

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

**This meeting
may be filmed.***



**Central
Bedfordshire**

please ask for Martha Clampitt

direct line 0300 300 4032

date 3 October 2014

NOTICE OF MEETING

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

Date & Time

Monday, 13 October 2014 3.00 p.m.

Venue at

Room 15, Priory House, Monks Walk, Shefford

Richard Carr
Chief Executive

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

Cllr B J Spurr

All other Members of the Council - on request

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

***Please note that phones and other equipment may be used to film, audio record, tweet or blog from this meeting. No part of the meeting room is exempt from public filming.**

The use of arising images or recordings is not under the Council's control.

AGENDA

1. **Members' Interests**

To receive from Members any declarations of interest.

Reports

Item	Subject	Page Nos.
2	Various locations in Flitwick and Westoning – Consider Objections to Proposed Raised Tables To seek approval for the implementation of raised junction tables and raised tables at various locations in Flitwick and Westoning.	* 5 - 20
3	Leighton Road, Toddington – Consider Objections to Proposed Raised Crossing and Table To seek approval for the installation of a raised crossing and table in Leighton Road, Toddington.	* 21 - 30
4	Shefford Road, Clifton – Consider Objections to Proposed Raised Tables and Waiting Restrictions To seek approval for the implementation of raised tables and waiting restrictions near Samuel Whitbread Academy, Shefford Road, Clifton.	* 31 - 46
5	Tilsworth Road, Stanbridge – Consider Objections to Proposed Raised Tables and Waiting Restrictions To seek approval for the implementation of raised tables and waiting restrictions near Stanbridge Lower School, Tilsworth Road, Stanbridge.	* 47 - 58
6	Consideration of a petition that has been submitted to the Council regarding parking in Cherry Tree Close - Arlesey To note the receipt of petitions submitted to Central Bedfordshire Council and determine a way forward.	* 59 - 62

- 7 **Consideration of a petition that has been submitted to the Council regarding speed limits in Hitchin Road, Henlow** * 63 - 66

To note the receipt of petitions submitted to Central Bedfordshire Council and to determine a way forward.

- 8 **Consideration of a petition that has been submitted to the Council regarding parking in Brook Close, Dunstable** * 67 - 70

To note the receipt of petitions to Central Bedfordshire Council and to determine a way forward.

- 9 **Consideration of a petition that has been submitted to the Council requesting improved pedestrian facilities in Sunderland Road, Sandy** * 71 - 74

To note receipt of petitions submitted to Central Bedfordshire Council and to determine a way forward.

- 10 **Petition - Downs Road, Dunstable** * 75 - 78

To note receipt of petitions submitted to Central Bedfordshire Council and to determine a way forward.

Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 13 October 2014
Subject: Various locations in Flitwick and Westoning – Consider Objections to Proposed Raised Tables
Report of: Paul Mason, Head of Highways
Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of Raised Junction Tables and Raised Tables at Various Locations in Flitwick and Westoning.

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

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety by reducing traffic speeds.

Financial:

These works are being funded via the Ampthill and Flitwick LATP allocation.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The proposal will improve road safety for all road users, including pedestrians and residents.

Sustainability:

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

RECOMMENDATION(S):

1. That the proposal to install a raised junction table at Ampthill Road/ High Street/ Windmill Road, Flitwick be implemented as published.
2. That the proposal to install a raised junction table at Dunstable Road/ Temple Way, Flitwick be implemented as published.
3. That the proposal to install a raised junction table at Steppingley Road/ Manor Way/ Billington Close, Flitwick be implemented as published.
4. That the proposal to install a raised table at Greenfield Road, Westoning be implemented as published.

Background and Information

1. The Council has policy of introducing 20mph speed limits in built-up areas, where appropriate. To ensure that such speed limits are largely self-enforcing, it is often necessary to install physical traffic calming measures. This is the case in Flitwick and Westoning where there is an aspiration to introduce 20mph limits. At the three locations in Flitwick, raised junction tables are being proposed and at Westoning a raised table would be sited at a well-used pedestrian crossing point.
2. The raised tables were formally advertised by public notice in August and September 2014. Consultations were carried out with the emergency services and other statutory bodies, Flitwick Town Council, Westoning Parish Council and relevant Ward Members. Residents living alongside the lengths of road concerned were individually consulted.

Representations and Responses

3. A total of eleven representations have been received from residents. Four of them relate to the Ampthill Road/High Street/Windmill Road site; four of them to the Dunstable Road/Temple Way site; two to the Steppingley Road/Manor Way/ Billington Close site; and one to the Westoning site. Copies of the correspondence are included in Appendix D.

4. The main points are summarised below:-

a) Amphill Road/High Street/Windmill Road, Flitwick

The raised junction table will create noise and damage to nearby properties, primarily as a result of HGVs negotiating the ramp, and possible difficulties in accessing residential driveways. Various other improvements have been suggested, including warning signs, a 20mph speed limit, parking restrictions, additional traffic calming measures and the re-routing of HGVs. One resident has pointed out that the road currently floods at this location and is concerned that the raised table will exacerbate this.

b) Dunstable Road/Temple Way, Flitwick

The raised table is unnecessary as there is not a speeding problem on this stretch of Dunstable Road. A single raised feature will cause driver frustration and create additional dangers in Dunstable Road, so a further table should be considered at the Vicarage Road junction. The money used for this scheme would be better spent on other improvements, such as a pedestrian crossing, further south on Dunstable Road. A 20mph speed limit would also help. Three people have said that drivers frequently mount the footway to bypass vehicles waiting to turn right from Dunstable Road into Temple Way. The raised table will make this manoeuvre easier, so a bollard or similar should be placed on the footway to stop this.

c) Steppingley Road/ Manor Way/Billington Close, Flitwick

The raised table will create noise and reduce property re-sale values. Houses on this stretch of road are located close to the road and already suffer from noise transference. There are also concerns about difficulties for drivers when using adjacent dropped kerbs and possible flooding.

d) Greenfield Road, Westoning

One representation offering support for the proposal.

5. The Highways team's response to the points above are as follows:-

a) Amphill Road/High Street/Windmill Road, Flitwick

The raised tables have been designed and located in accordance with all relevant legislation and technical guidance. Therefore, any negative impact on adjacent residential properties should be minimal. The proposed tables are intended to lower vehicle speeds which will help to deliver 20mph speed limits. Most of the other suggested improvements are not directly related to the current proposal, so would need to be considered as separate projects and funding identified to pursue them.

b) Dunstable Road/Temple Way, Flitwick

Whilst speeds during peak times are restrained by the volume of traffic, there are concerns about excessive speeds at other times of the day. The proposed table will moderate traffic speeds, but is unlikely to create such a time delay as to create any real concern to drivers. It is doubtful whether this would result in negative impacts elsewhere on that road. There are already two signalised crossings in Dunstable Road and a further one is unlikely to bring about the required reduction in vehicle speeds required to help deliver the 20mph limit. It is recommended that suitable measures are considered to prevent drivers mounting the footway in the way described.

c) Steppingley Road/ Manor Way/Billington Close, Flitwick

The raised table may increase noise levels experienced by householders living immediately adjacent to the raised table, but there is no evidence that they reduce property re-sale values. The raised table ramps will not be of sufficient severity to cause any difficulties for residents when using their driveways. Suitable highway drainage improvements will be made to ensure that there are no flooding issues.

6. Bedfordshire Police have raised no objection to the proposals.

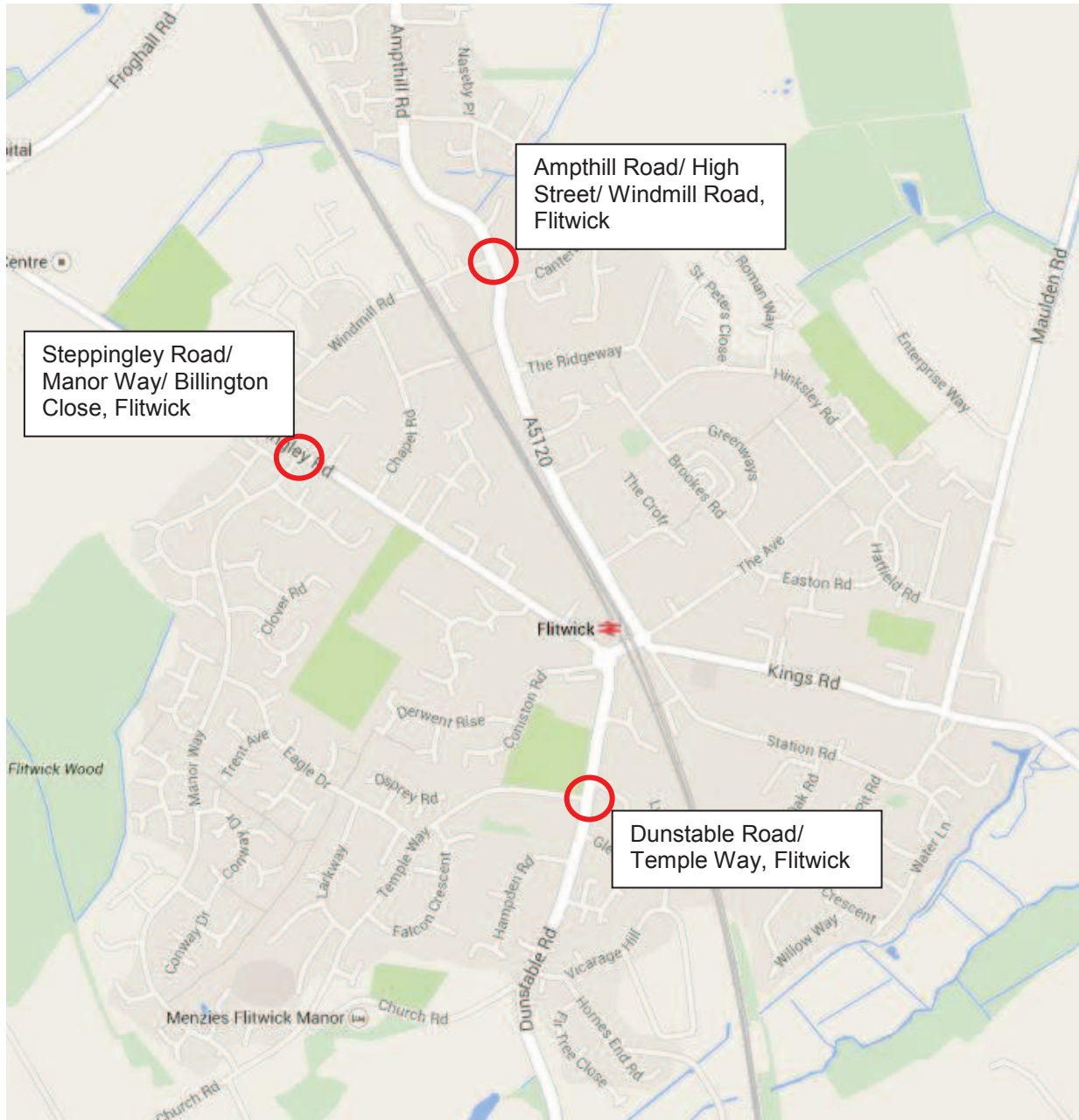
Conclusion

7. It is considered that the raised tables will deliver the expected reduction in traffic speeds and consequential road safety benefits. They will also contribute to the Council being able to deliver 20mph speed limits in Flitwick and Westoning.
8. If the approved works are expected to take place within the current financial year.

Appendices:

- Appendix A – Location plan
Appendix B – Public Notices of Proposals
Appendix C – Drawing of Proposals
Appendix D – Objections and Representations

Appendix A



Appendix B

PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED RAISED FEATURES – AMPHILL ROAD/HIGH STREET/ WINDMILL ROAD; DUNSTABLE ROAD/TEMPLE WAY; STEPPINGLEY ROAD/MANOR WAY/BILLINGTON CLOSE, FLITWICK AND GREENFIELD ROAD, WESTONING

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL, in exercise of its powers under Section 90 A-I of the Highways Act 1980 and all other enabling powers, proposes to construct raised tables at locations in Flitwick and Westoning. These works are intended to reduce traffic speeds and create a safer environment for all road users.

Raised Junction Tables at a nominal height of 75mm of varying lengths, extending across the full width of the road are proposed to be sited at the following locations in Flitwick:-

1. Ampthill Road/High Street/Windmill Road from a point approximately 2 metres south of the boundary of nos.2 and 4 Ampthill Road extending over approximately 34 metres to a point in line with the boundary of nos.72 and 74 High Street and extending approximately 12 metres into Windmill Road.
2. Dunstable Road/Temple Way from a point approximately 3 metres south of the boundary of nos.39 and 41 Dunstable Road extending over approximately 35 metres to a point in line with the boundary of nos.45 and 45a Dunstable Road and extending approximately 10 metres into Temple Way.
3. Steppingley Road/Manor Way/Billington Close from a point in line with the boundary of nos.60 and 62 Steppingley Road extending over approximately 46 metres to a point 6 metres south-east of the westerly Billington Close junction and extending approximately 5 metres into Manor Way and approximately 6 metres into Billington Close.

A Raised Table at a nominal height of 75mm and approximately 12 metres long, extending across the full width of the road is proposed to be sited at the following location in Westoning:-

1. Greenfield Road, at a point approximately 28 metres east of its junction with High Street.

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

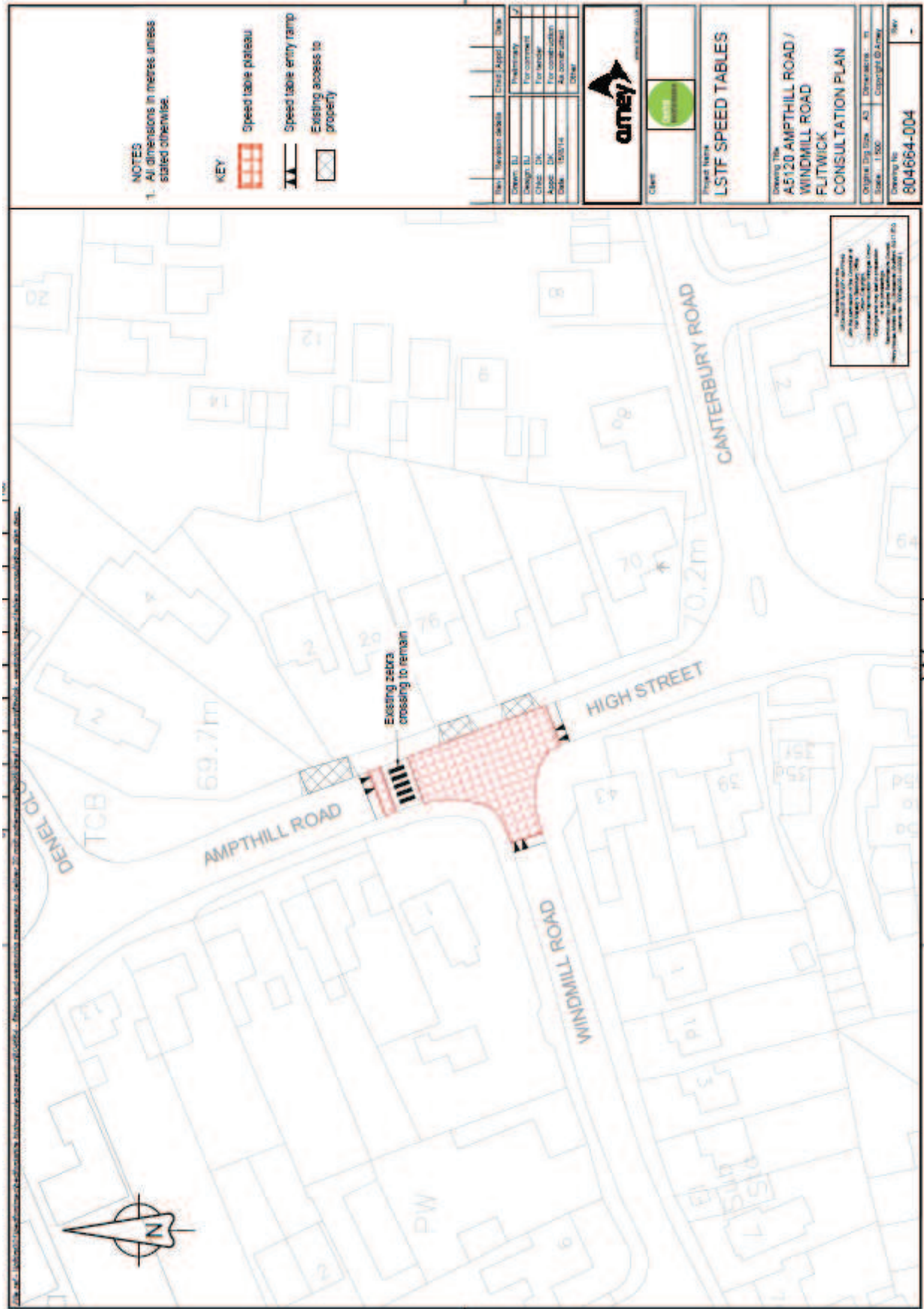
Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk by 19 September 2014.

