without lights on the side of the road facing oncoming traffic and, parking on footpaths and, not least, obstructing the highway.

The way in which cars are parked all day and, quite commonly, for days on end, means that often passing vehicles have to be driven on the footpaths, thus putting pedestrians at risk and, on numerous occasions, children have been endangered. It is also common for cars to be parked on footpaths, so that wheelchair users and parents with children in prams are forced to use the road.

The management of on-street parking is the responsibility of Central Bedfordshire Council and, whilst we are aware that the Council has delegated highways management to Amey, this does not absolve the Council from its statutory duty. Furthermore the ultimate responsibility rests with the Council. Otherwise, what is the point of us electing you as our representatives. It may surprise you to know that Amey is not elected by us, but our local councillors are and seem to be oblivious and uncaring.

We would ask Central Bedfordshire Council, via our local Councillors, to give us a reasoned explanation as to why it has introduced alternate side parking restrictions in Hampden Road, but not in Glebe Avenue. The Council has obviously recognised that problems may arise in Hampden Road, but seems to have disregarded the possibility of similar problems arising in Glebe Avenue and ignored the dangers that have arisen.

The Local Area Transport Plan, published in April 2012, states the following:-

“Parking Restrictions

Commuter parking is a well recognised problem in Flitwick due to the high demand associated with access to the station. The only residents' parking zone in place across the Plan area is on Grasmere Close in Flitwick, and this is in place to restrict parking to residents only as a measure to eradicate commuter parking from the street.

However commuter parking is a problem elsewhere in the town “

No action seems to have been taken by the Council in the 22 months since then, despite this problem adversely affecting not just the residents of Glebe Avenue, but also those of Lyall Close and Townfield Road. We suggest that alternate side restricted parking in Glebe Avenue would be a start to solve the problems that we, as local residents, face and it is your duty to consider.

Commuter parking in Glebe Avenue and Lyall Close, Flitwick

I am writing on behalf of the residents living in Lyall Close, Flitwick. We have serious concerns surrounding the current commuter parking situation in Glebe Avenue and the impact of any changes to parking restrictions that must be implemented in Glebe Avenue.

We are aware that the residents of Glebe Avenue have already contacted you and that a process is in place to assess the required action to protect pedestrians and residents in our residential community.

We want to add our support to the request that parking restrictions be considered in Glebe Avenue, and predicting the knock on effect of these changes, we also require the same restrictions be applied in Lyall Close.

Lyall Close has over 60 family homes requiring free access to services like bin collection and street cleaning as well as the Fire and Ambulance services. Our Road is narrow in width, 5.5 m, and we predict any overspill of commuter parking will compromise the safety of our community.

Please confirm you have received our letter, advise us of the current situation, we can then keep our neighbours informed of progress.

