

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 10 February 2015

NOTICE OF MEETING

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

Date & Time

Wednesday, 18 February 2015 3.00 p.m.

Venue at

**Council Chamber, Priory House, Monks Walk, Shefford
SG17 5XY**

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	London Road, Biggleswade - Consider Objections to proposed Toucan Crossing To consider objections to the installation of the proposed toucan crossing in London Road, Biggleswade.	* 5 - 16
3	Billington Road Cycle Route, Toucan Crossing and Speed Limit Change - consider objections received for the cycle route To consider objections to the implementation of a segregated cycle route on Billington Road, Leighton Buzzard.	* 17 - 34
4	Bedford Road, Houghton Conquest - Consider Objections to Proposed Traffic Calming Scheme To consider objections to the installation of Traffic Calming Measures in Bedford Road, Houghton Conquest.	* 35 - 52
5	Petition, Windsor Avenue, Leighton Buzzard To receive an update on the petition from residents of Windsor Avenue about parking in their road and options to address the issue.	* 53 - 56
6	Various Roads in Arlesey - Consider Objection to Proposed 7.5 tonnes Weight Restriction To consider for the implementation of a 7.5 tonnes Weight Restriction on Various Roads in Arlesey.	* 57 - 62

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

Date: 18 February 2015

Subject: London Road, Biggleswade – Consider Objections to Proposed Toucan Crossing

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 Toucan Crossing in London Road, Biggleswade

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

Public/Exempt: Public

Wards Affected: Biggleswade South

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 £55,000 to implement the advertised TOUCAN crossing together with footway reconstruction and widening.

The budget for this comes from a number Section 106 contributions principally related to the Land East of Biggleswade development.

Legal:

A number Section 106 contributions will be used to design and construct this scheme.

Risk Management:

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

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The proposal will improve road safety for all road users, but in particular pedestrians, cyclists and other vulnerable road users in Biggleswade. This proposal will significantly increase the safety of pupils on the route to and from schools in the area.

Sustainability:

The proposal will support and encourage sustainable travel in line with approved CBC policy.

RECOMMENDATION(S):

That the proposal to install a Toucan Crossing be implemented as published.

CBC Transport and Planning Policy

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

Local Transport Plan 2011 – 2026 (*Adopted April 1st, 2011*)

- a) Appendix E Walking Strategy
- b) Appendix F Cycling Strategy
- c) Appendix C Sustainable Modes of Travel to Schools and Colleges Strategy

Local Area Transport Plan – Biggleswade and Sandy (*Adopted April 1st, 2011*)

Background Information

2. The scheme has been developed to address pedestrian and cycling issues and concerns for pupils' safety on the route to Stratton Academy in Biggleswade. Additionally this crossing facility will facilitate access between the Land East of Biggleswade and the town centre facilities. All these issues have been identified as points for concern by both CBC officers and members of Biggleswade Town Council.
3. CBC officers and the Central Bedfordshire councillors have worked closely to identify issues, and potential measures to deliver this scheme. From this date regular discussions have taken place in order to develop this scheme.
4. This has resulted in this well supported proposal, which will deliver a value for money scheme which addresses many of the local concerns.

Scheme Proposal

5. The proposal is to implement a Toucan crossing on London Road on the desire line that pedestrians want to take at this location in order to traverse London Road. To see the proposed location please see Appendix C.
6. The proposed crossing is located on and close to popular walking routes to Stratton Upper School. Pedestrian and cycle activity is moderately high in the area and, as London Road forms the main route into the town from the A1 to the south of Biggleswade, traffic flows are also high at all times.
7. The Toucan crossing was formally advertised by public notice in November and December 2014. Consultations were carried out with the emergency services and other statutory bodies, Biggleswade Town Council and the Ward Members. Residents living alongside this length of road were individually consulted.

Speed and Traffic Count Data

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

Vehicle Count (both directions)	
7 day average	15,738 vehicles
Weekday average	16,616 vehicles
Vehicle class summary	
Cars	93%
LGVs	5%
Motorcycles/Pedal cycles	1%
Speed (both directions; 85 th percentile)	
Weekday average	34.12 mph
Percentage over speed limit	28%
Number of vehicles exceeding the speed limit per day (average weekday)	
	4,652

Representations and Responses

9. A total of four representations have been received; three of which have raised objections about a number of aspects of the scheme. One resident fully supports the scheme. Copies of the correspondence are included in Appendix D.
10. The main points of objection are summarised below:-
 - a) The crossing would be close to the Eagle Farm Road junction, so would cause congestion, particularly at busier times of the day.
 - b) There are very few cyclists in the area and those that are mainly use the footway.
 - c) The chosen location is on a slight bend, which reduces visibility for approaching drivers
 - d) The footway is quite narrow which will create an obstruction when people are waiting to cross.
 - e) A 20mph speed limit would be a more cost effective solution.
 - f) The crossing would create difficulties for residents turning into and out of their driveways and may even stop some being able to use theirs.
 - g) The audible warning would disturb nearby residents, particularly at night.
 - h) The zig-zag marking would make deliveries extremely difficult for adjacent residents.
11. Central Bedfordshire Highways' response to the points above are as follows:-
 - a) It is unlikely that the crossing will create any significant problems with congestion in the area. Breaks in the flow of traffic which area likely to be caused by the crossing could actually help drivers turning into and out of side roads and accesses. A non-signalised crossing might allow pedestrians to dominate at busier times, but a toucan crossing should not because it will be set to balance the demands of pedestrians and vehicular traffic.
 - b) The implementation of this crossing will help to support cycle traffic in this difficult area. It will also help to encourage active travel in and around Biggleswade.
 - c) As the crossing is signalised, there would be adequate forward visibility of at least one of the signal heads for approaching drivers.

- d) The footways are generally of sufficient width and in some cases are being widened to accommodate the movement of both pedestrians and cyclists. It is unlikely that there will be any shortage of space to the side of the crossing even during periods of heavy pedestrian usage.
- e) A scheme to introduce a 20mph speed limit in this area has been previously been proposed. However, in order to achieve 20mph compliance a significant amount of traffic calming would be required which when advertised proved to be particularly unpopular. This scheme was subsequently withdrawn.
- f) The proposed crossing will not prevent residents using their driveways.
- g) Although the sound levels for audible warnings will be within DfT guidance levels we can set the signals such that the audible warning would be deactivated at night.
- h) It is acknowledged that the zig-zag marking will prohibit all parking in the immediate vicinity of the crossing, but the properties affected have off-road parking available.

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

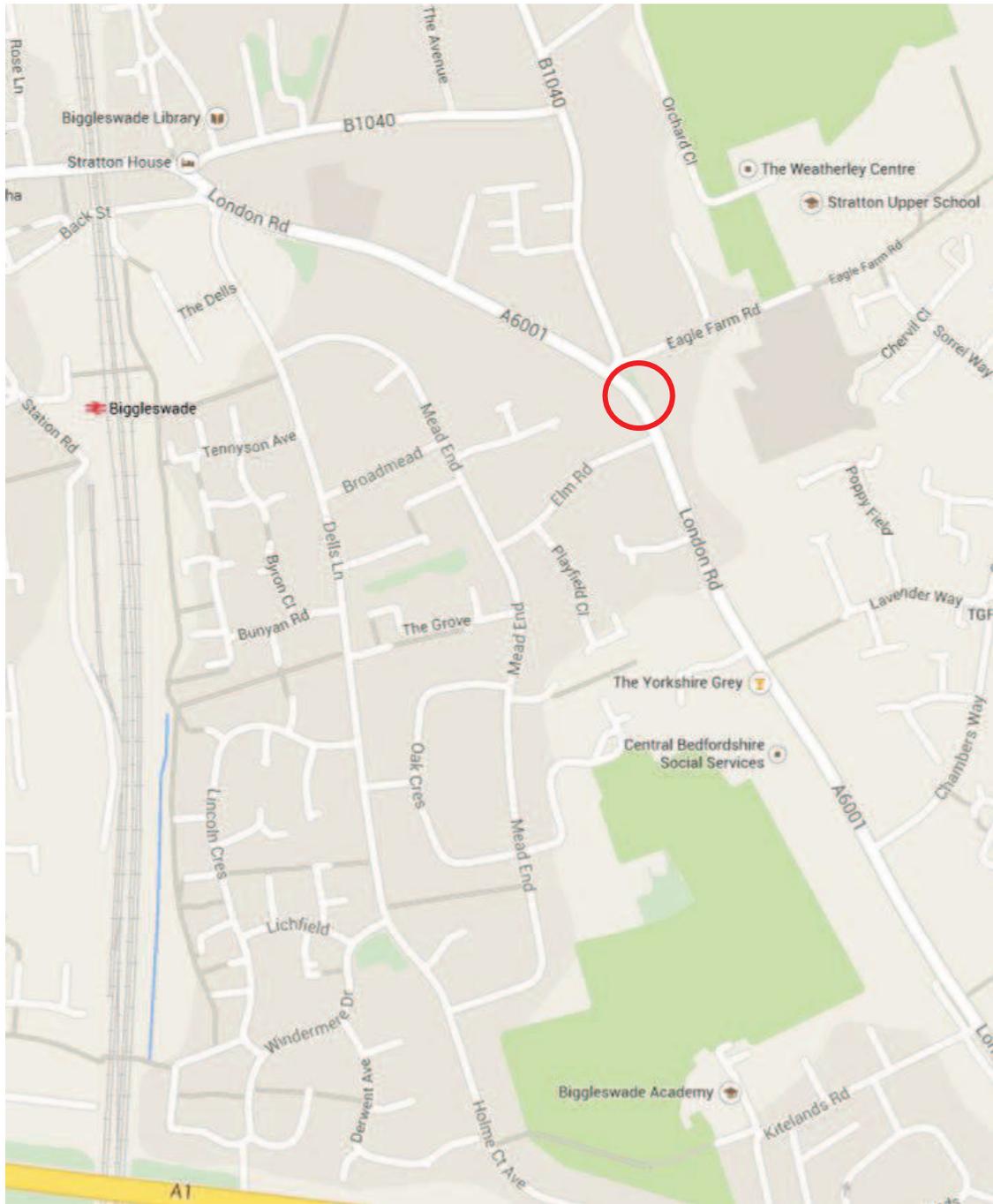
Conclusion

- 13. It is considered that the Toucan crossing is needed and will improve road safety and access for vulnerable road users. It is considered that the proposal will have no significant negatives impacts on the area or those living nearby. It is therefore recommended that the proposal should be implemented as published.
- 14. Subject to approval 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 – Representations

Appendix A



Appendix B

PUBLIC NOTICE



ROAD TRAFFIC REGULATION ACT 1984 – SECTION 23

PROPOSED TOUCAN CROSSING – LONDON ROAD, BIGGLESWADE

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL, in exercise of its powers under Section 23 of the Road Traffic Regulation Act, 1984 and all other enabling powers, proposes to establish a signalised pedestrian and cycle crossing, including its associated zig-zag markings, in London Road, Biggleswade. These works are intended to improve pedestrian and cycling facilities, particularly for those travelling to and from schools in the area.

A Signalised (Toucan) Crossing is proposed to be sited at the following location in Biggleswade:-

London Road, at a point approximately 38 metres north of its junction with Elm Road.

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 December 2014.

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

28 November 2014

Appendix D

Dears Sus

I am writing to express my concerns to your proposed Toucan crossing in London road Biggleswade. The crossing will be 40 m away from the junction of Eagle farm road which in the mornings and the afternoon is already very congested. With this crossing in place the already busy traffic will come to a standstill and will make getting out of Eaglefarm and Potten road impossible. Would it be possible for you to contact me so we could discuss this.

Kind regards

158403
RECEIVED 10 DEC 2014

As a very long standing resident at the above address we would like to make the following objections / comments and observations to the above proposal;

- 1) We have been a resident at the above address for more than 45 years we have never heard or been made aware of a single accident between a pedestrian/cyclist either minor or major.
- 2) From PERSONAL observation there are very few cyclists in this area and by counting those that are some 90% already use the footpath (although I THOUGHT this was against the law).
- 3) Positioning the crossing in the proposed sight would result in a VERY SEVERE bottle neck especially during rush hour as there is already quite severe tailbacks of vehicles caused both by cars waiting to turn right into Elm road and those waiting to turn right into Drove road Eagle Farm road by putting the crossing in between these two streams will cause total gridlock as the tailbacks will stop cars being able to turn.
- 4) I understand that the total cost of the entire ridiculous scheme would be in excess £100000 to cure a problem that does not exist and I find it inconceivable that there are not enough real hazards in the surrounding area that could better utilise some of these funds.
- 5) The crossing would be dangerous at the proposed sight as it is on a bend and between two corners thus reducing driver visibility and lulling the individual into a false sense of security and reducing their need to be traffic aware when crossing in this area.
- 6) The pathway is not overly wide in this location and with people waiting to cross will cause obstructions especially to people with prams etc.
- 7) Historically there was a lollipop crossing in this location but it was discontinued as being not needed.