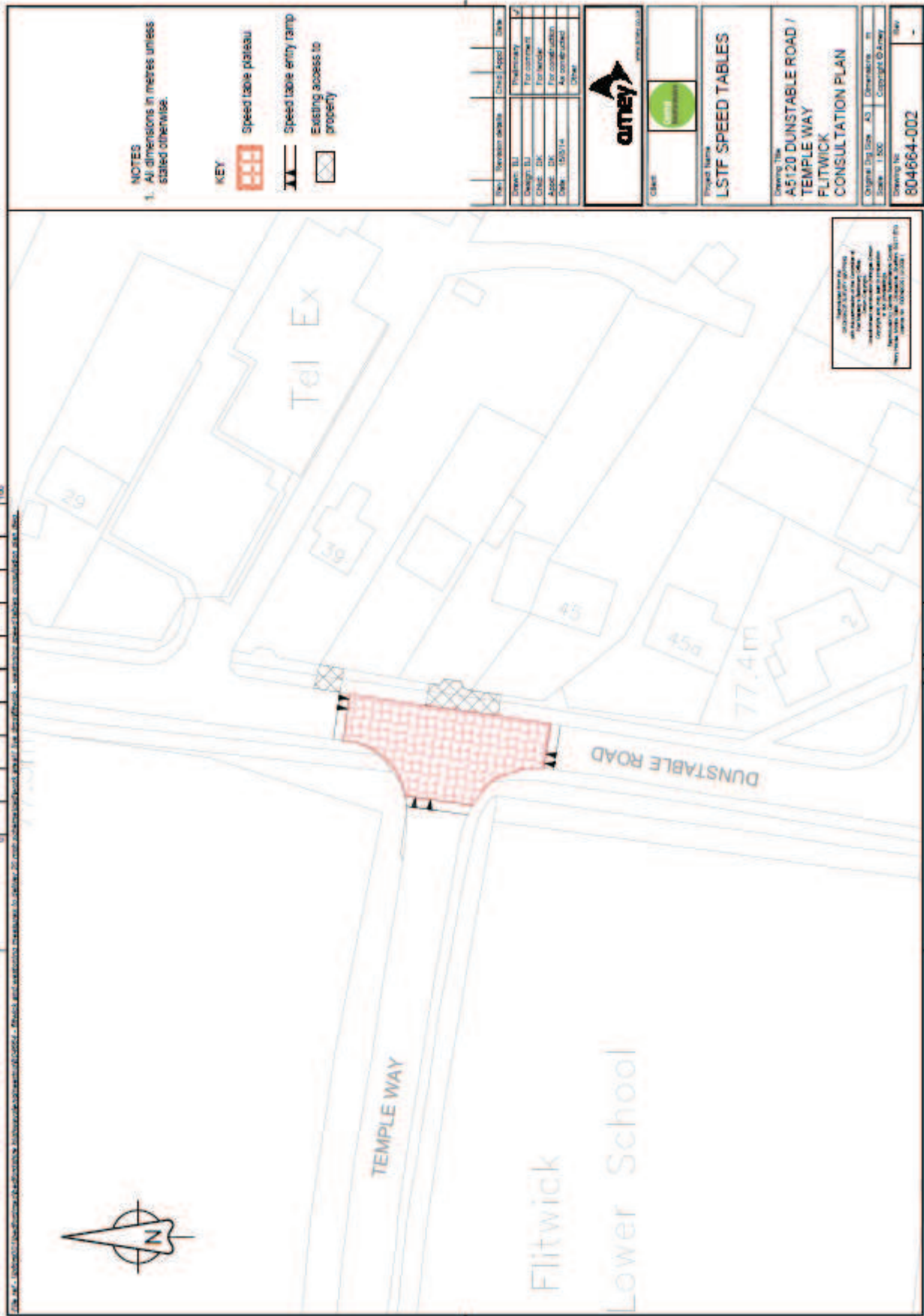
Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

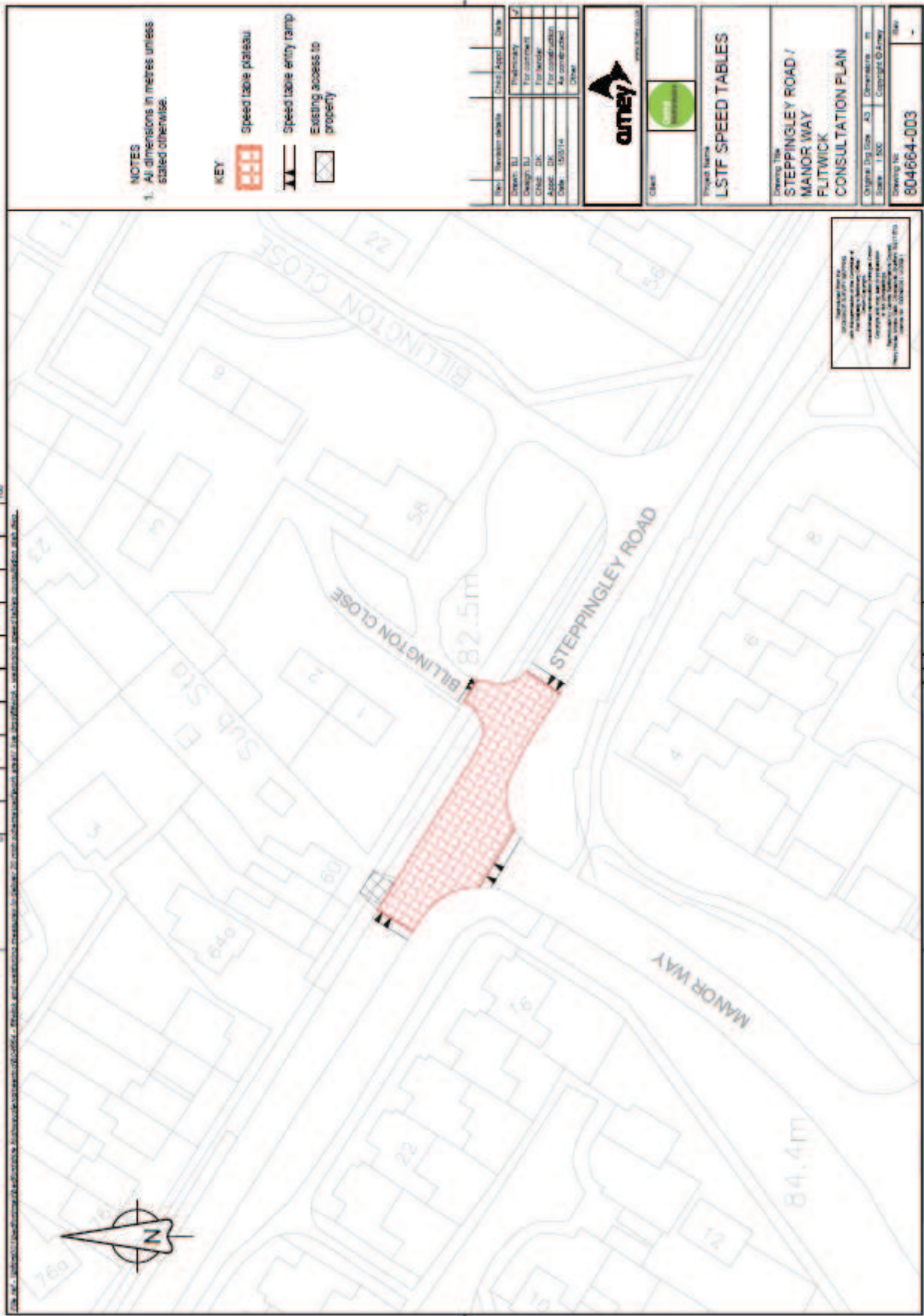
Marcel Coiffait
Director of Community Services

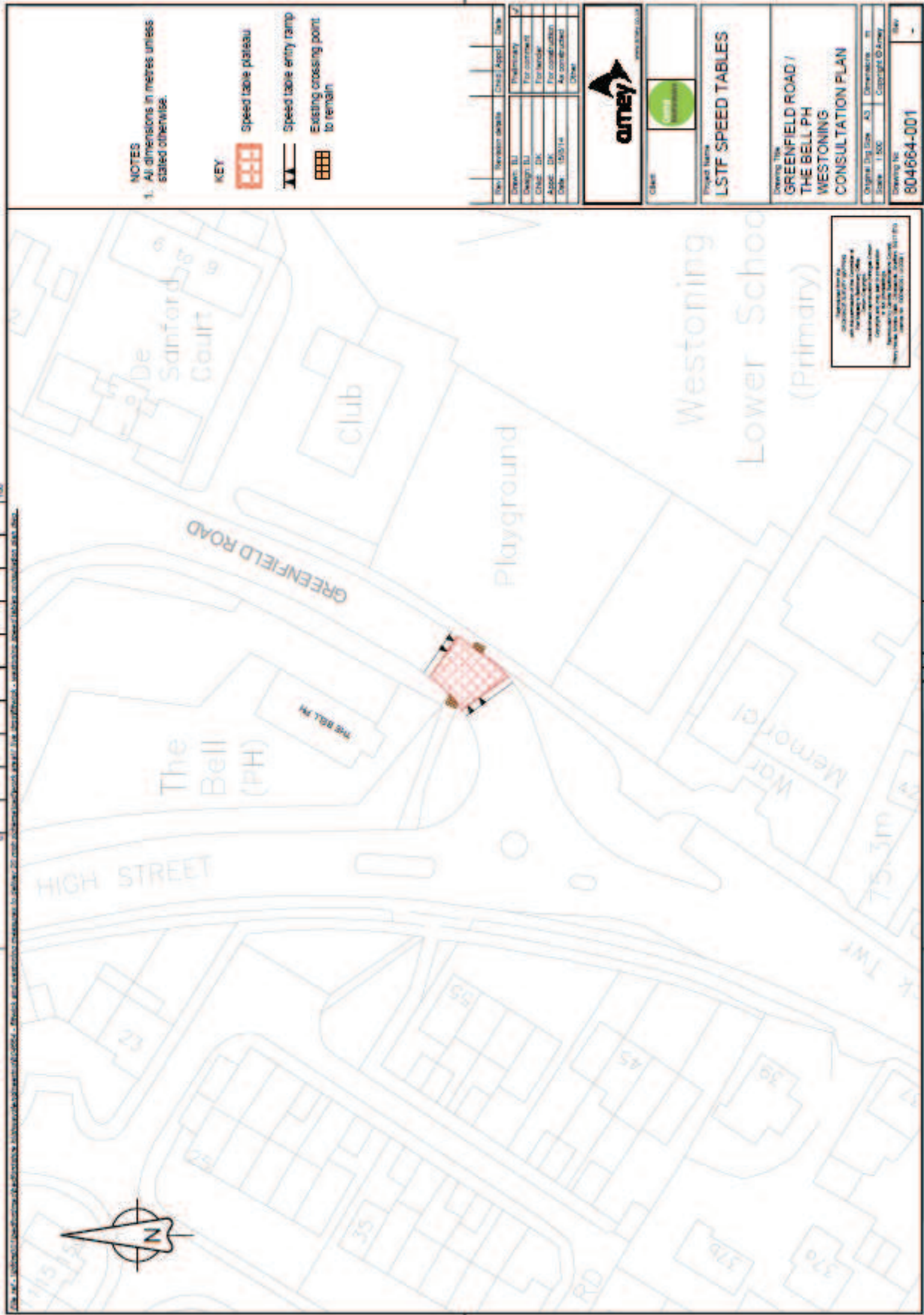
28 August 2014

Appendix C









Appendix D

Amphill Road/High Street/ Windmill Road, Flitwick

I reside at xx High Street, Flitwick and today received the above proposal through the post.

Whilst I am supportive of any move to reduce traffic speeds, I am severely concerned at the noise and damaging vibration impact of the proposal.

My personal experience of such raised areas is that 75mm is far more significant height difference to a car tyre but almost insignificant to a Heavy Good Vehicle. As a result, most HGVs will "hit" the stepped raised area at their usual speed resulting in a loud and vibrating crash. This will be particularly noticeable dependant upon the gradient of the "entry ramp".

I firmly believe a far less damaging proposal would be speed warning signs making drivers aware of their speed and introduction of a 20mph zone for the period of these table plateaus.

Reading your notification of traffic calming in Flitwick, initially I applaud some action on traffic calming, whilst we seem to be the last town in the immediate area to have any form of traffic calming action.

However, I do need to bring concerns of many of the lack of any action to reduce and/or enforce the speed of vehicles through Flitwick on the main road.

Living on Amphill Road for many years we have seen an increase in traffic and a huge increase in speed from cars, bike and lorries thundering through, with no enforcement. We did think at one time a camera was going to be installed at the start of the long straight to the round-about with pressure sensors in the road, but nothing came.

With the many hundreds of children walking to the Upper School and some walking to lower and middle schools who live on or estates off Amphill Road, it is becoming a dangerous place for pedestrians, with cyclist mainly moving to the pavement for safety.

I would like to make comment on a few points:

A: - your scheme Amphill Road / Windmill Road/ High Street - You need to review parking at this junction with poor parking around this area with people visiting the Fish and Chip shop. This blocks this road and backs-up onto the main road, with this then being a danger for users of the crossing. In addition, many close shaves have happened with pedestrians having to take action on the crossing when cars / lorries fly by and not notice the crossing in time. Some form of calming is needed prior to the crossing in both directions, before someone is injured.

B: - With the huge investment of tax payers money recently with making J13 of the M1 a hub with 4 lane M1, dual carriage to A1 Blackcat, then the older Ridgemont, Amphill and Flitwick by-passes , makes the A5120 a rat run for HGV's from M1 J12 to the Amphill/Flitwick bypass, causing wear to the road and unnecessary increase in vehicles using this route. If a weight limit is placed on M1 J12 and the round-a-out at Amphill / Flitwick and direct all HGV's to M1 J13 it would massively improve the Westoning and Flitwick traffic safety and calmness with minimal sign investment and maximises the costs of the new infrastructure.

C: - On Ampthill Road Flitwick, the straight from the last bend to the round-about is becoming a drag strip some times with many vehicles speeding. Generally 35- 40 mph including lorries and even to 70-80 mph with some cars and bikes seeing how fast they can get before they need to brake for the bend or round-about it seems. It would be welcome to see some form of fixed calming on this straight as well as a temporary 20mph during school opening and closing times.

I assume that some of these points are outside your control, but if you have colleagues who you could pass this onto then it may help safety for a limited cost and maximise the investment.

I live at xx high street, Flitwick, where the proposed table is to be placed. Fantastic! And that's not sarcasm either. Brilliant idea - please make it high enough to stop those boy racer cars lowered to an inch of the ground! Anything to slow the traffic down is much appreciated especially at the crossing where they go so fast they can't stop.