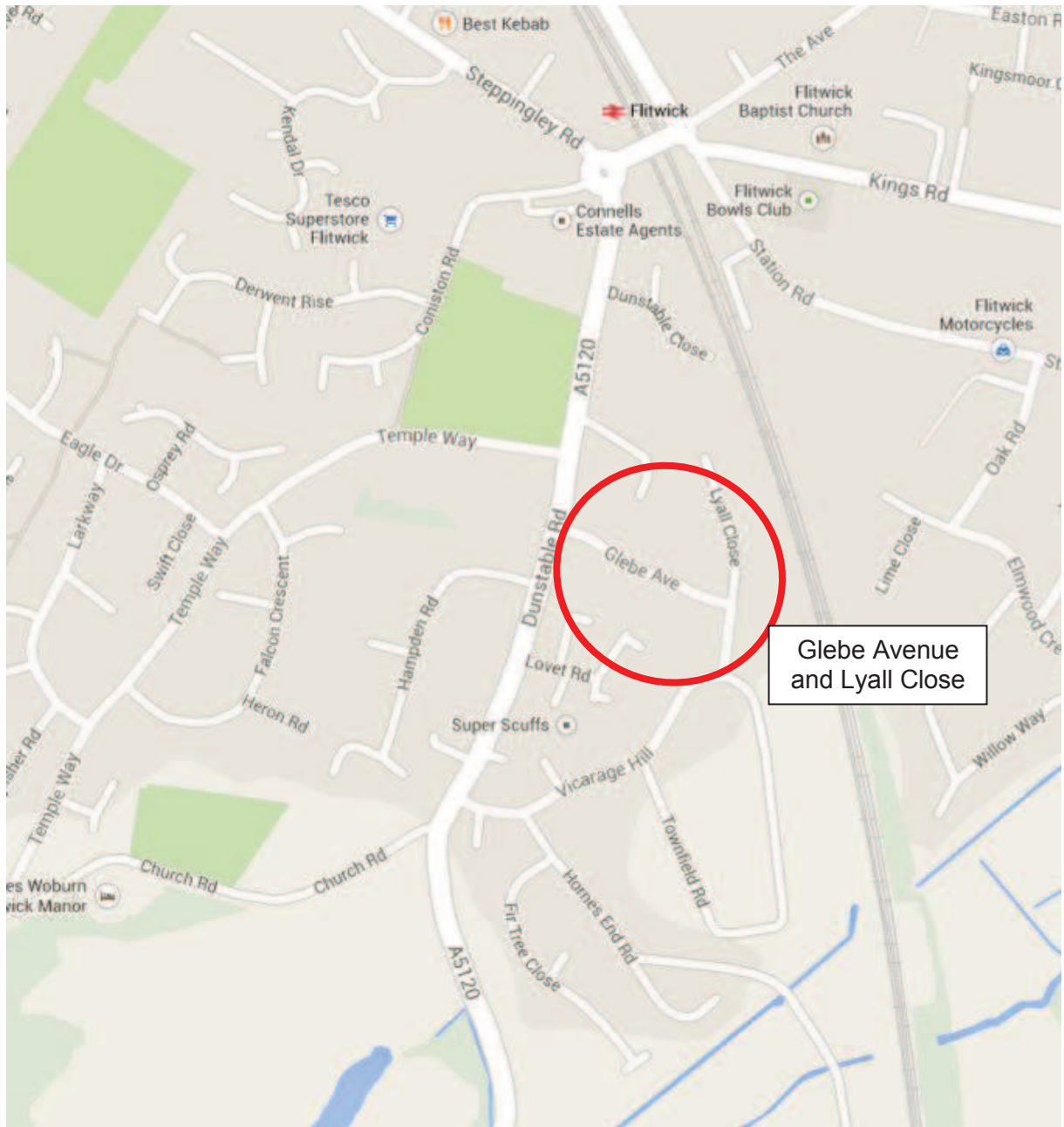
I enclose a petition signed by over 60 residents of Lyall Close who all support the content of this letter and the concern towards safety and services, the primary concern is clearly safety.

We look forward to hearing from you in the very near future.

Glebe Avenue & Lyall Close Commuter Parking

The residents of Lyall Close hereby support the request of Glebe Avenue residents that Central Bedfordshire Council introduces alternate side parking restrictions in Glebe Avenue, Flitwick, for the reasons set out in the attached note.

