

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** 9 June 2015

## **NOTICE OF MEETING**

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

Date & Time

**Wednesday, 17 June 2015 4.00 p.m.**

Venue at

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

Richard Carr  
**Chief Executive**

To: THE EXECUTIVE MEMBER FOR COMMUNITY SERVICES:

Cllr Brian 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

<b>Item</b>	<b>Subject</b>	<b>Page Nos.</b>
2	<b>Fallowfield, Ampthill - consider objection to proposed disabled parking space</b>  To seek the approval of the Executive Member for Community Services for the implementation of a Disabled Parking Space in Fallowfield, Ampthill. Fallowfield, Ampthill.	* 5 - 12
3	<b>Church Street and Segenhoe Close, Ridgmont - Consider objections to proposed residents permit parking scheme</b>  To seek a decision from the Executive Member for Community Services on the implementation of a Residents Permit Parking Scheme in Church Street and Segenhoe Close, Ridgmont.	* 13 - 26
4	<b>Windsor Avenue, Leighton Buzzard - Consider objections to proposed residents permit parking scheme</b>  To seek the approval of the Executive Member for Community Services for the implementation of a Residents Permit Parking Scheme in Windsor Avenue, Leighton Buzzard.	* 27 - 34
5	<b>Rook Tree Lane, Stotfold - Consideration of petition about road safety issues</b>  To note the receipt of a petition submitted to Central Bedfordshire Council and suggest a way forward.	* 35 - 40
6	<b>Bedford Road, Houghton Conquest - Consider options for traffic calming scheme</b>  To consider alternative speed reducing measures for Bedford Road, Houghton Conquest and requests the approval of the Executive Member for Community Services for the installation of Traffic Calming Measures in Bedford Road, Houghton Conquest.	* 41 - 104

This page is intentionally left blank

---

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

**Date:** 17 June 2015

**Subject:** Fallowfield, Ampthill – Consider objection to Proposed Disabled Parking Space

**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 Disabled Parking Space in Fallowfield, Ampthill.

---

Contact Officer: Nick Chapman

Public/Exempt: Public

Wards Affected: Ampthill

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 £1,500.

##### **Legal:**

None from this report

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

None from this report

##### **Staffing (including Trades Unions):**

None from this report

##### **Equalities/Human Rights:**

None from this report

##### **Community Safety:**

None from this report

##### **Sustainability:**

None from this report.

**RECOMMENDATION(S):**

**That the proposal to install a Disabled Badge Holder Parking Space outside no.92 Fallowfield, Amptill be implemented as published.**

**Background and Information**

1. An application for a disabled parking space was received from the resident of no.92 Fallowfield. The request was initially turned down on the basis that the property has a driveway, which would generally mean that the Council's criteria for disabled parking spaces on the road would not be met. However, the applicant explained the difficulties that they experience using the driveway, such as the incline, which is located at the front (west elevation) of their home. They have built an extension with wheelchair access to the side and therefore wanted a disabled space to the side (north elevation) of their home. The applicant also explained difficulties that they had experienced on some occasions with finding a sufficiently large parking space close to their home. Due to these factors, it was felt that there was sufficient justification to provide a disabled space on the road.
2. The proposal was formally advertised by public notice in March 2015. Consultations were carried out with the emergency services and other statutory bodies, Amptill Town Council and the Ward Members. Residents living in the immediate area were individually consulted.
3. One objection has been received. A copy of the correspondence is included in Appendix C and the main comments received are summarised below:-
4. The main points of objection are:-
  - a) The disabled space would make it difficult for the objector to get on and off their driveway.
  - b) Parking is light in the area and the applicant is able to find parking when needed. If other cars were parked outside then local people would move their vehicles to allow the disabled resident to park close to their home.
  - c) The applicant could use their driveway which can accommodate two vehicles.
5. Central Bedfordshire Highways' response to the points above are as follows:-

The objector has a sufficiently wide driveway and Fallowfield is wide enough to enable them to safely use their driveway. Fallowfield is lightly trafficked, so slow speed manoeuvring is unlikely to create a problem for traffic using the road. The fact is that a vehicle is often parked at that location anyway, so the provision of a marked disabled bay will not significantly alter the present situation.

It is accepted that parking is not heavy in Fallowfield and the applicant would usually be able to find a parking space immediately adjacent to their home. However, the disabled bay applicant claims that on occasions parked cars have restricted their access, particularly when arriving home late in the evening. They also need extra space for loading and unloading their wheelchair and a marked out space would secure that.

Although the applicant has a garage and driveway, which would normally disqualify people from having a disabled space on the road, these are not useable due to the slope to the footway. We also suggested a disabled parking space at the front of the property, but it would be further away from the access ramp to the new extension that they built to allow wheelchair access.

6. The applicant is the wife of an elderly and disabled gentleman and experiences difficulties transporting him into and out of their car. There is not a high demand for parking in this road, so the disabled space would not create any real difficulties for nearby residents. Consequently, it is recommended that the disabled parking space be implemented as published.

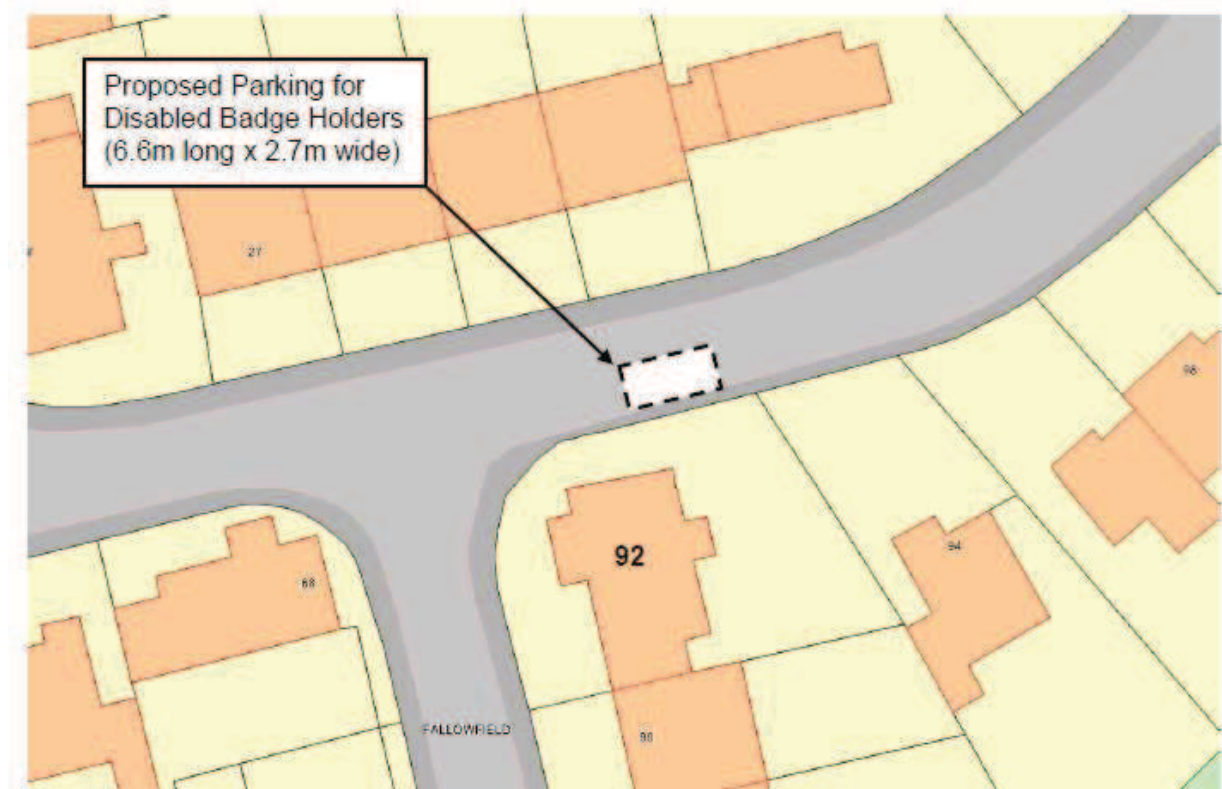
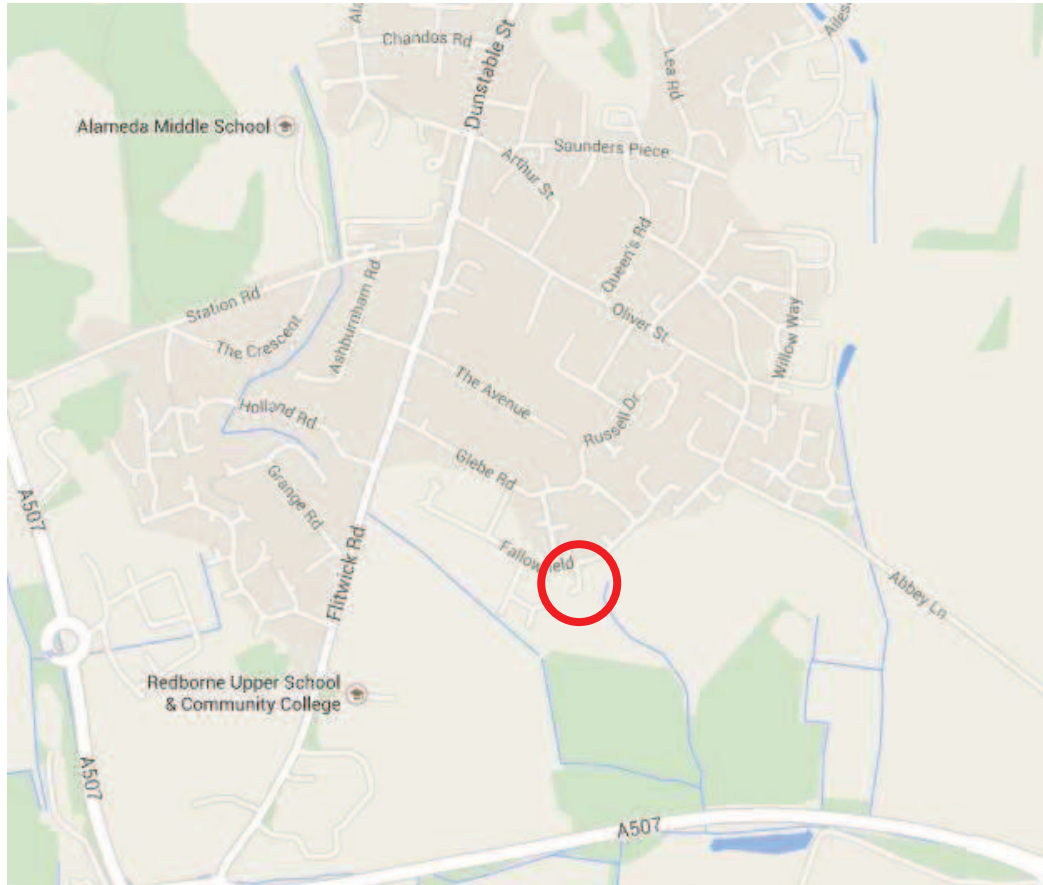
**Appendices:**

Appendix A – Location Plan and Drawing of Proposal

Appendix B – Public Notices of Proposals

Appendix C – Objections and Representations

Appendix A





Appendix B

# PUBLIC NOTICE



## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A DISABLED PERSONS' PARKING SPACE IN FALLOWFIELD, AMPHILL**

Reason for proposal: The proposed Order is considered necessary in the interests of improving parking facilities for disabled persons. The proposed disabled parking space is in a residential street where on-street parking is heavy and disabled persons frequently experience difficulties in finding a parking space close to their home.

### **To INTRODUCE a Parking Place for Disabled Badge Holders at the following location:-**

Fallowfield, Ampthill, east side, from a point approximately 2 metres west of the boundary of property nos.92 and 94 Fallowfield extending in a westerly direction for approximately 7 metres.

Further Details may be examined during normal office hours at the address shown below, viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://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](mailto:centralbedsconsultation@amey.co.uk) by 27 March 2015. Any objections must state the grounds on which they are made.

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

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

5 March 2015

## Appendix C

Thank you for your prompt reply and acknowledging our concerns.

I would like to confirm that I would like my objections to stand and would also like to make some further comments to your reply.

We have never seen any other vehicles park in this area and do not believe the applicant has ever had a problem parking outside their property.

I do not understand why the car can not be parked on her driveway and moved to the area where the proposed bay would be put to allow easy access for the wheelchair. As I previously commented, the car is only used very randomly.

If ever there was a car parked that restricted their access, it would only be someone visiting one of the other local residents. All the local residents know that the applicant uses this area for accessing their property and I am sure they would be happy to move their vehicle to allow the applicant access.

You have commented that your suggestion of having the bay put at the front of the property would be further from the access ramp at the side of the property. The applicant does not have a problem pushing the wheelchair as we have seen her walk, pushing the wheelchair to their daughters house which is in Glebe Road and up a small incline. I do not understand why it would cause a problem to get the wheelchair to the front of the property.

We do sympathise with the applicant but do not think the parking space is essential at this time as there are other parking options available for them.

Regards

Xxxx Xxxx

On 25 Mar 2015, at 16:00, Central Beds Consultation <[CentralBedsConsultation@amey.co.uk](mailto:CentralBedsConsultation@amey.co.uk)> wrote:

Mr Xxxxxx

Thank you for your e-mail and attached photos. Your comments are noted.

I accept that parking in Fallowfield is not particularly heavy due to the fact that most properties have off-road parking. However, the disabled bay applicant claims that on occasions parked cars have restricted their access, particularly when arriving home late in the evening. They also need extra space for loading and unloading their wheelchair and a marked out space would secure that.

Although they have a garage and driveway, which would normally disqualify people from having a disabled space on the road, these are not useable due to the slope to the footway. We also suggested a disabled parking space at the front of the property, but it would be further away from the access ramp to the new extension that they built to allow wheelchair access. Due to the reported difficulties that the residents are experiencing the Council decided that a disabled parking space was justified.