Now, make windmill road one way at the entrance of it, like you've done in chapel rd further up, and we won't have anymore accidents, bibbing and tailbacks because of the parking at the chip shop!

Thanks to whoever thought of this one!

Re: Proposed raised table at High Street/Windmill Road, Flitwick

Firstly, please accept our apologies for the late reply to your letter dated 26th August. We have been away.

We note the extent of the proposed table and though, in principle, we understand the need to control traffic along this main road, the main concern for us will be the drainage problem.

I have to advise you that during heavy rain, the drains both outside the fish and chip shop and outside our properties, have flooded for years which inevitably means that the water floods right across the road and during extremely heavy storms, floods down our driveway and even along our sideways. As our property is directly opposite Windmill Road, we see this problem being exacerbated with the proposed table.

I would like to say that the camera along the road into Ampthill appears to work very well and I feel that cameras just before the bend in Ampthill Road, Flitwick and on the opposite side of the road just before the Blackbirds pub in High Street would have the same effect and feel that at least a trial of this method should be considered before all the upheaval of the raised table. You may also wish to take into account the amount of emergency vehicles that travel along this main road and the inconvenience this will cause them.

Dunstable Road/Temple Way, Flitwick

I would oppose the installation of the raised table in Dunstable road with the junction of Temple Way. My reasons for objecting are.

1. The main reason for the installation of this (and other) tables is speed. I have asked what data there is as regards excessive speed at this point and have received no answer. My own use of this road (daily walking my children to school and to get to the station) is that there seems to be very little speeding. Certainly I have seen no accidents at the proposed site, and can't remember when the police last set up a speed trap along Dunstable Road, therefore I think this is a non-issue.
2. There is a greater need for a pelican crossing along Dunstable Road at a point mid way between the junctions of Temple Way and Glebe Avenue. The money that will be wasted on the "table" would be better spent on the installation of such a crossing.
3. There are several areas along Dunstable Road that flood during heavy rain, I believe this "table" will make the situation far worse.
4. The proposed height of the "table" is 75mm which would bring it up to pavement level, this would in my view cause a couple of serious dangers, firstly vehicles travelling away from Flitwick Town Centre on Dunstable Road, are often baulked at Temple way by vehicles waiting to turn right from Dunstable Road into Temple Way, occasionally a waiting vehicle will mount the pavement and drive around the right turning vehicle, thus putting pedestrians at risk. I believe that with the clarity of the kerb reduced or nonexistent, there will be a much greater temptation for motorists to use the pavement, possibly at far greater speed than they do now, therefore putting pedestrians at much greater risk than at present.
5. I also believe that the loss of an effective kerb will lead to more accidents, especially amongst the large number of school children that cross Temple Way unassisted as they may not understand the correct path to take.
6. Apart from the need for a Pelican crossing as stated above there are other projects that would serve the local community better, such as another crossing on the bridge over the railway in the town centre, or parking controls to stop the problem of commuter parking on side roads near the railway station, I feel that the monies wasted on the proposed "table " would be better spent on these projects.

Finally to the Councillors. I have sent this to you, as I telephoned the council offices to ask about the above, and was told that someone would call me back before the deadline for comments, this has not happened. Please therefore make whoever makes decisions about these matters fully aware of my feelings and concerns.

I wish to make comment on the proposed raised features planned for Dunstable Road/Temple Way in Flitwick.

I am in overall support of measures to calm traffic on Dunstable Road but I fear the suggested deployment of this single raised feature at the top of the hill as vehicles exit Flitwick, will actually contribute to a greater danger further down the road.

I am unlucky enough to be a pedestrian most of the time in Flitwick, a place where pedestrians are regarded as a nuisance given the lack of convenient crossings.

My fear with this raised feature is that frustrated drivers who have had to slow to traverse the feature, will then speed away down the hill, firstly past another junction (Glebe Ave/Dunstable Road) and then parallel to the already hazardous footpath that us pedestrians have to use between the Glebe Ave/Dunstable Rd junction, down the hill to the Vicarage Hill/Dunstable Rd junction.

I would like to invite the Highways planners to experience using that footpath on a damp day, when lorries and thundering down that road as they pass through Flitwick. It is a wet, scary and dangerous place to be sometimes.

I am not sure what problem we are trying to fix with this single raised feature but I am convinced we are going to be making the other problems worse on that road if this is all we intend to do to calm traffic using this highway.

If we could combine it with another raised platform at the Vicarage Hill/Dunstable Rd junction and include a 20 mph zone between them, you would be fixing a number of problems in one cohesive action.

I would be happy to discuss this further and as a local resident of many years, share my understanding and knowledge of what it is really like using this part of the highway as a driver and a pedestrian.

I am writing regarding the Public notice "Proposed raised tables - various locations, Flitwick and Greenfield", specifically the Raised Junction Table, Dunstable Road, Flitwick. I walk down Dunstable road most days. During busy times at this junction, southbound drivers are tempted to mount the kerb and endanger pedestrians. One person I know was forced to move quickly into the fence by a van at this place one evening, approx outside numbers 41 and 43 Dunstable Road. In your plans, the raising of the road will mean that the kerb is to be removed, so the temptation to leave the road will be greater for some drivers, and the junction will be more dangerous than it already is. Please can some barriers be added to the plans at this place, either side of the existing access points for the properties? This will make the road and junction a lot safer.

Thanks for your consideration.

I am writing regarding your letter of 26th August (reference GBP/58201/804664/3.12), regarding the proposed raised junction table at Dunstable Road / Temple Way. I live at 39 Dunstable Road and therefore understand the need for traffic calming along this busy road.

I have no objection to the raised table, however, my husband and I can foresee this exacerbating an existing problem - one where impatient drivers don't wait behind a car waiting to turn right into Temple Way, they drive up the kerb onto the pavement to get round the car, to continue down Dunstable Road. This problem already exists and is dangerous - if we, or our neighbours, either drive or walk out of our properties when this happens, we run the risk of being hit or knocked over. The raised table is going to put drivers at the height of the pavement, making it even easier to drive down it to bypass a car (or cars) waiting to turn right.

Our answer to the problem would be to place one bollard at the kerbside of the pavement - only one would be needed to stop any car driving along the pavement.

I would be grateful if you could let me know if this solution is already planned, or can be considered. I would also like to know when the raised table is due to be installed.

Steppingley Road/Manor Way/Billington Close, Flitwick

I received a letter from yourselves last night that has raised concerns within my household.

You ref GPT/58201/804664/3.12.

I am the resident of No xx Steppingley Road and we are not happy with the proposed raised table directly outside my property.

My concerns are with noise. These houses are built on sand and noise transference is already a problem. We can hear footsteps from the path outside the house which are amplified through the walls.

The proposal to directly install ramps opposite the property will only compound the noise issues. The constant bump bump of cars and some very large lorries travelling over these continuously at 30 mph would be infuriating.

I do not know of any people who would like this outside their house so it will affect my properties resale value. **This is very concerning.**

Would you like one installed in front of your property, I would think probably not.

These houses are just too close to the road to allow this proposal to go any further.

Also how would my drive be reformed as I do not wish to be navigating a 75mm curb. We paid good money for the dropped curb to be installed. If a ramp is installed I would also have concerns with snow and ice.

How would rain water runoff be controlled. I have noticed that the new raised table opposite Redbourn School in Ampthill is always flooded with water being sprayed over the adjacent property. This would not be good for a 140 year old cottage.

I am all in favour of slowing the traffic on this stretch of road but I think that my property is too close (only 3m) away to allow this to work. It's all about noise, this road is noisy enough.

Could a new solution be provided :-

Raise the two crossings at Temple Field School
Speed Camera

Install the raised table at the junction of Windmill Road. These properties are setback from the road and noise transference would not be a problem. Also this is a nasty junction to navigate due to the parked cars either side.

I look forward to your reply.

Greenfield Road, Westoning

I understand from our local District Councillor that a consultation exercise is underway in connection with a proposal to construct a raised pedestrian crossing in Greenfield Road, Westoning, near the Primary School entrance.

I am writing formally to support the proposal and feel sure that any sensible person would be pleased to help secure further safety of young children on such a busy stretch of highway. Furthermore, I applaud the idea to install a raised platform for the crossing as a positive measure to support traffic calming. It has always been the case that impatient drivers accelerate too hard when leaving the roundabout off High Street and a speed hump in this location should go at least some way to help to improve the situation.

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

Date: 13 October

Subject: Leighton Road, Toddington – Consider Objections to Proposed Raised Crossing and Table

Report of: Paul Mason, Head of Highways

Summary: This report seeks the approval of the Executive Member for Community Services for the installation of a raised crossing and table in Leighton Road, Toddington.

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

Public/Exempt: Public

Wards Affected: Toddington

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve pedestrian facilities, lower vehicle speeds and improve road safety.

Financial:

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

Legal:

None from this report.

Risk Management:

None from this report.

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The raised tables should improve road safety.

Sustainability:

None from this report.

RECOMMENDATION(S):

- 1. That the proposals to convert the existing zebra crossing to a raised zebra crossing in Leighton Road, Toddington located to the east of Mander Close be implemented as published.**
- 2. That the proposals to install a raised table in Leighton Road, Toddington located to the west of Manor Road be implemented as published.**

Background and Information

1. All Town and Parish Council in Central Bedfordshire have been given the opportunity to request match funding for projects of their choice in their areas. In most cases Central Bedfordshire Council has made a contribution to enable the schemes to proceed.
2. Some of the chosen projects, including waiting restrictions, traffic calming measures and pedestrian crossings require the publication of statutory notices and local consultation to take place. The projects chosen by Toddington Parish Council fall within this requirement.
3. There is currently an at-grade zebra crossing outside nos.4 and 6 Leighton Road, which is regularly used by pupils and their carers when travelling to and from the nearby Lower and Middle Schools. It is proposed to place the crossing on a raised table to lower traffic speeds, thereby creating a safer crossing facility for pedestrians.

To the west of Manor Road there is an informal crossing point, which is also well used by school-bound pedestrians. The proposal is to install a raised table at this point, which would improve safety for pedestrians.

The two raised features will result in an overall reduction in traffic speeds on this stretch of Leighton Road, which is clearly desirable in a built-up area in fairly close proximity to the two schools. They will also improve compliance with the 20mph speed limit covering various roads in Toddington which was published at the same time. No objections were received, so there is no requirement to seek approval from the Executive Member. Consequently, the 20mph limit will be implemented as published.

4. The proposed raised features were advertised by public notice in July 2014. Consultations were carried out with the emergency services and other statutory bodies, Toddington Parish Councils and Elected Members. Residents and businesses were individually informed and notices were displayed on street.

Objections and Responses

5. Three representations have been received. One is an objection to the raised crossing and one is an objection to the raised table. The other expresses concerns about the raised crossing proposal. Copies of the correspondence is included in Appendix D. The main points raised are summarised below:-
 - a) Creating a raised crossing will generate additional traffic noise, particularly when heavy vehicles pass over it. This would be worse during the evenings and weekends and is exacerbated by the close proximity of the adjacent properties.
 - b) The raised table near the Manor Road junction will create access difficulties for adjacent residents. They are also concerned about noise associated with the feature, raise concerns about road safety and feel that a location further west would be better.
6. The Highways Team response to the points raised in 5. above are as follows:-
 - a) It is acknowledged that the raised crossing will create additional noise for nearby residents. However, the raised features have been designed in accordance with all relevant legislation and technical guidance so any noise generation should be kept to reasonable levels. The proposals will lead to a general reduction in vehicles speeds, which itself should lower traffic noise.
 - b) The raised table will not obstruct access to adjacent properties in any way, as no items of street furniture, such as kerb built-outs, bollards or signs will be installed. The location has been chosen as it is on the natural desire line for people crossing Leighton Road and people are already crossing there. The raised table would lower traffic speeds, thereby making it safer for pedestrians.
7. Bedfordshire Police have been formally consulted as part of the process and have made the following comments:-

“This Authority has no problems with the raised tables and are clearly a good step forward, the scheme, from the lack of other calming features is to dependant on enforcement, there is nothing to stop the motorist exceeding the proposed 20 mph limits on long straight stretches of Leighton Road, Park Road and Manor Way.

At this current time we have live 30mph complaints of speeding along Manor Road and Leighton Road Toddington.

The similar scheme introduced in Dunstable has generated numerous complaints from the public; all the complaints are concerned with long stretches of un traffic calmed roads. The policy of the Police is that 20 mph limits will not be routinely enforced unless previously agreed as such 20 mph limits should be constructed in such a way that they are self-enforcing and thus not a burden on this Authority.”

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

Bedfordshire Police support the installation of the raised tables, but they are concerned about anticipated non-compliance with the 20mph speed limit and the expectation of enforcement action. These comments are intended to represent constructive comments, rather than an objection.

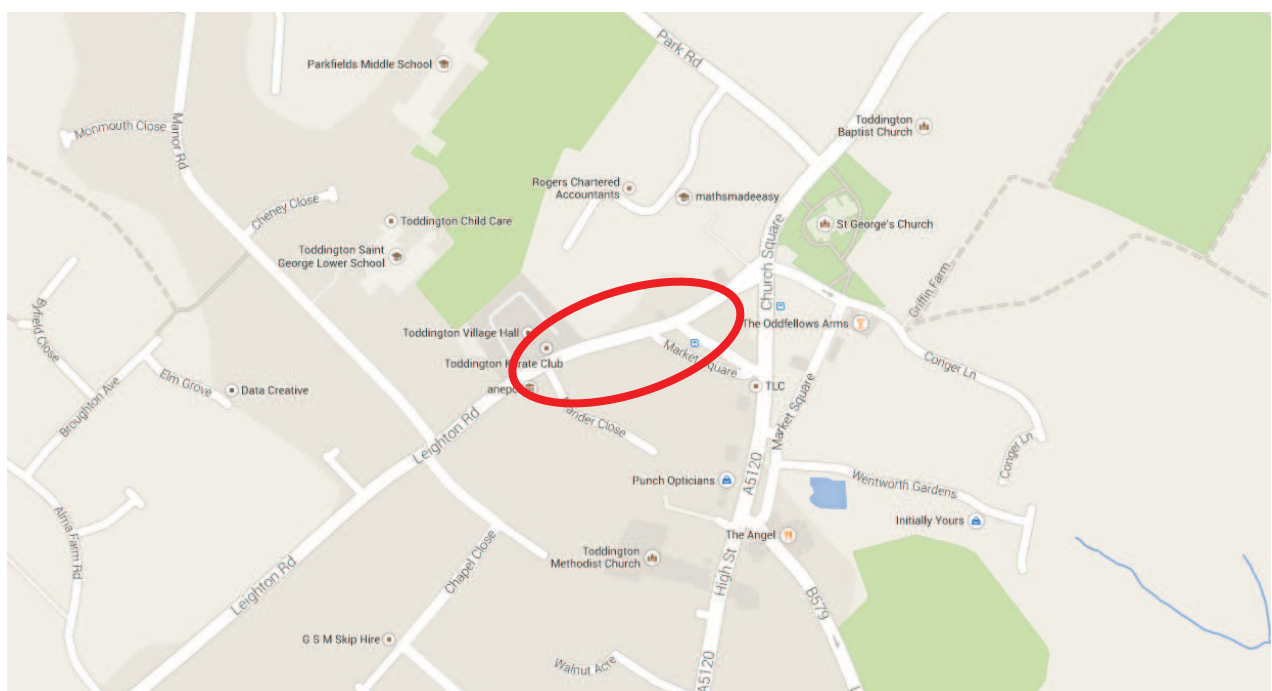
Conclusion

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

Appendices:

- Appendix A – Location plan
- Appendix B – Public Notice
- Appendix C – Drawing
- Appendix D – Representations

Appendix A



Appendix B

PUBLIC NOTICE



ROAD TRAFFIC REGULATION ACT 1984 – SECTION 23

ALTERATION TO EXISTING PEDESTRIAN CROSSING – LEIGHTON ROAD, TODDINGTON

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL, in exercise of its powers under Section 23 of the Road Traffic Regulation Act 1984, and all other enabling powers, proposes to alter a pedestrian crossing in Leighton Road, Toddington.

