

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



please ask for Martha Clampitt

direct line 0300 300 4032

date 31 July 2014

NOTICE OF MEETING

DELEGATED DECISIONS BY THE EXECUTIVE MEMBER FOR COMMUNITY SERVICES ON TRAFFIC REGULATION ORDERS

Date & Time

Monday, 11 August 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	Slapton Road, Little Billington - To Reconsider the Implementation of Proposed Road Humps To seek the approval of the Executive Member for Community Services for the installation of road humps in Slapton Road, Little Billington. Representations on the proposals were previously reported to this meeting on 20 March 2014, but the matter was deferred to allow reconsideration of the options.	* 5 - 14
3	Barford Road, The Hill and High Street, Blunham - Consider Objections to Traffic Calming Measures and Waiting Restrictions To seek the approval of the Executive Member for Community Services for the introduction of Traffic Calming Measures and Waiting Restrictions in High Street, Blunham	* 15 - 38
4	Faulkner's Way and St Mary's Way area, Leighton-Linslade - Consider Objections to Residents Permit Parking Scheme Amendments To This report seeks the approval of the Executive Member for Community Services for the introduction of amendments to the residents permit parking zones in Faulkner's Way and St Mary's Way area, Leighton-Linslade.	* 39 - 48
5	Petition, St John's Street, Biggleswade To receive representations from residents seeking action to resolve traffic difficulties in the street.	* 49 - 52

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|---|--|-----------|
| 6 | Petition, Brookes Road Area, Flitwick | * 53 - 56 |
| | To receive representations from residents seeking action to resolve parking problems in their road. | |
| 7 | Petition, Windsor Avenue, Leighton Buzzard | * 57 - 60 |
| | To receive representations from residents seeking action to resolve parking problems in their road. | |
| 8 | Glebe Avenue & Lyall Close – Flitwick | * 61 - 64 |
| | To receive representations from residents seeking action to resolve long term non-residential parking in their road. | |

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Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders

Date: 11 August 2014

Subject: Slapton Road, Little Billington - To Reconsider the Implementation of Proposed Road Humps

Report of: Paul Mason, Head of Highways

Summary: This report seeks the approval of the Executive Member for Community Services for the installation of road humps in Slapton Road, Little Billington. Representations on the proposals were previously reported to this meeting on 20 March 2014, but the matter was deferred to allow reconsideration of the options.

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.

Financial:

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

Legal:

None from this report.

Risk Management:

None from this report.

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

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

Sustainability:

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

RECOMMENDATION(S):

- 1. That following reconsideration of the options, the proposals to install two road humps in Slapton Road be implemented as originally published.**
- 2. To undertake a review of the warning signs and road markings relating to the bend near Rose Cottage.**

Background and Information

1. Billington Parish Council and local residents have for some years been concerned about the speed of traffic using Slapton Road through Little Billington. Following consideration of what measures might be suitable and effective a scheme involving the installation of two road humps was agreed.
2. The statutory notices for the proposed road humps were published in February 2014 and one objection and five representations, one offering support, were received. These are covered in detail in the report that was considered at the meeting held on 20 March 2014, which is included in Appendix A.
3. At the earlier meeting, the written representations, plus comments made by one public speaker were considered. It was decided "that the proposed works be deferred to allow reconsideration of the options."

Conclusion

4. The proposed road hump scheme has been re-assessed and alternative methods of speed-reduction have been considered. Several of the original representations were appealing for more road humps to be installed. Some people have requested additional humps near the bend at Rose Cottage, but the bend itself is an effective slowing feature and there would be engineering difficulties in siting a hump near to the bend. In addition, the available budget for the works is relatively modest and the provision of additional humps would require extra funding. Also, the locations of the humps have been carefully chosen to coincide with existing street lights, so that additional lighting is not required. More humps would require more street lighting, which would increase costs further.
5. Other traffic calming measures, such as narrowings, gateways and islands, have been considered, but deemed to be either less effective at reducing speeds and/or beyond the available budget. Some physical measures require extensive signing and road marking work which would be visually intrusive in such a rural setting, whereas the proposed road humps would have a minimal impact on the street scene.

6. In summary, it is considered that the proposed road humps represent the most effective means of addressing locals concerns with the funding available. It should be emphasised that all of the householders living on this stretch of Slapton Road were individually consulted and only one objection was received, which strongly suggests that the majority support the proposal. Billington Parish Council is also in favour of the proposed road hump scheme.
7. If approved it is expected that the works will be undertaken within the coming two to three months.

Appendices:

Appendix A – Report to Traffic Management Meeting on 20 March 2014

Appendix A

Meeting: Traffic Management Meeting
Date: 20 March 2014
Subject: **Slapton Road, Little Billington - To Consider Representations to Proposed Road Humps**
Report of: Paul Mason, Head of Highways
Summary: This report seeks the approval of the Executive Member for Sustainable Communities - Services for the installation of road humps in Slapton Road, Little Billington

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

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety.

Financial:

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

Legal:

None from this report.

Risk Management:

None from this report.

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

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

Sustainability:

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

RECOMMENDATION(S):

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

Background and Information

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

Responses and Conclusion

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

Appendices:

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

Appendix A

PUBLIC NOTICE



Central
Bedfordshire

HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED ROAD HUMPS – SLAPTON ROAD, LITTLE BILLINGTON

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

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

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

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

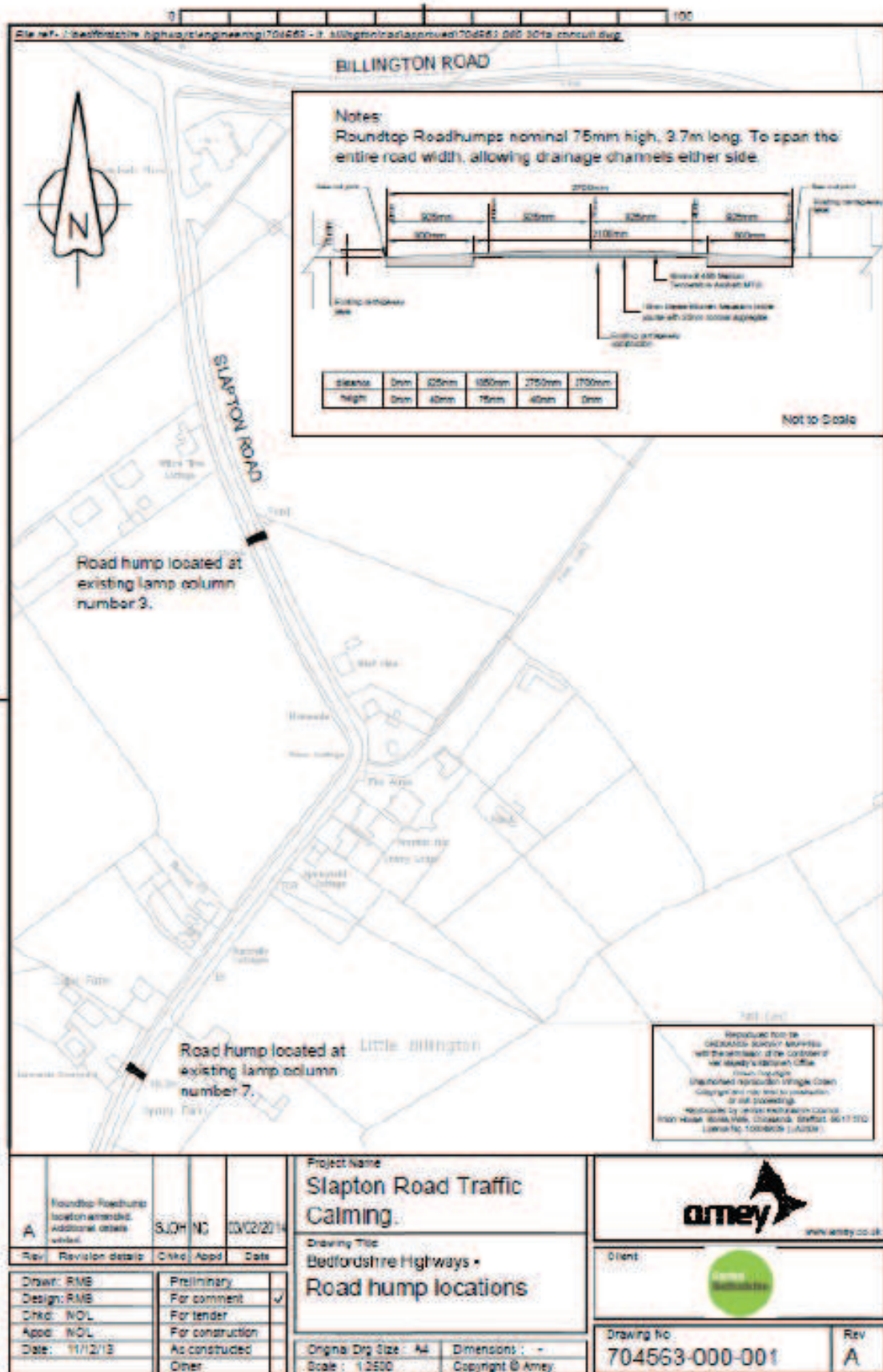
Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk
18 February 2014.