8) A far cheaper and more effective solution would appear to me to be a localised lower speed limit I,e, 20 mph.

As a resident of one of the houses outside which the proposed crossing would be located I would like to make the additional comments:~

the area outside our houses 92/94 is too small and would not allow sufficient space for householders to get into,out of our drives safely especially at peak times. We have historically been allowed access to our drives this crossing would effectively remove this.

As a disabled person whom frequently is forced to spend long periods in bed the noise from the beepers and traffic both day and night would be virtually impossible to live with especially when it seems to be mandatory for both children and drunks to press the buttons even when they have no intention of crossing the road (THIS I HAVE OBSERVED FIRST HAND IN THE TOWN CENTRE).

Lastly collections from and deliveries to our houses would be extremely difficult as larger vehicles and lorries could no longer stop I,e, when bringing our coal.

As residents of Biggleswade where the planned crossing is to take place we have the following objections/comments to make:

- The road should be made with a 20 mph speed limit before a crossing is considered. The junction near Eagle Farm Road is often gridlocked and a crossing would exacerbate the problem whereas reducing the speed limit would not have this negative impact.
- It would be dangerous on the proposed site to have a crossing, it is near a corner and visibility is not great, this would reduce the responsibility on the individual to be aware of traffic when crossing that particular area.
- This is a wasteful use of the town's money – I understand that the cost would be in excess of £100k...
- The pathway is not wide enough to accommodate many people waiting – how do you propose prams will get past at peak times?

Also, as residents of the house outside which the planned crossing is to take place we have the following additional objections/comments to make:

- The area between our house (92) and number 88 where the crossing is proposed is too small and would not allow sufficient space for householders to get out/into drive. We have historically been allowed access to our drives via VXO which the crossing would effectively take away.
 - Deliveries – we would no longer be able to have larger vehicles stop on the drive.
 - Visibility – due to the location and our driveway being narrow the lights would be close to our living space and would have so would have an adverse effect.
 - There is potential for misuse through the night and cars stopping with loud music are going to cause great disruption to our quality of life.
-

I fully support the proposed crossing on London Rd, It would be fantastic in my view to extend the 3m cycle path all the way up London Rd in my view. This would allow a safe route to industrial estate and also the new retail Pk. It would also provide a safer route to school.

There needs to also be a crossing just up from the junction with Dell Lane in London Rd. This is currently where the crossing lady stands in the morning and evening.

Also a blanket 20 MPH on all side roads in Biggleswade.

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Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 18 February 2015
Subject: Billington Road Cycle Route, Toucan Crossing and Speed Limit Change – consider objections received for the cycle route.
Report of: Paul Mason, Head of Highways
Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of a segregated cycle route on Billington Road, Leighton Buzzard.

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

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will provide a safe crossing point on Billington Road, and provide an off road-cycle route from the A505 / A4146 to Kestrel Way junction on Billington Road.

Financial:

These works are being funded via Section 106 contributions from the Pratts Pit Development.

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, particularly pedestrians, residents and cyclists.

Sustainability:

Provision of an off road segregated pedestrian / cycle route will provide a safer, quieter route along Billington Road which will encourage walking and cycling in the area.

RECOMMENDATION(S):

- 1. That the proposal to introduce a 4 metre wide segregated pedestrian / cycle route on Billington Road be implemented.**
- 2. That the proposal to introduce a Toucan crossing on Billington Road be implemented.**
- 3. That the proposal to introduce a 30mph speed limit on Billington Road, A505 / A4146 be implemented.**

Background and Information

1. Central Bedfordshire Council has a Section 106 contribution for the Pratts Pit development to provide pedestrian and cycle links to connect to the existing walking and cycling network in the area including local trip generators such as the garage shop, McDonalds and gym, the town centre, local schools and the railway station.

One of the key aims of this development is for it to be as sustainable as possible; in order to achieve this attractive walking and cycling routes need to be provided.

All of the representations received relate to the proposed cycle path and not to the speed limit change or Toucan crossing.

2. The speed limit change and Toucan crossing were advertised by public notice in November and December 2014. At the same time residents living next to the section of path proposed to be widened (Wryneck, Bittern Mead and Sparrow Path) were individually consulted by letter. Consultations were also carried out with the emergency services and other statutory bodies, Leighton-Linslade Town Council and Ward Members.

Representations and Responses

3. A total of ten representations have been received from residents. All of the representations refer to the proposed cycle path. No representations were received for the Toucan crossing and speed limit change. Copies of the correspondence are included in Appendix D.

4. The main points are summarised below:-
- a) Creating the footpath links to Billington Road will mean that gaps will need to be made in the hedge. The hedge currently allows the residents of the new properties a certain amount of privacy and acts as a barrier to reduce the traffic noise from Billington Road. There are concerns that this will be affected if the scheme goes ahead.
 - b) The new path will go right outside some of the properties; there are concerns that this could lead to anti-social behaviour transferring from Billington Road to this path and security issues for the properties.
 - c) The new properties have not been occupied for very long; when the homeowners purchased their properties they were not made aware of this scheme proposal.

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

The intention is to keep as much of the hedge as possible although it will be necessary to make two holes to create the footpath / cycle links to Billington Road. There is an obvious pedestrian desire line to get from the new path to the old as there are various holes appearing in the hedge. We would like to formalise this by implementing the footpath link to prevent further damage to the hedge. As part of this scheme maintenance works will be carried out to trim the hedge and to generally tidy up the area.

The location of the central footpath link was carefully considered so that it is in line with the Toucan crossing and that the Toucan crossing was located in a safe place whilst still on the pedestrian desire line. The central footpath link has been centred on the two garages so that the properties nearby are still screened from the road as much as possible by the hedge.

There is an existing path which runs outside the properties; the proposed cycle path will be next to this so further away from the properties. As there is already a desire line through the hedge and the new path will be a longer route for people walking along Billington Road it is unlikely that installing the cycle route will encourage a great deal more pedestrian traffic.

It has always been the intention for a cycle route to be added here; initial plans issued by the developers as part of the planning application shows the three footpath links as 'indicative'. These plans are freely available to view on Central Bedfordshire Council's website and have been available to view since the planning application was first submitted to the Council.

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

Conclusion

7. It is considered that the proposed cycle path will fulfil the requirements laid out in the Section 106 agreement for this development it is therefore recommended that the scheme is implemented as advertised.
8. If approved the works are expected to take place in 2015.

Appendices:

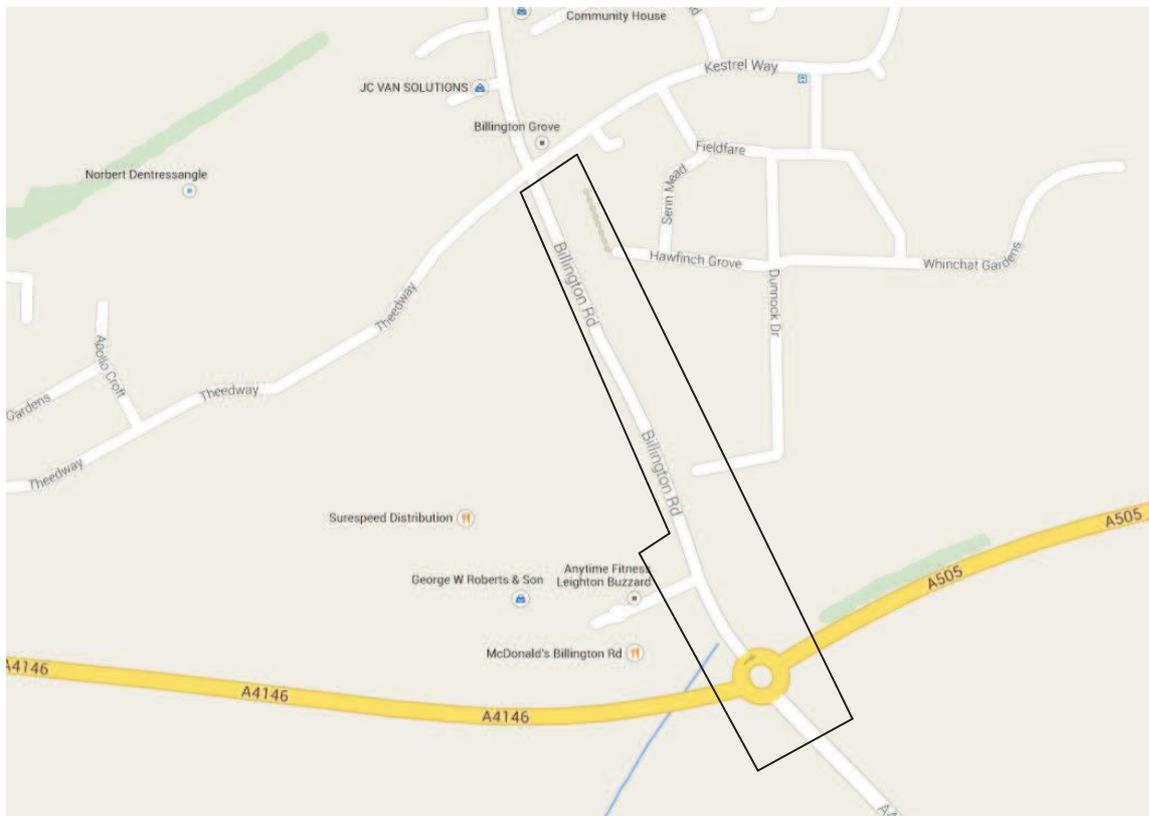
Appendix A – Location plan

Appendix B – Public Notices of Proposals and letter to residents

Appendix C – Drawing of Proposals

Appendix D – Objections and Representations

Appendix A



Appendix B

PUBLIC NOTICE



ROAD TRAFFIC REGULATION ACT 1984 – SECTION 23

PROPOSED TOUCAN CROSSING – BILLINGTON ROAD, LEIGHTON BUZZARD

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL, in exercise of its powers under Section 23 of the Road Traffic Regulation Act, 1984 and all other enabling powers, proposes to establish a signalised pedestrian and cycle crossing, including its associated zig-zag markings, in Billington Road, Leighton Buzzard. These works are intended to improve pedestrian and cycling facilities, particularly for those travelling to and from the adjacent residential areas.

A Signalised (Toucan) Crossing is proposed to be sited at the following location in Leighton Buzzard:-

Billington Road, at a point approximately 35 metres north of the vehicular access to the filling station and service area.

Further Details a drawing may be examined during normal office hours at the address shown below; or 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 5 December 2014.

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

11 November 2014



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A 30MPH SPEED LIMIT ON BILLINGTON ROAD AND A4146/A505 LEIGHTON BUZZARD BYPASS, LEIGHTON BUZZARD AND BILLINGTON

Reason for proposal: The proposed Order is considered necessary in the interests of road safety. The proposed 30mph speed limit on Billington Road is an extension of the existing limit and is intended to reduce the speed of traffic entering the town. The 30mph limit would also cover the length of road where it is proposed to install a pedestrian and cycle crossing and all approaches to the A4146/A505 Leighton Buzzard bypass roundabout.

Effect of the Order:

To introduce a 30mph Speed Limit on the following lengths of road in Leighton Buzzard and Billington:-

1. Billington Road, from a point approximately 128 metres south of the centre of its junction with Kestrel Way extending in a generally southerly direction to a point approximately 51 metres south-east of the centre of the A4146/A505 Leighton Buzzard bypass roundabout.
2. A4146/A505 Leighton Buzzard bypass, from a point approximately 55 metres west of the centre of the Billington Road roundabout extending in an easterly direction to a point approximately 39 metres east of the centre of the Billington Road bypass roundabout.

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 5 December 2014. Any objections must state the grounds on which they are made.