In terms of how to deal with your objection, unless you decide to withdraw it, the process would be to report it to the Council's next Delegated Decisions Meeting, which is a public meeting at which the Councillor with special responsibility for highways would consider the matter and decide whether the

parking space should go in or not. We would include a copy of your e-mail in the report, which would be publicly available, but your name and house number would be removed.

If I don't receive a reply to this e-mail I will assume that you want your objection to stand. If you wish to withdraw your objection please let me know and we will arrange for the parking space to be installed.

Regards

Gary Baldwin  
Traffic Engineer  
Central Bedfordshire Highways

t: 0845 3656116 | e: [gary.baldwin@amey.co.uk](mailto:gary.baldwin@amey.co.uk) Central Bedfordshire  
Council | Woodlands Annexe | Manton Lane | Bedford | MK41 7NU  
Central Bedfordshire - A great place to live and work - [www.centralbedfordshire.gov.uk](http://www.centralbedfordshire.gov.uk)

-----Original Message-----

From: Xxxxxx Xxxxxx  
Sent: 24 March 2015 22:46  
To: Central Beds Consultation  
Subject: Proposed Disabled Space Fallowfield Ampthill

Hi

I am writing to express my objections to the proposed disabled parking space outside number 92 Fallowfield, Ampthill.

The proposed bay would be opposite our driveway of number xx Fallowfield. We already find it difficult to get on and off of our drive when the applicants vehicle is parked in the proposed area and we are unable to park on the road outside our own house. If this bay was installed it may also cause us problems if we ever want to sell our house in the future.

The reason being given for the proposed bay is that street parking is heavy in this area. I have attached pictures taken at different times of the day, early morning and evening when our neighbours are at home, that show this not to be the case. The only vehicle that can be seen is the car that belongs to the person that has applied for this bay to be put in.

If it is essential that a bay is installed, I believe the best place for it would be in front of number 92 in the Close which is directly in front of the applicants bungalow and would not affect any other residents. I have also attached pictures taken at different times of the day that show no other vehicles park in this area. I believe the applicant also has a driveway big enough for 2 vehicles and a garage that could also be used for parking. It also appears that the vehicle is only used on random occasions, approximately 2 or 3 times a month so maybe the vehicle would be best kept on their driveway.

I would be more than happy for you to contact me should you require any further information but please note we are on holiday from Friday 27th March for 2 weeks.

This page is intentionally left blank

---

**Meeting:** Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders  
**Date:** 17 June 2015  
**Subject:** Church Street and Segenhoe Close, Ridgmont – Consider objections to Proposed Residents Permit Parking Scheme  
**Report of:** Paul Mason, Head of Highways  
**Summary:** This report seeks a decision from the Executive Member for Community Services on the implementation of a Residents Permit Parking Scheme in Church Street and Segenhoe Close, Ridgmont

---

**Contact Officer:** Nick Chapman  
**Public/Exempt:** Public  
**Wards Affected:** Cranfield and Marston Moretaine  
**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 £7,000 if implemented.

##### **Legal:**

None from this report

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

None from this report

##### **Staffing (including Trades Unions):**

None from this report

##### **Equalities/Human Rights:**

None from this report

##### **Community Safety:**

None from this report

##### **Sustainability:**

None from this report.

**RECOMMENDATION(S):**

- 1. That the proposal to introduce a residents' permit parking scheme be withdrawn.**
- 2. That the proposal to introduce no waiting at any time at the junction of Church Street and High Street be implemented as published.**
- 3. That consideration be given to installing a suitable number of disabled parking spaces in Church Street.**

**Background and Information**

1. This matter was reported to the Traffic Management Meeting of 4 June 2013 following receipt of a petition and letter of support for a residents permit parking scheme in this area.

The decision was "That following consideration of the matters advised within the report, that permission be granted to include a residents parking scheme in Church Street & Segenhoe Close, Ridgmont and the addition of double yellow lines around the junction of Church Street and the High Street, within the forward programme of traffic management (parking) schemes for future funding and implementation".

2. Funding was identified within the 2014/15 budget and a proposal to introduce residents permit parking was pursued. An informal consultation with residents was carried out in August 2014 to gauge the level of support for such measures. The outcome of that exercise was mixed with some residents supporting a permit parking scheme and others not. Generally speaking those living in the first part of Church Street and those near to the junction of Segenhoe Close favoured a permit scheme, but the remainder did not.
3. Central Bedfordshire Council Ward Members and Ridgmont Parish Council supported a permit parking scheme, so it was decided that a firm proposal would be published and consulted on. As part of the scheme it was proposed to introduce no waiting at any time (double yellow lines) at the Church Street/ High Street junction as there have been reports of obstructive parking which affects traffic turning into and out of the junction.
4. The proposal was formally advertised by public notice in April 2015. Consultations were carried out with the emergency services and other statutory bodies, Ridgmont Parish Council and the Ward Members. All residents living in Church Street, Segenhoe Close and those in High Street likely to be directly affected were individually consulted.

5. A petition signed by 27 residents opposed to the proposals was received. This comprised 7 from Church Street (3 within the proposed permit zone and 4 outside); 11 from Segenhoe Close and 9 from High Street. A further 9 individual written objections were received; 2 from Church Street (1 from inside the zone and 1 outside), 3 from Segenhoe Close and 4 from High Street. Copies of the correspondence are included in Appendix C and the main comments received are summarised below:-
6. The main points of objection are:-
  - a) There is no need for parking controls in this area and it is unnecessary in a village like Ridgmont. There are no serious issues associated with parking by walkers and local businesses.
  - b) The yellow lines at the Church Street/High Street junction will stop some residents parking outside their home and due to the permit parking scheme they would have nowhere to park.
  - c) The permit scheme will result in more cars being parked on High Street, which will create difficulties for buses and lorries.
  - d) Residents of Segenhoe Close do not want the parking scheme. The road includes a parking area that has ample space for people to park in.
  - e) There is some opposition to the cost for multiple permits.
  - f) An alternative would be to install yellow lines on one side of Church Street and some disabled parking spaces.
7. Central Bedfordshire Highways' response to the points above are as follows:-

The numbers of households consulted were 18 in Church street (8 within the proposed permit parking zone and 10 outside); 12 in Segenhoe Close and 8 in High Street.

There appears to be a mixed response from Church Street, with residents both inside and outside of the proposed permit zone opposed to it. Residents of Segenhoe Close appear firmly against the scheme. Not surprisingly, those who live in High Street are opposed to the scheme as they would not be able to park in Church Street or Segenhoe Close.

Residents permit parking schemes are more frequently used in larger urban areas where non-residents, such as rail commuters or shop workers, park in residential streets and deny parking for local residents. On-street parking issues are generally not as severe in villages and enforcement is also likely to be less frequent, so it is quite rare to introduce permit parking in smaller communities, such as Ridgmont.

There are no serious concerns about additional parking in High Street. Given that Ridgmont has been bypassed most traffic is likely to be locally generated and on-street parking helps to moderate vehicle speeds.

Some residents report ongoing and regular occurrences of obstructive parking by non-residents in Church Street, but general observations have not been able to substantiate this. However, it is accepted that if the parking is by leisure walkers this probably mostly occurs at weekends.

It is a fact that there has always been less support for a permit parking scheme from residents of Segenhoe Close, but it was included because if a scheme was introduced in Church Street alone that is likely to result in a migration of parking to Segenhoe Close to the detriment of those living there.

There is an off-road parking area in Segenhoe Close, which does not appear to be that well used. This is owned by Aragon Housing, there is scope to enlarge the car park and they have indicated that they would be prepared to undertake that work. Aragon agreed to their parking areas being included within the permit parking zone, otherwise it is likely that residents would park there resulting in it becoming congested.

The idea of introducing double yellow lines would ensure that double parking does not take place, but the width of the road and observations of current parking activity show that cars are only parked on one side anyway.

The preliminary consultation indicated that there are 5 disabled blue badge holders residing in Church Street and Segenhoe Close. 3 of those live in Church Street, so it would seem reasonable to provide several disabled parking spaces. It is accepted that these could be used by non-residents, but this is unlikely to occur in this particular area.

8. There would appear to be insufficient local support for a residents permit parking scheme in the area, so it is recommended that the proposal be withdrawn. There is merit in introducing the double yellow lines at the Church Street/High Street junction, so it is recommended that these proceed. It suggested that the possibility of providing several disabled parking spaces be considered.

### **Appendices:**

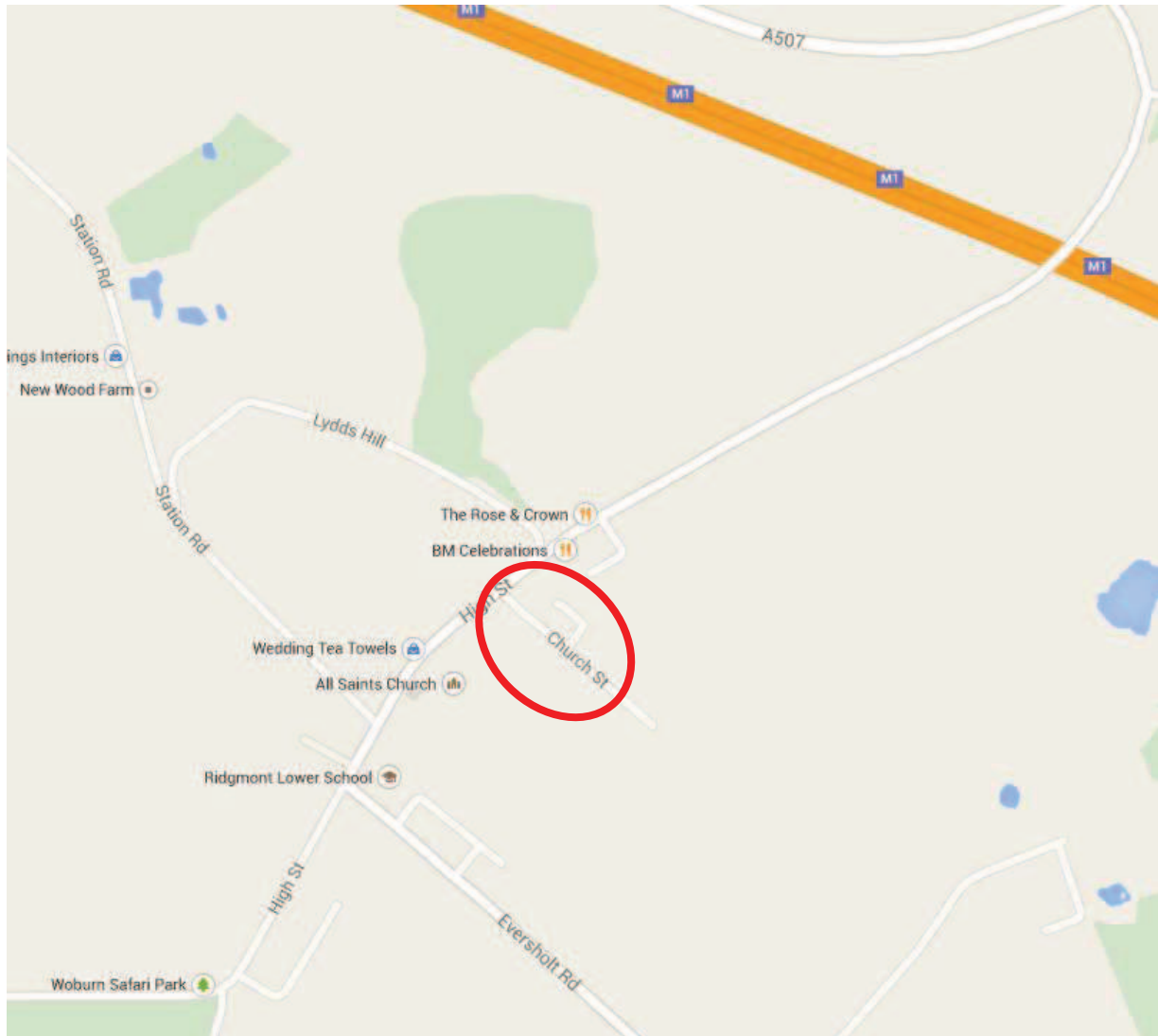
Appendix A – Location Plan

Appendix B – Public Notice and Statement of Reasons of Proposals

Appendix C – Objections and Representations



Appendix A



Appendix B

# PUBLIC NOTICE



Central  
Bedfordshire

## CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A RESIDENTS' PERMIT PARKING ZONE IN CHURCH STREET, RIDGMONT

Reason for proposal: The proposed Order is considered necessary for preserving and improving the amenity of the area. The restrictions are intended to prohibit long-term parking by non-residents, which results in Church Street and Segenhoe Close residents frequently being unable to find convenient parking in their road. The No Waiting is intended to ensure that the junction of Church Street and High Street remains clear of parked vehicles.

Effect of the Order:

To introduce 1 hour Limited Waiting with No Return within 2 hours, except Residents Permit Holders only, on the following lengths of road in Ridgmont:-

1. Church Street, from a point approximately 2 metres south-east of the front wall of no.72 High Street extending in a south-westerly direction to a point in line with the rear property boundary of no.12 Segenhoe Close.
2. Segenhoe Close, from its junction with Church Street for its full length.

Residences eligible to apply for a permit to park in the Residents Permit Parking Zone identified above:-

1. Properties nos.1 to 8 Church Street.
2. All properties in Segenhoe Close.

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

1. Church Street, both sides from its junction with High Street extending in a south-easterly direction to a point approximately 2 metres south-east of the front wall of no.72 High Street.
2. High Street, south-east side, from a point in line with the boundary of nos.74 and 76 High Street extending in an south-westerly direction for approximately 32 metres.

Further Details may be examined during normal office hours at the address shown below, viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices) or tel. 0845 3666116.