The existing Zebra Crossing is proposed to be altered by placing it on a raised table at the following location in Toddington:-

Leighton Road, at the boundary of property nos.4 and 6 Leighton Road.

HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED RAISED ZEBRA CROSSING AND RAISED TABLE – LEIGHTON ROAD, TODDINGTON

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 raise the existing zebra crossing and construct a new raised table in Leighton Road, Toddington. These works are part of a wider scheme to improve pedestrian facilities, reduce vehicle speeds and create a safer environment for all road users.

The existing Zebra Crossing is proposed to be placed on a raised table at a nominal height of 75mm at the following location in Toddington:-

Leighton Road, at the boundary of property nos.4 and 6 Leighton Road.

A Raised Table providing an uncontrolled crossing points at a nominal height of 75mm is proposed to be sited at the following location in Toddington:-

Leighton Road, at a point approximately 15 metres south-west of its junction with Chapel Close.

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.

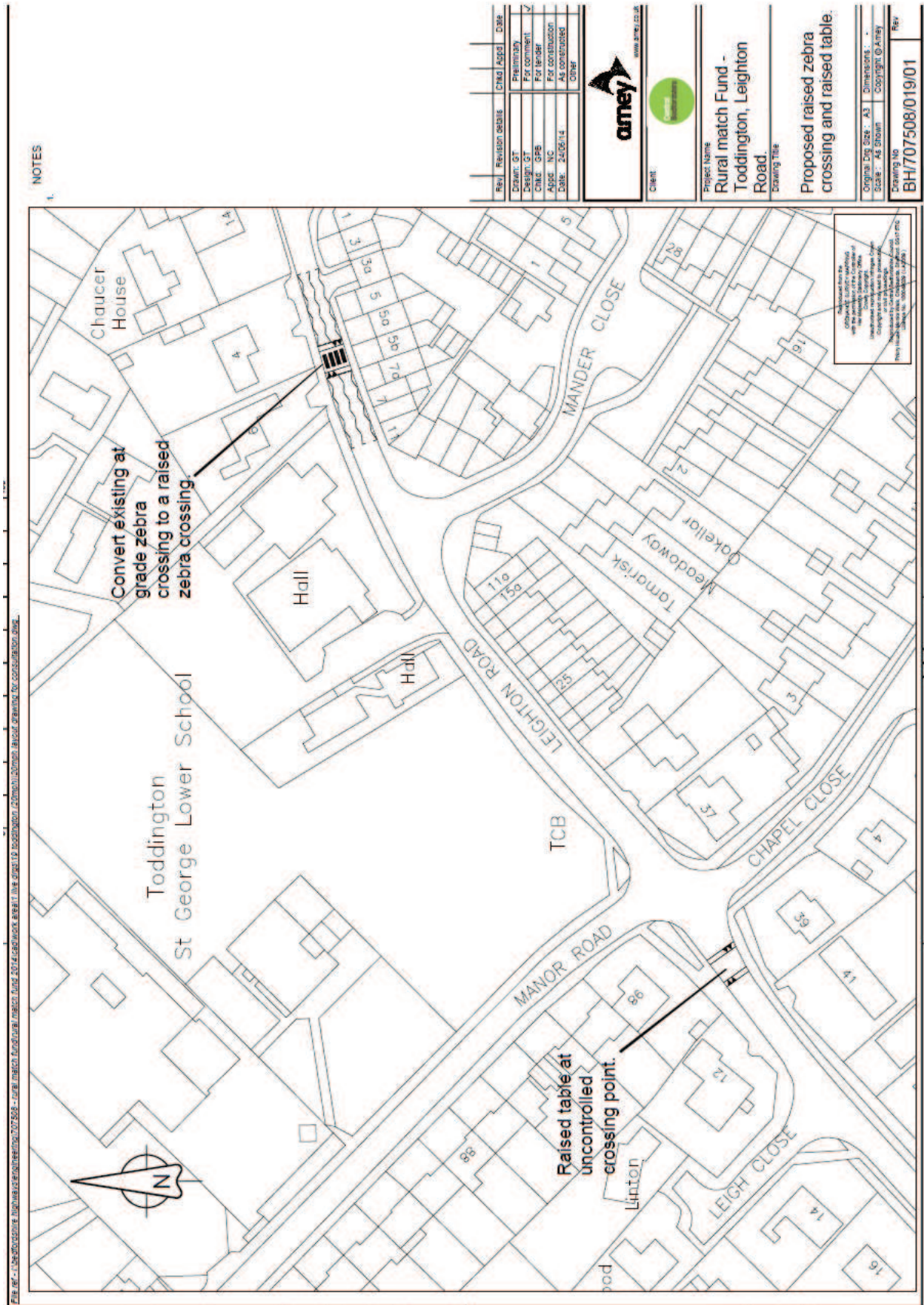
Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk by 29 July 2014.

Priory House
Monks Walk
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

3 July 2014

Appendix C



NOTES

Rev.	Revision details	Chgd	App'd	Date
	Drawn: ST			
	Design: ST			
	Check: GRB			
	App'd: NC			
	Date: 24/06/14			



Client: 

Project Name:
Rural match Fund -
Toddington, Leighton
Road.

Drawing Title:
Proposed raised zebra
crossing and raised table.

Original Dwg Size - A3
Scale - As shown
Drawing No
BH/707508/019/01

Not to be used for any other purpose without the written consent of the author. The author shall not be held responsible for any errors or omissions in this drawing. The user of this drawing shall be deemed to have accepted the conditions of use and shall be responsible for any consequences arising from its use.

Appendix D

I live at xx Leighton Road and I have the following comments to make in regard to your proposal to raise the existing zebra crossing on Leighton Road

- My property and the others immediately in the vicinity of the zebra crossing have no boundary wall or hedge which would act as a sound barrier.
- Currently the traffic on the road, and especially the lorries that go past in the evening and overnight, make a considerable amount of noise. If the zebra crossing is raised, this would result in an unacceptable amount of further noise which would have a severely negative effect on my quality of life.

Please therefore consider this very carefully as I believe that other methods of controlling the speed and amount of traffic in the village would be effective and less intrusive. For example a 20 mile per hour speed limit on Leighton Road, a weight restriction or a re-categorization of the A5120 coming from the M1.

(follow-up e-mail below)

Thank you for your e-mail. Yes I would like you to treat my comments as a formal objection on the basis of increased noise levels in the evening and overnight, and specifically in regard to the number of lorries which use Leighton Road making the noise levels unacceptable.

Re Proposed Raised Table and Raised Zebra Crossing In Leighton Road, Toddington.

As you will see from our address, we live almost directly opposite the existing zebra crossing and, as such, we have some concerns which we would like to make a subject of record.

The raising of the crossing will inevitably lead to an increase in the amount of accelerating and braking immediately outside our property which will, as a result, raise noise levels. The road also carries an increasing amount of heavy commercial traffic, which will definitely increase both noise and vibration in the immediate vicinity. Have any studies been made, reference this increase in disturbance to the residents, balanced against the safety aspect, or is this just someone's bright idea?

The residents who live opposite us have properties that are only just set back slightly from the road and, as such, I imagine, will be affected far more than us.

Finally, if the work is carried out, we trust that the design of the ramp will be such that the ramping will be very gradual, which will help to minimise vibration and noise.

I would be very pleased to receive any comments you have.

We live at xx Manor Road, a corner plot, and our back garden lies on Leighton Road, with a double gate for access to a driveway and a lowered kerb.

Whilst we are keen to support the speed reduction measures, we have a couple of concerns about the proposed raised crossing.

We are worried that the new crossing might reduce our access to our rear driveway and garden, particularly considering the position of nearby existing drain covers and manhole covers. We are also concerned that bollards might be installed (as with the crossing at the Manor Rd/ Cheney Close), further hindering our access to our property.

Please can you clarify whether our access will be affected by the proposed raised platform, or by any further obstruction?

(follow-up e-mail below)

As we have received no reply to this message requesting clarification, or to our phone calls, we wish to object to the positioning of the proposed raised crossing, on the grounds that it will substantially affect our right of access to our property. We would be affected by the increased noise caused by regular lorries and farm traffic passing over the raised crossing. Additionally the crossing would be very close to the crossroads, making it dangerous for children to cross. A better position further up Leighton Road (towards Meadow Road/Alma Farm Road) would be preferable on all accounts.

From: Toddington Parish Council [<mailto:toddingtonpc@tiscali.co.uk>]
Sent: 02 October 2014 09:55
To: Nick Shaw
Subject: Raised tables - part of the 20mph zone project

Dear Nick,

Toddington Parish Council are fully supportive of the 20mph zone scheme in its entirety, including the building of raised tables to help slow traffic, and as such we have committed £10,000 to the project.

Nicola Evans
Clerk and Responsible Financial Officer
Toddington Parish Council

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

Date: 13 October 2014

Subject: Shefford Road, Clifton – Consider Objections to Proposed Raised Tables 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 implementation of Raised Tables and Waiting Restrictions near Samuel Whitbread Academy, Shefford Road, Clifton.

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

Public/Exempt: Public

Wards Affected: Clifton

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 £57,000.

This scheme is funded from a Local Area Transport Plan (LATP) allocation of £40,000 which has been added to by 10 separate S106 contributions totalling £17,009.

Legal:

Section 106 contributions have been secured from a number of sites within the parish of Clifton. The earliest claw-back date for these contributions 27th September 2021 and the latest is 10th February 2024.

Risk Management:

Should the contributions not be spent on sustainable transport and the cycle network 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 construct elements of 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, in particular pedestrians, cyclists and vulnerable road users in on route to and from Samuel Whitbread Academy.

Sustainability:

The proposal will support and encourage walking and cycling in line with approved CBC policy. Also, a reduction in vehicle speeds will result in lower vehicle emissions

RECOMMENDATION(S):

- 1. That the proposal to install three raised tables in Shefford Road, Clifton be implemented as published.**
- 2. That the proposal to introduce waiting and stopping restrictions in Shefford Road, Clifton be implemented as published.**

Background and Information

1. Shefford Road (The old A507) is a 7.5m wide single carriageway road that consists of two lanes. The road is currently restricted to a 30mph speed limit as it is located outside Samuel Whitbread upper school and in a residential area.

Due to the width and nature of the road, vehicles are often found travelling at speeds above the legal limit. This has been deemed unsafe and therefore traffic calming measures have been requested.

The proposals include reducing the speed limit of the road to 20mph during school hours using 20mph signs with automatic timers. Also physical traffic calming features are to be incorporated to reduce vehicle speeds. These features include 3 raised tables and formalised parking bays.

A number of parents and children cross Shefford Road to access the school during opening hours. An investigation was carried out to identify and locate the desired crossing points for pedestrians. Raised tables are to be introduced at the desired crossing points along with tactile paving to create a safer uncontrolled pedestrian crossing.

Vehicles are often parked on both sides of the carriageway during peak hours. This creates a bottle neck where oncoming vehicles are unable to pass. It was also noted during the investigation that motorists were parking in front of driveways, preventing residents from entering leaving their property. To address this issue, formalised parking bays will be introduced on the southern side of the carriageway, and a proposed single yellow line will be used on the northern edge of the carriageway to prevent vehicles waiting, Monday – Friday, 8am-9.30am and 2.30pm-4pm.

2. The raised tables and waiting restrictions were formally advertised by public notice in June and July 2014. Consultations were carried out with the emergency services and other statutory bodies, Clifton Parish Council, Shefford Town Council and the Ward Members. Residents living alongside this length of road were individually consulted.

Speed and Traffic Count Data

3. In order to understand and quantify some of the issues on Shefford Road a survey of vehicles was undertaken. This measured the volume of traffic, vehicle classification and vehicle speeds.

Vehicle Count (both directions)	
7 day average	4,431 vehicles
Weekday average	4,766 vehicles
Vehicle class summary	
Cars	92%
LGVs	6%
Motorcycles/Pedal cycles	2%
Speed (both directions; 85 th percentile)	
Weekday average	34.12 mph
Percentage over speed limit	47%

Representations and Responses

4. Two objections and four representations have been received from residents. Copies of the correspondence are included in Appendix C.

5. One objection relates to the raised tables. Two residents support the installation of the raised tables, but one of them suggests re-locating one of them. The main points relating to the raised tables are summarised below:-
- a) The raised tables will create noise, pollution, delays to emergency vehicles and damage to vehicles.
 - b) The tables are unnecessary as the adjacent bends already provide adequate traffic slowing features.
 - c) Additional traffic will use Pedley Lane to avoid the raised tables.
 - d) The raised table to the east of Pedley Lane should be re-located to the west of that junction to slow eastbound traffic outside the school and before it reaches Pedley Lane.

The Highways team's response to the points above is as follows:-

- a) The raised tables have been designed and located in accordance with all relevant legislation and technical guidance so any negative impact on adjacent residents should be minimal. The designs are acceptable to emergency service vehicles and there is no evidence that such measures cause damage to vehicles providing that drivers approach them at reasonable speeds.
 - b) Speed data collected on the site clearly shows that the adjacent bends do not adequately operate as traffic slowing features. Speed data gathered show average speeds at the 85th percentile to be in excess of 34 mph, which is above the speed limit at this location. The data collected does reflect that westbound vehicle speeds are slightly lower than eastbound vehicle speeds, however 40% of vehicles are still in excess of the speed limit having negotiated the 'S' bend.
 - c) The traffic calming measures have been designed to bring about a noticeable reduction in vehicle speeds, but are not felt to be so severe in terms of design or number that they would lead to drivers seeking alternative routes to avoid them.
 - d) The proposed raised tables are located in strategic positions that coincide with the pedestrian desire lines.
6. Two objections (one of which is also opposed to the raised table) and four representations relating to the parking restrictions have been received. The main points relating to these are as follows:-
- a) The proposed no waiting will force more drivers to park to the east of the restrictions near the Pedley Lane junction. This will lead to congestion and double-parking on that length of Shefford Road.

- b) The parking area on the south side of Shefford Road will create vehicular conflict, congestion and difficulties for drivers turning into and out of the Cotton Fields side road. The parked cars will result in difficulties for pupils and residents wishing to walk across the road. The parking bays should be shortened, so that they do not extend so far east and hence not encourage parking near to the Cotton Fields junction.

Bedfordshire Highways' response to the points above are as follows:-

- a) The waiting restriction proposals have been tailored to manage parking outside the school, primarily at the start and end of the school day. It is felt that they will address the main issues that we are aware of. It is difficult to predict with any certainty what the knock-on effect of those will be in terms of transference of parking to other roads. The parking will be monitored after implementation and further restrictions considered if necessary.
 - b) Shefford Road is sufficiently wide to allow opposing vehicles to pass if there is parking on one side of the road, which is what the proposed restrictions seek to achieve. The parked cars would be on the opposite side of the road to the Cotton Fields junction and given the width of the road this should not create any significant difficulties for turning traffic. We would not recommend a prohibition of parking on both sides of Shefford Road as this would lead to greater migration of parking to other streets. In addition, by presenting drivers with a clear road it is likely that traffic speeds would increase. This would not be desirable in the vicinity of a school.
7. Bedfordshire Police do not object to the proposals, but have expressed concerns that the relatively small number of traffic calming features and removal of parked cars will result in poor compliance with the proposed advisory 20mph speed limit. Their suggestion is that a part-time mandatory 20mph speed limit be introduced with more raised tables to aid compliance with it.

8. Bedfordshire Highways' response to the Police's above are as follows:-

An enforceable 20mph speed limit was not proposed because Shefford Road is relatively wide and straight, so it was felt that it would be poorly observed by drivers. The scheme budget is insufficient to enable more traffic calming features to be installed, so an advisory 20mph was deemed to be a reasonable compromise.

It is felt that the effects of the proposed measures should be monitored after implementation and further measures, including a mandatory 20mph limit, be considered if necessary.