Order Title If made will be "Central Bedfordshire Council (Billington Road and A4146/A505 Leighton Buzzard Bypass, Leighton Buzzard and Billington) (30mph Speed Limit) Order 2014"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

11 November 2014

As consultee list

Your ref:

Our ref: GPB/xxxxx/805204

Date: 7 November 2014

Dear Sir or Madam

**Proposed Pedestrian/Cycle Facilities and 30mph Speed Limit
Billington Road, Leighton Buzzard**

As part of the funding provided by the Developers of the Pratts Pit residential development, Central Bedfordshire Council is proposing to provide some additional facilities for pedestrians and cyclists, including a cycle path, Toucan crossing and speed limit amendment in the Billington Road area of Leighton Buzzard.

The aim of the scheme is to connect the new properties at Pulford Corner to the local walking and cycling network. There are existing signed cycle routes to key local destinations such as the town centre, the railway station and Mentmore Road Schools (Linslade School and Cedars Upper School), making use of the existing off road cycle paths and quieter roads. The Toucan crossing will provide a pedestrian and cycle connection to the filling station, McDonalds and gym, and the speed limit reduction will enable the Toucan crossing to operate safely.

The physical works required to implement this scheme include the following:

- A Toucan crossing (see enclosed plan and Public Notice)
- Speed limit reduction (see enclosed plan and Public Notice)
- Constructing an additional 2 metre wide footway adjacent to the existing footway to provide a segregated pedestrian and cycle route from the A505 / A4146 to Kestrel Way. The cycle section will be furthest from the residential properties, and clearly signed. This will also include providing a pedestrian / cycle link to the proposed Toucan crossing, and another pedestrian / cycle link at the end of Billington Road near to the A505 / A4146 roundabout. See enclosed plan for further details.

Under sections 65(1) and 66(4) of the Highways Act 1980, a highway authority can convert a footway adjacent to the carriageway that is maintainable at the public expense for use by cyclists and pedestrians.

If you wish to make any comments on any of these proposals, they should be submitted in writing to me at the address shown or by e-mail to centralbedsconsultation@amey.co.uk.

Yours faithfully

Nick Chapman
Transportation Manager
Central Bedfordshire Highways

DESIGN HAZARDS
(The following information has been collected from Preconstruction Information and the Arney CDM Hazard Management Process.)

NOTES
1. All dimensions in meters unless stated otherwise.

KEY

- Proposed 30mph speed limit (existing National speed limit)
- Existing 30mph speed limit to remain
- Existing National speed limit to remain

Rev	Revision details	Checked	App'd	Date
Drawn: AS	Preliminary			
Design: AS	For comment			
Check: GHB	For tender			
App'd: DK	For construction			
Date: 23/10/14	As constructed			
	Other			



www.amey.co.uk

Client: Central Bedfordshire

Project Name: Billington Road Cycle Route, Leighton Buzzard

Drawing Title: Proposed Speed Limit Amendment

Original Dwg Size: A3
Dimensions: 11000
Scale: 1:1000
Copyright © Arney

Drawing No: 805204-001-003

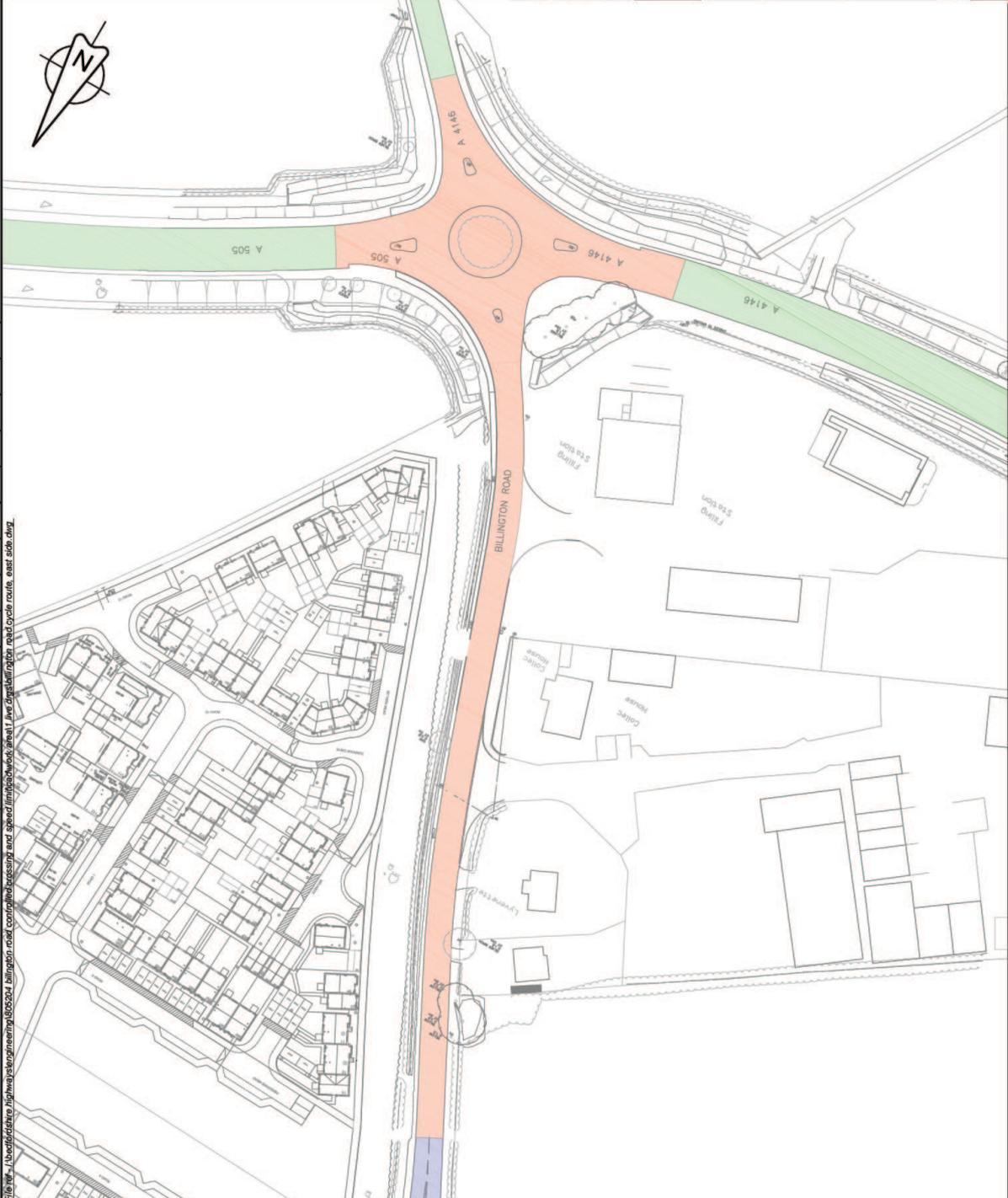
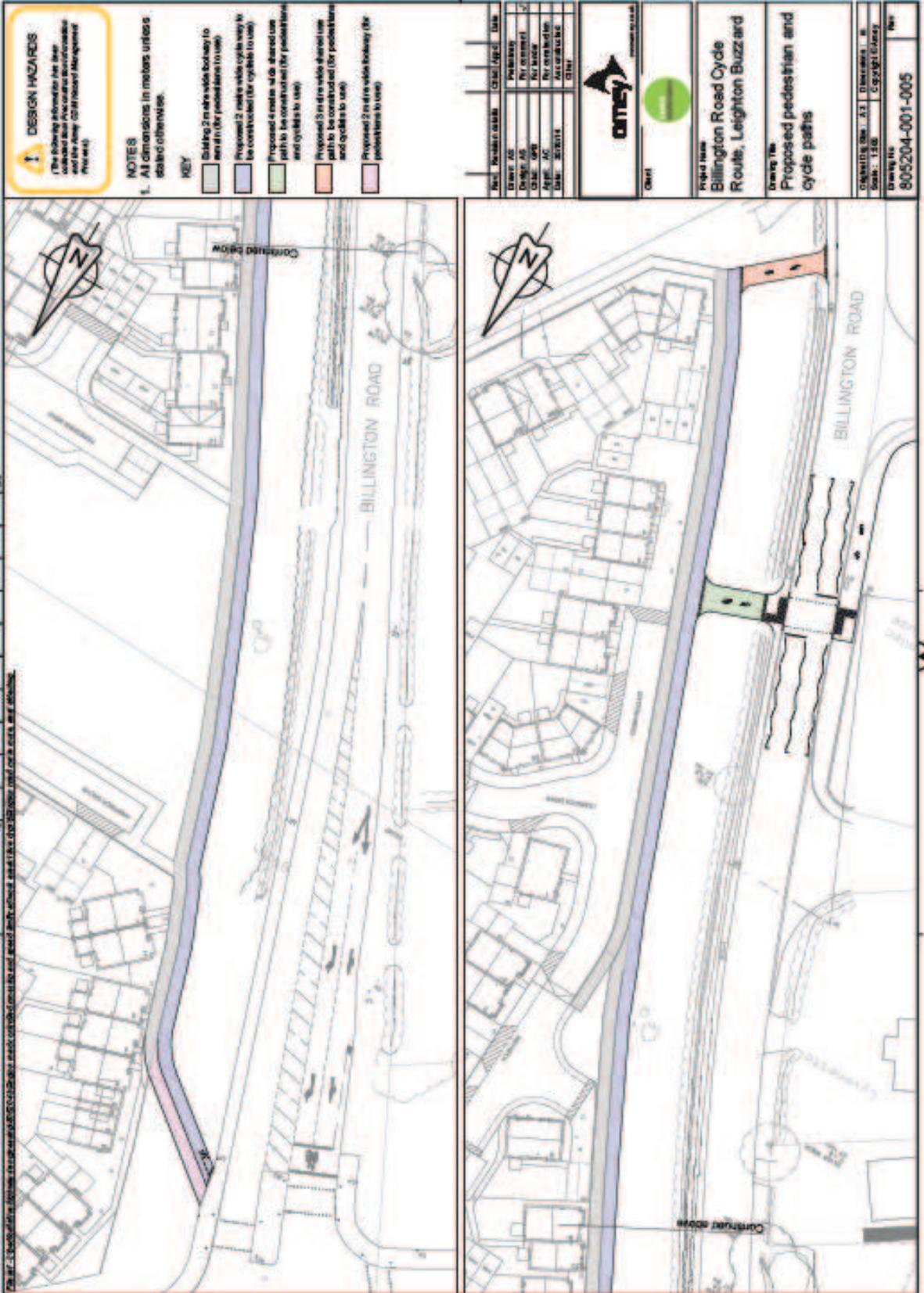


Figure 1: Billington Road Highway Safety Scheme 805204 Billington Road Control, Access and Speed Limit. Billington Road Cycle Route, East Side View



Appendix D

From:

Sent: 10 November 2014 10:29

To: Central Beds Consultation

Subject: GBP/58755/805204/3.12

Hi we have recived a letter today with above ref,We can see that this would make it safer to move pedestrian and cyclists off billington road,however I believe this planning has not been gone through in detail,i wish to oppose that this planning should not go ahead and I list my reasons below.

1 We have to pay a service charge for the land that you wish to use.

2 There is at current a hedge that gives us privacy from peering eyes/criminals.

And surely we have aright to our privacy,has we we can see from your plans you are going to cut two holes in the hedgerow to make a walkroute one close to the garage and one close to the industrial estate this sending all people into Billington Grove estate.

Can you further make clear your proposal has to whether the whole Edgerow is being removed.

Is the cycle lane going right outside our front doors from 9-14 Wryneck.

Please use email address

Address

Sent from Windows Mail

From:

Sent: 10 November 2014 16:26

To: Central Beds Consultation

Subject: Proposed Tucan Crossing Billington Road,Leighton Buzzard

For the attention off Nick Chapman,

I have received I letter today regarding your proposal above. I am a home owner at number ... Wryneck who will be immediatly affected by these works. Although i am all for having safer crossing at this point and speed limits, I am not happy with the footpaths being created right outside my home. On regular basis we get a lot of pedestrian traffic late at night creating a lot of noise whilst being generally drunk sometimes fighting, with the only object creating a barrier between the public footpath and private homes is this hedge. You are creating an opportunity for this behaviour to be placed directly outside my home. I have lived here for less than a year having brought this house from new, these proposals what not made when the local area surveys were being carried out which would have changed my decision on buying this property and could affect the price of my property. I do feel you will be creating security issues for my home and family and I am very unhappy with this. I feel there are other ways this could be carried out without affecting the private residents.