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG19 17 5TQ

Marcel Corffait
Director of Community Services

4 February 2014

Appendix B



Appendix C

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

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

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

The travellers turned up in force to heave the vehicle out of the ditch and kindly left 3 pieces of the front end of the car in our side of the ditch.....
I said to xxx and the PC that we needed calming further up the road - I know it might cost for another light but in the grand scheme of things it is nothing.
Many incidents and near misses go unrecorded, as would this one, had you not been around. It is time the nettle was grasped.....

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

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

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

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

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

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

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

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

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

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

Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders

Date: 11 August 2014

Subject: Barford Road, The Hill and High Street, Blunham – Consider Objections to Traffic Calming Measures and 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 Traffic Calming Measures and Waiting Restrictions in High Street, Blunham

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

Public/Exempt: Public

Wards Affected: Sandy

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

This proposal supports the following council priorities:

- Enhancing your local community – creating jobs, managing growth, protecting our countryside and enabling businesses to grow.
- Promote health and well being and protect the vulnerable.
- Better infrastructure – improved roads, broadband reach and transport.

Financial:

The overall cost of the scheme will be approximately £37,000.

The budget for this comes from a Section 106 contribution of £49,740 (Land at Barford Road, Blunham (CB/11/03412/FULL))

Legal:

A Section 106 contribution has been secured from Bellway Homes for Traffic Calming and Sustainable Transport. The claw-back dates for these contributions are 14th March 2023 (Traffic Calming) and 27th August 2023 (Sustainable Transport)

Risk Management:

Should the contributions not be spent on traffic calming and sustainable transport before the claw-back dates the contributions may have to be returned to the developer. In this event this would potentially leave us with a budgetary liability for abortive costs and any money we have already spent to design and consult upon this scheme.

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The proposal will improve road safety for all road users, but in particular pedestrians and vulnerable road users in Blunham.

Sustainability:

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

RECOMMENDATION(S):

- 1. That the proposal to install Traffic Calming Measures be implemented as published.**
- 2. That the proposal to introduce No Stopping on School Keep Clear markings and No Waiting Monday to Friday 8.00am to 9.30am and 3.00pm to 4.30pm be implemented as published, but that parking be monitored after implementation and additional restrictions be considered if deemed necessary.**

CBC Transport and Planning Policy

This scheme had been developed in line and in accord with Central Bedfordshire Council policies and priorities as outlined in:-

1. Local Transport Plan 2011 – 2026 (*Adopted April 1st, 2011*)
 - a. Appendix E Walking Strategy
 - b. Appendix F Cycling Strategy
 - c. Appendix C Sustainable Modes of Travel to Schools and Colleges Strategy
2. Local Area Transport Plan – Biggleswade and Sandy (including Blunham) (*Adopted April 1st, 2011*)
3. Mitigation Measures for Land at Barford Road (CB/11/03412/FULL)

All of these documents were fully consulted upon as part of their development process.
All of these documents and the policies within them were formally adopted by CBC

Background Information

1. The scheme has been developed to address vehicle speeding, safer routes to school, cycling and walking issues in Blunham. All four of these issues have been identified as points for concern by both CBC officers and members of Blunham parish council.
2. CBC officers and the parish councillors have worked closely since August 2012 to identify issues, and potential measures to deliver this scheme. From this date regular discussions have taken place in order to develop this scheme.
3. This has resulted in this scheme proposal which is well supported deliver a value for money scheme which addresses as many of the concerns identified by both parties

Scheme Proposal

4. The proposal will improve road safety by reducing traffic speeds and better managing parking near to the lower school, as well as make improvements for pedestrians and cyclists and improve access to John Donne Lower School, services and facilities in Blunham.
5. Description
 - A series of traffic calming features & restriction to parking proposed as follow.
 - 30mph roundel in middle of the carriageway and visual narrowing by proposing Red imprint both side of carriageway opposite properties nos. 48 to 50 in Barford Road.
 - Kerb build out or single chicanes along a tactile crossing pavement and red imprint in Barford Road opposite the new development.
 - Kerb build out or single chicane in The Hill opposite property no. 62.
 - Kerb build out and a pedestrian refuge island in the junction of the Park Lane/The Hill and introduction of a bus cage line marking opposite property no. 2.
 - A single yellow line with timing plate proposed opposite the school to stop the vehicles parking during peak hours in the morning and afternoon.
6. The proposal was advertised by public notice in May and June 2014. Consultations were carried out with the emergency services and other statutory bodies, Blunham Parish Council and the relevant Elected Members. Residents and businesses likely to be directly affected were individually informed and notices were displayed on the street.

Statutory Consultation Responses

7. A total of 14 representations have been received. Some of those who responded are opposed to certain elements of the scheme and others have mixed views. Of the representations received:
 - 9 are opposed to the narrowing towards the bottom of The Hill (inset 3 on the drawing)
 - 6 are opposed to the narrowing in Barford Road (inset 2 on the drawing),
 - 2 are opposed to the bus stop re-positioning at High Street/Park Lane (inset 4 on the drawing)
 - 3 are opposed to the waiting restrictions near the school (inset 6 on the drawing)

- The proposed improvements at the junction of High Street and Park Lane do not require the publication of statutory notices, but have attracted significant opposition from villagers as can be seen in the included representations. The main points being that this is at the heart of the village and within the village's conservation area. Copies of all correspondence are included in Appendix C. The main points raised by the objectors are summarised below:-
 - a. Most residents report that Blunham is used as a rat-run, but some say that speeds are not especially high, so it is questionable whether the proposed measures are really needed.
 - b. The proposed priority narrowings in Barford Road (inset 2) and The Hill (inset 3) are the traffic calming measures that most people object to on the basis that they will create vehicular conflict and bottle necks, particularly at busy times.
 - c. There was a request to re-locate the narrowing (inset 3) to reduce the disturbance caused to an adjacent resident.
 - d. The proposed improvements are unsuitable for a village location and will have an undesirable urbanising impact on the village.
 - e. Traffic speeds are highest in Station Road, but no traffic calming measures are proposed for that road.
 - f. If speeding is an issue, speed cameras would be a better solution.
 - g. There is opposition to moving the bus stop (inset 4) and providing signs and markings outside what is a grade II listed building. Bus services are very infrequent now and there is no need to formally mark a bus stop.
 - h. There is very little opposition to the waiting restrictions, but some have objected on the basis that the No Waiting Monday to Friday 8.00am-9.30am and 3.00pm-4.30pm should be extended further southwards to cover additional driveways.
- 8. Bedfordshire Police have been formally consulted as part of the process and have raised no objections to the proposals.

Responses

- 9. The Highways Team response to the points raised in paragraph 7 above are as follows:
 - a. Barford Road has a speed limit of 30mph. Speed surveys were undertaken on Barford Road to determine the average speed of vehicles. The 85th percentile speed was 37.69 mph, with 61% of vehicles traveling over the speed limit.

The speed needs to be reduced on this road especially outside the new development as this section is a regularly used crossing point for pedestrians walking to and from the cricket / playing fields.

- b. The width of carriageway at the base of The Hill is narrow and does not allow 2 oncoming HGVs to pass. A build out at this location will overcome the problem of oncoming HGVs passing and will also reduce traffic speeds for vehicles travelling downhill towards the High Street.

The build out on Barford Road (outside the new development) will reduce traffic speeds and also create a suitable and safer crossing point for pedestrians traveling to and from the cricket / playing fields.

- c. Blunham Village is not heavily populated so the build out on The Hill will not create significant vehicular conflicts or congestion.
- d. Blunham village centre is a conservation area. Materials agreed by the Conservation Officer are to be used in construction. The area around the new development (on Barford Road) is not part of the conservation area so standard materials can be used to match the existing.
- e. The traffic calming measures are focused on Barford Road outside the Cricket / Playing fields because this is where large number of children and parents cross the road.
- f. Speed cameras would not be an appropriate method of traffic calming in this location.
- g. The bus stop will remain in its current position and the bus stop markings will not be laid.
- h. The driveways adjacent to the proposed yellow lines already have a H bar which will be refreshed.

Conclusion

The proposed traffic calming scheme forms part of the S106 works required, as part of the consent for the Bellway Homes development on Barford Road. The proposals will reduce traffic speeds and improve the environment in the village.

If the scheme is approved the works are intended to be implemented in September.

Appendices:

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

Appendix A

PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED TRAFFIC CALMING MEASURES – BARFORD ROAD AND THE HILL, BLUNHAM

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL proposes to construct Traffic Calming Measure under Section 90 A-I of the Highways Act 1980 and all other enabling powers in Barford Road and The Hill, Blunham. The proposed measures are designed to reduce vehicle speeds and create a safer environment for all road users.

An Over-run Area comprising coloured areas of surfacing on both sides of the road giving the appearance of narrowing the road is proposed to be sited at the following location in Blunham:-

1. Barford Road, outside property nos.48 to 52 Barford Road.

Kerbed Build-outs forming priority narrowings are proposed to be sited at the following locations in Blunham:-

1. Barford Road, outside property nos.28 to 36 Barford Road.
2. The Hill, outside property no.64 The Hill

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 Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk by 10 June 2014.