Conclusion

9. It is considered that the combination of parking controls and raised tables will deliver the required road safety benefits outside the school. It is recommended that both parts of the proposals should be implemented as published, but monitored afterwards to determine whether any modifications might be appropriate.

10. If the approved the scheme works will be delivered within the current financial year.

Appendices:

- Appendix A – Public Notices of Proposals
- Appendix B – Site Location Map
- Appendix C – Drawing of Proposals
- Appendix D – Objections and Representations
- Appendix E – Bedfordshire Police comments

Appendix A

PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED RAISED TABLES – SHEFFORD ROAD, CLIFTON

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

Raised Tables at a nominal height of 75mm and approximately 6 metres long, including ramps, extending across the full width of the road are proposed to be sited at the following location in Clifton:-

1. Shefford Road, at a point at the boundary of nos.220 and 222 Shefford Road.
2. Shefford Road, at a point approximately 26 metres south-east of its junction with Pedley Lane.
3. Shefford Road, at a point approximately 195 metres south-east of its junction with Pedley Lane.

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 22 July 2014.

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

27 June 2014



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE WAITING RESTRICTIONS AND NO STOPPING ON SCHOOL ENTRANCE MARKINGS NEAR SAMUEL WHITBREAD ACADEMY, CLIFTON

Reason for proposal: The proposed Order is considered necessary for facilitating the passage of traffic on the road and for preserving or improving the amenities of the area through which the road runs. The restrictions are intended to address indiscriminate parking, particularly at the start and end of the school day. The proposals are part of a wider scheme to reduce traffic speeds, which is intended to improve road safety near to the school and encourage more pupils to walk to school.

Effect of the Order:

To introduce No Waiting at any time on the following length of road in Clifton:-

1. Shefford Road, south side, from a point approximately 4 metres east of the boundary of nos.220 and 222 Shefford Road extending in an easterly direction for approximately 44 metres.

To introduce No Waiting Monday to Friday from 8.00am to 9.30am and from 2.30pm to 4.00pm on the following length of road in Clifton:-

1. Shefford Road, north side, from a point approximately 4 metres east of the boundary of nos.220 and 222 Shefford Road extending in an easterly direction to a point in line with the east flank wall of no.184 Shefford Road.

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

1. Shefford Road, south side, from a point approximately 48 metres east of the east flank wall of no.174 Shefford Road extending in an easterly direction for approximately 32 metres.
2. Shefford Road, west side, from a point approximately 32 metres south-east of the projection of the south-east flank wall of no.172 Shefford Road extending in a southerly direction for approximately 37 metres.

Further Details may be examined during normal office hours 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 22 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 Mid Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 2014"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

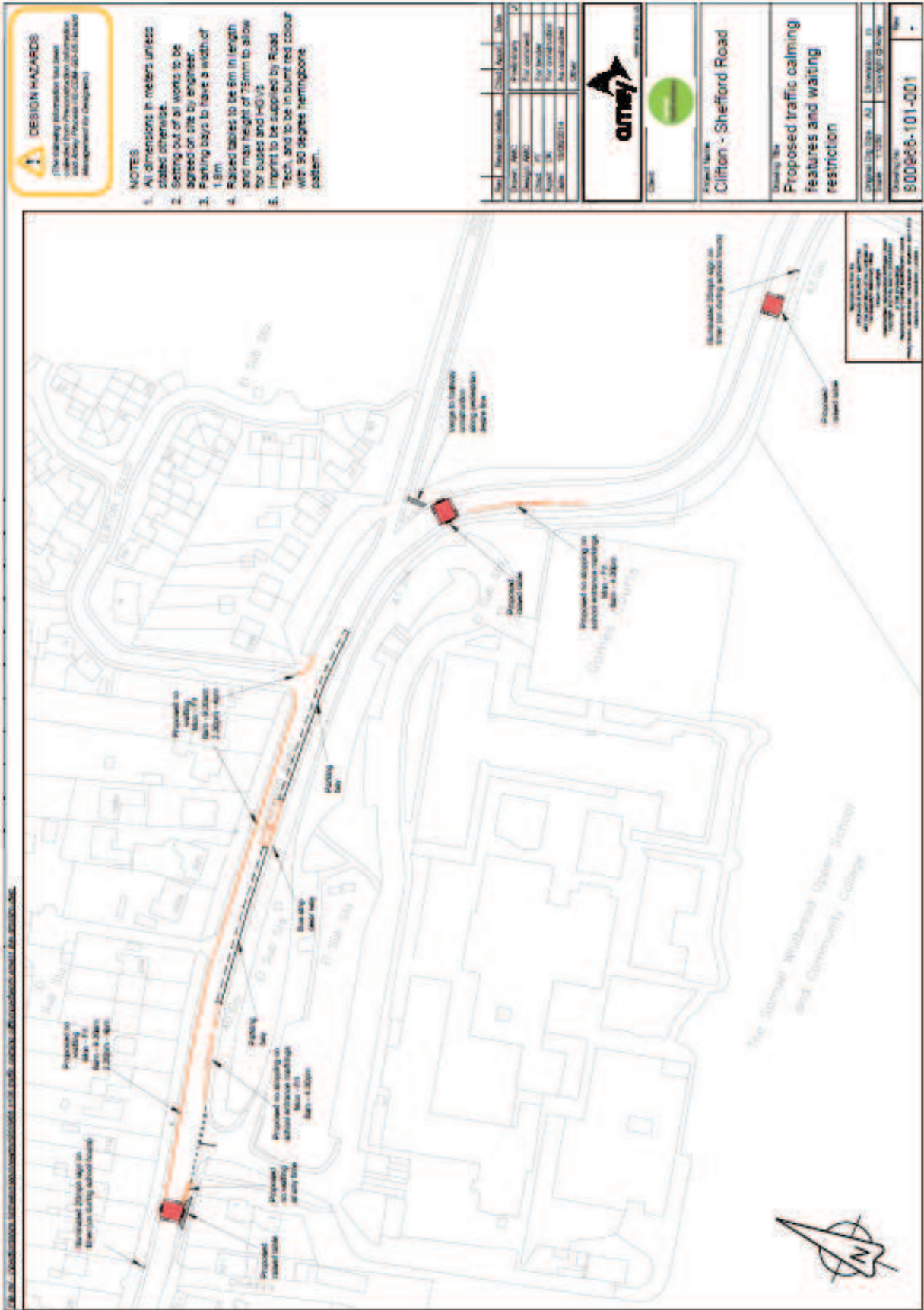
Marcel Coiffait
Director of Community Services

27 June 2014

Appendix B



Appendix B



Appendix C

I am writing to object to some of the proposals that are being put out for consultation with respect to the above public notice.

Firstly, I am happy to support both of the following changes that are in the plans

- a) *The introduction of Illuminated 20mph signs on timer (on during school hours) at both end of the plan drawing*
- b) *The introduction of the proposed "no waiting" and "no stopping on school entrance markings Mon - Fri 8am - 4.30pm"*

Both of these measures should help to protect the safety of the children and teaching staff at Samuel Whitbread Academy.

However, the introduction of the parking bays and the raised tables on Shefford road are wholly inappropriate to the area under consultation and in my opinion do not contribute to the stated aims of the proposal.

We have on a number of occasions complained to the Head teacher of the Samuel Whitbread Academy regarding the indiscriminate parking of parents along the south side of Shefford Road and this did improve for a while. The introduction of the parking bays will just legitimise this bad parking practice and goes against the aims stated in your "Reason for proposal" since it will not change the current issues of cars parking on the south side of Shefford Road.

More parking on the south side of the road will increase congestion and impact the passage of traffic on the road rather than "facilitate" as your proposal states. The road is not wide enough for parking bays of 1.8 m as well as allowing the free flowing of traffic, including school buses and work vans/lorries. Vehicles will have to wait at either end of the parking bays for traffic to clear to allow them to continue or force them onto the pavement to pass when the predicted congestion occurs. Further, it will reduce the safety of ALL road users (children, cyclists and drivers of all other vehicles) as it reduces the clear view down Shefford Road and increases the chance that a child may run out between two parked cars. This will lead to more of the children being brought to the school in cars rather than encourage more pupils to walk to school which again goes against the stated aim in the proposal.

Residents living in the houses on the north side of Shefford Road will not be able to cross to the South side without navigating between parked cars when they wish to use the public transport system and will therefore be putting themselves at higher risk whilst crossing the road. Residents will also have difficulties getting their cars out of their own driveways and out of Clifton Fields with the parking bays restricting access. There are plenty of elderly residents on Shefford Road that rely on the bus service to get around the community. My wife has witnessed several incidents where parked cars have prevented the safe alighting of an elderly passenger onto and off the bus. There is plenty of space inside the school grounds for the dropping off/picking up of children safely from the school and the houses on the north side of Shefford Road have plenty of parking space in their own properties. Therefore the addition of parking spaces in the plan are not needed, not safe and not wanted. I would go so far as to suggest that there is a case for the introduction of "no stopping" along the whole of the south side of Shefford Road if safety is at the forefront of these changes. I would also suggest that the bus stop is indented to give vehicles more space to pass around it safely when it is dropping off passengers.

With regard to the raised platforms, there are plenty of well known issues with these traffic calming measures, including noise and environmental pollution, increased time for emergency services to respond, damage to council and residents vehicles which have been mentioned both in the press and I'm sure at other council planning meetings.

Leaving those aside, your stated aim is to reduce traffic speeds and create a safer environment for all road users. However, there is already a passive traffic calming measure along this road in

the form of a massive "S" bend which already reduces the speed of traffic in the area to reasonable levels. The introduction of raised platforms is unlikely to significantly change the speed in this area and is therefore a waste of money and will have a negative impact on the day to day life of the residents. This negative impact is likely to make more vehicles go down Pedley Lane rather than go over the two raised platforms on the way to Clifton. Currently, Pedley Lane is a quiet lane which lots of people use to walk their young children to schools in Clifton, cycle along and ride horses away from the amount of traffic on the main road through the village.

Your proposals will put the safety of these people at risk without improving the safety of anyone going to Samuel Whitbread. I note that there is no statistical data on road traffic accidents in the consultation pack. I have lived in the area for a fair while and cannot recall a single accident on this stretch of the road. I would be interested in seeing your data for the **specific area of the plans** so that it can be verified and the impact of the plans properly measured.

If you truly want to improve the safety of the area then I would suggest that you need to introduce some safety islands in the middle of the road at the proposed raised table nearest Pedley Lane so that children don't have to cross two lanes of traffic to get to the other side. This should also have your desired effect of further reducing the speed of vehicles travelling along the road. On a daily basis we witness children part way across the wide road when a car comes round the "S" bend.

Hopefully the suggestions above will contribute to a better plan than the one currently under consultation.

Please notify me of the date when the council will be discussing these plans further so that I can attend in person.

With regards to the proposed raised tables on Shefford Road I would like to formally submit my objection. However I must make it clear that the objection pertains to the new proposed parking restrictions and NOT the raised tables.

I feel that the raised tables will be a great improvement to the local road network and will be very affective in reducing the traffic speed along Shefford Road. However, I strongly object to the parking restrictions being imposed between these tables. The reason for this is that with the new restrictions in place this will mean greater congestion and double to triple parking along Shefford road further south east from No172 to 164 on both sides of the road. The design of the parking restrictions has therefore just created a greater parking and congestion problem further south east along Shefford road and this is not acceptable. Amey acting as your designers under the obligations under CDM have a duty to ensure they do not impose or transfer any new risks with their design and this is what they have done here.

I feel that the design should have the raised tables and then remove the parking restrictions and / or ensure there is suitable parking for parents outside Samuel Whitbread. To have dedicated parking bays each side of the bus stop is just not sufficient for a school with 1600 pupils and therefore the Amey design has not removed the hazard from the road network.

I hope this is taken into account and the parking restrictions are removed.

With reference to the above proposal we would like to comment on the proposed parking bays shown on your plans. We feel that they extend too far to the east on Shefford Road. This will make cars cross the areas of diagonal stripes (rule 130 cars should not enter unless necessary).

We know these will be authorized parking spaces but under normal circumstances parking in this area would not be allowed within 10 metres of the junction and when taking into consideration there is a double junction side by side this must surely cause problems.

Exiting the road from 172 to 186 Shefford road under current circumstances is hazardous enough having to take into consideration the current two way traffic, cars pulling out from Clifton Fields only looking to their right for traffic, cars driving at speed from Pedley lane, (this we can foresee continuing to happen as that traffic will not have come under the influence of the calming measures,) and then we have pedestrians who do not look to see if anything is exiting our road. Add to this limited visibility on the approach to the main road.

At the present time if any vehicles are parked on Shefford Road if a bus or lorry is passing these vehicles there is no room for oncoming traffic and having such a long line of parking bays there is no possibility of being able to pull over to let traffic pass.

I notice that the 3 proposals are for No Waiting or restricted waiting areas in Shefford Road but no mention of extended parking bays. However the attached plan shows parking bays extended west along Shefford Road to a point beyond the entrance /exit to Clifton Fields .

This appears to be an error as it is already difficult to exit Clifton Fields without having the opposite carriage way blocked by parked cars. As the parking bays are not mentioned in the Public Notice, and would obviously be dangerous I assume that these are not going to be part of the proposal.

(follow-up email below)

Whether or not the parking bays are included in the public notice is not relevant. The problem is that they will obstruct the exit and entry from Clifton Fields. The parking bays need to 'end' at least 25m to the west (towards Shefford) as there has been 2 accidents already caused by traffic exiting Clifton Fields into the pathway of other vehicles. It is just a bit of commonsense and will only result in the reduction of parking bays by approx 5 spaces at the very most.

I am very concerned about the style of the raised tables mentioned. Can you please confirm if they are to be of the same structure as the recently provided ones in Ivel Road Shefford, as these are hideously severe and shake any vehicle beyond what is expected at whatever speed you attempt to traverse them.

I also did not see any mention of parking bays in the Public notice, I must therefore assume they are not now part of the plan?

Although if the bays are still to be provided across the exit / entrance to Clifton Fields and the exit / entrance to numbers 192 -182 Shefford Road which already converge onto Shefford Road at the same point, it will make the road more dangerous than it is already.

At present I have to pull across the Clifton Field junction to reverse into my drive, now with the far side carriage way blocked with proposed parked cars, traffic arriving round a blind corner, traffic exiting Clifton Fields and not looking left, well you can imagine the chaos for cars and pedestrians as avoiding action is taken.

We already have daily problems with the Clifton Fields access road so would it be possible for someone to come out on a site survey to discuss the issues and a possible solution for us with the possible construction of a side entrance to 186 Shefford Road from the Clifton Fields access road to alleviate at least one major issue.

I am a resident of Clifton Fields which adjoins Shefford Road in Clifton and as such I was very interested to read about the proposed Traffic Calming Proposals along Shefford Road. I am in full support of any traffic calming measures which will reduce the speed of vehicles passing along this stretch of road. As a parent of 2 young children who attend the nursery within Samuel Whitbread School grounds I am very keen to see vehicle speeds reduced along this stretch of road. I walk the route most days and often witness vehicles in excess of 40 mph.

My comments on the proposed scheme are, as follows:

- The 'waiting area' proposals seem very satisfactory and I have no comments on these other than to see it implemented.
- The 'raised tables' proposals I feel would not quite achieve the reduction of speed along the main stretch of road outside the school. This particular stretch is the most hazardous with cars pulling out of the school junction, children crossing the road to the nursery etc. and it is also where most vehicles are seen to speed. The majority of these speeding vehicles are travelling East towards Clifton. To take this into consideration I would propose that the raised table situated close to the junction of Pedley Lane should be moved so that it is visible much earlier to vehicles travelling East. ie. move it to the other side of the Pedley Lane junction. I feel this would reduce the speed of vehicles as they travel along Shefford Road past the school. It would also reduce speeds before the sharp right hand bend in the road and before the 'blind' pedestrian school entrance on the right hand side.

Please could you let my comments be noted.