Your sincerely

Sent from my iPad

From:
Sent: 10 November 2014 19:30
To: Central Beds Consultation
Subject: Billington Road - Complaint/Concerns Re: Proposed Plans

Dear Mr Chapman,

I'm writing to you today regarding the proposed Pedestrian/Cycle Facilities connecting to Billington Road. Leighton Buzzard.

I have some major concerns with the proposed plans, particular from a privacy and security point of view. Im a resident at ... Bittern Mead which is almost directly opposite the toucan crossing proposal.

What isn't clear from the plans, is how the toucan crossing is going to intrude onto the residential side of the road. At the moment there are the bushes which separate the housing to the main road, which provide privacy, noise reduction and security from the general public walking on the paths.

I'm concerned these plans are going to eradicate the bushes from the view allowing the general public to see the house and the cars on the driveway, which is obviously a security concern. This would also make the horrific McDonald's sign viewable at all times from the house, which is a) unpleasant and b) a potential draw back should we come to sell the property.

It might be the case that the bushes are going to stay as they are and this will all connect on the other side of the road, but I'm not 100% sure that's the case when looking at the plans.

I'd like to receive some further detail on the points above ASAP.

Regards,

From:
Sent: 10 November 2014 20:49
To: Central Beds Consultation
Subject: proposed pedestrian facilities in billington road leighton buzzard

I am writing to you in regard to the letter i have had regarding the proposed pedestrian access to billington road via bittern mead.

I live at ... bittern mead and the path will run directly opposite my driveway,i find this quite shocking as what will happen if i am reversing from my drive and a cyclist or young child runs down the path i will not see them.

it seem to me a dangerous place to put a path opposite a driveway.

Also we have alot of problems now with the sound of traffic and the the only thing helping with the noise is the trees which you propose to cut down.We also have a young child with autism who is sensitive to noise and again having this pathway will not help .

We moved to this house in march 2014 and at no times were there any plans for such a pathway discussed at all.we did local searches and nothing showed up.

Please can you look into such matters and reply to my email about my concerns..

yours sincerely

...bitttern mead
leighton buzzard
lu74dt

From:
Sent: 11 November 2014 14:10
To: Central Beds Consultation
Subject: F.A.O Transportation Manager - Ref: Billington Road

... Bittern Mead
Leighton Buzzard
Bedfordshire
LU7 4DT

11 November 2014

F.A.O The Transportation Manager

I live at ... Bittern Mead, Leighton Buzzard, Beds, LU7 4DT and have received the public notice with regards to the proposed pedestrian and cycle paths leading to Billington Road.

Although I support the idea of a path leading through to Billington Road, I would like to express my concerns with the location you have proposed.

You have proposed to put in place two paths that are both quite close together along Bittern Mead, both myself and other home owners along this area have expressed concerns over the locations you have proposed as they are very close to our privately owned properties and shared driveways which will mean the public using these pathways and in turn it is highly likely that the public will be using our shared driveways to walk through which are very close to our properties and vehicles.

Unfortunately, we have already experienced the inconvenience of having an entrance nearby as the public have already made an opening in the trees through to Billington Road and use this regularly. Resulting in both our property being stolen from outside our homes, our cars being damaged, as well as groups of younger people hanging around outside our homes on our driveways and being disruptive as well as leaning on our vehicles!

It would be much appreciated if you could take into account our concerns and look at the possibility of moving the main 4m wide path way further along so it is accessed from the council owned roads and will not affect any of the home owners along this road.

I have advised others that I would be contacting you with our concerns, however, they are also happy to contact you direct if you would also like to hear their similar views.

I look forward to hearing from you in due course.

Your sincerely

From:
Sent: 11 November 2014 15:22
To: Central Beds Consultation
Subject: Proposed toucan crossing, pedestrian & cycle paths and 30mph speed limit - Billington Road, Leighton Buzzard

To whom it may concern;

I am the homeowner living at number ... Wryneck, LU7 4DS and received correspondence from you regarding the "[Proposed toucan crossing, pedestrian & cycle paths and 30mph speed limit - Billington Road, Leighton Buzzard](#)" and had a couple of questions that I would be grateful if you could answer:

- 1) I believe you are proposing to build a cycle path next to the existing pedestrian path – will the existing pedestrian path be widened, or will it remain the same width?
- 2) Currently, there are a row of trees/bushes running parallel to Billington Road, can you confirm that these will remain there? Currently, this is the only sound barrier we have from the main road, so I would be very concerned about the increase in noise pollution should these be removed.
- 3) Given the speed limit has been 60mph for a number of years, are there plans to put a speed camera on Billington Road to ensure the 30mph is adhered to?
- 4) Finally, if the proposal goes ahead and the cycle path is built alongside the existing pedestrian path what will be put in the remaining metre or so of land? Will this be turfed, or will there be bushes or trees planted?

If you could answer the above it would be appreciated.

Please respond to my email address preferably, if not you can write to me at:

... Wryneck
Leighton Buzzard
Bedfordshire
LU7 4DS

Kind regards,

From:

Sent: 12 November 2014 12:17

To: Central Beds Consultation

Subject: Proposed Toucan Crossing, Billington Road/Bittern Mead

To whom it may concern,

I am writing regarding the development plans we received the other day regarding the proposed cycle path and toucan crossing on Billington Road/Bittern Mead.

We purchased the property in August last year with the understanding there was no development in front of the house (with it being sited next to the main road) and felt this would be the perfect property for us and being very safe and secure for when we decide to have children.

The proposed development takes all the security and safety from this area and as such if it goes ahead we will have to spend several hundred pounds providing additional security for the house and garage.

Our cars are sited immediately opposite the opening in the hedge and we fear gangs of young adults/teenagers passing our currently shielded property and cars.

Billington road itself is big enough to incorporate a dedicated cycle lane within the current road structure, we know this as we ourselves currently cycle up Billington Road and would not see any benefit of disturbing/removing the privacy of 5 properties when this was the main reason we chose to buy in this area.

We suggest you take the time to reevaluate the proposed plans taking into account the current property holders and would welcome discussing this in person should you be holding a consultation meeting on this item.

Regards

From:
Sent: 12 November 2014 19:09
To: Central Beds Consultation
Cc: Cllr Amanda Dodwell; Adam.davies@centralbedfordshire.gov.uk
Subject: GPB/58755/805204/13.12

Dear Central Beds,

I have just received a letter regarding the proposed Pedestrian/Cycle facilities and 30mp speed limit along Billington Road. Are you able to please answer the following queries:

The Residents along Sparrow Path are obviously extremely concerned about what is proposed for this section of land and it is currently getting extremely overgrown.

Are you able to please answer the following questions for the residents:

1. Is there a plan showing the proposed landscaping for this strip of land?
2. Will the Hedge line be extended to the junction of Kestrel Way or maybe to the start of the Cycle path? This is highly recommended in order to screen the properties from the main road and to create a kind of safety barrier.
3. Will a maintenance plan be put in place?

I have attached a plan showing the exact location and look forward to hearing from you.

--

Kind Regards

From:
Sent: 02 December 2014 11:22
To: Central Beds Consultation
Subject: Proposed Toucan crossing ,Billington Road,Leighton Buzzard

... Bittern Mead
Leighton Buzzard
Bedfordshire
LU7 4DT

FAO The Transportation Manager

I live at ... Bittern Mead, Leighton Buzzard, Beds LU7 4DT and have received the public notice with regards to the proposed pedestrian and cycle paths leading to Billington Road.

Although I support the idea of a path leading through to Billington Road, I would like to express my concerns with the location you have proposed.

You have proposed to put in place two paths that are both quite close together along Bittern Mead, both ourselves and other homeowners along this area have expressed concerns over the locations you have proposed as they are very close to our privately owned properties and shared driveways which will

mean the public using these pathways and in turn it is highly likely that the public will be using our shared driveways to walk through which are very close to our properties and vehicles.

Unfortunately, we have already experienced the inconvenience of having an entrance nearby as the public have already made an opening in the trees through to Billington Road, which is used regularly. Resulting in our property being stolen from outside our homes, our cars being damaged, also having groups of younger people hanging around outside our homes on our driveways being disruptive as well as leaning on our vehicles!

It would be much appreciated if you could take into account our concerns and look at the possibility of moving the main 4m wide path way further along so it is accessed from the council owned roads and will not affect any of the home owners along this road.

We have advised others that I would be contacting you with our concerns, however, they are also happy to contact you direct if you would also like to hear their similar views.

We look forward to hearing from you in due course.

Yours Sincerely

Sent from my iPad

From:

Sent: 04 December 2014 22:59

To: Central Beds Consultation

Subject: Transportation Manager - Proposed Pedestrian and Cycle Path Billington Road, Leighton Buzzard

To whom it may concern.

I live at number ... Bittern Mead, Leighton Buzzard and would like to express my extreme concerns of your proposed plans to put a pedestrian and cycle path running from Billington Road to Bittern Mead.

Firstly, when we purchased the property we was not advised that there would be a pathway this close to our properties, if we would have know this we may not have purchased the property.

With this being a cut through from macdonalds and the filling station this will cause more litter outside our homes, groups of people hanging around and walking through our shared privately owned driveways and causing damage and disruption to our homes. We know that this will most definately be the case as we already experience this from the temporary cut through that the public have made through the hedge. We can only see that with putting a pathway there it will make these problems worse. We have already had our cars damaged and property stolen from outside our homes from people using this temporary cut through!

Not only does this raise the issues above, I also have concerns for the safety of children using this pathway as it is directly opposite driveways, and when the homeowners are reversing in and out of the driveways a child could easily run into the pathways of these cars!!!

I do not understand why the pathway needs to be in this position, so close to residential properties. It could be moved further along to either where it would come out onto the council roads or by the main grassed area where the pylons run through, therefore not affecting any residential properties.

We hope that you take on board all of our comments and concerns and can re-consider the options for the pathway in order to make it a safe and comfortable place for the local residents.

We look forward to hearing from you in due course.

Yours sincerely

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

Date: 18 February 2015

Subject: Bedford Road, Houghton Conquest – Consider Objections to Proposed Traffic Calming Scheme

Report of: Paul Mason, Head of Highways

Summary: This report seeks the approval of the Executive Member for Community Services for the installation of Traffic Calming Measures in Bedford Road, Houghton Conquest

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

Public/Exempt: Public

Wards Affected: Houghton Conquest and Haynes

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 £59,600.

The budget for this comes from Local Area Transport Plan allocations as specified in Central Bedfordshire's Local Transport Plan.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The proposal will improve road safety for all road users, but in particular pedestrians, cyclists and other vulnerable road users in Blunham. This proposal will significantly increase the safety of pupils on the route to and from schools in the area.

Sustainability:

The proposal will support and encourage sustainable travel in line with approved CBC policy.

RECOMMENDATION(S):

That the proposal to install Traffic Calming Measures be implemented as published.

CBC Transport and Planning Policy

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

Local Transport Plan 2011 – 2026 (*Adopted April 1st, 2011*)

- a) Appendix E Walking Strategy
- b) Appendix F Cycling Strategy
- c) Appendix X Transport Asset Management Plan

Local Area Transport Plan – Haynes and Old Warden (including Houghton Conquest) (*Adopted April 1st, 2013*)

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

Background Information

3. The scheme has been developed to address issues related to speeding vehicles and road safety concerns. All these issues have been identified as points to be addressed by CBC officers and members as well as Houghton Conquest parish council.
 - a. Bedford Road is one of the main routes into Houghton Conquest. The road is relatively straight, with properties generally set back from the road, particularly at its north-west end. These factors tend to encourage higher traffic speeds.
 - b. The traffic calming scheme was formally advertised by public notice during December 2014 and January 2015. Consultations were carried out with the emergency services and other statutory bodies, Houghton Conquest Parish Council and the Ward Member. Residents living alongside this length of road were individually consulted.