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](mailto:centralbedsconsultation@amey.co.uk) by 28 April 2015. Any objections must state the grounds on which they are made.

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

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

2 April 2015



### Statement of Reasons

The proposed Order is considered necessary for preserving and improving the amenity of the area. The restrictions are intended to prohibit long-term parking by non-residents, which results in Church Street and Segenhoe Close residents frequently being unable to find convenient parking in their road.

At the present time, a number of vehicles are parked in Church Street at various times. It is suggested that many of the parked cars belong to visitors associated with nearby business premises, walkers and other non-residents.

Any vehicle parked on the road in the designated residents permit zone must display a permit which can be purchased from Central Bedfordshire Council. Only eligible residences as listed in the notice will be able to apply for a permit.

There are two parking areas in Segenhoe Close that are the responsibility of Aragon Housing Association. They have agreed to those areas being included in the proposed permit parking area. In addition, they have plans to extend the parking area to the side of no. 10 Segenhoe Close to utilise the grassed area, which would also be included in the permit parking scheme.

It is possible that the implementation of a residents permit parking zone will result in vehicles being parked near to the junction of Church Street and High Street thereby creating a road safety hazard. The proposed No Waiting is intended to ensure that this does not occur.

Further details can be found on the attached draft Traffic Regulation Order and Public Notice.



## Appendix C

We are a small village and we the undersigned are all opposed to the introduction of parking permits in Church Street and Segenhoe Close or anywhere else in Ridgmont.

**Above petition contains:-**

**Church Street – 7 signatories**

**Segenhoe Close – 11 signatories**

**High Street – 9 signatories**

---

I am aware that local residents have formed a petition firmly against this residents scheme which, as a resident of Church Street, Ridgmont, I am happy to write and support this local petition as there is absolutely no need for any form of controlled or residents parking in this area.

Such a scheme is total overkill akin to a town centre not a small rural village. It will in no way preserve or improve the amenity of the area and will in fact severely detriment the use of our own village, our church, our ability for vulnerable and retired residents to have much needed visitors and be a total waste of our council tax.

Introducing this scheme will detrimentally affect the majority of people who live here particularly those who rely on district nurses and carers. There is no current problem with walkers or visitors on Church Street or Segenhoe Close, and to suggest 'visitors associated with nearby business premises' is ridiculous. There is one local business which has ample parking available to it which is well used.

I wrote in opposition to this scheme when it was consulted on and yet the majority of residents views against this scheme appear to have been ignored as most residents of both streets do not want this scheme.

Your consultation uses the phrase 'suggested' which implies no proper or compliant traffic studies have been undertaken. Residents would like to see the actual traffic survey data which has been collecting in deciding this proposal in necessary.

I would also like to understand how many people who actually live here are in favour of this proposal and whether any formal access assessments have been undertaken. A much more simple solution of double yellow lines down one side of the first part to Church St is a much more workable and cheaper option.

I look forward to receiving a full response prior to the closure of the consultation period.

---

I live at No. x Segenhoe close Ridgmont And I'm Apposed to the parking permit Scheme As it will not help and make more of a mess as it can not be enforced All that's needed is double yellow lines one side of church street So all park one side to stop any blocking up I have lived here for Twenty five yrs And no problem with parking Or excess to my house in Segenhoe Close

159397  
RECEIVED 08 APR 2015  
1740 CC/MS/CS/CLW

High Street  
Ridgmont  
Beeds  
MK43 0TY.  
6/4/15

Dear Sir Madam

I see you are going to put double yellow lines outside my House and all so proposed Residents permit parking. So can you tell me please where I am going to park. I dont think you are being very fair to residents in highstreet who live on main road.

REF GPB 59449/803360/3.12 [redacted] SEGENHOE Close  
Ridgmont  
Beds  
MK430UB

Date 8-4-15

Dear Sir

Just a line to say under any circumstances  
am I paying for our 2 vehicles which will only  
allegedly guarantee parking between 8-4pm.  
So any Tom Dick or Harry can park after 4.00  
and at weekends. We will not be dictated to by  
some of the residents of Church Street some of which  
think they can bully because they are on the  
Parish Council.

159415  
RECEIVED 13 APR 2015  
FAO CON CBC

[redacted] High Street  
Ridgmont  
Beds  
MK43 0TY  
08/04/15

Ref:GPB/59450/803360/3.12

Dear Mr Chapman

I am writing in reference to your letter I received, regarding parking permits for Church Street and Segenhoe Close.

I am strongly against this idea as we are a small village. If you put parking permits in place in those areas it will cause people to end up parking on the high street to visit the people that live in those areas, this means parking in front of my house.

If these cars park on the high street it will cause a lot of problems for the school buses and Lorries that come through the village, also it will cause an accident as people won't be able to see past all the cars. What will happen if we have deliveries? Where will these park? My husband and I are both pensioners and my husband has to use a walking stick, so if we have all these cars parked out the front of our house he will have to park very far away from the house and will struggle to get to his own home.

We have lived in this village for 43 years and we have never had a problem until a woman in the bungalows in Church Street could not park in front of her house one day. She knows someone who works in the council and is just wanting to cause people in the village problems. For people like her a parking permit won't be a problem as she won't be paying for it as she is registered disabled. For the people around her this will cause a large problem as most are pensioners and won't be able to afford these permits for themselves or the visitors they have coming like home helps. I have a garage I pay for in Segenhoe close and what happens if I want to park outside it.

Only approx. 7 of the people living in the bungalows in Church Street have cars, the others who don't have cars do not want restrictions for friends and family visiting them.

I think a meeting needs to be held so that all the villagers in Ridgmont get a say and get to voice their opinions, not just the two people that are on the parish council.

■ Church Street  
Ridgmont  
Bedford.

10<sup>th</sup> April 2015

Dear Mr Chapman.

Re Proposed Residents Parking Ridgmont

I object to the above proposal as there has never been problems with parking in Church Street.

I don't own a car but when friends and family visit I want free parking as it has always been

---

High Street  
Ridgmont  
Bedford  
MK43 0TY

15<sup>th</sup> April 2015.

Nick Chapman – Transport Manager  
Central Bedfordshire Council  
Woodlands Annexe  
Manton Lane  
Bedford  
MK42 7NU

159515  
RECEIVED 22 APR 2015  
COUNCIL

Dear Sir

Reference GPB/59450/803360/3.12  
Proposed Residents parking Scheme Ridgmont

As with many of our neighbours we are against this restricted parking in such a small village as Ridgmont. No other villages of this size locally have this.

I understand that the Parish Council at their last meeting said a letter was circulated 3 years ago saying that residents had agreed to this but every person that I have spoken to knows nothing of this letter and disagrees with having restricted parking.

I have lived in this village all my life and there has never been a problem parking. It seems that new comers to the village cannot accept Ridgmont as a small village and want to change things.

From my house I can see up Church Street and have taken photographs at different times to prove there is no problem. Some of the cars in Church Street never seem to move they are parked outside their homes and that is where they stay.

Regards





159452  
RECEIVED 15 APR 2015  
FAO cons CBC

Segenhoe Close

Ridgmont

Bed's Mk43 OUB

Dear Nick,

Ref: Permit Parking.

I have lived in Segenhoe Close since 1971 and there has never been a problem with parking.

Even now there is no problem, Most of the time both Segenhoe Close and

Church Street have ample free spaces, evenings and week- ends.

My objection to this scheme is That Segenhoe Close residents are being forced into something they do not want for the sake of the minority of residents in Church Street. Why can't the two ladies (main objectors of non-residents parking in Church Street), have Disabled Bays in front of their homes? They hardly ever go out, and their space is always free when they get back.

By introducing Permit only parking those non-residents will be parking in the High Street causing a safety Hazard for the emergency services.

Why do non-residents park in Church Street? Because there is room, and keeps them off the High Street. (Which has become a long car park anyway since the Bypass opened).

The area owned by Aragon at the end of Segenhoe Close houses was intended for visitors to park in, which it is, but is usually empty, so I see no reason why non-residents can 'not park there.

I pay my road tax and council tax so why should I be pressured into paying for a permit to park my car, and buy permits for my family or friends to visit me in the street where I live.

I strongly oppose this scheme, (as I am sure others do).

---

High Street  
Ridgmont  
Bedford  
MK430TX

159475  
RECEIVED 17 APR 2015  
FAC 000000000

4<sup>TH</sup> April 2015

F.A.O Nick Chapman – Transport Manager

Your ref GPB/59450/803360/3.12  
Proposed Residents Permit Parking Scheme

Dear Sir,

With reference to the above. As a resident of this village for over 60 years there has never been any problems with parking. This is a small village and many of the residents want it to stay this way

The problem has occurred since people from other communities have come to live in Ridgmont. Two of them are on the Parish Council and have brought this matter to light. When this was discussed at the Council meeting, as they had a vested interest in this matter they should have been asked to leave the meeting but this did not happen. One of the cars of these people hardly ever moves and is permanently outside her home.

Out of the twelve bungalows, five of them do not own vehicles but do not want restrictions on friends and family visiting.

If required I can give you photographic evidence of different times of the day to prove that there is no problems with parking. The ramblers do park in the road but only occasionally and they really are no problem.

If residents parking should be introduced the residents in Mount Pleasant are concerned that people will then park there or on the Main Road.

This must be costing the Council Tax payers a lot of money when Councils should be trying to cut their costs and not spend their money on trivial matters.

If a meeting was arranged for all villagers to attend I am sure this matter would be greatly opposed.

Other villages in the area do not have parking permits e.g. Husbourne Crawley – Salford – Millbrook – Eversholt – Steppingly – Milton Bryan to name but a few.

Hoping for your co-operation in this matter.

---

---

**Meeting:** Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders  
**Date:** 17 June 2015  
**Subject:** Windsor Avenue, Leighton Buzzard – Consider objections to Proposed Residents Permit Parking Scheme  
**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 Residents Permit Parking Scheme in Windsor Avenue, Leighton Buzzard.

---

**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 the proposal to introduce a residents' permit parking scheme operational from Monday to Friday between 8am and 4pm be implemented as published, but that property nos.19, 21 and 23 Bassett Road be added to the list of residencies eligible to apply for a permit.**
- 2. That the proposal to convert the existing No Waiting from Monday to Saturday 7am to 7pm (single yellow lines) to No Waiting at any time (double yellow lines) at the junction of Windsor Avenue and Bassett Road be implemented as published.**

**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. The petition was considered at the Delegated Decisions Meeting held on 11 August 2104 when it was decided that a report outlining suitable options be considered.
2. The matter was further considered at the meeting on 18 February 2015 when it was agreed to publish the proposal to introduce a residents' permit parking scheme from Monday to Friday between 8am and 4pm in all of Windsor Avenue.
3. The proposal was formally advertised by public notice in March 2015. Consultations were carried out with the emergency services and other statutory bodies, Leighton-Linslade Town Council and the Ward Member. All residents living in Windsor Avenue were individually consulted.
4. A total of four representations have been received, three of which are objections. The other was from the Town Council who support the proposal, but have asked for a minor amendment. There were no objections to the proposal to convert the single yellow lines to double yellow lines at the Windsor Avenue/Bassett Road junction. Copies of the correspondence are included in Appendix C and the main comments received are summarised below:-
5. The main points of objection are:-
  - a) A resident of Windsor Avenue agrees with the principle of the scheme, but objects to the 8am start time. They want to be able to park on-road until 9am.
  - b) The other two objections are from non-residents of Windsor Avenue and are based on the fact that parking in the town centre is already limited and the scheme will take away valuable free parking for shop workers.
  - c) There are also concerns that the permit scheme will result in displacement of parking to other residential streets, such as Millstream Way.

- d) Properties in Windsor Avenue have adequate off-street parking, so a permit scheme is not needed.
- e) The only real parking difficulties that occur are at the start and end of the school day.

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

It would be possible to have reduced hours for the permit scheme, but the days and times were chosen by residents through their own consultation exercise. Out of a total of 60 households only one resident raised this concern. Hence, it is assumed that all other households are satisfied with the operational hours. A 9am start would allow school-related parking to remain in Windsor Avenue, which is presumably an issue that residents wanted to address with the scheme.

It is possible that some of the drivers who currently park in Windsor Avenue will choose other residential streets, but this is common with all such schemes. If residents of roads such as Millstream Way experience difficulties then consideration could be given to tackling non-resident parking in their roads.

On site observations and photographs provided by residents indicate that non-resident parking takes place throughout the working day and not just at school times.

7. Leighton-Linslade Town Council asked for property nos.19, 21 and 23 Bassett Road to be eligible to apply for a permit to park in Windsor Avenue. This seems reasonable as the three houses have single yellow lines at the front and may wish to have the option to park in Windsor Avenue on certain occasions. The three homes have off-road parking, so any impact on Windsor Avenue would be minimal. It could be that none of them take up the offer of being able to apply for a residents' permit. This is deemed to be a minor change to the proposal, so would not require the re-publication of the proposal. We would however write to those residents directly affected.
8. A group of residents undertook their own preliminary consultation, which indicated almost universal support for a residents permit parking scheme. Consequently, the Council can be confident that the published proposal is supported by a large majority of Windsor Avenue residents.

Given the high level of support from residents and relatively few objections it is recommended that the parking scheme be implemented as published with the exception that property nos.19, 21 and 23 Bassett Road be added to the list of eligible residencies.

**Appendices:**

- Appendix A – Location Plan and Drawing of Proposal
- Appendix B – Public Notices of Proposals
- Appendix C – Objections and Representations

Appendix A



Appendix B

# PUBLIC NOTICE



**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE  
A RESIDENTS' PERMIT PARKING ZONE IN WINDSOR AVENUE, LEIGHTON BUZZARD**

Reason for proposal: The proposed Order is considered necessary for facilitating the passage of traffic on the road and for preserving or improving the amenity of the area. The restrictions are intended to address local concerns about long-term obstructive parking by non-residents in this road. The No Waiting is intended to ensure that the junction of Windsor Avenue and Bassett Road remains clear of parked vehicles.