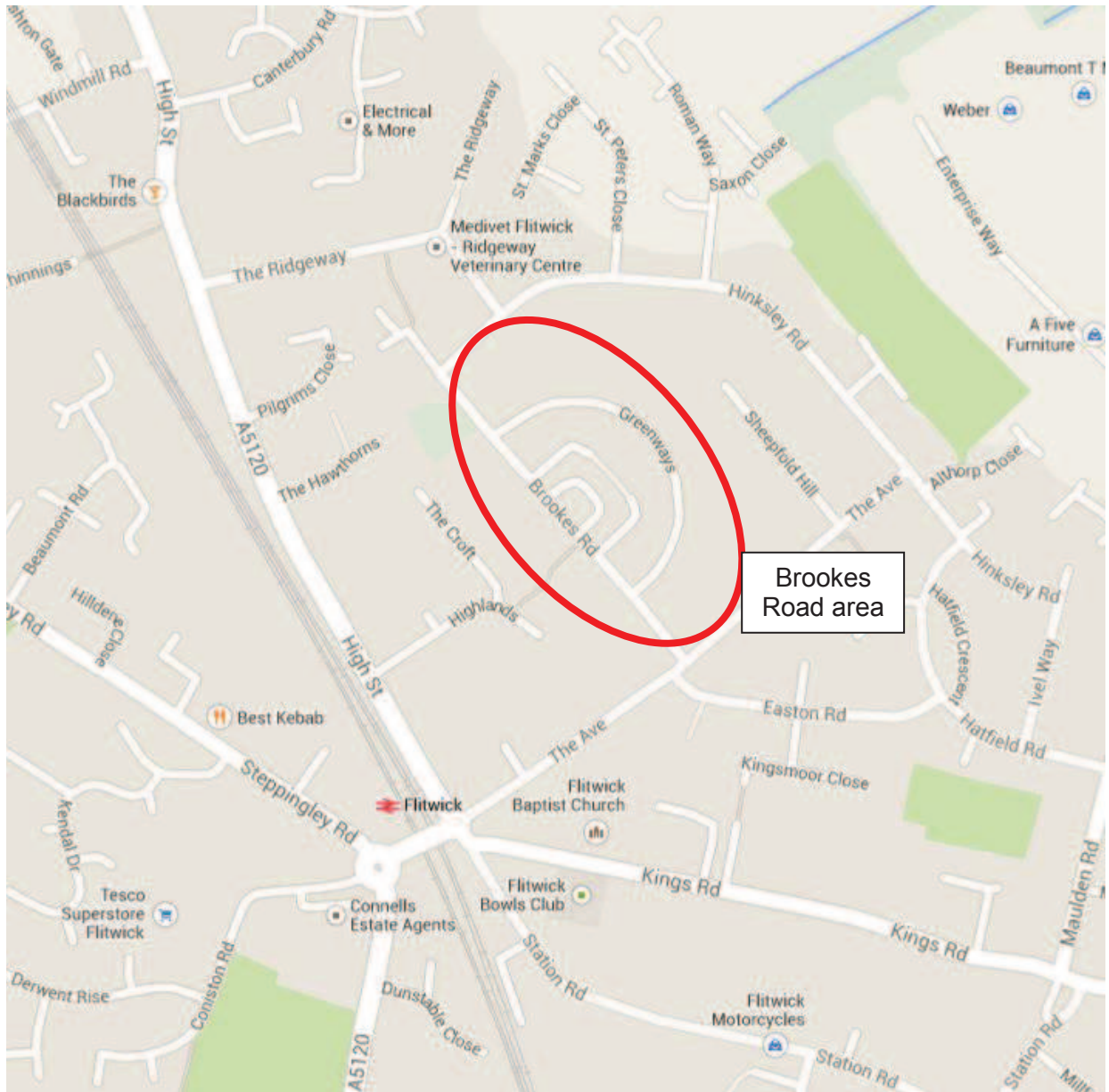
We also request that Central Bedfordshire Council considers the same parking restriction for Lyall Close, on the basis that changes in Glebe Avenue will displace the current commuter parking problems to Lyall Close.



Appendix E

Central Bedfordshire
Following a meeting with ~~Mid Beds District Council~~ *Mid Beds District Council* & Councillor Charles Gomm, We the undersigned would like to have resident parking bays installed by ~~Mid Beds District Council~~ *Mid Beds District Council*.

Central Bedfordshire
In order to alleviate to chaos caused by commuter parking in the following Roads;



Appendix F

Subject of Petition:

PARKING IN BROOK CLOSE DUNSTABLE BEDFORDSHIRE LU6 1HD.

We, the undersigned:

REQUEST PARKING RESTRICTIONS IN BROOK CLOSE DUNSTABLE LU6

1HD PARTICULARLY AT THE ENTRANCE AS ACCESS FOR LARGER

VEHICLES IS OFTEN IMPOSSIBLE. IT IS A CONCERN TO RESIDENTS

THAT EMERGENCY VEHICLES WOULD NOT BE ABLE TO GET

THROUGH IN AN EMERGENCY.