Speed and Traffic Count Data

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

Dates of Collection: 6 th – 12 th November, 2014
Location:
1) Bedford Road, Houghton Conquest, adjacent to number 72
2) Bedford Road, Houghton Conquest, 25m north of Crancott Close
Speed data (85th percentile, weekday average)
1) Northbound – 41.85mph – 85% of vehicles over speed limit
1) Southbound – 36.33mph – 53% “
1) Combined – 39.18mph – 69% “
2) Northbound – 31.98mph – 31% of vehicles over speed limit
2) Southbound – 30.83mph – 25% “
2) Combined – 31.58mph – 28% “
Volume (weekday average)
1) Northbound – 1,021 vehicles
1) Southbound – 1,064 vehicles
1) Combined – 2,085 vehicles
2) Northbound – 987 vehicles
2) Southbound – 1,025 vehicles
2) Combined – 1,858 vehicles
Vehicle Classification
Motorcycles and Pedal Cycles – 1%
Cars – 92%
LGVs – 7%

Representations and Responses

7. A total of 20 representations have been received; five of which have raised clear objections to the whole scheme or elements of it. Two respondents, including Houghton Conquest Parish Council, support the scheme. The remainder represent a mixed response with many people generally supporting attempts to lower traffic speeds, but are not in favour of road humps and would prefer other forms of lowering speeds, such as speed cameras. Copies of the correspondence are included in Appendix D.
8. The main points of objection are summarised below:-
- a. Road humps are ineffective and cause more accidents than they prevent.

- b. They will create problems for residents accessing driveways and will generate noise and vibration, which will lower property values. They will cause damage to vehicles and increase emergency service response times. Humps cause significant discomfort to disabled persons.
 - c. Increasing volumes of traffic through Houghton Conquest caused by future local housing developments will exacerbate the situation.
 - d. The proposed chicane should be re-located north-westwards to ensure that it does not create access difficulties for residents.
 - e. Speed cameras would be a better solution.
 - f. Chicanes would be more effective and would create less of a maintenance liability.
 - g. The money would be better spent on improving the road surface.
9. Central Bedfordshire Highways' response to the points above are as follows:-
- a. Road humps are acknowledged to be an effective method of reducing traffic speeds. The majority of drivers will slow down for road humps and most will maintain a lower speed if the humps are placed at reasonable intervals. There is no evidence to suggest that they increase the number of collisions. Lower speeds mean that any collisions that do occur will be of lesser severity.
 - b. The scheme is fully compliant with current regulations and statutory guidance. The measures proposed have been accepted as suitable for emergency vehicles and will not bring about an unacceptable delay to their response times. All of the emergency services have been consulted and have raised no objections to this particular scheme.
 - c. Raised traffic calming features inevitably create some noise and disruption to adjacent residents, but this is likely to be negligible. Lower traffic speeds usually result in a reduction in overall noise levels.
 - d. Whilst a high percentage of vehicles do speed along Bedford Road it fortunately does not have a history of injury accidents and hence does not meet the requirements for the implementation of safety cameras. Cameras can be effective but are very expensive and the budget for this scheme is insufficient for their implementation or the ongoing maintenance and operational costs.
 - e. Safety cameras could be utilised to reduce spot speeds but they do not encourage any reduction in speeds away from the camera locations.

- f. Chicanes can also be an effective slowing feature, but in some cases approaching drivers will accelerate to avoid the need to give way to opposing traffic. They also prevent parking near to them, so their location must be carefully considered as part of the suite of measures so could be opposed by some residents, particularly those with limited off-road parking capacity.
- g. This scheme is funded through the Local Area Transport Plan budget which is a separate budget line to the Highways maintenance programme which funds road surface maintenance.

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

Conclusion

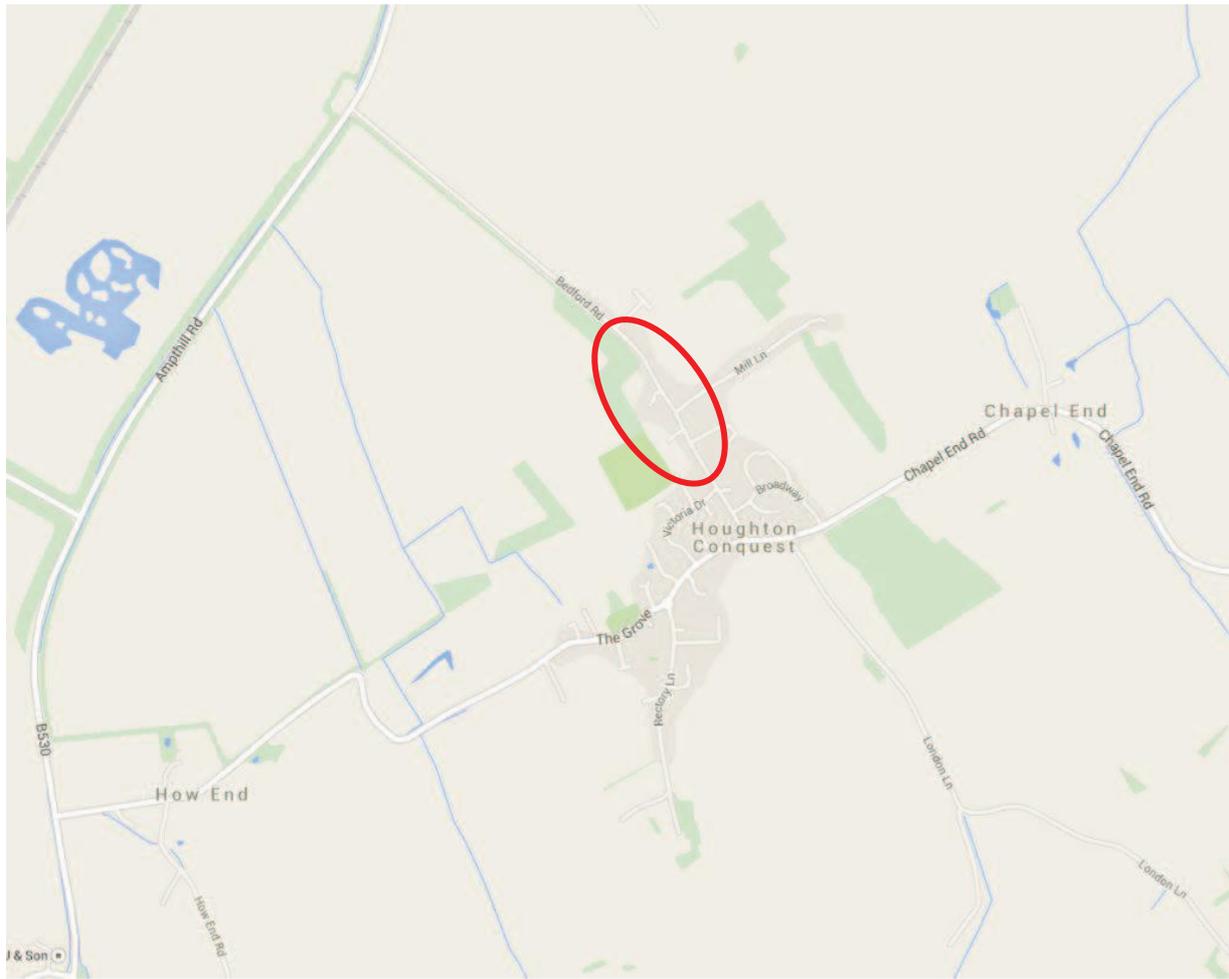
It is considered that the proposed measures will provide a cost effective traffic calming scheme and will reduce the speed of vehicles in Bedford Road. It is considered that the proposal will have no significant negatives impacts on the area or those living nearby. Hence, it is recommended that the proposal should be implemented as published.

If 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 – Representations

Appendix A



Appendix B

PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED TRAFFIC CALMING MEASURES – BEDFORD ROAD, HOUGHTON CONQUEST

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 two raised tables, a road hump and a chicane in Bedford Road, Houghton Conquest. These works are part of a scheme to reduce traffic speeds and create a safer environment for road users and residents.

Raised Tables at a nominal height of 75mm extending across the full width of the road, except for drainage channels, are proposed to be sited at the following locations in Bedford Road, Houghton Conquest:-

1. At a point approximately 60 metres north-west of its junction with Bunyan Close.
2. At a point approximately 20 metres south-east of its junction with Mill Lane.

A Round-top Road Hump at a nominal height of 75mm extending across the full width of the road, except for drainage channels, is proposed to be sited at the following location in Bedford Road, Houghton Conquest:-

1. At a point approximately 30 metres south-east of its junction with Crancott Close.

A Traffic Calming Chicane comprising kerb build-outs on alternate sides of the road (traffic proceeding south-eastwards required to give way to opposing traffic) is proposed to be sited at the following location in Bedford Road, Houghton Conquest:-

1. Approximately outside property nos.74 and 76 Bedford Road.

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.

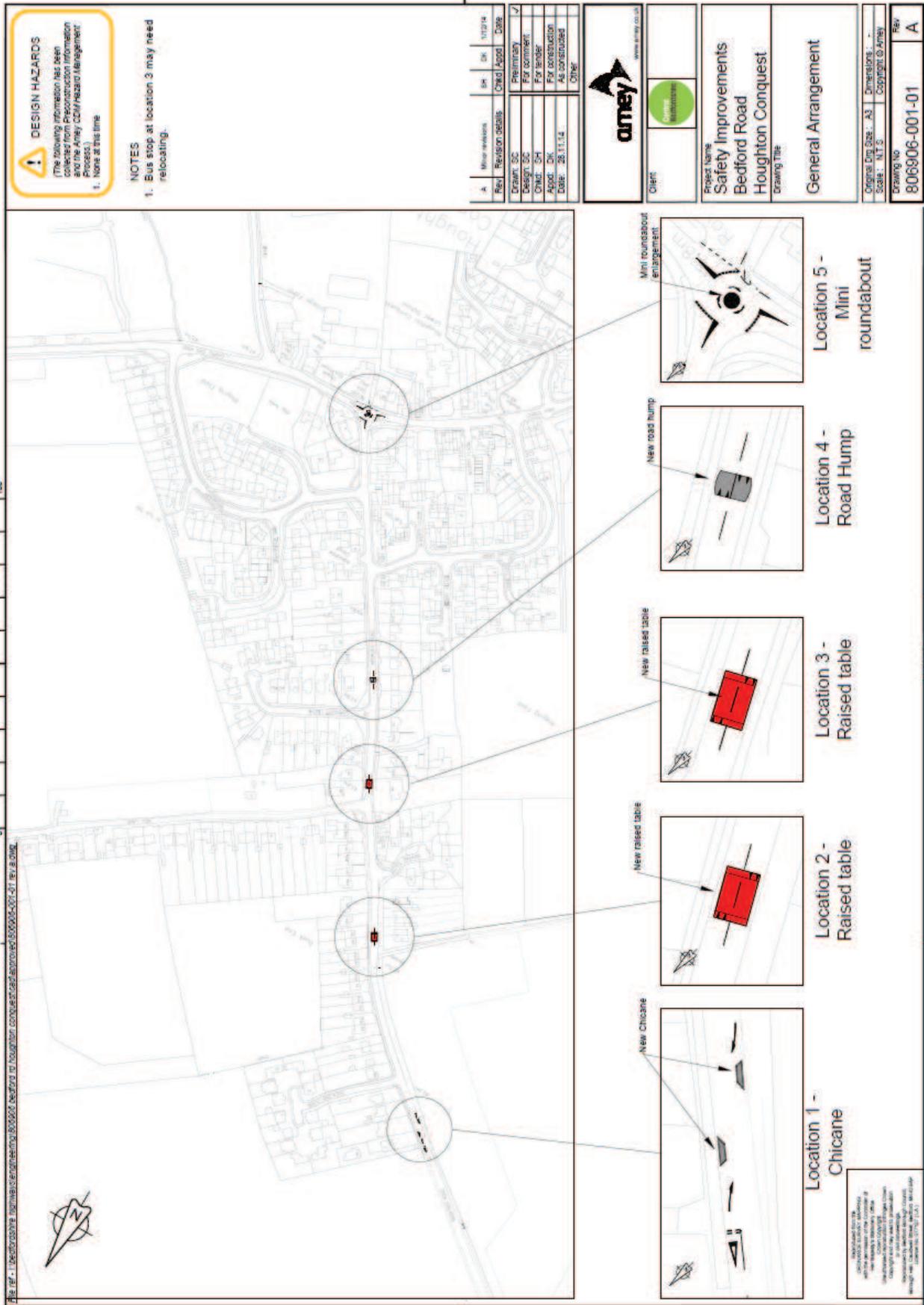
Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk by 16 January 2015.