Effect of the Order:

**To introduce Parking for Residents Permit Holders only from Monday to Friday between 8am and 4pm on the following length of road in Leighton Buzzard:-**

Windsor Avenue, from a point approximately 16 metres north-west of the north-west kerb line of Bassett Road for its full length.

**Residences eligible to apply for a permit to park in the Residents Permit Parking Zone identified above:-**

All residential premises in Windsor Avenue.

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

Windsor Avenue, both sides from the north-west kerblines of Bassett Road extending in a north-westerly direction for approximately 16 metres.

Further Details may be examined during normal office hours at the address shown below, viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://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](mailto:centralbedsconsultation@amey.co.uk) by 3 April 2015. Any objections must state the grounds on which they are made.

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

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

10 March 2015

## Appendix C

As a resident of Windsor Avenue, I would like to comment on the details of the proposed scheme.

Whilst fully in agreement that a residents' permit parking scheme is the only way to tackle the problems of poor parking by non-residents of the area during the day, I stated during the neighbourhood preliminary consultation that I would only be in favour if restricted times started at 9.00 a.m. (not 8.00 a.m.)

I appreciate that all residents' parking requirements differ, but we are currently in the position where we have 5 adults living at our address, each with a vehicle. Three of those are still parked between 8.00 and 9.00 in the morning, Monday - Friday. We shuffle cars around using the garage and the driveway as much as possible now, but this still leaves two cars on the street until approx. 9.00 a.m.

I further appreciate that, whatever the time restrictions, we will need to purchase one permit for one of the cars, but if we have to purchase more than one, it becomes quite expensive. If the restrictions were to start an hour later, at 9.00 a.m., we could probably shuffle the cars sufficiently to only require one permit.

I assume that the suggested 8.00 a.m. start is to stop parents dropping-off children who attend the Mary Bassett School. Again, inconsiderate parking at this time can cause problems, (and they do park directly outside our house) but they are only there for 10 - 15 minutes. It's the all-day inconsiderate parking which has become the problem.

I would also comment that residents parking permits in areas of Milton Keynes are free of charge. The first 50 visitor day permits are also free of charge.

I am concerned that the proposed scheme could result in it becoming quite expensive to park outside our own home, (especially should we forget to shuffle the cars at 8.01 a.m. one morning and subsequently receive a fine!).

I therefore formally object to the start time being 8.00 a.m. on the grounds that residents who are in employment, Monday-Friday, will normally require on-street parking between the hours of 8.00 a.m. and 9.00 a.m.

---

I would like to put forward my views in regards to the proposed permit parking in Windsor Avenue Leighton Buzzard.

1. Is this permit parking proposed for the full length of Windsor Avenue, right to the bottom, or for just 16m from its entrance? Is there a link showing the proposed area?
2. If it is the full length of the road, with free and paid parking in and around the town centre of Leighton Buzzard being limited is this necessary and fair to workers and visitors to the town to take more parking away?
- I myself as a worker in the town have parked at the very bottom of Windsor Avenue for 15 years, and have NEVER blocked or parked inconsiderately to the residents.
3. Most, if not all of the houses in Windsor Avenue have parking for at least 2 cars on their driveways and a garage too.

4. The only time the entrance to the road is crowded and driveways made difficult to access is at school drop off and pickup times. This is mainly a problem caused by inconsiderate parents parking



badly, often half way across the foot paths too. If the road is visited out of those times the street is virtually empty of cars on the road.

5. If the proposal is for the full length of Windsor Avenue, I would like my Objection put forward on the grounds of:

- A. Free and paid parking in around the town centre is already limited.
- B. We need to help the already struggling town live and thrive, reducing the free parking for workers and visitors is not helping that.
- C. This road has more than adequate parking for the residents.
- D. This will just push back all the cars into other roads such as Millstream Way etc (which incidentally already gets crowded by visitors to Basset road surgery, since its extension)

I would like a reply and a link to the proposal or to find out where this can be inspected.

---

I would like to put forward my views in regards to the proposal by Central Bedfordshire Council to introduce a residents' permit parking zone in Windsor Avenue, Leighton Buzzard.

1. The majority of houses within Windsor Avenue are detached houses, as such they often come with a garage or off road parking for 2 cars on a driveway.
2. Given the nature of the houses I would anticipate that few Resident's Permits would be purchased, which in light of the increasing squeeze on Council finances seems to be adding to cost for little gain.
3. As a resident of a nearby street (Millstream Way), I feel I will be directly impacted. Millstream Way is often very busy with parked cars throughout the day due to the recently changed Doctors Surgery car park entrance and the use of the street by Splosh Car Wash to park cars. A permit controlled zone in Windsor avenue is going to add to the pressures already experienced in neighbouring streets - I am not campaigning for a controlled parking zone in my street either.
4. The town is limited to its number of parking spaces, in order to alleviate that pressure I understand that people need to use the public roads to park. Making this a controlled zone will add to the pressures of an already struggling high street.
5. I suspect that the busy periods are school drop off & pick up times. I understand that this might cause an issue for a short period in the mornings and evenings but to create a controlled zone for an entire working day based on this seems overzealous.
6. The proposal states that it "is considered necessary for facilitating the passage of traffic on the road...." Given that this road is a dead end there is little or no traffic other than that of residents and those that choose to legally park, there is no weight to the proposal based on the above statement.
7. I suggest that the parking situation be monitored by Council officials for a period of 1 week. This would give a more rounded picture of the parking situation and would not be skewed by observations at peak periods.

I would appreciate any feedback that you may have.

---

I am writing to you following the Town Council's planning and transport meeting held last night at which the proposals to introduce a residents' parking permit zone in Windsor Ave, Leighton Buzzard was considered.

Whilst Members accepted the proposal they requested that numbers 19, 21, and 23 Bassett Road also be included within the scheme.

This page is intentionally left blank

**Meeting:** Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders  
**Date:** June 2015  
**Subject:** Consideration of the following petitions that have been submitted to the Council:  
**Report of:** Rook Tree Lane – Stotfold  
Paul Mason, Head of Highways  
**Summary:** This report is to note the receipt of a petition submitted to Central Bedfordshire Council and suggest a way forward.

Contact Officer: Nick Chapman  
Public/Exempt: Public  
Wards Affected: Stotfold, Arlesey and Langford  
Function of: Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

None from this report

**Financial:**

There is currently no highways budget allocated to undertake any work at this location. £30k has been allocated to a school safety zone initiative by CBC Children's Services in 2015/16

**Legal:**

None from this report

**Risk Management:**

None from this report

**Staffing (including Trades Unions):**

None from this report

**Equalities/Human Rights:**

None from this report

**Community Safety:**

None from this report

**Sustainability:** None from this report.

**RECOMMENDATION(S):**

**It is recommended that the Executive Member for Community Services note the petition and that the lead petitioner be informed that the site does not currently meet the Council's criteria for the provision of a school crossing patrol or zebra crossing but that school safety zone initiatives are to be considered during 2015/16 for this school.**

## Background and Information

1. A petition containing 52 names has been received from local residents, and parents of students attending St Marys Academy situated at Rook Tree Lane in Stotfold. The residents, parents and staff at the school are concerned at the speed of vehicles thus the safety of pedestrians whilst trying to cross the road, especially when crossing to gain access to the public footpath after the bend in the road heading towards Queen Street.
2. The petitioners are requesting a zebra crossing or a school crossing patrol.
3. We do not have any traffic speed data in the immediate vicinity of the school. A traffic survey was carried out between 2012 -13 (prior to the improvement works) in Rook Tree Lane, though not close to the school. The 85th percentile speeds measured in both directions were within the existing 30mph speed limit.
4. Rook Tree Lane is on the edge of Stotfold and has a reasonably rural feel. The road is lightly trafficked with approximately 1500 vehicles a day in each direction
5. St Mary's Academy undertook a recent school travel survey with both teachers and parents, that highlighted concerns relating to road safety and speed of vehicles. Both parties would like a crossing near to the school to combat both issues.
6. In order to undertake an objective review of the request the Council's Road Risk Advisor who also manages the School Crossing Patrol service was asked to undertake an assessment of the site. In order to allocate resources where needed the Council operates an assessment process that relates the number of children and the number of vehicles measured over prescribed times. This process is based upon the detailed procedure recommended by Road Safety Great Britain and uses the same methodology and nationally agreed threshold levels.
7. The results of this survey are shown in the report from the Road Risk Advisor at 'Appendix A'. This shows that the site would fall far short of meeting the criteria for a school crossing patrol. On that basis it would also not meet the criteria for a zebra crossing.
8. St Marys Academy is however currently undergoing expansion and as a result of the expected increase in school numbers the Children's Services team have allocated a budget for 2015/16 of up to £30k to undertake the creation of a school safety zone at St Marys Academy.
9. This project is at the very early stages and it is not yet known what form the zone will take but a number of measures will be considered including improved signage, waiting restrictions, a Traffic Regulation Order on the Keep Clear markings, enhancement of crossing points on pedestrian desire lines.
10. Local consultation will be undertaken as part of this process and the opinions of the school and the petitioners will be included in the considerations.

## 11. Recommendation

12. It is recognised that whilst there are local concerns the site does not meet the Council's own criteria for a school crossing patrol or a zebra crossing but that there are some works that will be carried out to enhance the trip to the school as a result of the school expansion. On that basis the Executive Member for Community Services is asked to note the petition and officers will inform the lead petitioner of the situation as set out in the report.

Location: Rook Tree Lane, Stotfold.



Public Footpath



Appendix A – Report from Road Risk Advisor – Central Bedfordshire Council

**Re: Request for a School Crossing Patrol on Rook Tree Lane in Stotfold**

In response to your request as a result of a petition received for a School Crossing Patrol to be installed on Rook Tree Lane in Stotfold for the use of the pedestrians that use St. Mary's Lower School.

I carried out two counts to determine whether the site would meet the minimum criteria to install a School Crossing Patrol person in accordance to the authorised School Crossing Patrol guidelines. Both counts took place with weather conditions being dry, warm and sunny and during a 'walk to school week' taking place at the school.

I monitored movement between 08:10hrs - 09:00hrs and 15:10hrs – 15:45hrs.

The main movement of pupils and parents crossing was between 08:40hrs to 09:00hrs and 15:25hrs to 15:40hrs the results are based on these times. There is a criteria of which a certain formula is calculated based on  $PV^2$  and requires a minimum unit figure of 4,000,000 units to establish a School Crossing Patrol site, the figure reached on the survey was only 281,232 in the morning and 115,200 in the afternoon. I have attached a leaflet to more fully explain how the criteria works.

I observed that everyone crossed safely within a minute's wait before they could cross. Drivers were obliging by stopping to allow pedestrians to cross and there was no evidence of speeding during my survey as the parent parking did not allow any drivers to have the opportunity.

I did however observe that there were a number of children who were not holding an adults hand when they crossed the road and were allowed to run ahead of the adult and wait at the kerb side for the adult to arrive, before crossing

As a result of my count I cannot recommend the installation of a School Crossing Patrol on Rook Tree Lane in Stotfold.

Should you require any further details please don't hesitate to contact me.

Yours sincerely,

Road Risk Advisor

Highways and Traffic Management

Community Services

Central Bedfordshire Council

Priory House,

Monks Walk,

Shefford, Bedfordshire

SG17 5TQ

Appendix B Petition Details

Dear Stotfold Town Council and Central Bedfordshire Council Highways,

We, the undersigned, are concerned about the safety for school children, dog walkers and elderly residents crossing Rook Tree Lane. We would like to make an urgent request for some improvements and are asking you make the road safer; we would like STC or CBCH to do the following:

- Assess the safety for people, especially school children, crossing Rook Tree Lane from the public footpath from St Mary's Church
- Install a zebra crossing urgently at this point
- Assess the safety for people, especially school children, crossing Rook Tree Lane nearer Oliver's Lane/Home Close
- Install a zebra crossing urgently at this point

The speed of traffic on Rook Tree Lane, despite it now being a 20mph zone, forces parents and children to quickly dart across the road to get to and from school. Often motorists will not see pedestrians waiting to cross the road due to parked cars (the parked cars isn't the issue here) so having zebra crossings will make motorists more aware of pedestrians wanting to cross the road. We are all pleased with the recent addition of the zebra crossing on the High Street but would welcome one or two on Rook Tree Lane for the safety of St Mary's school children. I imagine all parents are keen to promote walking to school as a health benefit so it would be good to have a safer road to cross to get to school.

Please could STC or CBCH review these safety concerns raised and provide our community with a safer crossing for school children? If zebra crossings are not possible, how about a lollipop person, for an hour in the morning and an hour in the afternoon at each end of the road?

We thank you sincerely for taking the time to listen to our concerns.



---

**Meeting:** Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders  
**Date:** 17<sup>th</sup> June 2015  
**Subject:** Bedford Road, Houghton Conquest – Consider Options for Traffic Calming Scheme  
**Report of:** Paul Mason, Head of Highways  
**Summary:** This report considers alternative speed reducing measures for Bedford Road Houghton Conquest and requests 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](mailto: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 having made full consideration of the relative costs and merits of alternative speed reducing measures 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 1<sup>st</sup>, 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 1<sup>st</sup>, 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 original scheme was 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.