18/05/20

Appendix D



Proposed Raised Tables – Shefford Road, Clifton

<p>This Authority has considered the proposals as outlined in your email plus attachments dated the 27th June 2014 and offer the following comments for further consideration.</p> <p>Comments</p> <p>It is anticipated that with the available road space between the three raised tables and the absence of parked vehicles, motorists will momentarily reduce their speed to negotiate the table features then fail to comply with the advisory 20mph. It is requested that consideration be given to implementing a part time mandatory 20 mph speed limit, with raised tables that are positioned to create informal crossing points but sufficient in numbers and constructed to cause compliance of the reduced limit. A mandatory limit will be consistent with proposed reduced speed limits in neighbouring areas plus enable the community speed watch members to monitor traffic speeds, with attention given to any breaches, contributing to road safety.</p> <p>In the attached plan there does not appear to be signage of the reduced speed limit in Pedley Lane for motorists entering Shefford Road, the only feature that the motorists will encounter, should they travel towards Shefford, is at the conclusion of the advisory limit having passed the vulnerable school entrance.</p>	<p>X</p>
<p>This Authority has considered the proposals as outlined in your email with attachments dated the 27th June 2014, together with the reason(s) given. The use of raised tables is accepted by this authority, it is requested that consideration is given to the point above. No objection will be offered to the use of raised tables.</p>	<p>X</p>

Name: - ...Steve Welham.

Address ...Traffic Management Officer.
Bedfordshire Police,
Traffic Management Unit,
Bedfordshire, Cambridgeshire & Hertfordshire Road Policing Unit,
Halsey Road,
Kempston, Beds.
MK42 8AX

Signed:- ...S. P. Welham.

18th July 2014.



Proposed Waiting Restrictions – Shefford Road, Clifton

<p>This Authority has considered the proposals as outlined in your email plus attachments dated the 27th June 2014 and offer the following comments for further consideration.</p> <p>Comments</p> <p>The use of waiting restrictions is accepted by this authority, therefor no objection will be offered. It is possible that in the absence of parking obstructions and despite the proposed raised tables that form part of this scheme, vehicle speeds will increase particularly in the vicinity of 200, Shefford Road which may lead to a request for additional calming measures.</p>	<p>X</p>
<p>This Authority has considered the proposals as outlined in your email with attachments dated the 27th June 2014, together with the reason(s) given. The use of waiting restrictions is accepted by this authority, therefor no objection will be offered.</p>	<p>X</p>

Name: - ...Steve Welham.

Address ...Traffic Management Officer.
Bedfordshire Police,
Traffic Management Unit,
Bedfordshire, Cambridgeshire & Hertfordshire Road Policing Unit,
Halsey Road,
Kempston, Beds.
MK42 8AX

Signed:- ...S. P. Welham.

18th July 2014.

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

Date: 13 October 2014

Subject: Tilsworth Road, Stanbridge – Consider Objections to Proposed Raised Tables 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 implementation of Raised Tables and Waiting Restrictions near Stanbridge Lower School, Tilsworth Road, Stanbridge.

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

Public/Exempt: Public

Wards Affected: Heath & Reach

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety by reducing traffic speeds and managing parking, particularly at the start and end of the school day.

Financial:

These works are being funded via the Toddington LATP programme.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The proposal will improve road safety for all road users, including pedestrians and residents.

Sustainability:

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

RECOMMENDATION(S):

- 1. That the proposal to install two raised tables in Tilsworth Road, Stanbridge be implemented as published.**
- 2. That the proposal to introduce waiting and stopping restrictions in Tilsworth Road, Stanbridge be implemented as published. The provision of advisory keep clear markings across driveways in the vicinity of the school be provided.**

Background and Information

1. The Council has allocated LAMP funding to provide School Safety Zones outside Stanbridge and Chalton Lower Schools. This report is concerned with proposed measures in Tilsworth Road, Stanbridge. The works include the provision of two raised tables, located either side of the school to lower vehicles speeds and improve road safety.

In addition, the school keep clear markings will be made enforceable by introducing No Stopping Monday to Friday 8am-4.30pm and double yellow lines are proposed near to the junction of Tilsworth Road and Orchard Way. These parking controls are intended to address indiscriminate parking, particularly at the start and end of the school day.

2. The raised tables and waiting restrictions were formally advertised by public notice in August and September 2014. Consultations were carried out with the emergency services and other statutory bodies, Stanbridge Parish Council and the Ward Member. Residents living alongside this length of road were individually consulted.

Representations and Responses

3. A total of nine representations have been received from residents. Four of them express concerns about the proposed raised tables; four of them suggest that the waiting restrictions do not go far enough; one suggests that the waiting restrictions are unnecessary and two offer general support for the scheme. Copies of the correspondence are included in Appendix D.

4. The main points are summarised below:-

- a) The raised tables will create vibration, noise, possible structural damage to nearby properties and possible difficulties in accessing residential driveways. The level of parking at school times successfully reduces the speed of traffic without the need for physical measures. Alternatively, priority narrowings would slow traffic without the need for road humps.
- b) The proposed waiting restrictions are unnecessary as the Highway Code already stipulates that you should not park close to a junction. The yellow lines will result in the loss of valuable parking space.
- c) The waiting restrictions need to extend further or they will simply transfer the current parking difficulties to adjacent lengths of road, including across the Laurel Close junction.
- d) The No Stopping outside the school should be extended over a longer length.
- e) Measures need to be installed to address footway and verge parking.

5. Bedfordshire Highways' response to the points above are as follows:-

The raised tables have been designed and located in accordance with all relevant legislation and technical guidance. Therefore, any negative impact on adjacent residents or their properties should be minimal. The designs are acceptable to emergency service vehicles. Road humps are deemed to be the most effective speed reducing measure and would result in less disruption to parking than would be the case with priority narrowings.

The No Waiting restrictions (double yellow lines) have been designed to address parking outside the school, including the Orchard Way junction, where on-street parking creates obvious problems at the start and end of the school day. Extending them over a greater length would lead to further migration of parking, thereby affecting more residents. It is suggested that the proposed restrictions be implemented and monitored to determine their effectiveness before any further restrictions are considered. It is possible to consider advisory keep clear markings across driveways, including the Laurel Close junction.

The No Stopping restrictions (school keep clear zig-zag markings) can only be used immediately outside a school entrance. Bearing in mind that this type of restriction also prohibits loading/unloading, it would be overly restrictive to extend the marking beyond the frontage of the school.

The proposed No Waiting would cover the footway and verge immediately adjacent to them which should address some the concerns about parking in those areas.

6. Bedfordshire Police have raised no objection to the proposals.

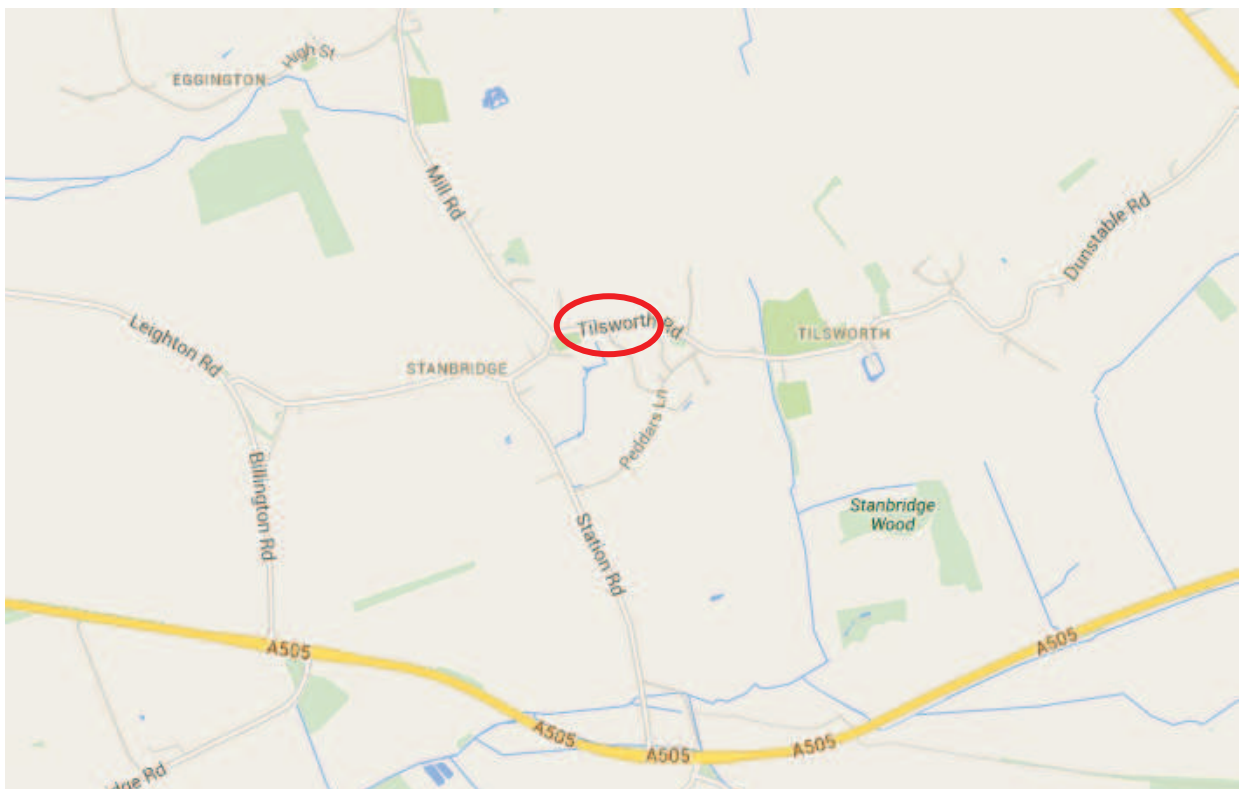
Conclusion

7. It is considered that the combination of parking controls and raised tables will deliver the required road safety benefits outside the school. It is recommended that both parts of the proposals should be implemented as published, but monitored afterwards to determine whether any modifications to the restrictions might be appropriate.
8. If the approved the works are expected to take place within the current financial year.

Appendices:

- Appendix A – Location plan
- Appendix B – Public Notices of Proposals
- Appendix C – Drawing of Proposals
- Appendix D – Objections and Representations

Appendix A



Appendix B

PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED RAISED TABLES – TILSWORTH ROAD, STANBRIDGE

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL, in exercise of its powers under Section 90 A-I of the Highways Act 1980 and all other enabling powers, proposes to construct raised tables in Tilsworth Road, Stanbridge. These works are part of a wider scheme to reduce traffic speeds and create a safer environment for all road users, particularly those travelling to and from Stanbridge Lower School.

Raised Tables at a nominal height of 75mm and approximately 8 metres long, including ramps, extending across the full width of the road are proposed to be sited at the following locations in Stanbridge:-

1. Tilsworth Road, outside no.44 Tilsworth Road at a point approximately 91 metres east of its junction with Orchard Way.
2. Tilsworth Road, outside no.41 Tilsworth Road at a point approximately 103 metres west of its junction with Orchard Way.

Further Details a drawing may be examined during normal office hours 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 17 September 2014.

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

26 August 2014

PUBLIC NOTICE

**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE
NO WAITING AND NO STOPPING ON SCHOOL ENTRANCE MARKINGS
NEAR STANBRIDGE LOWER SCHOOL, TILSWORTH ROAD, STANBRIDGE**

Reason for proposal: The proposed Order is considered necessary for facilitating the passage of traffic on the road and for preserving or improving the amenities of the area through which the road runs. The restrictions are intended to address indiscriminate parking, particularly at the start and end of the school day. The proposals are part of a wider scheme to reduce traffic speeds, which is intended to improve road safety near to the school and encourage more pupils to walk to school.

Effect of the Order:

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

1. Tilsworth Road, south side, from a point approximately 3 metres west of the east flank wall of no.24 Tilsworth Road extending eastwards to a point approximately 1 metre east of the boundary of no.40 Tilsworth Road and no.36 Orchard Way.
2. Orchard Way, both sides, from its junction with Tilsworth Road extending in a southerly direction to a point approximately 3 metres north of the south flank wall of no.36 Orchard Way.

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

1. Tilsworth Road, north side, from a point in line with the rear wall of no.41 Orchard Way extending in an easterly direction to a point in line with the west flank wall of no.42 Tilsworth Road.

Further Details may be examined during normal office hours 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 17 September 2014. Any objections must state the grounds on which they are made.

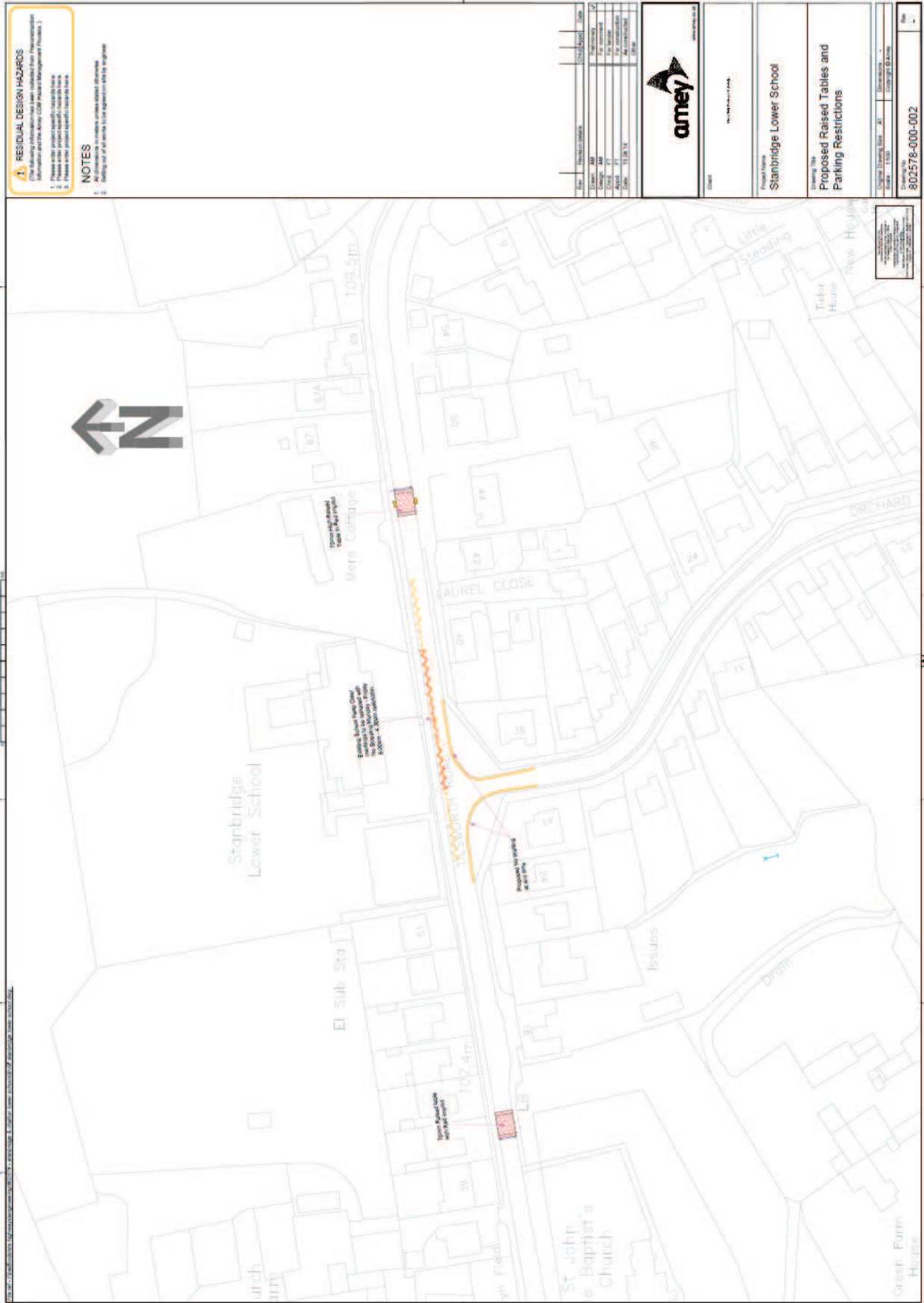
Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of South Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 201**"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

26 August 2014

Appendix C



Appendix D

I would like to through this e-mail place on record my concerns to the above proposal.