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

18 December 2014

Appendix C



Appendix D

I am writing in response to your letter dated 16th December 2014 informing me of Central Bedfordshire Council's intention to put traffic calming procedures in place along Bedford Road. I have lived in Bedford Road for twenty five years and to my knowledge there have been no traffic accidents in that time.

I **strongly oppose** the plans to place speed bumps along Bedford Road. Speed bumps have been proven to be ineffective and to cause more accidents than they prevent. They induce injury to road users rather than controlling speeds which supposedly is why these measures are being proposed.

The reasons for my opposing this scheme are as follows:

1. Road humps are regulated by 'The Highways (Road Humps) Regulations 1999' and according to the plan presented, the planned humps for Bedford Road do not comply with these regulations with regard to the spacing and entry points.
2. The hump allocated outside my property will undoubtedly cause noise and vibration problems to myself and other neighbouring properties.
3. This hump outside my property will be a big concern to me whilst turning in and out of my drive. Even more so when there are adverse driving conditions such as ice on the road. This is introducing a hazard which is not there at the moment.
4. The hump allocated outside my property is of considerable distance from the entry point to the village and speeds higher than 20mph will undoubtedly be obtained by those drivers who habitually speed through the village.
5. The humps have been proven to lower the value of properties in those areas where they have been introduced.
6. In some areas evidence has been produced to show that humps are unsafe and these councils have had to go to the added expense of removing them.
7. Humps have been proven to cause more than 25% more wear and tear to suspension units and tyres on motor vehicles.
8. Humps are a hazard to emergency vehicles and increase the length of time in responding to incidents.

Finally I should point out that Bedford Road is being used as a rat run for motorists from the A6 at busy times of the day as they strive to avoid the bottleneck conditions at the junction further up the A6 towards Bedford.

If speeding vehicles are a problem I believe we all know that humps are not the cure but simply an inconvenience to all road users even those who abide by the speed limit. Why are Houghton Conquest residents being penalized for other speeding motorists by introducing humps? The solution to the speed problem is to install average speed cameras at the top and bottom of Bedford Road. These have been proven to work in Milton Earnest, Barkers Lane Bedford and Stewartby.

Under the Freedom of Information Act I would like to request that you send me the speed and accident data for Bedford Road and advise me on accessing any data collected in Stewartby prior to and after the fitting of average speed cameras. I would be interested to know how the data for Bedford Road compares with that collected for other roads in the area.

I write to register my objections to the proposed traffic calming and more over your choice of how to do so,

Having worked in the highways industry i personally have seen many similar type projects that have either not worked or caused more issues than intended to cure and subsequently been removed at a later date,

In this day and age there are more and more sufficient ways of calming traffic such as anpr average speed cameras, which incidentally raise revenue for the council as well as being a deterrent,

Many such systems are being implemented throughout central beds and beds borough and proving very effective, such as barkers lane in Bedford, stewartby village for example

Also on a personal note one of the humps is planned directly in front of my house which again besides being an absolute eyesore will produce an unwanted traffic noise from vehicle tyres pounding over it,

We wish to raise our **objections** with this proposal. We are not happy with the scheme for multiple reasons.

We already find it difficult to get out of our shared drive (78 & 76 exit through 1 driveway) & have already had a number of near misses. The field on the boundary of our property also has an entrance for their agricultural vehicles. The proposal will encourage vehicles to stop outside our shared drive further obscuring our view of the road. Both myself and my son are disabled and due to these pre existing difficulties we were about to apply to add an additional entrance to our drive making it easier for us to get in and out. This proposal will directly inhibit us from achieving this.

We don't believe the traffic calming scheme will achieve it's objective. Road humps just encourage drivers to speed between them, adding noise and higher emissions.

A better solution would be to install average speed cameras as approved in the neighbouring village of Stewartby.

I am writing to oppose the proposed traffic calming scheme for Houghton Conquest.

The proposed speed humps will do little to curb speeding in the village as a whole and lead to the acceleration and deceleration of vehicles between them with consequent noise and vibration. The scheme will cause a degradation to the quality of life for those living in the immediate vicinity of the speed humps.

There is empirical evidence to indicate that speed humps are not successful in tackling persistent speeders and also that in operation lead to injuries, accidents and damage or at least increased wear and tear to vehicles. Speed humps cause considerable inconvenience to those law abiding villagers who although not speeding are forced to negotiate this artificial obstacle.

Stewartby village has been fitted with average speed cameras with Bedford Borough Council citing the relative saving of fitting cameras as opposed to road humps as one reason for their deployment.

In summary, Speed humps do not work, have many negative side effects and are more expensive than average speed cameras which do work.

I look forward to assisting in making the case for average speed cameras at a forthcoming planning meeting.

In response to your letter of 16th December 2014 that informed me of your intention to install so called traffic calming measures in Bedford Road Houghton Conquest consisting of raised tables,

road hump and a chicane, as well as increasing the size of the mini roundabout at the top of the road outside the public house.

I would like to inform you that I we are very much against any form of SPEED BUMPS along Bedford Road and strongly oppose your decision to install them as they have been proven to be ineffective in reducing speed to any great extent, and cause increased pollution when motorists speed up again after passing over them. They also have been known to cause accidents.

My wife is a disabled person with a blue badge and these humps in the road outside our home will cause her great discomfort and possibly further injury.

Reasons to drop this scheme;-

1 – The hump outside our home will cause us great concern when turning into or driving out of our property especially when the road is subject to adverse weather conditions like ice or even snow.

2 – The hump outside our home will undoubtedly cause vibration and noise problems to anyone living near to them. Will the council compensate us for the damage caused?

3 – Road humps cause adverse wear and tear on vehicles tyres and suspensions units and as we all in this area would be driving over them on a regular basis, will the council pay the repair bills?

4 – These road humps are known to reduce the value of properties in the roads where they are introduced.

5 – Emergency vehicles would be slowed down in their response time by these road humps.

6 – There is no foot path outside our home, so pedestrians regularly walk on the road.

We have lived in Bedford Road, Houghton Conquest for ten years now and have never known of any accidents in the road.

If this is incorrect, then I would request under the “Freedom of Information Act” that you send us details of all accidents that have occurred in the village and any speeding offence records for Bedford Road.

These road humps are not the cure for any problem in Bedford Road. The only proper remedy is to install average speed cameras at each end of the road. These have been introduced in other locations such as Stewartby and Bedford and have proved to actually work very well.

With reference to the proposed traffic calming measures. I heartily agree that something needs to be done to stop the speeding along the Bedford Road. I would like to make the following comments:-

1. In my experience as a regular driver for over 50 years, having also driven in many countries apart from the UK, speed bumps do not deter the speeding offenders.
2. Speed bumps cause discomfort to people with arthritis or injuries to the back and neck particularly after surgery. It is also uncomfortable when travelling in an ambulance.
3. They are a hazard in the dark when it is wet or when covered in snow and ice as they cannot be seen easily. Particularly to motorcycles and push bikes when it is icy.
4. They cause extra vibration which can have an adverse effect on properties causing cracking in walls.

5. Also of concern would be the milk deliveries which are in the early hours of the morning (approx. 2am) with an open back truck carrying milk crates which already cause enough noise without the added shaking caused by more bumps in the road.
6. There is a need to tackle parking on Bedford Road as sometimes cars are parked on both sides of the road, making it difficult to get through if there are a few cars travelling in both directions. Impossible for a bus. Perhaps yellow lines along one side or staggered, should be considered..
7. The high cost of these measures could be drastically reduced as they have sensibly decided to do in Stewartby by introducing average speed cameras. These would be far more effective as I am sure the residents of Stewartby would confirm.
8. I would suggest that cameras would be the preferred option. The sensible use of the money saved would be to fill in the holes, repair and level the Bedford Road on the approach to the village. This has been a botched up disgrace for many years.
9. With the huge development at The Wixams and the new houses at Kempston Hardwick we can expect an increase in traffic through the village particularly when the new railway station opens. It does not take much working out to realise that this will be used as a rat run. Since I have lived in this house the traffic has increase from a couple of cars per day in the mornings and evening when people left to and returned from work. To constant traffic throughout the day.
10. I welcome a well thought out, common sense solution to the speeding traffic but bumps and raised platforms are not the answer.

I trust common sense will prevail but will not hold my breath.

Thank you for sending the proposed traffic calming details referenced above.

I am in total agreement that these measure are necessary for Bedford Road but I strongly feel that chicanes would be more effective than the raised tables and road humps.

Road humps can be extremely uncomfortable for anybody suffering with any sort of body ailment, whereas with a chicane the road remains level and the vehicle is being driven slowly.

Also, as this is a main road through the village a lot of heavy vehicles use it constantly and over time this breaks up the road surface more quickly on either side of the humps.

Can you please explain why it is necessary to increase the size of the roundabout at the top of Bedford Road leading onto the High Street. At present, if you use the roundabout properly, it is very tight getting around it. If it is made any bigger most people will either go over it or simply cut across the road in front of it. I have seen this done with the small one.

These are my views which I hope you will take into serious consideration.

Further to our recent correspondence I have just received correspondence from a villager who attended the parish meeting and is also opposed to the road humps.

I am very surprised that this scheme is going to cost so much money £58,000 and over the years there will be maintenance to be considered.

Stewartby recently installed average speed cameras. Is this something that could be considered for Bedford Road?

You requested comment on your proposal to install physical traffic calming on Bedford Road, Houghton Conquest.

As a resident at xx Bedford Road for the last 26 years, your information that we have a problem with speeding traffic surprises me. Would you please forward the information and actual statistics you used to come to this conclusion.

As a regular user of this road, I find it hard to exceed the speed limit due to the number of parked cars, large pot holes and road subsidence. But if you have to spend money, I would suggest you bring the road surface up to an acceptable standard to give the best possible road holding. I assume that if Amey do install speed humps and ignore the existing road surface, we can claim from them direct for any damage to tyres or suspension or accidents where vehicles have lost control due to the defective surface.

Thank you for the opportunity to comment on the traffic calming measures proposed for Bedford Road.

I support the principle of making a safer environment for road users, but speed is not the only issue, nor is it a cause of bad driving; it is more usually a symptom of something else such as lack of awareness, lack of attention or lack of judgement. Of course, these are often intermingled. The solution is not necessarily to enforce a particular speed limit, since the speed limit might be too high or too low for particular circumstances. A better overall solution is to make the environment such that a reasonably prudent driver will naturally give attention to potential hazards and drive appropriately, including at an appropriate speed for the conditions (which might be much lower than the speed limit). With the correct built environment, the 'natural' speed for the road will be self-enforcing and the majority (85th percentile) of drivers will travel at or below it. I accept that there will be a few deliberately or reckless dangerous drivers who merit enforcement action.

Road humps or raised tables are rarely effective in producing this built environment, although there are schemes that can incorporate them, e.g. in Dunstable. Furthermore, humps are known:

- to contribute to damage to vehicles (as they are effectively a deliberate pothole), particularly in disrupting wheel alignment, thus causing potential risk to controllability of vehicles, increased fuel consumption and increased noise and tyre wear,
- to create additional pollution and noise as vehicles negotiate them (I anticipate that some of the large agricultural machinery that uses Bedford Road would make substantial noise bouncing over humps),
- to create discomfort and potential injury in vehicle passengers (especially buses and ambulances), and
- to impede emergency vehicles from making appropriate progress, especially fire appliances.

I object to the installation of road humps in the proposed scheme.

However, **I support** the installation of a chicane in the proposed position or perhaps a little further to the north-west. Chicanes tend to be much more effective than humps not only in reducing speed but also in making drivers refresh their attention to the road by contributing to the feeling (sometimes unconsciously) that more attention is needed.

I would **support** another chicane or two rather than the road humps. I would certainly advocate a chicane rather than the road hump that is proposed between Crancott Close and Victoria Drive, and rather closer to the latter so there is less of a wide-open straight on the approach to the village centre. I would also **support** more visual or psychological narrowing of Bedford Road by painted chicanes. This is quite common in France, where differently colours are often combined with very slight raised incursions into the carriageway from the kerbs.