4. 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.
5. 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.
6. A report was presented to the Delegated Decisions meeting held on 18<sup>th</sup> Feb 2015 that considered the objections received to the proposals but, on balance, recommended the implementation of the scheme as advertised. The original report is attached as Appendix A
7. At the meeting there were a number of speakers in support of the objections and questions were raised in respect of the possibility of looking at camera enforcement as an alternative to physical traffic calming.
8. As it was not possible to provide detailed responses to these questions at the meeting officers were asked to undertake a comparison of the possible alternatives and to report these back to the next available Delegated Decisions meeting for further consideration.
9. The options assessment was undertaken and is included as appendix B. It sets out the relative costs of the possible alternatives as well as providing pros and cons for them.
10. Whilst either type of camera enforcement would be possible, spot or average speed, both options are considerably more costly than the traffic calming scheme and would require annual maintenance none of which would currently be funded from any fines that might be generated from the cameras. In the case of the spot camera it would also be less effective as it would only control speed at the camera and for a short distance either side. It should be noted that the revenue from speeding fines goes to the exchequer.
11. The assessment report therefore concludes that the most cost effective solution is the physical calming as it is less costly to implement and does not carry a fixed annual maintenance cost, other than general highway maintenance as may be required, to be found from revenue budgets.

### **Representations and Responses**

12. A total of 20 representations were received to the original proposal. Five were clear objections to the scheme, or elements of it. Two, including the Parish Council were in support. The remainder were a mixture of responses with general support for lowering traffic speeds but preferring other means of doing so, such as camera enforcement.

13. Having carried out a relative assessment of the options as requested the recommendation is that the traffic calming measures as originally proposed is the most cost effective method to reduce speeds in this location. It can be achieved within the original budget which has been carried forward to the current financial year. It is therefore requested that the traffic calming proposal be approved for implementation.

**Appendices:**

Appendix A – Previous Report

Appendix B - Options Assessment

## Appendix A

---

**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](mailto: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**

2. 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 1<sup>st</sup>, 2011*)

d) Appendix E Walking Strategy

e) Appendix F Cycling Strategy

f) Appendix X Transport Asset Management Plan

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

3. 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**

4. 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.
  
14. 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.
  
15. 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.

<b>Dates of Collection:</b> 6 <sup>th</sup> – 12 <sup>th</sup> November, 2014
<b>Location:</b>
1) Bedford Road, Houghton Conquest, adjacent to number 72
2) Bedford Road, Houghton Conquest, 25m north of Crancott Close
<b>Speed data (85<sup>th</sup> percentile, weekday average)</b>
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% “
<b>Volume (weekday average)</b>
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
<b>Vehicle Classification</b>
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.
- g) 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.

- e) 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**

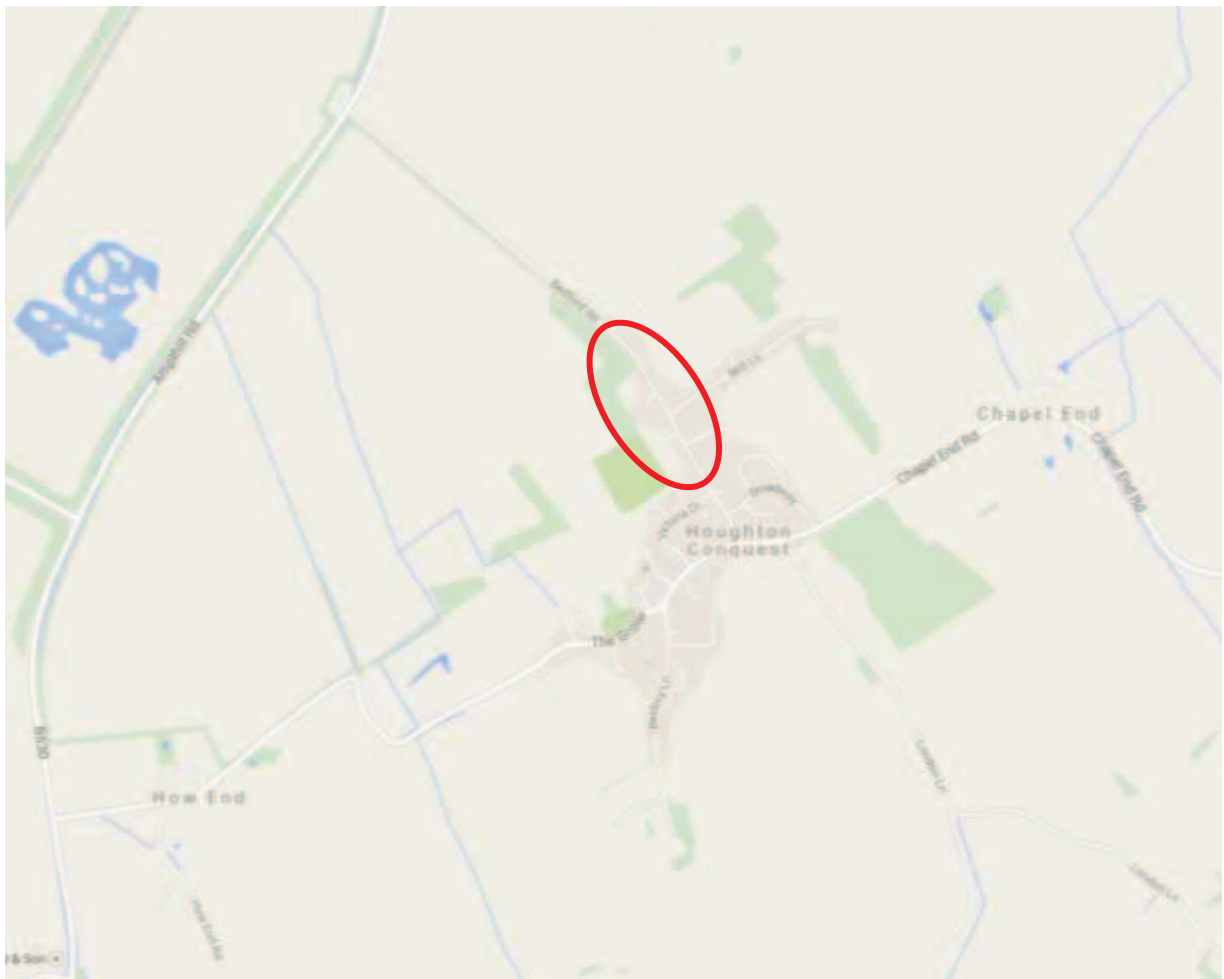
It is considered that the proposed measures will provide a cost effective traffic calming scheme and will reduce the speed of vehicles in Bedford Road. It is considered that the proposal will have no significant negatives impacts on the area or those living nearby. Hence, it is recommended that the proposal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

If approved the works are expected to take place within the current financial year.

**Appendices:**

- Appendix i – Location plan
- Appendix ii – Public Notices of Proposals
- Appendix iii – Drawing of Proposals
- Appendix iv – Representations

**Appendix i**



Appendix ii

# 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](http://www.centralbedfordshire.gov.uk/publicstatutorynotices) or tel. 0845 3656116.

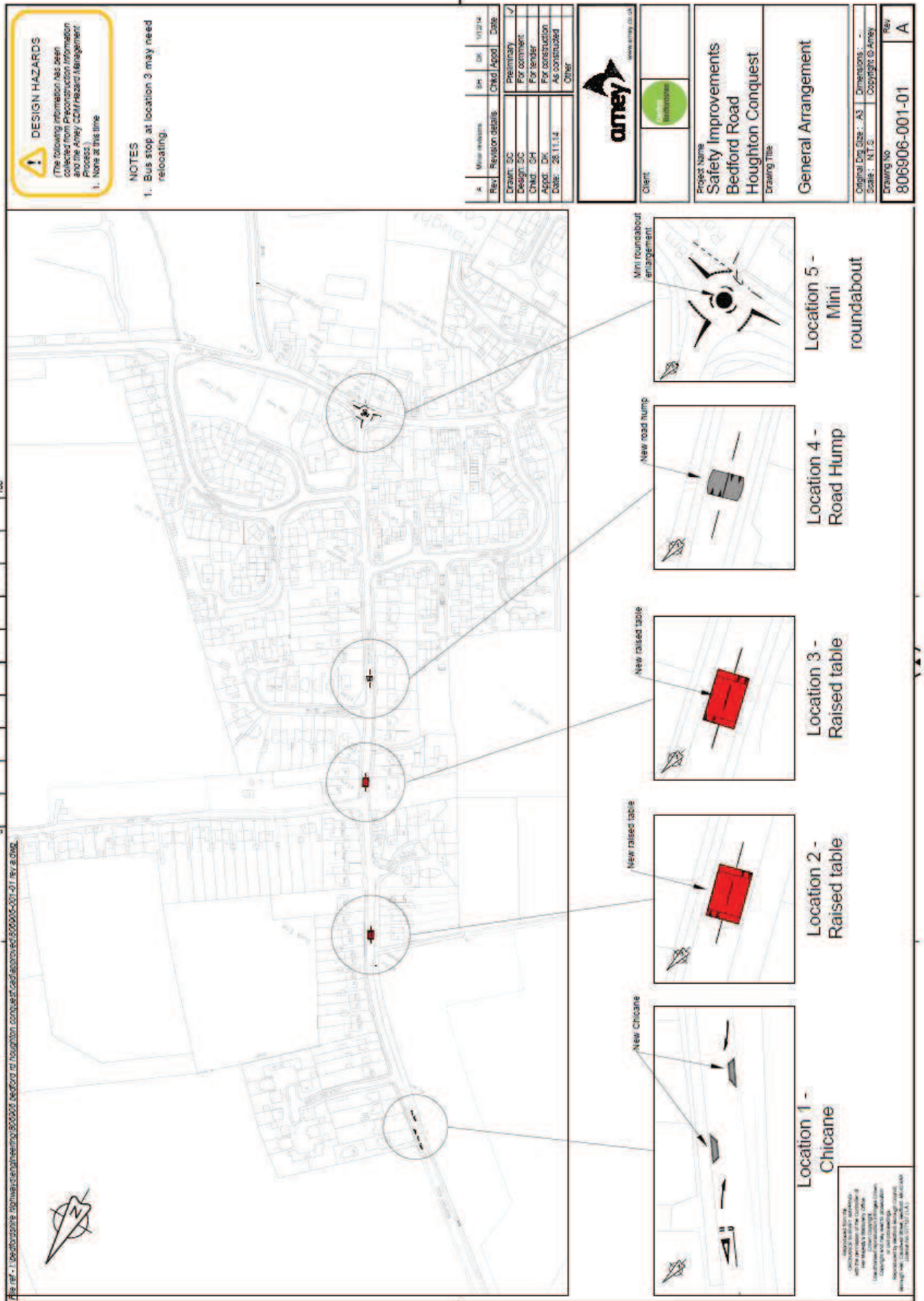
Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail [centralbedsconsultation@amey.co.uk](mailto:centralbedsconsultation@amey.co.uk) by 16 January 2015.

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

18 December 2014

Appendix iii



## Appendix iv

I am writing in response to your letter dated 16<sup>th</sup> 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 16<sup>th</sup> 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:

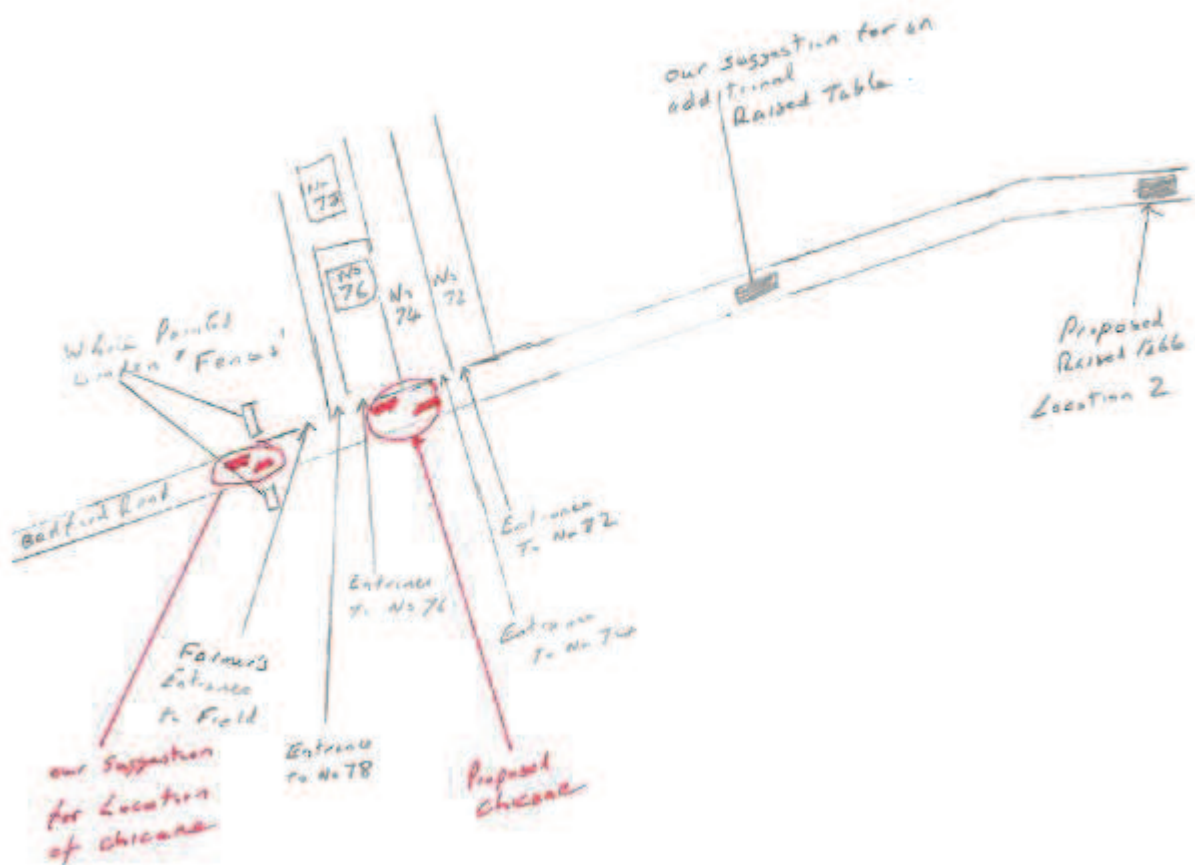
We agree that measures are required to slow traffic travelling into and out of the village along Bedford Road. However we are concerned about the positioning of the chicane outside the entrances to property nos. 78, 76, 74 and 72 Bedford Road. We believe that the positioning as proposed will interfere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

---

**Appendix 2**

TITLE

**Bedford Road, Houghton  
Conquest – Comparison of  
Speed Reducing Options**

**Report For:** Central Bedfordshire Council

**Prepared By:** Lee Talbot

**Date of Report:** June 2015

**Issue Record Sheet – Bedfordshire Highways**

<b>Revision N<sup>o</sup>.</b>	<b>Date</b>	<b>Author</b>	<b>Reviewer</b>	<b>Comments</b>
	<b>June 2015</b>	<b>Lee Talbot</b>	<b>N Chapman</b>	

Copyright Amey Plc. All rights reserved.