Priory House
Monks Walk
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

16 May 2014



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO STOPPING ON SCHOOL ENTRANCE MARKINGS AND NO WAITING MONDAY TO FRIDAY FROM 8.00am TO 9.30am AND FROM 3.00pm TO 4.30pm NEAR JOHN DONNE LOWER SCHOOL, BLUNHAM

Reason for proposal:

The proposed Order is considered necessary for avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising and for facilitating the passage of traffic. The restrictions are intended to keep the road outside the school clear of parked vehicles, particularly at the start and end of the school day.

Effect of the Order:

To introduce No Stopping Monday to Friday from 8.00am to 4.30pm on School Entrance Markings on the following length of road in Blunham:-

High Street, east side, from a point approximately 8 metres north of the boundary of no.51a High Street and no.1 Brickhill Close extending in a southerly direction for a distance of approximately 44 metres.

To introduce No Waiting Monday to Friday from 8.00am to 9.30am and 3.00pm to 4.30pm on the following length of road in Blunham:-

High Street, west side, from a point approximately 7 metres north of the boundary of no.51a High Street and no.1 Brickhill Close extending in a southerly direction for a distance of approximately 21 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 10 June 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 SG1917 5TQ

Marcel Coiffait
Director of Community Services

16 May 2014

Appendix B



Rev	Revised/Issues	Drawn/Issue	Scale
0			
Client	AMEY	Project/Job	Blunham
Design	AMEY	For Approval	
AMOD	AMEY	For Approval	
DATE	03/09/2014	As Issued/Issue	

Client:
 Project Name: **Blunham Traffic Calming S106**

Drawing Title: **Traffic Calming Options**

Original Drawing Size: A1
 Scale: As Shown
 Drawing No: 708244-001-001
 Rev: A

Appendix C

I notice from your proposed plans that you are intending to site priority road narrowing outside No 64 the Hill. (Inset 3) Whilst traffic calming is certainly needed I would like to ask for the above road narrowing be moved further up or down this road.

My reasons for this request are because this is the only property on the Hill with its rear garden facing this road, as I have a medical condition that limits my mobility I use my garden as much as possible to be outside.

I am concerned that the priority narrowing of the road will cause a lot of stop/starting of traffic right next to my outside space (my garden is just 7.5 meters in depth.

As mentioned all other properties along this road do not use their front gardens for relaxation and therefore halting traffic would cause less disturbance.

The correct address of this my property is xx park lane blunhum mk443nj I hope you are able to help.

I am writing to state my objection to the proposed traffic calming measures for the village of Blunham.

As a resident of the village my objections relate to measures as shown on your plan as insert 1, 2, 3 and 4.

I believe that these measures are unnecessary and will cause more problems to the flow of traffic through the village than resolve them.

The proposal for insert 1 may mean you have a build up of traffic that gets stuck between insert 1 and 2.

The proposal for inset 2 may result in a build up of traffic which could have an effect on accessing Barford Road from Station Road which is a very heavily used road.

The proposal of making a priority lane at the bottom of the Hill insert 3, may result in a build up in traffic on the Hill and on the High Street especially in busy periods, as the traffic now comes through the village in blocks due to the new traffic lights on the bridge at the entrance of the village.

I think the proposed traffic island in insert 4 will make it impossible for large vehicles to access the road and will give no where for these vehicles to turn around. The traffic island is too large and urban in design for a village setting the repositioning of the bus stop would be needed if this scheme were to go ahead. This would mean that the bus stop would move directly outside a listed thatched cottage, which I do not think is correct in a conservation area, as these cottages are of architectural merit and the bus stop will not enhance them.

I have no objections to insert 5 or 6.

I do think speeding is a problem in the village and the volume of traffic at busy periods is also a problem, however I do not feel these proposal feel right for a small village setting they seems more appropriate for an urban setting.

Dear Transport Manager,

I wish to comment
on the proposed traffic
calming measures in Blunham.

There is already
a 30mph speed limit &
it is totally unnecessary to
have further measures. If
the 30mph was properly
policed, cars would not
speed through the village.
These speed calming measures
merely turn a rural village
into a suburb.

I am particularly opposed
to the traffic island that
is proposed for the junction of
Park Lane & the Hill.
This is the area where the
villagers come on celebration
days such as the Jubilee
celebration — there are
street parties in Park Lane
right there. Again, this is
a rural area & I like the
open street — it is not
an adjunct of Sandy. Dr
Marras will have difficulty
parking his car if the traffic
island is there, moreover.

Yours sincerely,
[Redacted Signature]

ps. It also seriously blocks access to
the war memorial for Remembrance Day.

Re: Your notification dated 5/6/14. Traffic Calming and Waiting Restrictions, Barford Road, The Hill and High Street. Blunham.

Thank you for your very late notification.

My main observations are with regards to Inset 3 and Inset 4 of your drawings, however I do notice that as regards to Inset 1, the road markings are well into the village and I can only presume that cars do not speed at the top of Barford Road. There is traffic furniture to flash '30' at traffic but this does not appear to work.

Inset 2 and Inset 5 are very close together but I feel are unlikely to make any difference to speeding traffic, however I recognise I am not an expert.

Inset 6 If extending Yellow Lines outside of the school will be safer for the children then of course it should go ahead but I cannot help but feel that the issues that the school / residents have will not be resolved as a result of this.

Inset 3 The Hill is narrow where you plan to put Priority signs however the hedging along the pavement is onto the pavement in places and if this were to be maintained then the pedestrians walking, especially to the school would have more room on the pavement. By putting in Priority signs I feel a bottle neck would be created here particularly at busy times of the day. The traffic now comes through the village, because of the lights at the double bridges and the lights at Great Barford Bridge, in waves. The only road into the village not controlled by Traffic lights is Station Road and it would appear no traffic calming measures are proposed here. I feel traffic issues in Station Road will be come worse as a result of your other proposals within the village.

Inset 4 I am at a loss to understand how putting a Traffic Island where you intend to will calm the traffic through Blunham? You also plan to place it right in the centre of a CONSERVATION area. Where you propose to place the island is at the widest entrance to Park Lane this is the way the Emergency Services access Park Lane, the refuse lorries, the environment vans checking on river issues. It is used on a daily basis during term time for a school bus to turn in, when there is a cycle race through the village this is where the pack pulls into to allow traffic coming down The Hill to pass through. Tractors pull over here also to allow traffic to come down The Hill as do Combines during Harvest. When Juggernaut lorries become lost and end up in the centre of the village this is where they turn. Signage on the outskirts of the village have not alleviated this issue. People manage to cross the road there safely but as with any area either Urban or Rural road safety is also the responsibility either of the individual or the parent /Guardian if walking with a child, with the current fashion for children to scoot at high speed within the village there have been some near misses but not as a result of speeding cars but more as a result of lack of road safety on behalf of the pedestrian/child. This entrance to Park Lane has also been used for over 60 years for the Rose Queen Fete where the children process from the Church to the school. Also most importantly the village is also a through route for Police, Ambulance and Fire appliances to go through the village at high speed presumably to accidents on the A1 this is a regular occurrence, it would be tragic if the proposed traffic calming measures hindered them reaching the emergency in time.

From looking at the proposed plan for this area of the village it would appear that you plan to widen the pavement outside of the flats at Silver Court ,the pavement there is already used for the parking of cars to the detriment of pedestrians this will just mean that two cars can be parked there, the parking issue at these flats is a direct result of planning being granted but not enough parking being provided for the residents.

The Bus Stop in the 22years I have lived here has always been where it is and I notice that you plan to move it to right outside my house. Signage painted on the road has never been required. There are so few buses that pass through the village that should you decorate the road by painting BUS STOP people would still park there. Parking in the centre of the village for funerals ,weddings ,christenings and church services is very limited as it is for the shop and the Horseshoes public house as very few of their patrons use the car park if they are just "popping in", the proposed measures at Park Lane /High Street /The Hill would just create another set of issues that would have to be addressed.

If the traffic calming at The Hill /Park Lane /High Street are to proceed then I presume for the same reasons you will reinstate the Bus Stop road furniture and paint Bus stop on the road outside of Shoe Cottage. The previous owner took it upon himself to knock down the bus stop sign that was in the verge and this was never replaced by Highways, when buses stop there for passengers to alight cars following are not aware they are stopping at what was and should still be a legitimate bus stop.

I am being totally honest when I say I am not happy about the bus stop being moved right outside my house, I feel it would be very intrusive and not in keeping with a Grade II listed building. The pavement is very narrow where you are proposing the bus stop should be and I feel it would be intrusive when people are getting on and off the bus.

I feel the proposed traffic calming measures are a 'knee jerk' reaction for a request for something to be done. Speed Cameras would be the way forward as drivers would then realise that there would actually be a penalty for speeding, these are too expensive. However we are a Rural village NOT an Urban setting and I feel that the measures put forward particularly for the centre of the village will just cause a bottle neck at busy times in the centre of the village but essentially will not slow the traffic down anywhere else in the village. The traffic lights at the double bridges were meant to be a traffic calming measure through the village and they do not appear to have worked for the speeding issues.

I feel that the village does not require all the measures that have been put forward and that measures should be reconsidered, perhaps the money that is earmarked for these measures could be put to better use or put towards a speed camera because just one in the village would be a deterrent

Thank you for taking the time to read this e-mail

Please find my comments on the traffic calming measures proposed for Blunham.