There are a couple of other options to consider:

- The vehicle activated sign on the east bound approach to the village along Bedford Road is badly set up. When it activates at all, it is often too late to affect the offending driver and stays on too long so it appears to be flashing 'at' the next vehicle, even when it is travelling below the speed limit. It needs to be set so that it triggers at an offending driver before that vehicle enters the speed limit, and it needs to turn off as that vehicle passes the sign.
- Both councils should write to the local bus company asking it to educate its drivers about what the speed limit sign means!
- Further enforcement and encouragement for locals to park on the carriageway, not on the footway, would help to create informal 'chicanes' and contribute to the impression of hazards so that drivers would tend naturally to drive carefully. We might approach the Post Office to encourage its staff in this.
- I note that Stewartby has average speed cameras down its main street. I would support this approach for Bedford Road but it might not be effective in detecting this who turn off into their driveways or side roads between the cameras.
- It is common in Spain to have a traffic signal in the centre of villages, the sole purpose of which seems to be to stop any vehicle approaching above the speed limit, similar to a VAS but with enforcement capability.

I hope you find my comment useful and I have copied them to the Parish Council for information.

With reference to the above proposal, we would like to make the following comments.

1) Raised tables and round top road humps, in our experience, do not slow traffic down to any great extent. Observation shows that most motorists seem to approach these at too high a speed, totally oblivious of the fact that such practices cause damage to their vehicles.

2) Those motorists who do slow down for these obstructions then tend to accelerate and brake heavily between each obstruction, causing widespread variations in speed. This leads to additional noise (especially with larger vehicles), higher emissions and more vibration. The same comments apply to the chicane

3) Bedford Borough recently installed average speed cameras in Stewartby on cost grounds. Presumably they saw this as the most effective solution to the problem so why do Central Bedfordshire appear to have reached a different conclusion? Did anyone at Central Beds talk to their counterparts at Bedford Borough?

4) Whatever scheme is adopted, it needs to be future proofed (your proposal is not). To explain, whether or not the South Wixams transition scheme/country park happens, the proposed railway station will. We can see big increases in traffic along Bedford Road as more and more people use it as a rat run to/from the new station. This is why average speed cameras would be a more effective option and are virtually foolproof.

5) Will South Wixams transition scheme/country park construction traffic use Bedford Road on a daily basis? If so, it will make a bad situation even worse.

6) If the sensible option is chosen and average speed cameras are installed, consideration should be given to putting double yellow lines along Bedford Road to eliminate the current hazard of parked vehicles on both sides of the road.

I do not agree with the above proposal and would prefer average speed cameras similar to those used in Stewartby.

Presently various traffic calming methods are being suggested for Bedford Road including the roundabout at the top of the road and the High Street.

Bedford Road is badly in need of repair, apart from the "dreaded" pot holes the sides of the road in many places appear to be imploding.

Cushions, bumps etc. are never a popular choice, would it be too simplistic to repair the road to a High Standard, and have a couple of speed cameras installed?

This has proved to work extremely well in Stewartby, and would surely be easier to complete.

Is there any hope that the roundabout at the end of Rectory Lane could be removed? It does not truly work being in a very tight area, it is seldom used correctly and causes many problems to the residents of the Lane.

We understand that a traffic calming scheme proposed for the village will comprise of a number of road humps along Bedford Road. Whilst I agree that traffic calming is most definitely needed I would respectfully ask that you please consider the alternative of average speed cameras which we gather our neighbouring village of Stewartby have. Not only would the cameras be more effective but would also be cheaper so it would be a win win situation for all of those involved.

We agree on the whole with the measures proposed, but would just like to comment on the area from 62 to 76 Bedford Road. We think a build out is excellent, the one in Chapel End road has worked well at the start of the village.

There is a problem around 64/62 Bedford Road, with parked cars outside these properties. When coming into the village from the B530, the road has a curve, these parked cars completely obscure the view of oncoming traffic, and there have been a few near misses. It is said that parked cars help slow traffic down, but however slowly the cars on the left are travelling, they cannot see oncoming traffic, which is often at an increased speed as they are coming to the end of the 30 mph speed limit.

Could measures be taken to remove this hazard at the time of the proposed calming measures?

We wish to comment on the proposed traffic calming at Houghton Conquest as has been suggested in the latest documents.

Although we are very much in favour of anything that calms the traffic going through the village we are not in favour of the raised humps that are suggested.

We seem to be plagued by traffic coming through for the car auctions taking short cuts to and from the A6, trailer type vehicles which are not going at slow speeds. The noise from these will increase. The humps themselves also seem to do more damage on tyres because of their design.

This means that villagers themselves are going to be penalised more than passing traffic.

Our suggestion would be average speed cameras as those that have been installed at Stewartby. They could be installed throughout the village.

As I said, the village does need some sort of calming method, so any suggestions are more than welcome especially for pedestrians and the elderly using mobility scooters.

Thank you for your recent communication. I agree that traffic calming measures are required in Bedford Road before there is a serious accident.

However, road humps cause undue wear on the inside edge of vehicle tyres, I have just had to replace a full set which were worn in this manner as the route I have to travel has a considerable number of road humps. The rest of the tyre was still in good condition. The tyres were of a well known manufacturer and the reason for wear was given as road humps. I was also advised that suspension springs are affected due to the sharp up and down on humps and ramps regardless of the speed the vehicle is travelling, even at 10mph damage is being sustained similar to that caused by large potholes, that begs the question why not leave the potholes saving on road repairs and installation cost of humps and ramps

Larger vehicles capable of 'off road' are not affected so much by these obstacles and are able to negotiate them without the need to slow down.

Residents who drive standard family cars will have to negotiate these obstacles possibly several times a day, resulting in a great deal of wear and tear to their vehicles.

Emergency services will also be affected.

It is the rat runners, particularly those in larger 4x4 type vehicles, that require controlling without inconvenience to the locals.

Stewartby has average speed cameras which appear to work well.

Why not install Average Speed Cameras in Bedford Road Houghton Conquest ?

Thank you for taking time to read this.

We refer to your letter dated 16 December 2014 and express our comments and concerns as follows:

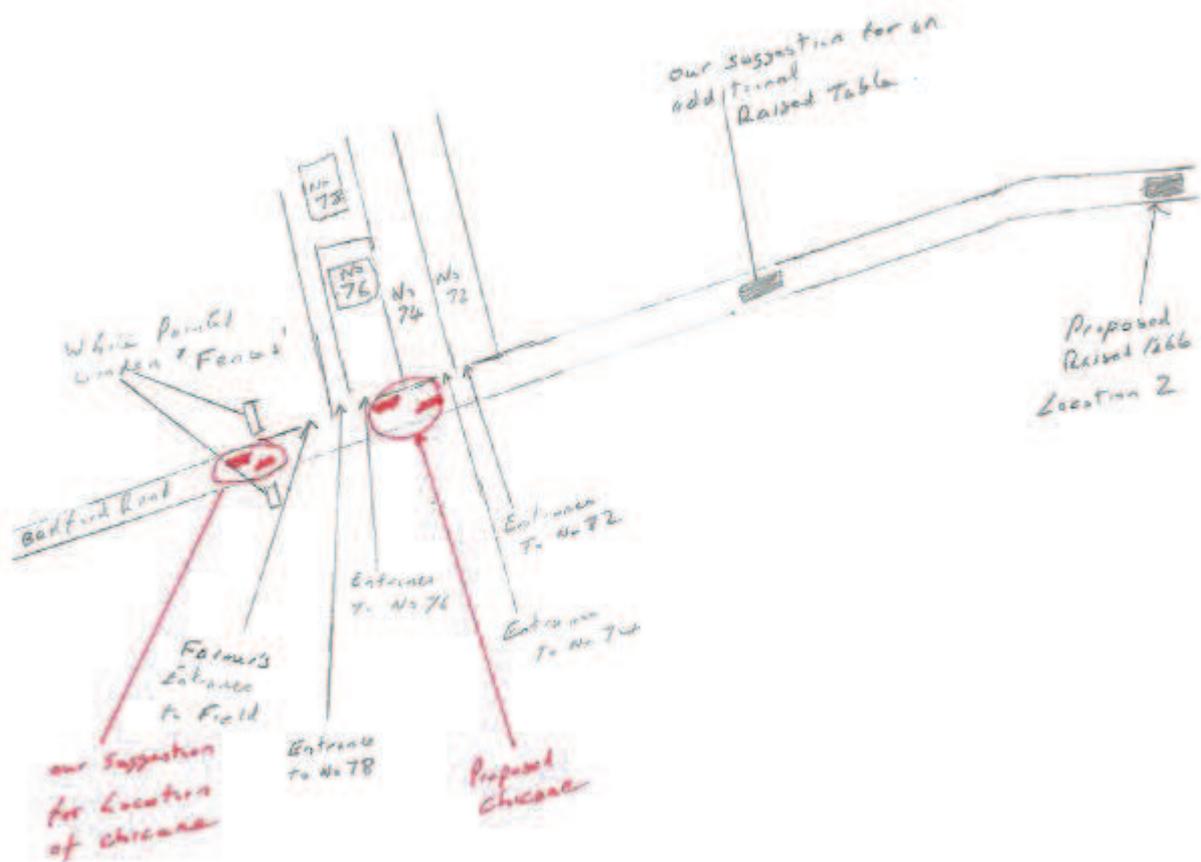
We agree that measures are required to slow traffic travelling into and out of the village along Bedford Road. However we are concerned about the positioning of the chicane outside the entrances to property nos. 78, 76, 74 and 72 Bedford Road. We believe that the positioning as proposed will interfere with the access and, particularly, the exit from each of these properties.

We consider that if a chicane is to be installed it should be moved further north-west along the road by about 50 metres to a position the other side of the white wooden structure marking the beginning of the village (see attached diagram and 2 photographs). In this position the chicane will not interfere with the access and exit from any of the properties in that area or with the farmer's entrance to his field adjacent to the entrance to property number 78.

As an alternative to a chicane, perhaps a 'Raised Table' or 'Road Humps' might be appropriate at the entrance to the village.

We also suggest that a further 'Raised Table' or 'Road Humps' should be added to the scheme at a point between property No. 78 and the Raised Table shown as location 2. It is a long stretch of road between these points and many vehicles reach speeds significantly in excess of 30mph along this stretch.

We trust that you will give careful consideration to our comments and that you will modify the proposal accordingly.



We are writing with our comments reference Proposed Traffic Calming Measures - Bedford Road, Houghton Conquest.

Firstly - about time!

We reside at xx Bedford Road, your proposed location 1 -Chicane will make entering and leaving our house very difficult especially as the traffic is increasing daily through our village. We feel it will also have a impact on the value of our house. Our suggestion for amending the proposal would be to move location 1 - Chicane to a point along Bedford Road before entering the village and the 30 zone. We wonder how this exisiting proposal will effect Mr Xxx's entry onto the adjacent field to our property.

We would to make it clear that we support all/any traffic calming solutions within the village but not to the detriment of its residents.

We are writing to confirm our support for the proposed Traffic Calming Scheme for Bedford Rd, Houghton Conquest.

Regards
Gill Wiggs
Houghton Conquest Parish Council

Concerning the proposed traffic calming measures for Bedford Rd Houghton Conquest; absolutely brilliant, long overdue and very welcome. I sincerely hope these measures will slow the many. many people who choose to speed down this road with total disregard for the safety of residents and other road users, and ideally dissuade people from using it as a rat run from the A6 to the B530

Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 18 February 2015
Subject: Petition, Windsor Avenue, Leighton Buzzard

Report of: Paul Mason, Head of Highways

Summary: This report updates Members on the petition from residents of Windsor Avenue about parking in their road and options to address the issue.

Contact Officer: Nick Chapman
Public/Exempt: Public
Wards Affected: Leighton Buzzard North
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

Financial:

This work is being funded from the Council's budget for minor traffic and safety schemes and is expected to cost approximately £9,000.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

None from this report

Sustainability:

None from this report.