No part of this report may be copied or reproduced by any means without prior written permission from Amey Plc. If you have received this report in error, please destroy all copies in your possession or control and notify Amey Plc.

This report has been prepared for the exclusive use of the commissioning party and unless otherwise agreed in writing by Amey Plc., no other party may use, make use of or rely on the contents of this report. No liability is accepted by Amey Plc. for any use of this report, other than for the purposes for which it was originally prepared and provided.

Opinions and information provided in the report are on the basis of Amey Plc. using due skill, care and diligence in the preparation of the same and no warranty is provided as to their accuracy.

It should be noted and it is expressly stated that no independent verification of any of the documents or information supplied to Amey Plc. has been made.

## CONTENTS

Section	Topic
1	Executive Summary
2	Methodology
	Tables
3	Results
4	Advantages of Average Speed Cameras
5	Disadvantages of Average Speed Cameras
6	Advantages of Spot Cameras
7	Disadvantages of Spot Cameras
8	Advantages of Traffic Calming
9	Disadvantages of Traffic Calming
10	Recommendation
	<b>Appendices</b>
1	Supplementary Notes

## 1. Executive Summary

The physical traffic calming measures designed and consulted upon have been chosen as the preferred option. The preferred option will deliver an overall gain that is two-fold, when compared to the option of a safety camera solution.

The safety improvement scheme can be delivered with an initial estimates showing an approximate spend of £53,100. This scheme would prove to be more cost effective than installing an average speed or a spot camera whilst at the same time still delivering a similar effective physical traffic calming measure along Bedford Road.

### Introduction

The purpose of this report is to identify and compare possible traffic calming measures for Bedford Road, Houghton Conquest.

The assessment considers whether an alternative traffic calming option, that of installing a speed camera solution along Bedford Road, Houghton Conquest will deliver financial betterment and therefore provide a suitable alternative approach to the physical safety improvement measures designed and consulted upon for this location.

This assessment is intended to assist Central Bedfordshire Council in determining if there is an available traffic calming measure that will reduce speeds along Bedford Road whilst and be delivered at or close a budget of £53,393.

## 2. Methodology

For the purposes of comparison to determine the most appropriate way of installing traffic calming measures along Bedford Road Houghton Conquest, three options have been identified:

- An Average Speed Camera Solution
- A Spot Speed Camera Solution
- Physical Traffic Calming Measures

At this stage the intention is to provide an installation and maintenance cost for the speed camera solutions along Bedford Road and compare this with the cost to install the proposed physical traffic calming measures.

Based on the project methodology set out in this assessment, Bedford Road Houghton Conquest would require a single '2 camera live link' average speed camera solution under Option 1 and a single spot camera under Option 2.

The cost has been calculated for Options 1 and 2 in line with previous proposals for camera installations in Bedfordshire and is presented below in tabular format (Tables 1 & 2).

Whilst the camera solutions are installed in isolation they do require a 'back-office' functionality to be installed at Bedfordshire Police Offices. This is for enforcement purposes (see Appendix 1).

The layout for Option 3, physical traffic calming measures are shown on *Drawing Number 806906-001-01 Revision A- General Arrangement* and have been priced up accordingly.

Table 1 below provides an installation cost for the average speed camera solution, whilst Table 2 provides a breakdown of the single 'spot' speed camera costs. Table 3 shows a breakdown of the physical measures installation and costs incurred.

Installation Costs (Approximate Costs)	Average Speed Camera
Purchase of Outstations (2 live Cameras, Pole top box, pole and bracket)	£40,600.00

Install Outstations - Commissioning, Validation, Connection to Back Office Instation	£17,000.00
Ancillary Works (incl. electrical/trenching/civils/TM) - based on installation at Stewartby Way, Stewartby	Up to £8,500.00
Amey Design Fee	£3,500.00
<b>Sub Total</b>	<b>£70,000.00</b>
<b>Maintenance Costs over 5 Years</b>	
12 months hardware/software support for two live cameras + revalidation process to prove and renew the enforced link certificate (over 4 years) (per annum cost - £9048)	£36190.00
12 months hardware and software support of the back office instation (over 4 years) (per annum cost - £2491)	£9960.00
<b>Sub Total</b>	<b>£46,150.00</b>
<b>Total Cost</b>	<b>£116,150.00</b>

Table 1- Option 1: Average Speed Camera Installation Costs

Installation Costs (Approximate Costs)	Spot Camera
Purchase of Camera (Single live Digital Camera)	£34,200.00
Installation of Camera Housing Unit	£34,730.00
Ancillary Works (incl. electrical)	£2,500.00
Amey Design Fee	£2,500.00
<b>Sub Total</b>	<b>£73,930.00</b>
<b>Maintenance Costs over 5 Years</b>	
Camera Calibration (provides calibration from Month 12 to 60)	£4,100.00
Camera Maintenance (provides maintenance from Month 12 to 60)	£9,240.00
Additional Contract Requirements per annum (Piezo sensors etc.)	£4,000.00
<b>Sub Total</b>	<b>£17,340.00</b>
<b>Total Cost</b>	<b>£91,270.00</b>

Table 2- Option 2: Spot Camera Installation Costs

Installation Costs (Approximate Costs)	Physical Measure Installation
2 x Raised Table Installation, including Red Tech (15mm)	£16,000.00
1 x Road Hump	£1,600.00
1 x Mini Roundabout alterations	£3,000.00
1 x Chicane	£3,000.00
Haunching	£12,500.00
Drainage	£3,000.00
Road Markings and Signage	£2,000.00
Amey Design Fee	£5,000.00
<b>Sub Total</b>	<b>£46,100.00</b>
Contingencies	£1,600.00
<b>TM requirements</b>	
4 days road closure	£5,200.00
2 days - 2 way-lights	£220.00
1 day - 3 way-lights	£110.00
<b>Sub Total</b>	<b>£5,530.00</b>
<b>Total Cost</b>	<b>£53,230.00</b>

Table 3- Option 3: Physical Measure Installation Costs

### 3. Results



The cost of installing an average speed camera solution, shown in Table 1, is approximately £70,000. This figure includes the purchase of the camera outstations, installation equipment, a design fee and ancillary works whilst not exhaustive will include items such as trenching and electrical requirements. The ancillary works cost is based on a comparable site in Stewartby Way, Stewartby (see Appendix 1). Table 1 also shows an additional requirement for the calibration and maintenance of camera equipment for an average speed camera system. Over a five year period the cost is approximately £46,000.

In total to build and maintain average speed camera traffic calming measures over five years would cost £116,000.

The cost analysis in Table 2 shows that an installation cost for the spot speed camera system can be delivered for around £74,000. This figure includes the purchase of a single digital camera, installation of the camera housing unit along with a design fee and ancillary works.

Table 2 also shows an additional requirement for the calibration and maintenance of camera equipment. The associated costs are approximately £17,000.

In total to build and maintain a spot speed camera traffic calming measure would require an outlay of in the region of £91,000.

The breakdown of costs in Table 3 shows that an (indicative) estimate for installing a physical traffic calming measure of £53,000.

#### **4. Advantages of Average Speed Cameras**

The operating principle of the average speed camera solution is based on cameras being constructed into a network allowing a vehicle to enter and exit at any point in the network. By identifying all vehicles as they enter the enforcement zone an average speed is calculated against the exact distance travelled within the zone using Automatic Number Plate Recognition (ANPR).

The approach of creating a link between cameras allows for a larger part of the network to be enforced. It can effectively monitor speeds over a far greater distance than a spot camera and is more effective in 'averaging' down speeds. This system does not create a 'slow-down- speed-up' scenario. It can be beneficial in reducing average speeds at optimum positions and over a longer link.

The system is less conspicuous than its spot camera counterpart. The camera mounting is higher and considerably smaller in size when compared with the spot camera; it is less intrusive when positioned close to properties and/or in areas of conservation.

#### **5. Disadvantages of Average Speed Cameras**

Vehicles travelling over a greater distance will be lost through natural dispersion. The loss of vehicles to feeder routes is an issue for average speed cameras and as such this approach may prove counterproductive in the longer term.

An average speed camera solution uses lighting columns at the capture zone, not an infra-red technique. The effect of lighting emission on a local environment such as a small village with part-night lighting systems, can be contentious.

The installation process is particularly long. As an example the process from initiation to evidential pack submission to the Police can take up to 39 weeks. In essence the process takes a considerable amount of design/project management time to ensure delivery.

#### **6. Advantages of Spot Cameras**

A spot camera is bi-directional and can be installed at a specific location encouraging a reduction in vehicle speeds.

The installation of the spot camera can take considerably less time to install. Effectively, a site visit, marking out of camera, a feasibility assessment and agreement on site location can be agreed in a single site visit. As a result a crew can be organised and operational promptly. The majority of works can be complete quickly and Amey is only required to feed power to the site. Having a focal point for all works can be instrumental in the delivery of sites.

#### **7. Disadvantages of Spot Cameras**

Spot camera solutions do not encourage any reduction in speeds away from camera locations and therefore do not measure speeds over a greater distance.

Spot camera solutions do not encourage any reduction in speeds away from camera locations and therefore do not capture over a greater distance. As can be seen from the breakdown of speed camera costs, as outlined in table 1 and 2, they can be an expensive option whether that is up-front costs or yearly maintenance and operational costs.

Cameras are very expensive and the budget for this scheme is insufficient for their implementation or the ongoing maintenance and operational costs of speed cameras. More importantly, Bedford Road does not have a history of injury incidents and does not meet the requirements for the implementation of safety cameras.

#### **8. Advantages of Traffic calming measures**

Physical traffic calming measures in Bedford Road, Houghton Conquest are shown on *Drawing Number 806906-001-01 Revision A- General Arrangement*; they constitute two raised tables, a road hump, a chicane system and mini-roundabout markings.

The scheme as designed and consulted upon will improve road safety for all road users, but in particular pedestrians, cyclists and other vulnerable road users in Blunham. The traffic calming scheme was formally advertised by public notice during December 2014 and January 2015. Residents living alongside this length of road were individually consulted.

The design will importantly, significantly increase the safety of pupils on the route to and from schools in the area. The proposal will support and encourage sustainable travel in line with approved Central Bedfordshire Council policy.

It is important to note that 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)

h) Appendix E Walking Strategy

i) Appendix F Cycling Strategy

- j) Appendix X Transport Asset Management Plan
- k) Local Area Transport Plan - Haynes and Old Warden (including Houghton Conquest) (Adopted April 1st, 2013)

Quantification of speeds along Bedford Road, Houghton Conquest show why it is pivotal that a scheme has been developed to address issues related to speeding vehicles and road safety concerns. The combined average speed of northbound and southbound vehicles along Bedford Road was recorded as 33.94mph and the 85<sup>th</sup> percentile speeds were 39.18mph with 69% of vehicles over the 30mph speed limit. There are a number of environmental factors that may have contributed to the recorded speeds. 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. As a result these factors tend to encourage higher traffic speeds.

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 mean speed as the hump has been placed at reasonable intervals to other traffic calming measures. The chicane is also an effective slowing feature, and has been carefully considered in this design process. The cost estimate has also taken allowance of the hunching required for the road as it is in poor condition and requires along a long stretch of road to bring it back up to standard.

#### **9. Disadvantages of the traffic calming measures**

Raised traffic calming features will inevitably create some noise, vibration and disruption to adjacent residents, particularly given the position of the raised tables. Chicanes can also be problematic as approaching vehicles may accelerate through the feature to avoid the need to give way to opposing traffic. By their very nature, chicanes will also prevent parking in close proximity so are not popular in locations where there is a high level of on-street parking.

#### **Conclusion**

This assessment report has been produced to support the proposed traffic calming measures along Bedford Road, Houghton Conquest. The assessment has considered three options; the average speed camera solution, the static camera solution and physical traffic calming measures. The physical installation of traffic calming measures will provide a cost effective traffic calming scheme and will reduce the speed of vehicles travelling along Bedford Road.

#### **10. Recommendation**

The main recommendation is that the introduction of traffic calming measures already designed and consulted upon is the preferred option as it will deliver an overall gain that is two-fold. Firstly, the traffic calming will reduce speeds along Bedford Road and secondly, the scheme will be delivered w

## APPENDIX 1

Maintenance is covered under revenue stream per year. Please bear in mind that a new camera comes with a 12 month warranty, and 12 months of calibration certificate. Therefore the first paid for Maintenance Contract starts on the first day of year 2 and goes through to the last day of year 2. Therefore 5 years is achieved with 4 Maintenance Contracts, likewise with calibration certificates. A new camera comes with one year of calibration. Four additional calibrations provide cover of 60 months or 5 years.

The Maintenance Contract covers only the D-CAM P Speed camera, not the TBOS/TVM pair of servers and the Shuttle PC and Courtview PC (Both Dell laptops). The above price is not based on individual camera sites; therefore things like piezo sensors, auxiliary flash, power supply module, camera post, roadside router or electrical feeder pillar are not covered by a maintenance contract. These costs are covered under a separate camera maintenance contract.