I strongly object to adding a triangle/hatched area at the end of Park Lane (**Inset 4** on the plan). How is this traffic calming? I fail to see how this will prevent the problem of traffic speeding through the village as it is not on the main road. It will however cause problems with any traffic that accidentally turns into Park Lane. Today when buses or lorries turn into Park Lane, by mistake (or intentionally if they want to turnaround in the village) they use this area to swing around. Putting a triangle will make this impossible and is likely to force the lorries to go further down Park Lane to try to turn around or even worse try to get through Park Lane itself. Also moving the bus stop area back is a bad idea as this will be inconvenient to the people waiting at the bus shelter (which has recently been improved) and to the owners of the properties where the proposed bus stop markings are shown. Also squeezing the junction at the top will make it difficult for motorists (especially vans, trucks and small lorries) exiting Park Lane if they want to turn right into the High Street as they will have to stay tight left and probably move further forward to ensure nothing is coming from the left (The Hill). It also seems harder for any traffic coming down The Hill and wanting to turn right into Park Lane especially if there is someone waiting to exit Park Lane to turn right as mentioned above. Also in the same area on the left hand side of the junction where the path/road has been 'bulged' out the tenants actually park their cars in front of their houses/flats. There are dropped curbs here. How will they be able to get in/out safely onto the road? The addition of this triangle is not fixing anything but will certainly cause more problems.

Inset 1 (30 mph sign on road and road markings to give the appearance of narrowing the road). No objection, this is a good idea.

Inset 5 (Tactile pavement which I assume is entrance to Jubilee Close). No objection if deemed to be useful/necessary.

Inset 6 (Outside school). No objection and everything should be done to stop people parking there during school times. Needs to be enforceable with regular checks.

I object to Inset 2 and Inset 3. (Kerbed build outs forming priority narrowing). These will cause traffic congestion in alternate direction during the peak traffic hours. For example if my interpretation is correct, for Inset 2 (Barford Road) priority will be for vehicles coming into the village from Great Barford. I assume most traffic flows this way in the morning (0700-0800). If this is the case traffic will build up down The Hill and vehicles will have difficulty getting out of Jubilee Close and possibly Station Road if traffic backs up that far. Also surely you need to slow down the people coming into the village from Great Barford direction, how will this prevent it when they will have priority here? Similar will apply for inset 3 (towards the bottom of The Hill). The drawing seems to indicate a stop position for traffic coming from the High street. If this indicates that priority is for traffic coming down The Hill, then the congestion caused by traffic stopping there will flow back past the top of Park Lane and into the High Street. This is not acceptable and many drivers will shoot down Park Lane to avoid the queue. One thing that needs to be avoided is creating a 'rat run' through Park Lane (from either end) just to avoid queuing at any restrictions on The Hill.

If there is a speeding problem in the village, I do not believe that Inset 2 and Inset 3 will address the issue but will just cause more congestion and poor vehicle flow. It will certainly have no impact on Station Road or the High Street which has been mentioned to have a problem with speeding vehicles also. My experience of these restrictions is that the motorist will just speed up when they have passed them.

Do we really have a speeding problem in the village? Are the council implementing changes when they are not really needed? Maybe clearer, better signage would help. Add extra speed camera signs and speed limit signs on the main through roads. I know Police resources are stretched, but maybe a mobile camera van should visit the village a couple of times a year as a deterrent. The other option is a speed camera or an average speed camera system. If there is a problem with pedestrians/children around the school area maybe a zebra crossing in the High Street would help.

I would like to offer you the following comments on these measures as currently proposed.

The reason so many vehicles excessively speed along Barford road is that it is a long straight section of road with no hazards to negotiate.

More and more vehicles now cut through ("Rat Run") Blunham to avoid the long queues on the A1 due to the planning catastrophe of the Black Cat roundabout. The half measures now in progress to make improvements here are, I believe, unlikely to stop the Blunham rat run.

Whilst I am glad to see some attempt at last to reduce speeding along Barford road, I do not think the "over run area" proposed for 48/52 will be anywhere near a sufficient deterrent. Most people who speed along this road do so every day and will quickly learn that they can still cross at speed (pinch areas raised only a few mms). I believe they will ignore this half measure just like they did with the electronic speed sign which has now been defunct for several years.

I welcome the "Kerb build out" proposed for 28/26 since this can not be ignored and will be effective at slowing opposing traffic streams in both directions.

Another kerb build out is therefore a better solution further along Barford road to replace the illusory "over run area".

I have lived at number 64 for over 30 years and can speak from a lot of experience from observing just how much many vehicles excessively speed along this straight section of road completely ignoring the illegality of doing so.

I also think that any calming measures applied need urgently to take into account the increasing numbers of heavy lorries and other commercial vehicles using Barford road despite the weight restrictions on them already in place but clearly ignored.

Ref: 1. Proposed Traffic calming measures on Barford Road and The Hill, Blunham
2. Proposed No Stopping on school entrance markings and no waiting.

1. Proposed Traffic Calming.

1. **Barford Road.** I support the proposals as shown in Inset 1, 2 and 5. However at the point at which the speed limit changes to 30mph on the Barford Road there used to be red tarmac with a 30mph sign in white. This was removed some months ago by Amey's as the red surface was breaking up. I believe this should be replaced or another Red 30mph thermoplastic sign should be installed in the road surface.
2. **The Hill.** I support the proposals as shown in Inset 3. There is no mention of cutting back the vegetation and tarmacking the triangle, nor installing a bench as agreed.
3. **The Hill/High Street and corner of Park Lane.** I support the provision of an island and building out of the kerb as shown in Inset 4 with the following proviso.
 - a. The building out of the kerb in front of the flats should include a dropped kerb (as exists now) allowing residents to park their cars on the property frontage.
 - b. With respect to the provision of the Bus Stop road surface markings outside The Ovens, I now recommend that this is NOT carried out as it will prevent the owners parking outside their house. I do not believe this has any effect on traffic calming. Buses are very infrequent in Blunham and on the rare occasion a car is parked here it does not affect the bus stopping.
 - c. The shape of the island be modified to allow a bus to exit from the bus stop into The Hill more easily. If this is a major issue then, although providing a safer place to cross, I would rather see the island removed as it has no effect on traffic speed.

2. Proposed No Stopping.

1. **Outside the school.** Inset 6. I support the extension of the yellow zig zag lines outside the school. This has been included in the School Travel plan and incorporated into the Local Area Transport Plan. The school's opening hours are 8am to 6pm with the provision of a Breakfast Club and After School Club, however after 4:30 parking is normally light and hence I see no reason to extend the restrictions beyond 4:30pm.
2. **Outside No 51a High St and No 1 Brickhill Close.** I support the provision of the yellow line with the waiting restrictions 8am to 9:30am and 3pm to 4:30pm. This provides a clear area of road for children to cross with good visibility in both directions.

3. General. Blunham Parish Council have worked hard over the last three years in response to villagers concerns regarding Blunham being used as a “rat run” and the number of speeding vehicles. In 2012 a traffic volume and speed survey was carried out with the support of the police and determined very high levels of traffic on the Barford Road in particular (400 vehicle movements in an hour) with over 40% of vehicles exceeding the 30mph limit, with a number greater than 45mph. Although less volume, other roads through Blunham had similar levels of speeding vehicles. The Parish Council identified **five** key issues for the village:

- 1. The Black Cat roundabout:** Whenever there were problems Blunham was being used as a rat run, even by lorries which exceeded the 7.5ton limit.
- 2. The Twin Bridges:** The Parish Council have been working with CBC Highways to seek a solution to the number of accidents and the damage to this listed bridge. In 2013 traffic lights were installed and this has had a major effect on reducing speed and the number of accidents.
- 3. Outside the school:** parking by parents at school opening and closing times causes major inconvenience to local residents and is a danger to children crossing the road. The school has made local arrangements for parents to park in the adjacent church and encouraged parents to park away from the school and walk. However, the schools catchment area is very wide with children coming from surrounding villages and Sandy which forces parents to use their cars. The above proposals under No Waiting provide a clear and safe area for children to cross the road.
- 4. The bottom of The Hill:** The lower part of The Hill narrows such that whilst two cars can just pass each other, two lorries, busses etc cannot. At this point the pavement to the North side reduces to 27inches wide with a lamp post at its rear. A large number of children (approximately 20+) walk/scooter with their parents to and from school using this side of the road as there are less roads to cross. This number may well increase once the 36 houses on the Bellway estate have been occupied. The proposals under traffic calming provide a solution to this problem and danger.
- 5. Barford Road:** This road has the largest volume of traffic with vehicles coming in and out of the village (400 Vehicle movements in an hour having been recorded) as it is a short cut for vehicles between Great Barford and the A603 and onto the A1. It also has the entrance to the Blunham Playing Fields opposite the entrance to the new Bellway Estate. The road also suffers from speeding vehicles. The playing fields are very popular as it is the home ground of the Blunham Cricket Club and football during the winter. Blunham is one of only four grounds in Bedfordshire that can host County cricket matches due to the quality of the square and the facilities that have been provided over the last five years by the Charity that run the ground. It is not unusual to see 100+ children and their families at the playing fields during the summer, particularly of a Friday evening. The above proposals under Traffic Calming provide a solution to speeding vehicles and provide a safe crossing into and from the playing fields.