My house is xx Tilsworth Road, LU79JA. The position of the raised table to the west of the school is near to my house. We had a few years ago a problem with large vibrations in the house from busses (when not stopping outside) passed over a particular point in that area in the road. We spent a lot of time through Steve Thomas looking at drainage thinking there was a culvert forming under the road. Nothing was found. The vibration was so bad to an extent of rattling glasses in cupboards and the whole house shook which continually worried me as I don't know what structural effect the vibration was having. When you re-surfaced the road all our problems were solved! No vibrations' and the house is a lot quilter now. Please bear in mind the original parts of my house nearest the proposed raised table is in excess of 160 years old and sits on the clay/sandstone with no foundations unlike more modern buildings.

I therefore was horrified to open your letter when I returned from holiday at the weekend to read your proposals. As you can understand I am opposed to them on the grounds above due to its location to my house and also the noise speed humps make. I have also noted the humps in Houghton Regis and Leighton Buzzard where continually run over by busses quickly become out of shape and steeper due to the continual weight they are 'pushed' with. Best example is outside the library in Leighton buzzard.

I agree the traffic needs to be slowed but at school times there are often so many cars parked the traffic is slowed as two way traffic is impossible. I have often thought a mini roundabout at the entrance to Orchard Way would help but I think it's too close to the school entrance for the safety of pedestrians. Double yellow line will help as people park too close to the junction quiet often at all times. Another idea is a couple of 'priority over oncoming traffic chicanes' as you put in Totternhoe a few years ago. Placed at the points where the tables are proposed will slow things without need for humps. The traffic I feel is not busy enough to warrant zebra crossings.

Thank you for the notice and trust my point of view will be taken into account. I will be happy to talk or meet here at the site or speak on the phone.

I refer to your Public Notices concerning the above. Thank you for advising what you plans are.

The raised tables will aid a general speed restriction on a 24 hour basis which will be welcome. The speed does not need to be controlled when it is school in or out time as the parents parking successfully does that.

I do however trust that the drop will not be too violent as both my house, xx Tilsworth Road, and Mere Cottage are very old and do shake whenever traffic hits a defect in the road surface. The raised table site at the eastern end appears to start on the edge of Mere Cottage's drive and end in line with the boundary between that property and my own. Perhaps humps that a bus could straddle might be more friendly than a complete table?

The question of the No Waiting and No Stopping restrictions are not, in my opinion, enough to solve the parking in those areas concerned. Unless they are enforced, those who wait there now will continue to do so. They may also park on the grass verges. Can you include bollards to prevent this?

In addition there is a problem with parking on the pavement which this will do nothing to prevent. I often have to walk in the road as there is insufficient room to walk. Can the road be made a 'no parking on the pavement' area? The Parish Council will support this.

I welcome this attempt to slow the speed of traffic through the village. As the owner and resident at 69 Tilsworth Road I do however have a concern regarding the proposal.

I have previously contacted the authorities to complain about the combined effect of fast moving traffic, particularly heavy vehicles, and the poor road surface outside my property, which causes excessive vibration and noise within my property.

I am concerned that the siting of these raised tables will exacerbate the problem, unless remedial action is taken to rectify the existing cause of the vibration.

As residents living adjacent to the school, we have a keen interest in improving road safety and vehicular flow along Tilsworth Road. Excessive parking along the road at school drop off and pick up times is a particular problem, and causes a major disruption to traffic flow as a long line of parked cars on the north side force vehicles travelling east to move on to the wrong side of the road in order to pass through. We therefore welcome plans to restrict parking on Tilsworth Road at these times.

The presence of these parked cars already has an effect on restricting speeding on Tilsworth Road, which outside school hours can be a significant and potentially dangerous problem. The presence of raised tables will help to curb speeding further. We are concerned, however, that the proposed table on the east side of the school is very close to the exit from our drive, and might cause the car to skid in winter when turning a 90 degree angle to the left from stationary on trying to mount the table in snowy and icy conditions. During bad winters the road can be left for extended periods without salting or ploughing. If the table were moved either two metres further to the east, or made two metres shorter than planned, it would make egress from our drive much easier at these times.

In addition to the excessive parking on the north side of Tilsworth Road at school times, cars also park inappropriately on the south side of Tilsworth Road east of Orchard Way. Having 'No waiting at any time' as proposed around the junction of Tilsworth Road and Orchard way is welcomed, but it would further help to have a 'No stopping from 8am until 4.30pm' zone on the south side of Tilsworth Road between the raised table to the east and the start of the 'No waiting at any time' zone outside number 40 Tilsworth Road. However, we are very aware that there is limited compliance with parking regulations without enforcement, so it will be important, especially at the introduction of the new arrangements, to have penalties imposed for infringements.

Minivans routinely park opposite 'No waiting' cones near the school, often with their engines idling, as they wait for schoolchildren. If the school has a legal right to place these cones outside our house, this should mean no waiting and not a convenient place for school transport to park. The children are able-bodied and there is no reason for them not to walk further down the road to be picked up. Indeed, one of your laudable objectives is to encourage more pupils to walk to school. Combating the major problem of obesity in children by increasing fitness can only be helpful.

Thank you for the opportunity to present our comments and suggestions. We look forward to hearing from you, in particular with your plans for enforcing the new parking and waiting restrictions. Please also clarify the meaning of the two projections on the sides of the east raised table. which are not present on the west table.

Re : Proposed Raised Tables and Waiting Restrictions - Stanbridge Lower School,
Tilsworth Road, Stanbridge

I am writing to record my concerns in connection with your proposal to introduce Waiting Restrictions and install Raised Zebra Tables.

As I am sure you are aware during school term times the current parking arrangements are chaotic with parents parking wherever they like with no consideration for the local residents. Indeed currently my wife or myself place our "Wheellie Bins" on the grass verge outside our house in order to stop parents parking and ruining the verge. Unfortunately this does not prevent certain people parking across our driveway or blocking the entrance to Laurel Close.

The situation, in my opinion, is totally unacceptable and sooner or later there will be a serious accident in view of the current lack of restriction and/or enforcement of parking.

I appreciate that the Council are trying to improve the situation but I do not believe that your current proposal goes far enough.

I would suggest that the "No waiting at any time" is acceptable but that the "No Stopping from 8 a.m. until 4.30 p.m." be extended between the Raised Tables proposed outside numbers 41 and 44 Tilsworth Road.

Perhaps you would let me have your thoughts on this matter and in addition would you also let me know how the new proposals will be enforced as currently no one seems to enforce the existing parking. In addition what options will be available to the Minibuses currently bringing children to the school.

I look forward to hearing from you.

I refer to my letter dated 25th August and to your reply dated 1st September.

Unfortunately I made an error in my letter and would ask that you amend my request for the " **No Stopping from 8 a.m. to 4.30 p.m.**" from a point in line with the rear wall of No 41 Orchard Way extending in an easterly direction to the proposed raised table outside No 44 Tilsworth Road.

My apologies for this error on my part.

I have just become aware of the proposed introduction of new No Waiting areas in Orchard Way Stanbridge, Hence my belated response.

I do not see that any purpose is served by the introduction of the proposed extended No Waiting areas in Orchard Way.

The law already provides that vehicles should not park within 32 feet of a junction. I can see the benefit of perhaps reinforcing this with double yellow lines and perhaps No Waiting/Parking signs, where problems regularly arise at particular times. I can see no benefit and therefore no justification in extending the No Waiting area to beyond the legal requirement.

No improvement to road safety would arise from such an action. An effective and necessary safety margin, in terms of area of vision at the junction of Orchard Way and Tilsworth Road is provided by the 32 feet required by the Highway Code. It is just this that needs to be enforced.

The introduction of the proposed extension of the No Waiting/Parking zone in Orchard Way will also result in a loss of amenities. The loss will arise from the inability of villagers or visitors to park in an

area hitherto free from unnecessary restrictions. Occasional inconveniences may arise by thoughtless parking at the beginning and end of the school day. These are usually of short duration and easily resolved on a person to person basis. Certainly over 40+ years I have not become aware of problems that merit the proposed restrictions.

I write in response to the public notice of proposed raised tables and waiting restrictions at Stanbridge Lower School, Tilsworth Road, Stanbridge. I had not received a letter regarding this although I live at Laurel Close and the stopping lines go past the entrance to our close and therefore directly affect us. I know my neighbours at No x and x have also not received this letter and it is through conversation with a neighbour on Tilsworth Road that this has come to our attention.

I am concerned that these measure will in fact just move the problem to the other side of the road which will directly affect access to Laurel Close. Currently I have had on many occasions difficulty entering Laurel Close as cars have been parked across the top of my drive blocking access. Is it possible to white line the road opposite the school within the boundaries of the no waiting area to clearly indicated where peoples driveways are so that we are not blocked in?

The measure themselves I hope will bring an improvement to the situation although can only see this working alongside co-operation with the Police to monitor and enforce the meaures. I have had several run ins with parents who have little care for co-operation with the neighbours surrounding the school or consideration for access to our properties.

I look forward to hearing from you.

Thank you for your recent communication (referenced above).

We would like to say how delighted we are that steps are being taken to reduce traffic speeds and in making access to our home less of an ordeal during school pick-up and drop-off times. This area has been an "accident waiting to happen" for some years, and we can now breathe a sigh of relief. The speed of some vehicles is quite frightening, and we regularly subjected to verbal abuse from drivers when we attempt to access our own driveway.

Thank you again, and we very much look forward to the measures being implemented.

I am writing in support of the proposals for the two raised tables in the village along the long stretch of road which incorporates the village school. Action is well, well overdue! The speeding traffic throughout the village is a constant problem and anything to curb the ridiculous speeds is very much welcomed. Even the buses can be regularly seen speeding. Given the there are 20 mile hour speed limits in parts of Leighton Buzzard and Dunstable one wonders when this might be introduced in Stanbridge. It also does seem rather strange that the speed drivers can go when coming off the by pass [which is 50mph] into Station Rd is 60mph , so cutting down to 30 takes too long.

The proposed no waiting areas are also very much welcomed and I hope that there will be rigid enforcement of this when introduced and liason with traffic police. It is well known that parents of the school children often park on corners , on the pavements and even on the grass on occassions.

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

Date: 13 October 2014

Subject: Consideration of a petition that has been submitted to the Council regarding parking in Cherry Tree Close - Arlesey

Report of: Paul Mason, Head of Highways

Summary: This report is to note the receipt of petitions submitted to Central Bedfordshire Council and determine a way forward.

Contact Officer: Nick Chapman

Public/Exempt: Public

Wards Affected: Arlesey

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

None from this report

Financial:

There is currently no budget allocated for this work.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

Possibly (sheltered housing)

Community Safety:

None from this report

Sustainability:

None from this report.

RECOMMENDATION(S):

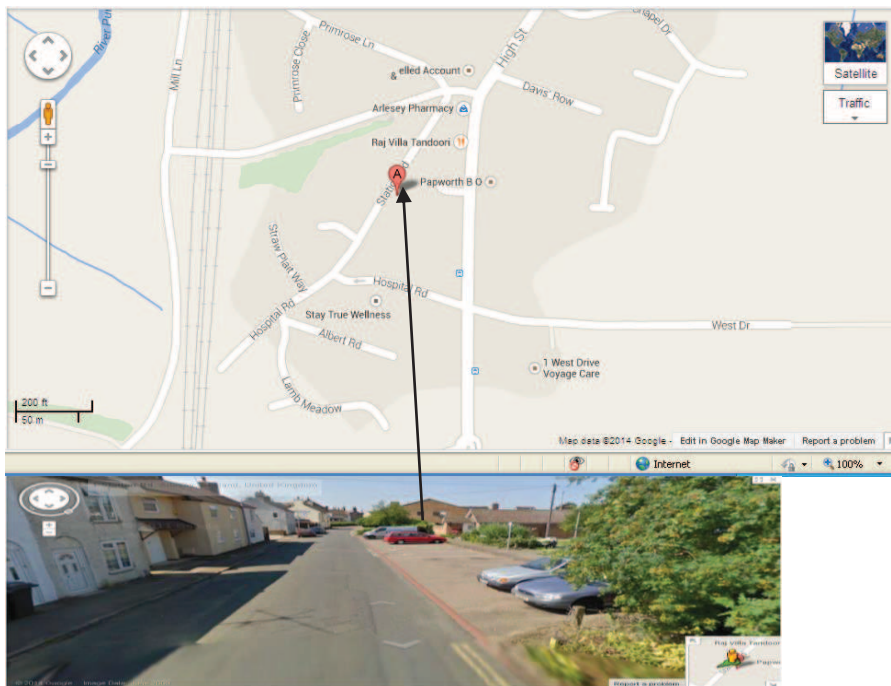
That the Executive Member for Community Services notes the receipt of the petition and, subject to funding, approves further investigation of the issue raised, including the submission of a more detailed report to a future meeting.

Background and Information

1. A petition has been received signed by 23 residents of Cherry Tree Close and Station Road in Arlesey, requesting a resident's only parking scheme, following residential concern with other people parking in their area from neighbouring streets as shown at Appendix B.
2. Many properties in Cherry Tree Close and Station Road have very little or no off-road parking facilities available. As a result, on-street parking is likely to be at a premium, particularly during evenings and weekends. A resident's only parking permit scheme may be an option, but would need to be investigated in more detail to determine what other options, if any, would be appropriate.
3. It is recommended that, subject to funding, the petition request be investigated in more detail and a report on the investigation and options be prepared for consideration at a future meeting.

Appendices

Appendix A – Location plan: Cherry Tree Close - Arlesey



Appendix B – Petition from residents of Cherry Tree Close

To the Monitoring Officer Central Bedfordshire Council.

We the undersigned petition central Bedfordshire Council to implement a residents parking permit scheme for Cherry Tree Close and Station Road Arlesey.

We have limited parking bays and on street parking to serve our sheltered housing scheme of bungalows in Cherry Tree Close and the adjacent houses in Station Road and this limited space is being used by residents of neighbouring streets effecting the ability of the undersigned to access their homes. We therefore ask Central Bedfordshire Council to conduct a review of the parking issues and implement a permit scheme to reduce the impact on our limited parking space.

NUMBER OF

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

Date: 13 October 2014

Subject: Consideration of a petition that has been submitted to the Council regarding speed limits in Hitchin Road, Henlow

Report of: Paul Mason, Head of Highways

Summary: This report is to note the receipt of petitions submitted to Central Bedfordshire Council and determine a way forward.

Contact Officer: Nick Chapman

Public/Exempt: Public

Wards Affected: Hitchin & Arlesey

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

None from this report

Financial:

This is to be funded from the budget allocated to speed limit review and buffer zones.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None

Community Safety:

None from this report

Sustainability:

None from this report.