### Average Speed Camera Notes

Please note that the installation of cameras does not include traffic management costs, installation of a feeder pillar nor the lighting column required to light up the capture zone of the cameras. The Home Office approval determines that the camera and the lighting column is 16.5m apart meaning trenching/ducting and pulling the cables through is more expensive under this option. They are required to trench/duct in most cases 3m between the camera and feeder pillar.

The equipment is covered by a standard 12 months onsite warranty. Warranty commences at time of installation.

### Spot Speed Camera Notes

Please note that the installation of spot cameras covers traffic management costs, installation of a feeder pillar, camera and auxiliary flash post as well as covering excavation and cable feed. Amey are only required to trench and feed a cable from a power source to their feeder pillar.

This outlines why the installation of cameras and ancillary works vary considerably between both options.

### Stewartby

Install/Commissioning = £17000 (2 live)  
Cameras (Outstation) = £40546 (2 live)  
Civils/TM/Electrical = £8500  
Warranty for 12 months = £9048 (2 live cameras)  
Warranty for Back Office = £2500  
Amey Design Fee = £3000

**Total = £80594**

---

**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](mailto: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 1<sup>st</sup>, 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 1<sup>st</sup>, 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.

<b>Dates of Collection:</b> 6 <sup>th</sup> – 12 <sup>th</sup> November, 2014
<b>Location:</b>
1) Bedford Road, Houghton Conquest, adjacent to number 72
2) Bedford Road, Houghton Conquest, 25m north of Crancott Close
<b>Speed data (85<sup>th</sup> percentile, weekday average)</b>
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% “
<b>Volume (weekday average)</b>
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
<b>Vehicle Classification</b>
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**

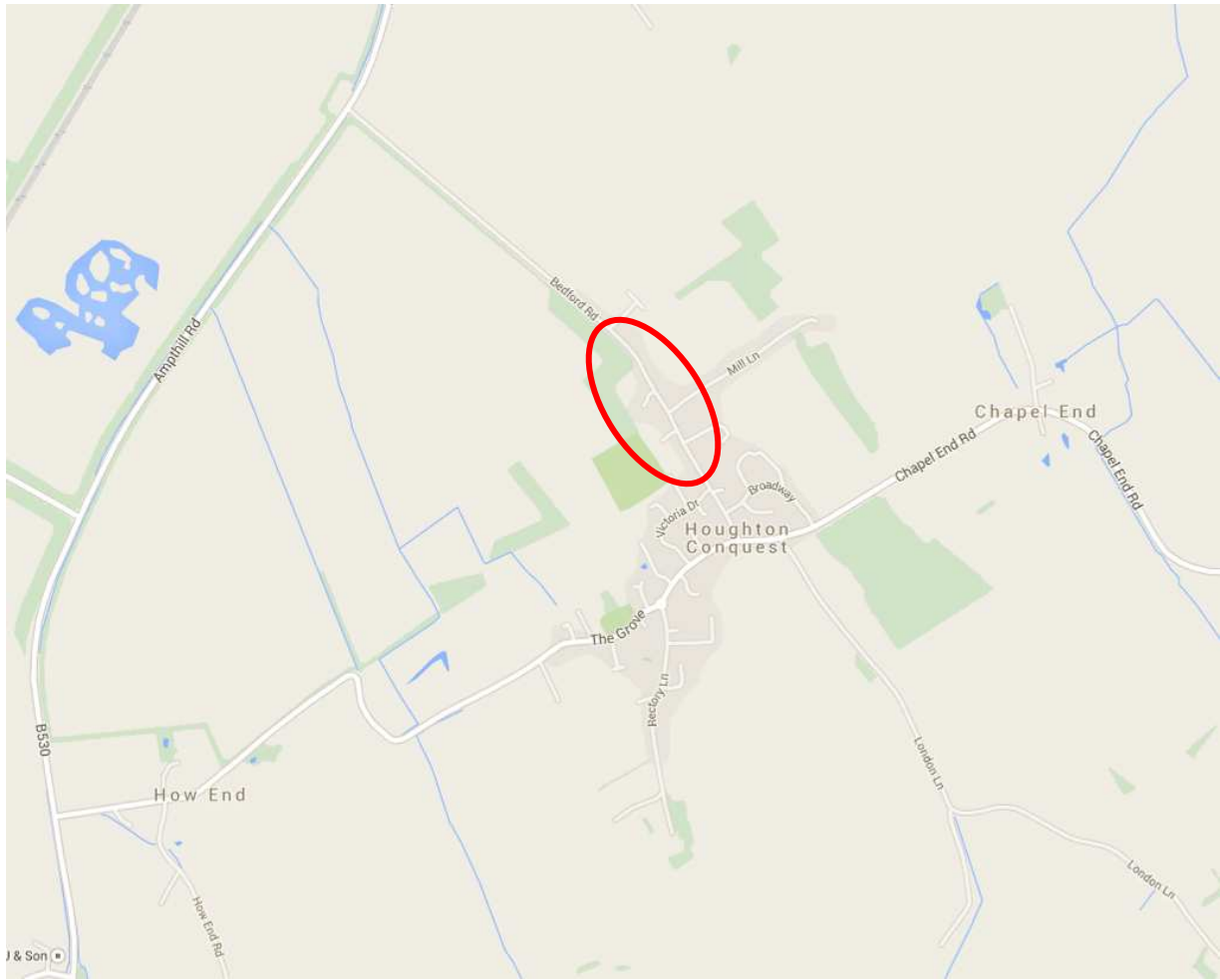
It is considered that the proposed measures will provide a cost effective traffic calming scheme and will reduce the speed of vehicles in Bedford Road. It is considered that the proposal will have no significant negatives impacts on the area or those living nearby. Hence, it is recommended that the proposal 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](http://www.centralbedfordshire.gov.uk/publicstatutorynotices) or tel. 0845 3656116.

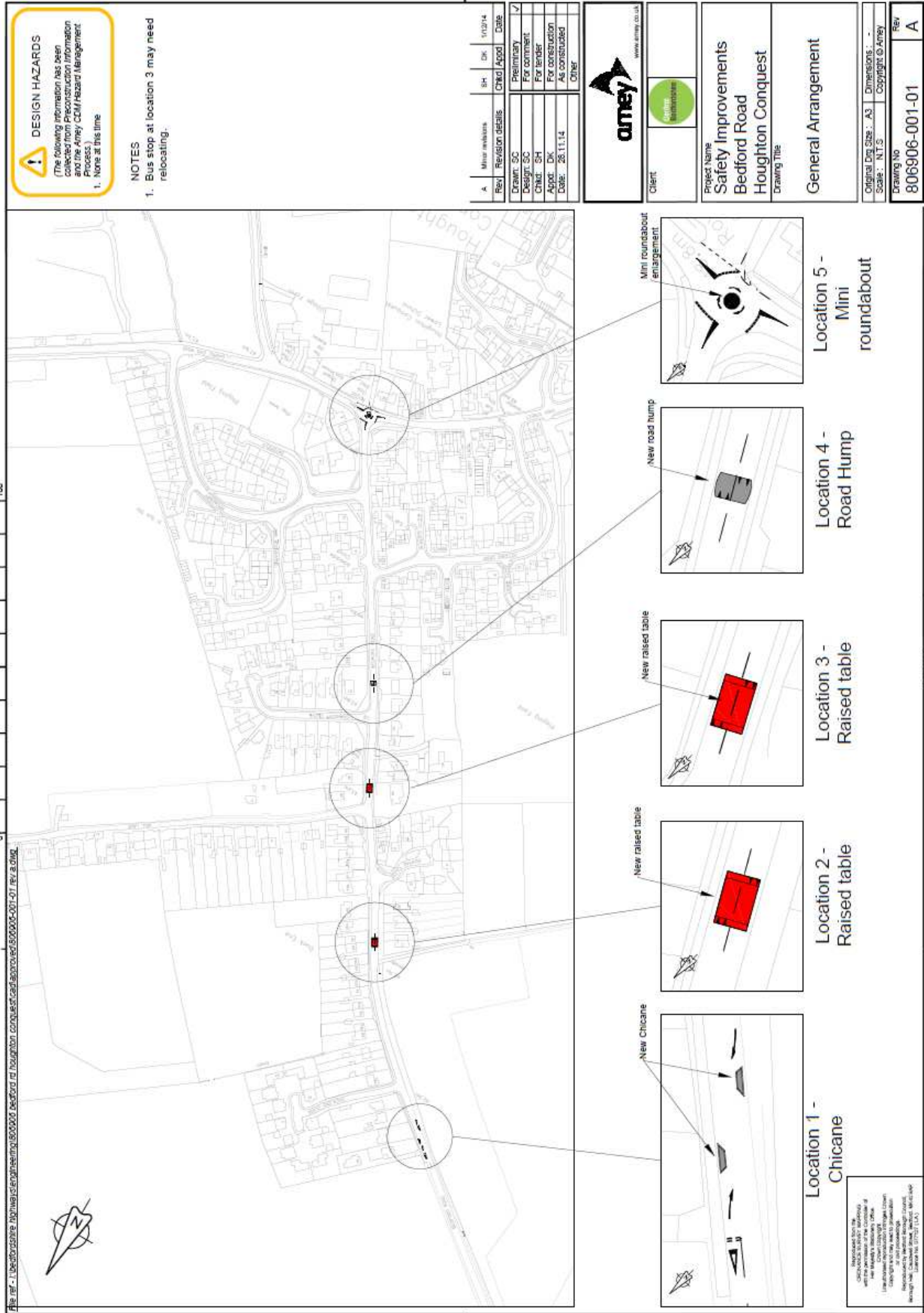
Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail [centralbedsconsultation@amey.co.uk](mailto:centralbedsconsultation@amey.co.uk) by 16 January 2015.

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 16<sup>th</sup> 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 16<sup>th</sup> 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:

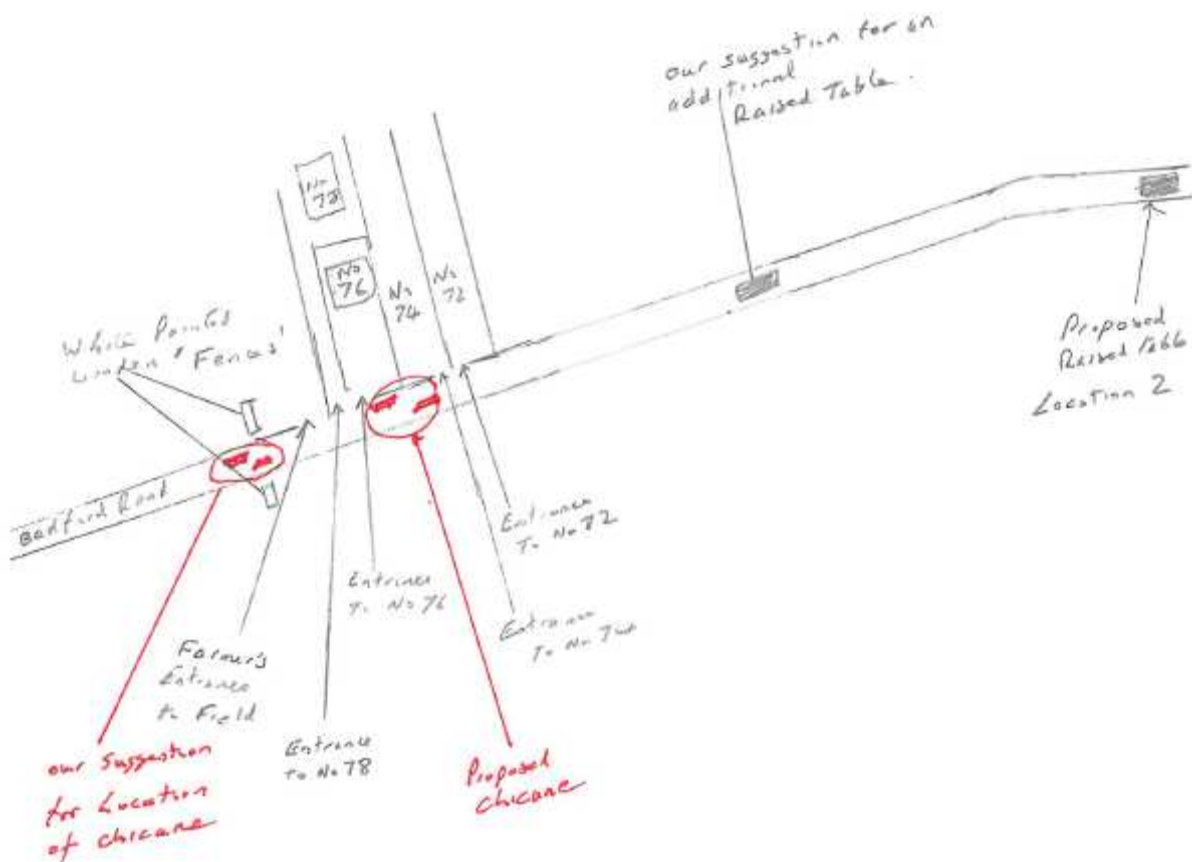
We agree that measures are required to slow traffic travelling into and out of the village along Bedford Road. However we are concerned about the positioning of the chicane outside the entrances to property nos. 78, 76, 74 and 72 Bedford Road. We believe that the positioning as proposed will interfere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

---

**Appendix 2**

TITLE

**Bedford Road, Houghton  
Conquest – Comparison of  
Speed Reducing Options**

**Report For:** Central Bedfordshire Council

**Prepared By:** Lee Talbot

**Date of Report:** June 2015

**Issue Record Sheet – Bedfordshire Highways**

<b>Revision N<sup>o</sup>.</b>	<b>Date</b>	<b>Author</b>	<b>Reviewer</b>	<b>Comments</b>
	<b>June 2015</b>	<b>Lee Talbot</b>	<b>N Chapman</b>	

Copyright Amey Plc. All rights reserved.