I believe that in addition to the above proposals the following should be included:

1. There are three entrances to the village. I have already mentioned in 1.1 above that the red tarmac and white 30mph road sign was removed by Amey's due to the red tarmac breaking up. A similar problem is now happening at the Tempsford Road/High Street junction. Hence I would like to see a 30mph sign imbedded into the tarmac at all three entry points: This would provide a consistent visual approach to the village.
 - a. Barford Road
 - b. Station Road
 - c. Tempsford Road/High Street
2. At these same entry points, a brick village marker should be constructed to reinforce to drivers the change from county road to village scene. The design of this is currently out for consultation with the village. The local Gardening Club have indicated that they would be willing to maintain flowers at these three points, to reinforce their visual impact.
3. Whilst the work is carried out to provide additional yellow lines outside the school, I would like to see the existing double yellow lines in the village repainted as they are becoming faded.
4. Following the provision of the new yellow lines outside the school I suggest there should be a period of regular visits by CBC ANPR camera car during the restricted times to reinforce and to imbed into parents minds the restrictions. I would also suggest that in the first month warning letters rather than fixed penalty fines be issued.
5. As a school governor I will be discussing what additional measures the school may wish to take should the plan be implemented to reinforce the new restrictions with parents and children.

Lastly I would like to thank Nick Shaw, Sustainable Transport Officer for the work he has done in developing these proposals to provide solutions to the issues identified by the Parish Council.

The above are personal views and not those of the Parish Council

This email is a response to the notification dated 5/6/14 regarding Traffic Calming and Waiting Restrictions, Barford Road, The Hill and High Street. Blunham.

I would like to object to the proposed traffic calming measures for Blunham. For one thing, I don't think the traffic is particularly bad in the village. It is isolated to key points in the day. Yes people drive at 30 mph in the village, and of course there is the occasional idiot who drives way above that, but on the whole I wouldn't describe it as a serious problem warranting this type of approach.

Before I found out at the parish council meeting that speed cameras cost £175,000 to implement, I would have suggested a speed camera as these seem to work well in Great Barford which is the next village. I understand humps are not an option because they are too expensive and the emergency services wouldn't like it which is fair enough.

I do wonder though, if this is not a bit OTT? It's not as if people are being killed (god forbid) on a daily, weekly or even yearly basis. In fact, I don't think there have been any traffic related deaths in the village. People say "oh we need to do something about the traffic" but really, this is 2014, you'll always have idiots who drive too fast - there has to be a certain amount of realism surely?

Certainly in my mind, the key area of the village suffering from speeding traffic, which is not considered, is Station Road. Cars routinely drive down there at 50+ mph, yet there are no traffic calming measure suggested for that road? Is the council deliberately leaving the road surface under the bridge completely broken and potholed to discourage speeding?!

Please note below my points regarding the proposed measures:

Re Inset 1, I think this is not a bad idea per se, but wouldn't it be better situated a bit further down Barford Rd i.e. right as you come into the village?

Re Inset 2 and Inset 5, no objections but again, I'm not sure that they are necessary.

Re inset 3, I would imagine this is going to cause serious congestion into the village which will be almost as bad, and certainly as annoying as the occasional speeding vehicle.

Re inset 4, the traffic island proposed for the centre of this picturesque and quaint little village is totally OTT, unnecessary and a horrible violation of our conservation area. There are all sorts of major problems with this proposed measure including:

- Large vehicles like tractors, combine harvesters, diggers etc all have to pull in here to let traffic pass at the bottom of the hill. If you spent even an afternoon here you would see this.
- Emergency vehicles, the refuse lorries, delivery vans, environment agency vans - they all access Park Lane from this point because the other turning into the lane further up the Hill is so tight. They can get out but they cannot get in.
- We have all sorts of bike races that come through the village and the pack of cyclists gather in this area to allow traffic to pass down the Hill first.
- Every Remembrance Day 100s of people gather outside the war memorial to remember those lost in the war. How deeply offensive it is to think you are going to stick a traffic island over the road in this area.
- This is a conservation area!! We all work so hard to keep to the rules, to keep the village clean and tidy, and to ensure the village retains its rural charm despite the council re-designating it as a large village and trying to cram as many houses in as possible.
- One of the unique things about Blunham village is the preservation of over 600+ photographs taken over the last 100 years. Each year there is a display in the village hall where people can come and see them. I hate to think what they will think in 50 years time, looking back and wondering what on earth we were thinking allowing this type of monstrous modern traffic island to proceed. It is completely and utterly unnecessary.
- Also, most importantly, how does this even calm the traffic?

Re inset 6, no objections, however, the problem outside the school is to do with the parents who refuse to take advantage of the offer of free parking in both the church and the pub car parks, and instead insist of just stopping their car as close to the school as possible. Running in with the kids, and rushing out again. They park in people's driveways, across verges, wherever they can dump the car for 5 minutes while they rush in with the kids. I don't know what you can do about this. It's a crazy situation.

Overall, my view is that the majority of these measures are not necessary, particularly 2 and 5. Inset 4 is inappropriate unnecessary, and will be a horrible eyesore in the heart of the village. People occasionally speed down Park Lane where I live but I'm not running around saying we

need traffic calming measures! It just seems a handful of people have said traffic is annoying and now we're going to be lumbered with all this unnecessary traffic furniture and road signs etc. Not to mention the disruption of implementing them.

What would be infinitely more helpful than any of these measures, would be two zebra crossings - one by the school - and one by the playing fields on Barford Rd, but I understand those are too expensive as well.

Apologies for my late reply as I understand the deadline to be 10 June (Although an extension was requested) From the plan noted below it appears that the Jubilee Close development has not been included, which might affect the approval of this plan. Please can you include this as there are over 20 children on this estate alone.

Re S106 Drawing A - 709244-001-001

Inset 1 - agree with that. Hopefully this will deter people travelling though Blunham although this might cause a big bottle neck during rush hour as some people might not have alternative routes. There are often queues visible from the start of Barford Road towards Great Barford in the evening rush hour.

Inset 2 - This is a good place for a crossing. I would personally have a raised zebra crossing as this might cause further issues with the bottle neck as noted above.

Inset 3 - I strongly oppose this idea as the road is already very narrow there with very poor visibility approaching the corner.

Inset 4 - In my opinion will be a nice to have but will have no impact on slowing traffic or keeping people safe.

Inset 5 - This would be useful for wheel chair users and mums with buggies and children on bikes but I don't believe is a priority if there is no budget. Wheel chair users are able to cross on the other side.

Inset 6 - People who travel will have no where to park and will clog up other roads. I would rather propose a raised zebra crossing between the school and the shop. This will benefit safety for the pub goers as well as people using the take away.

Quick fixes would be the a couple more speed reading 30 mile per hour reminders (sorry don't know what they are called) but it is like the one as you enter the village on Station Road. They normally remind me!

If you want to discuss any of these with me please feel free to give me a call.

Thanks for your time,

I write in regard to the proposed traffic calming scheme S106 advised in recent public documents. I am in favour of the reduction in the speed of traffic passing through Blunham village but have fundamental reservations about the practicality and functionality of some of the proposed measures.

Location 1 as proposed adjacent to the 30mph sign seems sensible and workable.

Location 5 only concerns Jubilee Close to my understanding.

Locations 2 and 3 on Barford Road and The Hill whilst seemingly useful I believe to be flawed. The concept of restricting traffic flow with priority rights of way will cause unacceptable bottlenecks to traffic flow. The village suffers from traffic using Blunham as a cut through both from and to the A1 (including traffic to and from Zwetsloots) as well as traffic flowing to and from the Sandy direction via Station Road to access Gt Barford/ Bedford and vice versa. I can see the planned kerb build outs causing bottlenecks as the traffic flows are different morning and night. Other means would be preferable at both the Barford and Grange Road ends of the village.

Location 4 – the plan is again flawed for the following two reasons.

- 1) As drawn the new layout restricts parking adjacent to the mouth of Park Lane. There is already an unacceptable amount of erratic "on-street" parking on both sides of Park Lane working back from the junction with The Hill/High Street that will only be forced further down Park Lane to the detriment of other residents. Only if other provision of off road parking near the mouth of Park Lane is provided would the plan for Location 4 be viable.
- 2) The intention to create an "island" creates the problem for larger vehicles

e.g. articulated lorries that mistakenly turn into Park Lane from time to time. They do currently have the opportunity to manoeuvre in the open space where Park Lane joins The Hill/High Street. That facility would not exist and we who live in Park Lane have seen the problem of difficulty drivers of large vehicles have when they mistakenly entered Park Lane.

It would seem that the plans take no account of another key factor that would seem important in the vicinity of the Park Lane junction with The Hill/High Street. It would seem sensible to extend the double yellow lines that run from the village shop up to and beyond the Park Lane junction where traffic parking on the North side of the High Street/ The Hill creates a hazard.

Location 6 – the plan to impose "no stopping" zones around the village school is sensible. Would it not be better, however, to develop a proper drop off and pick up facility for the school so that vehicular traffic flow is not impeded.