RECOMMENDATION(S):

- 1. That a proposal to introduce a residents' permit parking scheme operational from Monday to Friday between 8am and 4pm be published and consulted on.**
- 2. That the existing No Waiting from Monday to Saturday 7am to 7pm (single yellow lines) at the junction of Windsor Avenue and Bassett Road be converted to No Waiting at any time (double yellow lines) and that they extend slightly further into Windsor Avenue than the existing single yellow lines.**

Background and Information

1. A petition was received from 103 residents, requesting the Council to undertake an investigation into parking problems in their road and present options to residents.
2. The petition was considered at the Delegated Decisions Meeting held on 11 August 2014. The decision of that meeting was as follows:-
 - a) It is recommended that double yellow lines be considered for the junction of Windsor Avenue and Bassett Road, and that they extend slightly further into Windsor Avenue than the existing single yellow lines.
 - b) It is recommended that waiting restrictions also be considered at the far southern end of Windsor Avenue.
 - c) A report, be brought to the next meeting in October, which considers options for the whole of Windsor Avenue to prevent dangerous parking.
3. Residents of Windsor Avenue have continued to report ongoing issues relating to obstructive on-street parking, mostly by non-residents, which appear to be getting increasingly worse. Officers have liaised with the petition organisers to determine what form of parking control would be appropriate to address these issues and what restrictions would be acceptable to residents.
4. The organisers have very helpfully conducted a local consultation exercise with all residents of Windsor Avenue. The consultation offered residents several options and the results were as follows:-

Option 1 – Yellow lines on selective lengths of road only – 0
Option 2 – Single yellow lines (am/pm type restriction) in whole road – 1
Option 3 – Residents permit parking zone – 65

Prefer no change – 3
Empty residences – 2
5. It is clear from the results that a large majority of residents would favour a residents permit parking scheme. Further communications have indicated that residents would be satisfied with a permit scheme that operates from Monday to Friday between 8am and 4pm. They feel that parking controls are not essential during the evenings and weekends. They were also offered the option of a 1 or 2 hour permit-free period to allow for short stay visitor parking, but felt that this might lead to shoppers and other non-residents parking in Windsor Avenue.

6. Due to the apparent overwhelming support for residents' permit parking it is recommended that the Council proceeds on this basis. The permit zone would cover all of the adopted part of Windsor Avenue, except for a short length at the junction of Bassett Road, which would be covered by double yellow lines in the interests of road safety. There are some parking areas at the far southern end, which appear to have been provided for residents of Tudor Close. These are un-adopted, private parking areas and would, therefore, be outside of the scope of the permit scheme.

7. Members will be aware that there is a need to undertake the required statutory processes before any parking controls can be introduced on the highway. This involves the publication of notices and consultation with interested parties, including residents. This would give local people an opportunity to submit any formal representations that they might have. It is recommended that the required publication of notices and consultation be carried out immediately, so that any objections can be resolved at the earliest possible opportunity.

Appendix A

Proposed Residents Permit Zone and No Waiting at any time



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

Date: 18 February 2015

Subject: Various Roads in Arlesey – Consider Objection to Proposed 7.5 tonnes Weight Restriction

Report of: Paul Mason, Head of Highways

Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of a 7.5 tonnes Weight Restriction on Various Roads in Arlesey

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

Public/Exempt: Public

Wards Affected: Arlesey

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve the environment by reducing the volume of heavy goods vehicles using the built-up roads through Arlesey.

Financial:

These works are being funded primarily through the Council's Rural Match Fund process.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

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

Sustainability:

None from this report

RECOMMENDATION(S):

That the proposal to introduce a 7.5 tonnes HGV Weight Restriction on various roads in Arlesey should be implemented as published.

Background and Information

1. The scheme was identified as a priority by Arlesey Town Council who decided to apply for funding through the Rural Match Fund process. There have been longstanding local concerns about lorry movements in the town and this proposal would go some way towards addressing those.
2. The proposed restriction would prohibit vehicles over 7.5 tonnes from using roads in the identified zone as through routes. Heavy goods vehicles would be permitted to enter the restricted area for the purposes of loading/unloading and off-road garaging. Buses would not be affected by the restriction.

The proposal is primarily intended to protect Arlesey from extraneous lorry traffic. Some HGV drivers use the roads through the town to travel between the A507 to the north of Arlesey and the industrial areas to the south of the village. The proposed weight restriction would divert lorries on to less heavily populated routes.

The expected alternative route does extend into Hertfordshire, although is unlikely to have any significant impact on their road network. The County Council was consulted, but no reply was received.

3. The Council published the proposals in October and November 2014. Consultations were carried out with the emergency services and other statutory bodies, Hertfordshire County Council, Arlesey Town Council, Stotfold Town Council, Fairfield Parish Council and relevant Ward Members. Public notices were also displayed on street.

Representations and Responses

4. An objection was received from Arlesey Residents Association. A full copy of the objection is included in Appendix C and are summarised below.
 - a) Although there are a large number of large vehicles using Arlesey's roads these are mainly going to and from the industrial areas, rather than through-routing.
 - b) There will be a significant impact on those residents who live at the southern end of Arlesey.

- c) Any proposals should be delayed until the possibility of providing a relief road has been fully considered as part of the masterplan for the area.
5. Central Bedfordshire Highways' response to the points above are as follows:-
- The recommended route for heavy goods vehicles serving the industrial areas to the south of Arlesey would be continue on the A507 to Stotfold, proceed south towards Letchworth, west on Arlesey New Road and north on Hitchin Road to Arlesey. Hence, the weight restriction would force heavy goods vehicles heading for those industrial areas to pass the residential properties located on the southern stretch of Hitchin Road. However, the weight restriction is expected to bring about an overall reduction in the numbers of lorries in Arlesey, which should reduce the number using that road. Consequently, the impact on those residents is very difficult to quantify, but is anticipated to be relatively minor.
- The plans for relief roads and other applications should be viewed as long term aspirations and there are no immediate plans to build any new roads that would relieve Arlesey of the current heavy goods vehicle movements.
6. Bedfordshire Police has asked for consideration to be given to measures being provided to physically prevent vehicles over 7.5 tonnes proceeding through the restriction because enforcement will not be a high priority.
7. Central Bedfordshire Highways' response to Bedfordshire Police's comments is that it is difficult to physically stop oversize vehicles entering the restricted zone, primarily because access has to be maintained to enable such vehicles to enter the area for access and delivery reasons.

Conclusion

8. It is considered that the restrictions should proceed as recommended above on road safety and traffic management grounds.
9. If approved, the works are expected to take place within the current financial year.

Appendices:

Appendix A – Public Notice of Proposals
Appendix C – Drawing of Proposals
Appendix D – Representations

Appendix A

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE 7.5 TONNES HEAVY GOODS VEHICLE WEIGHT RESTRICTION ON VARIOUS ROADS IN ARLESEY

Reason for the proposal: The proposed Order is considered necessary on the grounds of promoting road safety and improving the environment of the area. The proposed restriction would prohibit HGVs over 7.5 tonnes from using roads in the zone identified below as through routes. The proposal is primarily intended to protect Arlesey from extraneous lorry traffic.

Effect of the Order:

To introduce a 7.5 tonnes HGV Weight Restriction on roads in Arlesey, as follows:-

The weight restriction zone covers Stotfold Road, Church Lane, House Lane, High Street and other roads in Arlesey. The entry points to the weight restriction zone are at:-

- a) Stotfold Road, at its roundabout junction with A507 Arlesey/Stotfold bypass
- b) Hitchin Road, at a point north of Hitchin Road Industrial and Business Centre access

Exemptions: The proposed Order will include exemptions to allow heavy goods vehicles over 7.5 tonnes to enter the restricted zone for access and delivery requirements. There will also be exemptions for emergency vehicles and for certain other building and maintenance purposes.

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 28 November 2014. Any objections must state the grounds on which they are made.

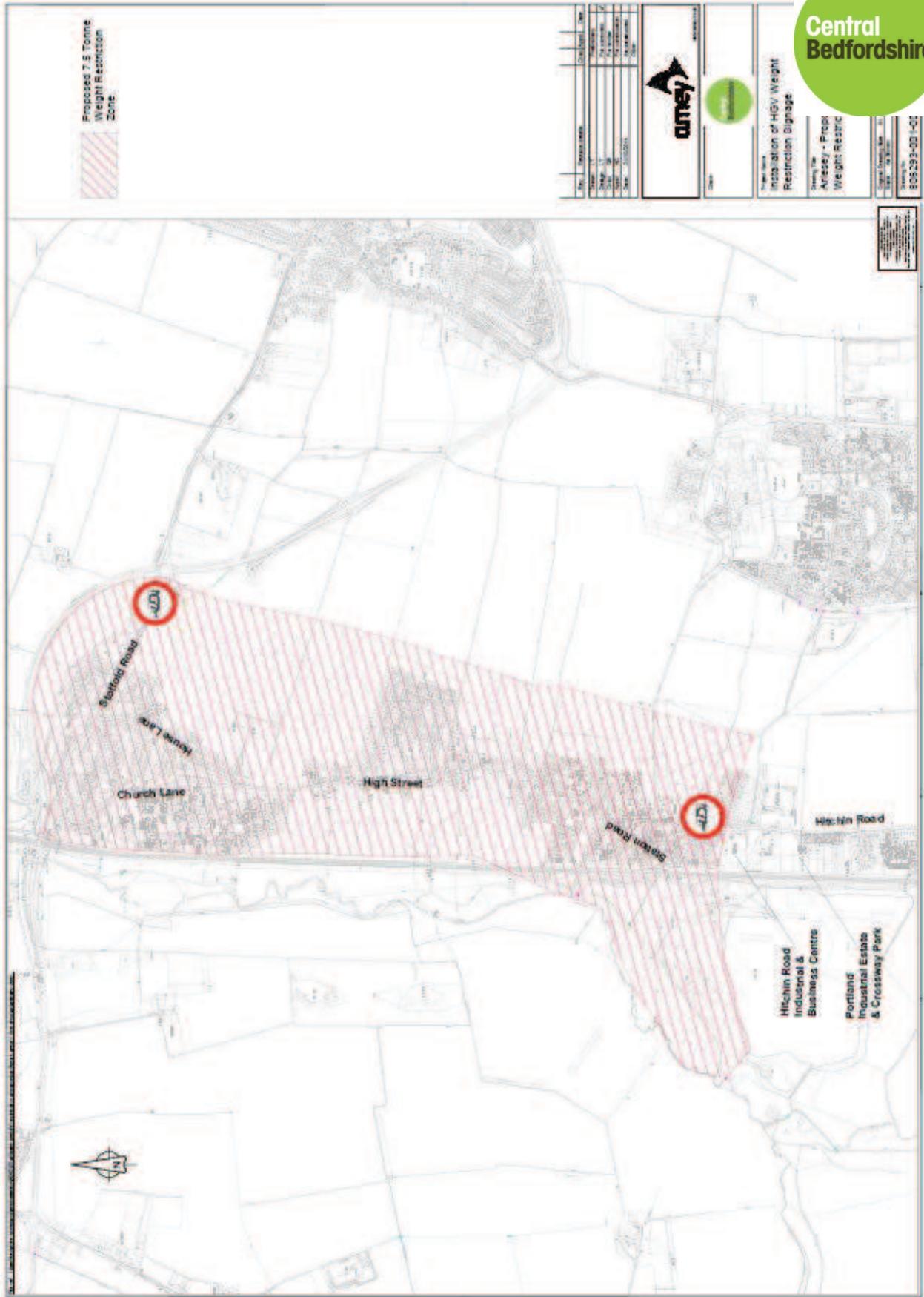
Order Title: If made will be "Central Bedfordshire Council (Various Roads in Arlesey) (Weight Restriction) Order 2014"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

31 October 2014

Appendix B



Appendix C

The Arlesey Residents Association wish to object on the proposed introduction of 7.5 tonnes HGV Restriction on the roads in Arlesey.

Although we do agree that Arlesey does have a large amount of HGV vehicles using the roads, they are primary going to the Industrial areas and not using Arlesey as a through route.

We understand that Arlesey Town Council have been advised that this proposal will have a contribution by residents of £7,300.00 towards the cost of the work. The Council did not at any time consult with residents before voting to proceed.

The impact on residents to the South End is of considerable concern to us and needs addressing.

We are therefore of the opinion that as the Core Strategy for the north as an allocated site (MA8) with the adoption of a Masterplan for a Relief Road should first be looked at before any proposals for vehicle weight restrictions are introduced.

The Masterplan has identified a Relief Road on both the West and East side of the High Street and although the West side is awaiting an environment statement we believe this is being undertaken.

The Eastern side - works are currently being undertaken for an application for the Relief Road on the Eastern Side to be submitted for planning consent..

St Johns Road and 5 ways junction - an application has been resubmitted on the previous application reference CB/14/0319/FULL for a Link Road. This is currently being considered.

Concern over traffic flows south of the High Street 5-ways junction - There has been an analysis of the capacity of this section of the road undertaken.

The Arlesey Cross Stakeholders group will be considering this at their next meeting in January

It is therefore our considered opinion that the work already being carried out on traffic flows for the relief road should be considered before any proposals for weight restrictions are done.