No part of this report may be copied or reproduced by any means without prior written permission from Amey Plc. If you have received this report in error, please destroy all copies in your possession or control and notify Amey Plc.

This report has been prepared for the exclusive use of the commissioning party and unless otherwise agreed in writing by Amey Plc., no other party may use, make use of or rely on the contents of this report. No liability is accepted by Amey Plc. for any use of this report, other than for the purposes for which it was originally prepared and provided.

Opinions and information provided in the report are on the basis of Amey Plc. using due skill, care and diligence in the preparation of the same and no warranty is provided as to their accuracy.

It should be noted and it is expressly stated that no independent verification of any of the documents or information supplied to Amey Plc. has been made.



## CONTENTS

Section	Topic
1	Executive Summary
2	Methodology
	Tables
3	Results
4	Advantages of Average Speed Cameras
5	Disadvantages of Average Speed Cameras
6	Advantages of Spot Cameras
7	Disadvantages of Spot Cameras
8	Advantages of Traffic Calming
9	Disadvantages of Traffic Calming
10	Recommendation
	<b>Appendices</b>
1	Supplementary Notes

## 1. Executive Summary

The physical traffic calming measures designed and consulted upon have been chosen as the preferred option. The preferred option will deliver an overall gain that is two-fold, when compared to the option of a safety camera solution.

The safety improvement scheme can be delivered with an initial estimates showing an approximate spend of £53,100. This scheme would prove to be more cost effective than installing an average speed or a spot camera whilst at the same time still delivering a similar effective physical traffic calming measure along Bedford Road.

### Introduction

The purpose of this report is to identify and compare possible traffic calming measures for Bedford Road, Houghton Conquest.

The assessment considers whether an alternative traffic calming option, that of installing a speed camera solution along Bedford Road, Houghton Conquest will deliver financial betterment and therefore provide a suitable alternative approach to the physical safety improvement measures designed and consulted upon for this location.

This assessment is intended to assist Central Bedfordshire Council in determining if there is an available traffic calming measure that will reduce speeds along Bedford Road whilst and be delivered at or close a budget of £53,393.

## 2. Methodology

For the purposes of comparison to determine the most appropriate way of installing traffic calming measures along Bedford Road Houghton Conquest, three options have been identified:

- An Average Speed Camera Solution
- A Spot Speed Camera Solution
- Physical Traffic Calming Measures

At this stage the intention is to provide an installation and maintenance cost for the speed camera solutions along Bedford Road and compare this with the cost to install the proposed physical traffic calming measures.

Based on the project methodology set out in this assessment, Bedford Road Houghton Conquest would require a single '2 camera live link' average speed camera solution under Option 1 and a single spot camera under Option 2.

The cost has been calculated for Options 1 and 2 in line with previous proposals for camera installations in Bedfordshire and is presented below in tabular format (Tables 1 & 2).

Whilst the camera solutions are installed in isolation they do require a 'back-office' functionality to be installed at Bedfordshire Police Offices. This is for enforcement purposes (see Appendix 1).

The layout for Option 3, physical traffic calming measures are shown on *Drawing Number 806906-001-01 Revision A- General Arrangement* and have been priced up accordingly.

Table 1 below provides an installation cost for the average speed camera solution, whilst Table 2 provides a breakdown of the single 'spot' speed camera costs. Table 3 shows a breakdown of the physical measures installation and costs incurred.

Installation Costs (Approximate Costs)	Average Speed Camera
Purchase of Outstations (2 live Cameras, Pole top box, pole and bracket)	£40,600.00
Install Outstations - Commissioning, Validation, Connection to Back Office Instation	£17,000.00
Ancillary Works (incl. electrical/trenching/civils/TM) - based on installation at Stewartby Way, Stewartby	Up to £8,500.00
Amey Design Fee	£3,500.00
<b>Sub Total</b>	<b>£70,000.00</b>
Maintenance Costs over 5 Years	
12 months hardware/software support for two live cameras + revalidation process to prove and renew the enforced link certificate (over 4 years) (per annum cost - £9048)	£36190.00
12 months hardware and software support of the back office instation (over 4 years) (per annum cost - £2491)	£9960.00
<b>Sub Total</b>	<b>£46,150.00</b>
<b>Total Cost</b>	<b>£116,150.00</b>

**Table 1- Option 1: Average Speed Camera Installation Costs**

Installation Costs (Approximate Costs)	Spot Camera
Purchase of Camera (Single live Digital Camera)	£34,200.00
Installation of Camera Housing Unit	£34,730.00
Ancillary Works (incl. electrical)	£2,500.00
Amey Design Fee	£2,500.00
<b>Sub Total</b>	<b>£73,930.00</b>
Maintenance Costs over 5 Years	
Camera Calibration (provides calibration from Month 12 to 60)	£4,100.00
Camera Maintenance (provides maintenance from Month 12 to 60)	£9,240.00
Additional Contract Requirements per annum (Piezo sensors etc.)	£4,000.00
<b>Sub Total</b>	<b>£17,340.00</b>
<b>Total Cost</b>	<b>£91,270.00</b>

**Table 2- Option 2: Spot Camera Installation Costs**

Installation Costs (Approximate Costs)	Physical Measure Installation
2 x Raised Table Installation, including Red Tech (15mm)	£16,000.00
1 x Road Hump	£1,600.00
1 x Mini Roundabout alterations	£3,000.00
1 x Chicane	£3,000.00
Haunching	£12,500.00
Drainage	£3,000.00
Road Markings and Signage	£2,000.00
Amey Design Fee	£5,000.00
<b>Sub Total</b>	<b>£46,100.00</b>
Contingencies	£1,600.00
TM requirements	
4 days road closure	£5,200.00
2 days - 2 way-lights	£220.00
1 day - 3 way-lights	£110.00
<b>Sub Total</b>	<b>£5,530.00</b>
<b>Total Cost</b>	<b>£53,230.00</b>

**Table 3- Option 3: Physical Measure Installation Costs**

### 3. Results

The cost of installing an average speed camera solution, shown in Table 1, is approximately £70,000. This figure includes the purchase of the camera outstations, instation equipment, a design fee and ancillary works whilst not exhaustive will include items such as trenching and electrical requirements. The ancillary works cost is based on a comparable site in Stewartby Way, Stewartby (see Appendix 1). Table 1 also shows an additional requirement for the calibration and maintenance of camera equipment for an average speed camera system. Over a five year period the cost is approximately £46,000.

In total to build and maintain average speed camera traffic calming measures over five years would cost £116,000.

The cost analysis in Table 2 shows that an installation cost for the spot speed camera system can be delivered for around £74,000. This figure includes the purchase of a single digital camera, installation of the camera housing unit along with a design fee and ancillary works.

Table 2 also shows an additional requirement for the calibration and maintenance of camera equipment. The associated costs are approximately £17,000.

In total to build and maintain a spot speed camera traffic calming measure would require an outlay of in the region of £91,000.

The breakdown of costs in Table 3 shows that an (indicative) estimate for installing a physical traffic calming measure of £53,000.

### 4. Advantages of Average Speed Cameras

The operating principle of the average speed camera solution is based on cameras being constructed into a network allowing a vehicle to enter and exit at any point in the network. By identifying all vehicles as they enter the enforcement zone an average speed is calculated against the exact distance travelled within the zone using Automatic Number Plate Recognition (ANPR).

The approach of creating a link between cameras allows for a larger part of the network to be enforced. It can effectively monitor speeds over a far greater distance than a spot camera and is more effective in 'averaging' down speeds. This system does not create a 'slow-down- speed-up' scenario. It can be beneficial in reducing average speeds at optimum positions and over a longer link.

The system is less conspicuous than its spot camera counterpart. The camera mounting is higher and considerably smaller in size when compared with the spot camera; it is less intrusive when positioned close to properties and/or in areas of conservation.

### 5. Disadvantages of Average Speed Cameras

Vehicles travelling over a greater distance will be lost through natural dispersion. The loss of vehicles to feeder routes is an issue for average speed cameras and as such this approach may prove counterproductive in the longer term.

An average speed camera solution uses lighting columns at the capture zone, not an infra-red technique. The effect of lighting emission on a local environment such as a small village with part-night lighting systems, can be contentious.

The installation process is particularly long. As an example the process from initiation to evidential pack submission to the Police can take up to 39 weeks. In essence the process takes a considerable amount of design/project management time to ensure delivery.

#### **6. Advantages of Spot Cameras**

A spot camera is bi-directional and can be installed at a specific location encouraging a reduction in vehicle speeds.

The installation of the spot camera can take considerably less time to install. Effectively, a site visit, marking out of camera, a feasibility assessment and agreement on site location can be agreed in a single site visit. As a result a crew can be organised and operational promptly. The majority of works can be complete quickly and Amey is only required to feed power to the site. Having a focal point for all works can be instrumental in the delivery of sites.

#### **7. Disadvantages of Spot Cameras**

Spot camera solutions do not encourage any reduction in speeds away from camera locations and therefore do not measure speeds over a greater distance.

Spot camera solutions do not encourage any reduction in speeds away from camera locations and therefore do not capture over a greater distance. As can be seen from the breakdown of speed camera costs, as outlined in table 1 and 2, they can be an expensive option whether that is up-front costs or yearly maintenance and operational costs.

Cameras are very expensive and the budget for this scheme is insufficient for their implementation or the ongoing maintenance and operational costs of speed cameras. More importantly, Bedford Road does not have a history of injury incidents and does not meet the requirements for the implementation of safety cameras.

#### **8. Advantages of Traffic calming measures**

Physical traffic calming measures in Bedford Road, Houghton Conquest are shown on *Drawing Number 806906-001-01 Revision A- General Arrangement*; they constitute two raised tables, a road hump, a chicane system and mini-roundabout markings.

The scheme as designed and consulted upon will improve road safety for all road users, but in particular pedestrians, cyclists and other vulnerable road users in Blunham. The traffic calming scheme was formally advertised by public notice during December 2014 and January 2015. Residents living alongside this length of road were individually consulted.

The design will importantly, significantly increase the safety of pupils on the route to and from schools in the area. The proposal will support and encourage sustainable travel in line with approved Central Bedfordshire Council policy.

It is important to note that 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
- d) Local Area Transport Plan - Haynes and Old Warden (including Houghton Conquest) (Adopted April 1st, 2013)

Quantification of speeds along Bedford Road, Houghton Conquest show why it is pivotal that a scheme has been developed to address issues related to speeding vehicles and road safety concerns. The combined average speed of northbound and southbound vehicles along Bedford Road was recorded as 33.94mph and the 85<sup>th</sup> percentile speeds were 39.18mph with 69% of vehicles over the 30mph speed limit. There are a number of environmental factors that may have contributed to the recorded speeds. 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. As a result these factors tend to encourage higher traffic speeds.

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 mean speed as the hump has been placed at reasonable intervals to other traffic calming measures. The chicane is also an effective slowing feature, and has been carefully considered in this design process. The cost estimate has also taken allowance of the hunching required for the road as it is in poor condition and requires along a long stretch of road to bring it back up to standard.

#### **9. Disadvantages of the traffic calming measures**

Raised traffic calming features will inevitably create some noise, vibration and disruption to adjacent residents, particularly given the position of the raised tables. Chicanes can also be problematic as approaching vehicles may accelerate through the feature to avoid the need to give way to opposing traffic. By their very nature, chicanes will also prevent parking in close proximity so are not popular in locations where there is a high level of on-street parking.

#### **Conclusion**

This assessment report has been produced to support the proposed traffic calming measures along Bedford Road, Houghton Conquest. The assessment has considered three options; the average speed camera solution, the static camera solution and physical traffic calming measures. The physical installation of traffic calming measures will provide a cost effective traffic calming scheme and will reduce the speed of vehicles travelling along Bedford Road.

#### **10. Recommendation**

The main recommendation is that the introduction of traffic calming measures already designed and consulted upon is the preferred option as it will deliver an overall gain that is two-fold. Firstly, the traffic calming will reduce speeds along Bedford Road and secondly, the scheme will be delivered w

## APPENDIX 1

Maintenance is covered under revenue stream per year. Please bear in mind that a new camera comes with a 12 month warranty, and 12 months of calibration certificate. Therefore the first paid for Maintenance Contract starts on the first day of year 2 and goes through to the last day of year 2. Therefore 5 years is achieved with 4 Maintenance Contracts, likewise with calibration certificates. A new camera comes with one year of calibration. Four additional calibrations provide cover of 60 months or 5 years.

The Maintenance Contract covers only the D-CAM P Speed camera, not the TBOS/TVM pair of servers and the Shuttle PC and Courtview PC (Both Dell laptops). The above price is not based on individual camera sites; therefore things like piezo sensors, auxiliary flash, power supply module, camera post, roadside router or electrical feeder pillar are not covered by a maintenance contract. These costs are covered under a separate camera maintenance contract.

### Average Speed Camera Notes

Please note that the installation of cameras does not include traffic management costs, installation of a feeder pillar nor the lighting column required to light up the capture zone of the cameras. The Home Office approval determines that the camera and the lighting column is 16.5m apart meaning trenching/ducting and pulling the cables through is more expensive under this option. They are required to trench/duct in most cases 3m between the camera and feeder pillar.

The equipment is covered by a standard 12 months onsite warranty. Warranty commences at time of installation.

### Spot Speed Camera Notes

Please note that the installation of spot cameras covers traffic management costs, installation of a feeder pillar, camera and auxiliary flash post as well as covering excavation and cable feed. Amey are only required to trench and feed a cable from a power source to their feeder pillar.

This outlines why the installation of cameras and ancillary works vary considerably between both options.

### Stewartby

Install/Commissioning = £17000 (2 live)  
Cameras (Outstation) = £40546 (2 live)  
Civils/TM/Electrical = £8500  
Warranty for 12 months = £9048 (2 live cameras)  
Warranty for Back Office = £2500  
Amey Design Fee = £3000

**Total = £80594**

This page is intentionally left blank