Whilst the plans may be well intentioned they do not appear to address the underlying problems that cause concern and should thus be reconsidered.

(Additional comments below)

Thank you for your letter acknowledging my communication with your office.

My purpose in writing is not to replicate what I have already said but to add to my observations and objections to the intended traffic calming proposals being considered in respect to Blunham.

My further points are twofold;

- 1) Is there not a case for the 30mph signs to be relocated in two places – to be located next to the first properties on Barford Road – adjacent to 132 Barford Road and on the road to/from the A1 to be placed just on the village side of the two hump back bridges. That repositioning would more clearly delineate the residential area of the village and caution drivers to reduce speed earlier.
- 2) I feel the plans to build traffic flow restrictions on Barford Road and The Hill are ill conceived and likely to cause congestion and accidents as drivers become frustrated. The village has through traffic in the morning and afternoon characterised by different flow patterns. It is the through traffic at these times that is the worst at speeding. The flows are both to and from A1 to and from Gt Barford direction and to and from the Sandy direction going to/from Gt Bardord.

Rather than traffic restriction points would it not be sensible to control speed by erecting average speed cameras of the type deployed in Box End, Bedford which has a traffic flow analogous to that in Blunham. That system is unobtrusive and effective. I fear that the money intended to be spent will prove of little value and cause problems whereas to deploy the above average speed set up would work far more effectively in respect of reducing the speed of traffic flowing in all directions. It is clear that motorists are respecting the Box End installation.

Please advise the date of the meeting at CBC to consider the proposals – is it around mid August?

I am writing regarding the proposed traffic calming throughout Blunham.

I feel that the majority of these measures would cause more problems than they would solve. The only one I feel would be beneficial is **Inset 5**, the dropping of kerbs at Jubilee Close.

Inset 6, the yellow lines outside the Lower School. This would benefit the residents in close proximity and provide safer crossing for children using the School. However it does not address the issue that there is nowhere for parents to park safely when taking their children to school, in fact it makes matters worse pushing the vehicles further along the road.

Inset 4, the island and narrowing at the mouth of Park Lane is in my view the most unnecessary and dangerous of all the proposals. It would obstruct people's access to driveways and make it dangerous to turn left onto the Hill. At present in order to see sufficiently around the buildings on the left you have to position your vehicle in the centre of the junction, this will not be possible if this road is changed. This wide junction serves as a safe turning point for buses and other large vehicles serving the village. Altering it would create potentially lethal manoeuvres in narrowed and dangerous places. The bus stop has been moved slightly on the plans, meaning that it would stop outside a listed thatched cottage (The Ovens) blocking all daylight from its low windows. Cars park along Park Lane at the moment, creating an island would force the cars further into Park Lane where there is frankly no room. Aside from all of these issues there is also the fact that this wide junction is used annually by certain social events in the village (for example the Remembrance Sunday service and the procession of the Rose Queen Fete). I think it is important that these traditions should not be lost.

Insets 1, 2 and 3, the narrowing of Barford Road and the Hill. These would only cause bottlenecks in the village at busy periods. Also noise and air pollution would be produced from waiting cars. Blunham is an agricultural area and narrowing of these roads would render them impassable by farm vehicles.

The whole appearance of Blunham would be ruined by these traffic calming measures. As a resident of the village I do not want this urbanisation. However I would like to see the installation

of speed cameras which prosecute people who speed, but let residents who take care when driving through the village, do so without the annoyance and eyesore of traffic calming.

I note with interest that traffic calming is being considered in 3 places in our village. While slowing down traffic on the "rat run" that our village has become I would hope that you will be considering chicanes rather than humps.

I also note that there is no mention of Station Road in this plan. To my mind Station Road is longer than Barford Road, and also has it's problems with speeders. I can't remember the last time I saw a camera van here.

I would suggest that if one part of the village is to be considered, all of the village should be considered.

39 High Street, Blunham

I wish to register our objections for the proposed waiting restrictions outside the local school, they do not go far enough.

Although we did not receive notification I received a copy via my neighbour at xx High Street, our access is joined and the metal electric gates are kept closed at all times as we have dogs. We are constantly – 2 weekly - unable to get in and out of our drive during school drop off and collections due to the unpredictable and lazy parking by some.

I take pictures weekly of people blocking us in or out of our own drive.

Since the introduction of the nursery and the new housing estate the situation has become very serious.

The local pub and the local church have offered parking for this reason, and although some are using this, we still have serious issues with parking outside our gates.

When a large vehicle school bus, refuse lorry, delivery lorries etc. try to come through the village at these times it is an absolute disaster.

We are so surprised these has not yet been a serious incident yet but if traffic continues to increase this will surely happen.

We are in total agreement with the length and restrictions outside the school but would like to see the an extension on our side of the road increased.

In our opinion the no waiting on Monday-Friday during the set times is ideal but the boundary from 51a High Street to 1 Brickhill is not sufficient.

We would like to see the point extended to include 43 & 39 high street.

This will give a clear area where walking parents and children can cross safely not dodging through parked cars which is what they have to do at the moment.

We do sincerely hope this recommendation is given very careful consideration for the safety of all concerned.

Further to my
recent letter, I wish to
add an additional
observation.

The double yellow
lines on the opposite
side of the road to
John Donne school
need to be extended
to include 39 & 43
High Street. There is already
a parking bay for Blunham
shop customers & so it
seems illogical that the
double lines should not
include 39 & 43 High St.
I know that parents of
children at the school
often park there & cause
an obstruction to the
driveway.

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Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders

Date: 11 August 2014

Subject: Faulkner's Way and St Mary's Way area, Leighton-Linslade – Consider Objections to Residents Permit Parking Scheme Amendments

Report of: Paul Mason, Head of Highways

Summary: This report seeks the approval of the Executive Member for Community Services for the introduction of amendments to the residents permit parking zones in Faulkner's Way and St Mary's Way area, Leighton-Linslade.

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

Public/Exempt: Public

Wards Affected: Linslade

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve parking facilities for residents.

Financial:

These works are being funded from the Council's budget for minor traffic and safety schemes and are expected to cost a total of £8,000, including fees and works.

Legal:

None from this report.

Risk Management:

None from this report.

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

None from this report

Sustainability:

None from this report.

RECOMMENDATION(S):

- 1. That the proposal to amend the operational hours of the residents permit parking zone in Faulkner's Way and Stoke Road, Leighton-Linslade be implemented as published.**
- 2. That the proposal to amend the operational hours of the residents permit parking zone in the St Mary's Way area, Leighton-Linslade be implemented as published.**

Background and Information

1. In September 2013 new residents permit parking schemes were implemented in a number of areas of Leighton-Linslade, including Faulkner's Way and the St Mary's Way area. These were introduced primarily to address residents' concerns about commuter parking.
2. The residents' permit schemes in both Faulkner's Way and the St Mary's Way area operate on a 24/7 basis, which means that on-street parking is restricted to permit holders only at all times. Residents have requested that consideration be given to reducing the operational hours to those days and times when commuter parking is most likely to occur. A public meeting was held to determine residents' preferences and this was used to guide what changes should be made to the parking schemes.
3. As a result, it is proposed to amend the restrictions in Faulkner's Way, from its junction with Bossington Lane for its remaining length, and in the lay-by on the east side of Stoke Road near Faulkner's Way, so that a vehicle only needs a permit to park from Monday to Friday between 9am and 5pm. That part of Faulkner's Way between Stoke Road and Bossington Lane would remain permit holder parking at all times. The amendments published in November 2013 to introduce a 2 hour permit-free parking period in Faulkner's Way and the addition of the Stoke Road lay-by near Faulkner's Way to the permit parking scheme have already been approved and will go ahead as published.
4. It is proposed to amend the restrictions in the St Mary's Way area, so that a vehicle only needs a permit to park from Monday to Friday between 10am and 12noon. These times have been chosen to minimise inconvenience for residents and visitors. The previously published amendment to introduce a 2 hour permit-free parking period in the St Mary's Way area will not go ahead if the current proposal is implemented.
5. The proposal was advertised by public notice in June and July 2014. Consultations were carried out with the emergency services and other statutory bodies, Leighton-Linslade Town Council and relevant Elected Members. Residents were individually informed and notices were displayed on street.

6. Two objections have been received; one from Faulkner's Way and one from the St Mary's way area. Copies of all correspondence are included in Appendix C, but the main points are as follows:-
 - a) The Faulkner's Way objection relates to the fact that most of the road would become permit holders only Monday to Friday 9am to 5pm, but the two parking bays at the western end of the road would remain permit holders only at all times. The objector thinks that the operational hours should be consistent across the whole zone as that would be fairer to all.
 - b) The St Mary's Way area objection is that the existing scheme works well and they do not want it to change. The concern is that a reduction the operational hours will increase the likelihood of non-residents, including commuters parking in these roads, thereby reducing the schemes' effectiveness.
7. Bedfordshire Police have been formally consulted as part of the process and have raised no objections to the proposals.