RECOMMENDATION(S):

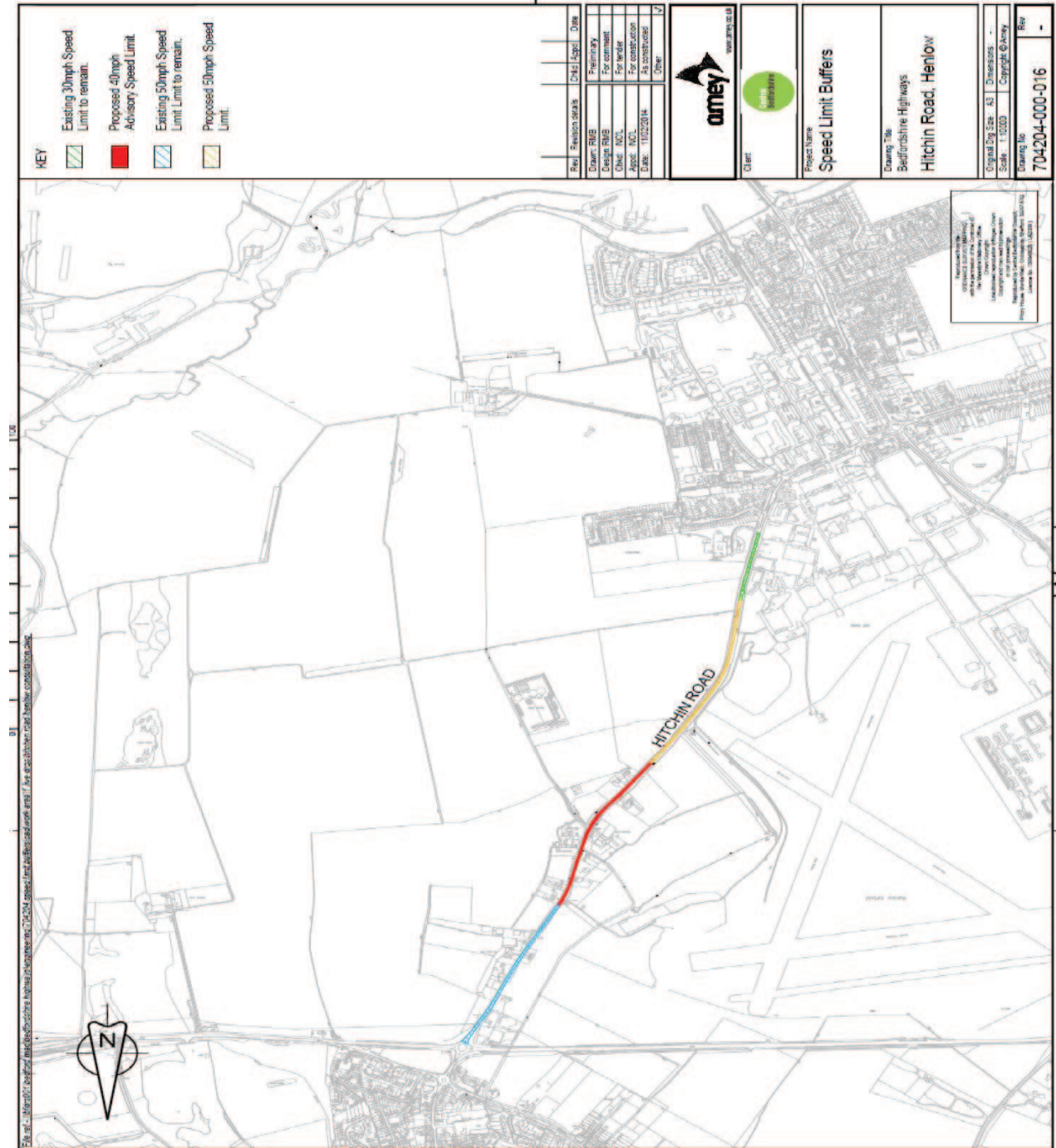
That the proposed 50mph speed limit, as agreed at the Delegated Decisions Meeting in June 2014, be implemented and that officers be asked to review the additional request for the speed limit to be further reduced to 40mph.

Background and Information

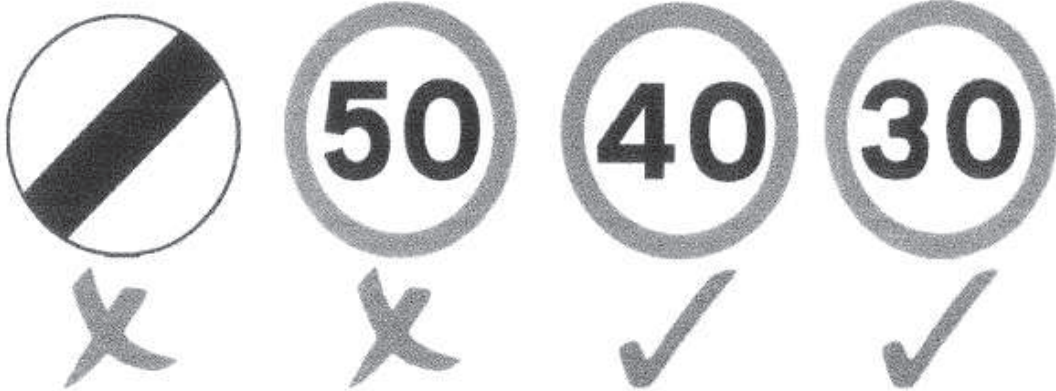
1. A petition signed by 83 people has been received concerning the speed limit in Hitchin Road, Henlow. The petition asks for a 40mph speed limit to be introduced over the whole length of road from Henlow village near the A507 roundabout southwards to the start of the 30mph speed limit near Derwent Lower School at Henlow Camp.
2. As part of the speed limit review works a proposal to amend the speed limits in Hitchin Road, Henlow was published in February 2014.
3. There is currently a 50mph covering the northern section of Hitchin Road between Henlow village and Henlow Camp. The proposal was to reduce the speed limit from the national speed limit to 50mph southwards to the point where the 30mph speed limit for Henlow Camp starts.
4. Objections were received to this proposal and the matter was considered at the Delegated Decisions Meeting on 2 June 2014. It was resolved to implement that 50mph speed limit.
5. A proposal to also implement an advisory 40mph speed limit on part of Hitchin Road as an additional indication to drivers to moderate their speed was not approved.
6. The basis for the decision was that 50mph was the appropriate speed limit for that length of road given the density of roadside development and existing vehicle speeds. However, it was also considered reasonable that once the 50mph speed limit had been implemented and established, then there would be merit in undertaking further speed measurements to determine if a further reduction in the speed limit to 40mph would be appropriate.
7. It is therefore recommended that the petition be noted and that the lead petitioner be advised that based upon the previous decision the 50 mph limit will be implemented and further assessment carried out in due course.

Appendices

Appendix A – Drawing of current proposals:



Central Bedfordshire Traffic Management
Meeting Monday 2nd June



We, Who Are Residents And/Or Regular Users Of Hitchin Road,
Support The Proposal For The Removal Of The Following Speed
Zones Along Hitchin Road:

- Maximum Speed Limit Permissable
- Fifty MPH Speed Zone

And Replaced With A Single Forty MPH Speed Limit

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

Date: 13 October 2014

Subject: Consideration of a petition that has been submitted to the Council regarding parking in Brook Close, Dunstable

Report of: Paul Mason, Head of Highways

Summary: This report is to note the receipt of petitions submitted to Central Bedfordshire Council and determine a way forward.

Contact Officer: Nick Chapman

Public/Exempt: Public

Wards Affected: Dunstable

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

None from this report

Financial:

There is currently no budget allocated to undertake this work. Restrictions could potentially be progressed as part of a wider Traffic Regulation Order when a suitable opportunity arises.

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):

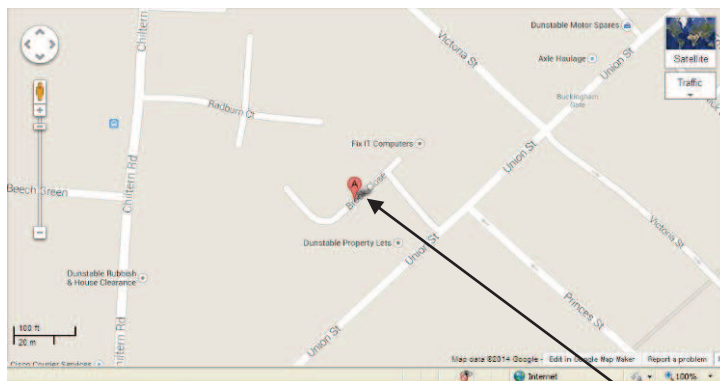
It is recommended that double yellow lines be considered for the junction of Brook Close and Union Street. To be included in a future Traffic Regulation Order when one is proposed in the Dunstable and Houghton Regis area.

Background and Information

1. A petition has been received from residents of Brook Close Dunstable, requesting parking restrictions.
2. This road is located just outside the existing Prince Regent residents' permit parking zone and is relatively close to retail and other business premises. There are also parking restrictions on a nearby length of Union Street, which may result in vehicles being parked in Brook Close. It is therefore considered likely that some parking by non-residents of Brook Close takes place.
3. On-site observations have taken place and it was noted that there were a number of vehicles parked around or close to the Union Street junction. Parking in the immediate vicinity of the junction is undesirable and potentially has road safety implications. When assessing the level of on-street parking further into Brook Close, there was no evidence of significant numbers of vehicles belonging to non-residents and it is unlikely that this would be an attractive place for them to park.
4. It is therefore recommended that double yellow lines would be beneficial at the junction of Brook Close and Union Street. Whilst there is currently no funding allocated to this work it could potentially be added to a future Traffic Regulation Order when one is next progressed in the Dunstable and Houghton Regis area.

Appendices

Appendix A – Location plan: Brook Close – Dunstable.





Appendix B – Petition from residents of Brook Close

Petition to Bedfordshire County Council

Subject of Petition:

PARKING IN BROOK CLOSE DUNSTABLE BEDFORDSHIRE LU6 1HD.

We, the undersigned:

REQUEST PARKING RESTRICTIONS IN BROOK CLOSE DUNSTABLE LU6
1HD PARTICULARLY AT THE ENTRANCE AS ACCESS FOR LARGER
VEHICLES IS OFTEN IMPOSSIBLE. IT IS A CONCERN TO RESIDENTS
THAT EMERGENCY VEHICLES WOULD NOT BE ABLE TO GET
THROUGH IN AN EMERGENCY.

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

Date: 13 October 2014

Subject: Consideration of a petition that has been submitted to the Council requesting improved pedestrian facilities in Sunderland Road, Sandy

Report of: Paul Mason, Head of Highways

Summary: This report is to note the receipt of petitions submitted to Central Bedfordshire Council and determine a way forward.

Contact Officer: Nick Chapman

Public/Exempt: Public

Wards Affected: Sandy

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

None from this report

Financial:

There is currently no budget allocated to undertake this work.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

None from this report

Sustainability:

None from this report.

RECOMMENDATION(S):

That the Executive Member for Community Services notes the receipt of the petition and approves further investigation of the issues raised, subject to finance, for consideration at a future meeting.

Background and Information

1. A petition has been received from Councillor Nigel Aldis signed by 152 residents requesting the installation of a safer crossing point near to the Town Centre roundabout.

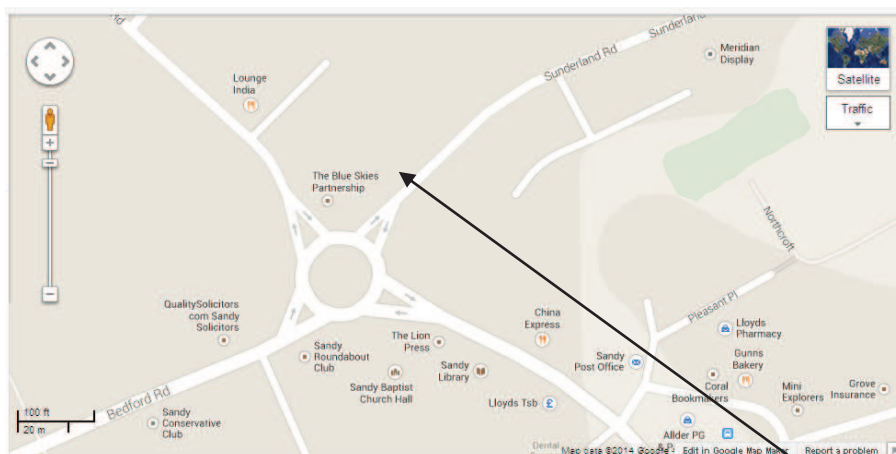
We the undersigned call on Central Bedfordshire Council to provide a pedestrian crossing over Sunderland Road at the roundabout end in the centre of Sandy, or to provide a raised table crossing point so that vehicles entering the road do so with caution so creating safer crossing conditions for pedestrians at this important location in the pedestrian network of Sandy.

The issues raised have not been investigated in any detail at this time

2. It is recommended that the petition be investigated in more detail subject to finance being available and a report considering possible further actions be presented for consideration at a future Meeting.

Appendices

Appendix A – Location plan: Sunderland Road, Sandy.



Appendix B – Petition

29 MAY 2014

P E T I T I O N

Calling for a safer crossing point over
Sunderland Road near to the Town
centre roundabout

Submitted by Cllr Nigel Aldis
Member for Sandy Ward
Central Bedfordshire Council

On behalf of the residents of Sandy

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

Date: 13 October 2014

Subject: Petition, Downs Road Dunstable

Report of: Paul Mason, Head of Highways

Summary: This report presents representations received from residents seeking action to revoke a traffic regulation order.

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

Public/Exempt: Public

Wards Affected: *****

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):

That the lead petitioner be informed that the contents of the petition be noted but that no further works will be undertaken ahead of a further traffic survey to determine the effects of the one-way street.

Background and Information

1. A petition has been received signed by 425 residents of the Downs Road area of Dunstable. The petition seeks the revocation of the length of one-way street implemented in Downs Road in August 2013.
2. The petition asks for the revocation on a number of grounds set out in the document and it's appendices accompanying the petition but is summarised by the petitioners on the signature sheets as follows
 - *The system has not worked as intended.*
 - *The system has not reduced unsuitable traffic; only forced it on to other roads.*
 - *That traffic unsuitable for Downs Rd is equally unsuitable for other roads.*
 - *The one-way has radically changed the balance of a traditional neighbourhood, that had been stable for generations and it has inconvenienced and upset thousands for the marginal benefit of a few.*
 - *Accident risk has increased as the same volume of traffic now goes further and through more junctions; specially the left turn into Park Road which is only a fifth of the radius of that into Downs Road.*
 - *All residents, including those in Downs Road experience increased journey times.*
 - *During daily peak times Great Northern Road traffic is now stationary from the roundabout to the A5.*
 - *Roads outside then immediate area, such as Lovers Walk, report significant increase in through traffic as drivers struggle to avoid the increased congestion in Manshead.*
3. The background to the implementation of this one-way order is considerable and has taken place over a considerable period of time. The issue of traffic using the Downs Road area both as a cut through from other adjacent residential properties and to avoid queuing on the A5 is well documented through contacts from local residents and ward members.
4. In 2013 the Council implemented a temporary road closure in the area to ascertain what effect this would have on this traffic. This proved however to be universally unpopular with local residents.
5. Following this the Council undertook to develop a series of options upon which the residents of the entire area were consulted. Following this consultation one option emerged as the preferred option for implementation and this comprised the proposals as shown below.

To introduce a One Way Traffic Order on the following lengths of road in Dunstable:-

- *Downs Road From Allen Close to Great Northern Road - vehicles*

permitted to travel in that direction only.

- *Park Road From Great Northern Road to Grove Road - vehicles permitted to travel in that direction only.*

To introduce a Prohibition of Driving on the following length of road in Dunstable:-

Downs Road From the southern kerbline of Downs Road at the point where it joins Barton Avenue in a southerly direction for a distance of approximately 5 metres (road to be physically closed to prohibit traffic from continuing on Downs Road)

6. This was then advertised for statutory public consultation and following the receipt of written representations and verbal representations at the meeting of Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders on 4th June a decision was taken by the Executive Member for Community Services at the meeting to implement the order in part.
7. The decision made was to implement only the section of one-way street in Downs Road from Allen Close to Great Northern Road.
8. The one-way system became operative in August 2013.
9. It is clear, as evidenced by the receipt of this petition, that the situation locally is still a matter of interest and concern and that there is pressure for the one way street section to be removed.
10. It would be premature to do this however ahead of undertaking further studies that mirrored the origin and destination study that preceded the works to understand exactly what the implications have been for traffic through the area and how traffic patterns may have changed.
11. It is therefore recommended that the lead petitioner be informed that no further action to remove or amend the existing traffic regulation order will be undertaken ahead of the results of such a study being available for consideration.
12. Whilst this work is currently not funded the cost of undertaking it will be included within the list of schemes being considered for funding in the next financial year.

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