Responses and Conclusion

8. The Highways Team response to the points raised above are as follows:-

Ideally, the residents permit parking scheme in Faulkner's Way would be amended so that the operational hours across the whole zone would be reduced to Monday to Friday 9am to 5pm. However, at the aforementioned public meeting several residents who live at the western end of Faulkner's Way asked if the parking bays near their homes could remain 24/7. They have insufficient off-road parking and said that prior to the permit scheme being introduced the parking spaces were used during the evenings and weekends by residents of nearby streets. This meant that they often could not find a convenient parking space at those times.

It is possible that the significant reduction in the operational hours of the St Mary's Way permit parking zone could lead to non-residents parking there. However, the majority of commuters work a traditional Monday to Friday week and therefore any parking controls in the middle of the day are likely to prevent most commuter parking. Residents wanted to substantially reduce the times during which they need to display a permit and amend it to create the least disruption to visitors. Residents suggested that Monday to Friday 10am to 12noon was the quietest time for visitors and would be less likely to affect healthcare workers many of whom visit earlier in the morning and/or at lunchtime.
9. In summary, it is felt that the proposed amendments would ease conditions for residents and their visitors, but would still achieve the aim of tackling commuter parking. The changes were suggested by residents and they were all consulted individually. There are 51 households in the Faulkner's Way area and 108 in the St Mary's Way area. The fact that only two representations were received strongly suggests that the vast majority support the proposed changes.
10. If the scheme is approved the works are expected to take place during the next two to three months.

Appendices:

Appendix A – Public Notices

Appendix B – Drawing of Proposals

Appendix C – Representations

Appendix A

PUBLIC NOTICE



CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO AMEND THE EXISTING RESIDENTS' PERMIT PARKING ZONE IN FAULKNERS'S WAY, LEIGHTON-LINSLADE

Reason for proposal: The proposed Order is considered necessary to improve parking facilities for residents. It is proposed to amend the residents' permit parking scheme in Faulkner's Way to shorten the operational hours during which vehicles need a permit to park. At present vehicles need to have a valid residents permit to park at all times, but it is proposed to reduce this to Monday to Friday from 9am to 5pm. At other times parking would be unrestricted. Please note that the amendments published in November 2013 to introduce a 2 hour permit-free parking period in Faulkner's Way and the addition of the Stoke Road lay-by near Faulkner's Way to the permit parking scheme will still go ahead as published.

Effect of the Order:

To reduce the operational hours of the current Residents' Permit Holders only parking to Monday to Friday between 9am and 5pm on the following lengths of road in Leighton-Linslade:-

- | | |
|----------------|--|
| Faulkner's Way | From its junction with Bossington Lane for its remaining length, with the exception of those lengths covered by No Waiting at any time. (That length of Faulkner's Way between Stoke Road and Bossington Lane to remain Residents' Permit Holders parking at any time) |
| Stoke Road | East side, from a point in line with the boundary of nos.5 and 7 Faulkner's Way extending in a southerly direction to a point in line with the boundary of nos.3 and 5 Stoke 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.

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 11 July 2014. Any objections must state the grounds on which they are made.

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 SG17 5TQ

Marcel Coiffait
Director of Community Services

17 June 2014



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO AMEND THE EXISTING RESIDENTS' PERMIT PARKING IN THE ST. MARY'S WAY AREA, LEIGHTON-LINSLADE

Reason for proposal: The proposed Order is considered necessary to improve parking facilities for residents. It is proposed to amend the residents' permit parking schemes in the St Mary's Way area to shorten the times during which vehicles need a permit to park. At present vehicles need to have a valid residents permit to park at all times, but it is proposed to reduce this to Monday to Friday from 10am to 12noon. At other times parking would be unrestricted. Please note that the amendments published in November 2013 to introduce a 2 hour permit-free parking period in the St Mary's Way area will not go ahead if the current proposal is implemented.

Effect of the Order:

To reduce the operational hours of the current Residents' Permit Holders only parking to Monday to Friday between 10am and 12noon on the following lengths of road in Leighton-Linslade:-

St Mary's Way	From a point approximately 10 metres south of the property boundary of no.62 Soulbury Road and no.1a St Mary's Way extending in a northerly direction to a point approximately 13 metres north of the property boundary of nos.41 and 43 St Mary's Way.
Beech Grove	For its full length.
Hawthorn Close	For its full length.

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.

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 11 July 2014. Any objections must state the grounds on which they are made.

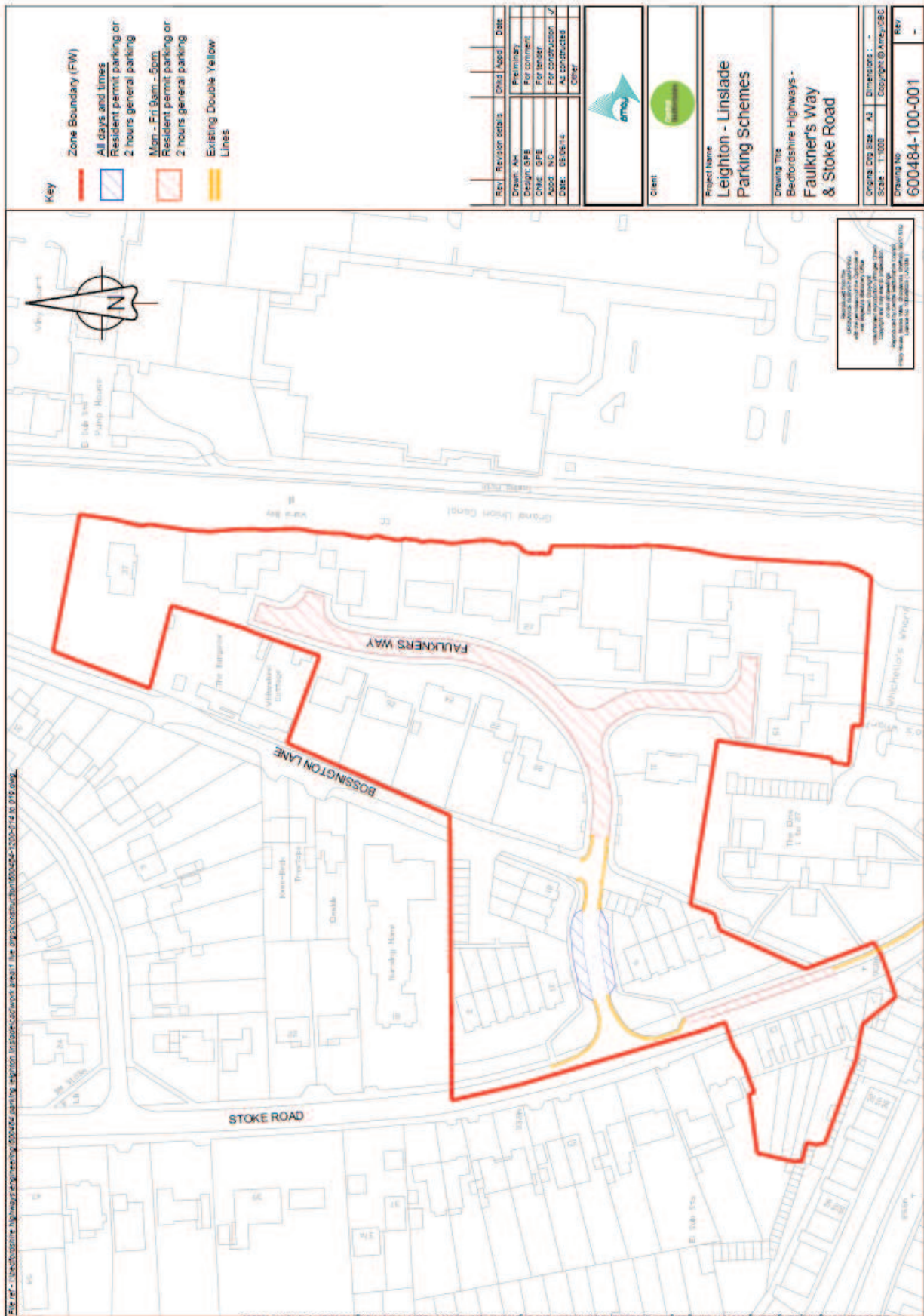
Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of South Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 2014"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

17 June 2014

Appendix B





Appendix C

I refer to your recent letter about possible changes to the residents permit parking scheme in Faulkner's Way.

On the on set, the whole exercise of changing the street to permit parking was to prevent, and deny, the train and other commuters using the street for all day parking thereby inconvenience the residents. Bearing this in mind it would therefore be unfair to have difference in the days and times of parking within the area, which in turn inconvenience the very residents which the exercise is meant to bring relief. The fairest option will be to have all areas which are designated for parking in Faulkners Way and Stoke Road to Monday to Friday and 9:00 am to 5:00 pm.

I appreciate that some residents have more than one car, but surely this should not inconvenience others, and because they have more than one, they are wanting the parking on the top end of Faulkners way to be 24/7 and permit at all times, to enable them to park their other vehicles here at all times, thereby denying the residents who live on the top end of Faulkners Way (where the parking area is) to park outside their houses.

I appreciate that it is hard to find a compromise to satisfy everyone, the fairest solution will be to have same restrictions on all areas of parking, and those with more than one car to resolve the problem on their own.

I object to the Faulkners Way upper end being "All days and time" resident permit parking but agree to the proposal about "2 hours general parking"

I write concerning the proposed change to the Residents Parking in St Marys Way, Linslade, Leighton Buzzard.

I notice from the letter you sent to my address that it is proposed to restrict parking permit requirement to just two hours in the middle of the day. I would state from the start the present arrangements suit me and my needs extremely well.

I have a service van registered on the scheme which, due to parts deliveries by an overnight courier, I need to park in an accessible and safe place, and where I can see it for security reasons. It also is clear that a two hour restriction will not prevent the road being used as a free car park for commuters doing shift work in London and Birmingham, we previously had cars parked in the street from 2 pm until 11am the next day, and occasions before the permits for days on end. It will also allow people using the dentist to park as well as cars being used to collect children from the school opposite due to the restrictions in Leapold Road, where the school is situated, which I believe to be unfair to the residents in St Marys Way. As I live at the beginning of the road we are always the part of the road that gets the problems with parking.

I would therefore wish to strongly object to the proposed change to the times given. I would find it preferable if either a longer period of restricted time (i.e. 7am to 6pm) or the present arrangements kept. I do realise some

residents have issues with carers and doctors visits, but I don't understand why there cant be some form of identification that can be put on such vehicles to show why they are parked in the road, after all disabled drivers are required to do this.

Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders

Date: 11 August 2014

Subject: Petition, St John's Street, Biggleswade

Report of: Paul Mason, Head of Highways

Summary: This report presents representations received from residents seeking action to resolve traffic difficulties in the street.

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

Public/Exempt: Public

Wards Affected: Biggleswade

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

Financial:

There is currently no funding allocated to implement any works in this area.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

None from this report

Sustainability:

None from this report.

RECOMMENDATION(S):

- 1. That the lead petitioner be informed that Central Bedfordshire Council is supportive in principle of a one-way traffic system in the St Johns Street triangle, but needs to undertake further work as outlined in this report and explore funding options.**

Background and Information

1. A petition has been received from 39 residents, mainly of St Johns Street seeking traffic controls to address concerns at the size and number of vehicles using St Johns Street on the grounds of safety. The wording of the petition heading is attached as Appendix A
2. St Johns Street is a residential street to the north of Biggleswade town centre in an area situated between the A6001 and the main railway line. It forms one side of a natural triangle of roads with Rose Lane and Sun Street.
3. For some time there have been concerns locally at the amount and type of traffic using St John's Street and this is evidenced by the petition that has been received and which was initially presented at the June Traffic Management meeting.
4. Running concurrently with this action the Highways Team had been commissioned to undertake a study into the triangle to look at existing vehicle use and undertake modelling to ascertain whether the triangle would work as a 'one way' system. That study was completed in June and its recommendations have been considered at the Biggleswade Joint committee.
5. The executive summary of the study indicates that a clockwise one-way system operating on the three roads best mirrors the predominant existing flows on the roads. If this direction of flow is assumed all three junctions on the triangle have sufficient capacity.
6. In addition to this members have also requested that the potential to introduce an area wide HGV ban be considered to ascertain if that would provide sufficient reduction in large vehicles to address the problem.
7. Works to undertake the production of costed options and consideration of the HGV ban are to be commissioned by Central Bedfordshire Council in the near future.

Appendix A

07 APR 2014

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.

Lead petitioner: Name: Peter Robinson
Email address: jaimecaptain@yahoo.co.uk
Telephone: 01767 314 132
Millennium House
12 St John's Street
Biggleswade
SG18 0BT

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Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders

Date: 11 August 2014

Subject: Petition, Brookes Road Area, Flitwick

Report of: Paul Mason, Head of Highways

Summary: This report presents representations received from residents seeking action to resolve parking problems in their road.

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

Public/Exempt: Public

Wards Affected: Flitwick

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

Financial:

There is currently no funding allocated to implement any works in this area.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

None from this report

Sustainability:

None from this report.

RECOMMENDATION(S):

- 1. It is recommended that subject to funding the parking situation in Brookes Road be assessed in more detail, including adjacent roads, such as Greenways, and a consultation with residents be undertaken to determine residents' favoured options.**

Background and Information

1. A petition led by Councillor Charles Gomm has been received, signed by 52 residents and those from adjacent streets. Requesting resident parking bays be installed, in order to reduce the problems caused by commuter parking.
2. Many roads in Flitwick already have parking restrictions that have been implemented as a result of the Flitwick Parking Study, primarily to tackle commuter parking. It is inevitable that when restrictions are introduced there will be a transfer of parking to roads where parking is currently unrestricted.
3. Brookes Road currently has double yellow lines at its south easterly end which is closest to the railway station. There are unrestricted lengths of Brookes Road about a quarter of a mile from the railway station. On-site observations suggest that these lengths of road are used by commuters.
4. It is recommended that the parking situation in Brookes Road be assessed in more detail, including adjacent roads, such as Greenways, and a consultation exercise be undertaken to determine residents' favoured option. The alternative methods of addressing commuters parking may include a resident's permit parking zone or, single yellow lines with alternating am / pm restrictions.



Central Bedfordshire
Following a meeting with ~~Mid Beds District Council~~ & Councillor Charles Gomm, We the undersigned
would like to have resident parking bays installed by ~~Mid Beds District Council~~
Central Bedfordshire
In order to alleviate to chaos caused by commuter parking in the following Roads;



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Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 11 August 2014
Subject: Petition, Windsor Avenue, Leighton Buzzard

Report of: Paul Mason, Head of Highways

Summary: This report presents representations received from residents seeking action to resolve parking problems in their road.

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

Public/Exempt: Public

Wards Affected: Leighton Buzzard

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

Financial:

There is currently no funding allocated to implement any works in this area.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

None from this report

Sustainability:

None from this report.

RECOMMENDATION(S):

- 1. It is recommended that double yellow lines be considered for the junction of Windsor Avenue and Bassett Road, and that they extend slightly further into Windsor Avenue than the existing single yellow lines.**
- 2. It is recommended that waiting restrictions also be considered at the far southern end of Windsor Avenue.**

Background and Information

1. A petition has been received from 103 residents, whom are requesting the Council undertake an investigation into parking problems in their road and present options to residents.
2. There are already single yellow lines prohibiting parking from Monday to Saturday between 7am and 7pm on Bassett Road and these extend a short distance into Windsor Avenue.
3. On-site observations have taken place and it was noted that there were a number of vehicles parked around or close to the Bassett Road junction. It is assumed that the parked cars are associated with nearby public buildings, such as the school and surgery. Parking in the immediate vicinity of the junction is undesirable and clearly has road safety implications.
4. When assessing the level of on-street parking further into Windsor Avenue, there was no evidence of significant numbers of non-residents' parked vehicles. However, it is acknowledged that Windsor Avenue does provide convenient parking for shoppers and those working in the town centre. It is also possible that as more parking controls are introduced in Linslade, there may be some migration of commuter parking further afield in roads such as Windsor Avenue. It has been reported that parking takes place at the southern end of Windsor Avenue, which is the closest point to the town centre.
5. It is recommended that double yellow lines be considered for the junction of Windsor Avenue and Bassett Road and that they extend slightly further into Windsor Avenue than the existing single yellow lines. Consideration should also be given to providing waiting restrictions at the far southern end of Windsor Avenue. These can be added to the next batch of waiting restrictions proposals that are processed in Leighton-Linslade. At the present time it is difficult to justify restrictions on other lengths of Windsor Avenue, but it is recommended that the situation be kept under review and further action be considered if significant difficulties develop.

1st April 2014

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).

Signatures co-ordinated by:
Stephen Arnold (No. 49) stephenarnold21@btinternet.com
Tony Gillett (No. 44) gillett44@gmail.com
Paul Whittington (No. 2) whibble@whibble.com

10 APR 2014



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Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders

Date: 11 August 2014

Subject: Glebe Avenue & Lyall Close - Flitwick

Report of: Paul Mason, Head of Highways

Summary: This report presents representations received from residents seeking action to resolve long term non-residential parking in their road.

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

Public/Exempt: Public

Wards Affected: Flitwick

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

Financial:

There is currently no funding allocated to implement any works in this area.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

None from this report

Sustainability:

None from this report.

RECOMMENDATION(S):

It is recommended that the parking situation in Glebe Avenue and Lyall Close be assessed in more detail and a consultation exercise be undertaken with residents' to determine favoured option.

Background and Information

1. A petition has been received from 23 residents, whom are requesting the Council undertake an investigation into commuter parking problems in Glebe Avenue and Lyall Close to present options to residents.
2. Many roads in Flitwick already have parking restrictions that have been implemented over many years primarily to tackle commuter parking. It is inevitable there when restrictions are introduced there will be transference of parking to roads where parking is unrestricted. Glebe Avenue and Lyall Close currently have no on-street parking controls and are located about a quarter of a mile from the railway station.
3. On-site observations suggest that Glebe Avenue is already used for parking by commuters, but there is no evidence of significant use of Lyall Close. However, the two roads need to be considered together as parking controls in one would inevitably lead to a knock-on effect in the other.
4. It is recommended that the parking situation in Glebe Avenue and Lyall Close be assessed in more detail and a consultation exercise be undertaken to determine residents' favoured option. The alternative methods of addressing commuters parking would be a resident's permit parking zone or single yellow lines with alternating am/pm restrictions.

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.

