

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** 23 December 2015

## **NOTICE OF MEETING**

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

Date & Time

**Thursday, 4 February 2016 1.00 p.m.**

Venue at

**council chamber**

Richard Carr  
**Chief Executive**

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

Cllr B J Spurr

All other Members of the Council - on request

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

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

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# AGENDA

## 1. Members' Interests

To receive from Members any declarations of interest.

### Reports

Item	Subject	Page Nos.
2	<b>B1042 Wrestlingworth Crossroads - Petition and other correspondence requesting Speed Reducing Measures</b>	* 5 - 22
	This report is to note the receipt of a petition submitted to Central Bedfordshire Council and suggest a way forward.	
3	<b>Pine View Park, A507 Maulden - Petition requesting a Pedestrian Crossing</b>	* 23 - 28
	This report is to note the receipt of a petition submitted to Central Bedfordshire Council and suggest a way forward.	
4	<b>Proposed Signal Controlled Crossing - Churchill Way, Shefford</b>	* 29 - 34
	This report seeks the approval of the Executive Member for Community Services for the implementation of a signal controlled crossing in Churchill Way, Shefford.	
5	<b>Frenchs Avenue, Dunstable - Consider Representations to Proposed Waiting Restrictions</b>	* 35 - 42
	This report seeks the approval of the Executive Member for Community Services for the implementation of waiting restrictions on Frenchs Avenue, Dunstable.	
6	<b>Front Street and Markyate Road, Slip End - Consider Objections to Proposed Raised Tables</b>	* 43 - 80
	This report seeks the approval of the Executive Member for Community Services for the implementation of raised tables in Front Street and Markyate Road, Slip End.	
7	<b>Appenine Way, Leighton Buzzard - Petition requesting a Pedestrian Crossing</b>	* 81 - 84
	This report is to note the receipt of a petition submitted to Central Bedfordshire Council and suggest a way forward.	

- 8      **Common Road, Kensworth - Petition regarding Heavy Goods Vehicles, Excessive Traffic Speed and Parking of Large Vehicles**      \*      85 - 90
- This report is to note the receipt of a petition submitted to Central Bedfordshire Council and suggest a way forward.
- 9      **New Road, Clifton - Consider Representations to Proposed Traffic Calming and Waiting Restrictions**      \*      91 - 102
- This report seeks the approval of the Executive Member for Community Services for the implementation of traffic calming and waiting restrictions on New Road, Clifton.
- 10     **High Street, Pulloxhill - Consider Representations to Proposed Waiting Restrictions**      \*      103 - 112
- This report seeks the approval of the Executive Member for Community Services for the implementation of waiting restrictions on High Street, Pulloxhill.
- 11     **Various Roads, Dunstable and Kensworth - Consider Objections to Proposed Waiting Restrictions**      \*      113 - 134
- This report seeks the approval of the Executive Member for Community Services for the implementation of waiting restrictions in Various Roads in Dunstable and Kensworth.
- 12     **Various Roads, Central Bedfordshire - Consider Objections to Proposed Disabled Parking Spaces**      \*      135 - 154
- This report seeks the approval of the Executive Member for Community Services for the implementation of disabled parking spaces in Various Roads in Central Bedfordshire.

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**Meeting:** Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders  
**Date:** 4 February 2016  
**Subject:** **B1042 Wrestlingworth Crossroads – Petition and other correspondence requesting Speed Reducing Measures**  
**Report of:** 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.

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Contact Officer: Nick Chapman  
Public/Exempt: Public  
Wards Affected: Potton  
Function of: Council

#### **CORPORATE IMPLICATIONS**

##### **Council Priorities:**

##### **Financial:**

There is no highways budget available to undertake any work in the current financial year.

##### **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 notes the petition and other correspondence and that the lead petitioner be informed of the outcome of the meeting.**

**Background and Information**

1. A petition signed by 286 people and 30 other items of correspondence have been received. These draw attention to traffic issues and request action to reduce speeds in the village, particularly in the vicinity of B1042 Wrestlingworth crossroads. The petition specifically requests:-
  - a) A speed limit of 40mph or less in the Wrestlingworth crossroads area.
  - b) Measures to ensure that speed limits are enforced.
  - c) Steps to reduce the volume of traffic, particularly heavy goods vehicles.
2. The correspondence is from local people requesting similar action to that identified in the petition. They raise specific concerns about the speed of traffic travelling through the crossroads from Eyeworth to Tadlow and vice versa, and on that section of High Street from the crossroads to the existing 30mph limit. Local residents and regular users highlight the fact that the speed of traffic makes turning manoeuvres difficult and potentially hazardous.
3. In November 2014 planning permission was granted for 7 residential dwellings at Home Farm, which is located some distance north of the crossroads within the existing 30mph speed limit covering the main built-up area of Wrestlingworth. At the time of the original application, transport implications were fully considered by the Council. There has been a subsequent application for minor changes to that permission and it is this that has prompted requests for safety improvements.
4. The current application for minor changes to an existing permission for 7 new houses at Home Farm does not provide an opportunity to unlock developer funding for large scale safety measures at Wrestlingworth crossroads. The latest application for the site is for small modifications to the original proposal and it is not possible to use this to deviate substantially from what was originally requested. The addition of 7 new houses within the curtilage of the village will not add in any significant way to this issue, so we cannot reasonably ask for the applicant to fund this.
5. On the issue of safety on the junction, the statistics show that there is no record of collisions sufficient to justify action. We follow an approach advised by government which has resulted in the number of deaths and serious injuries on Central Bedfordshire roads dropping by 30% in the past five years and it would be wrong to depart from this now. This involves looking at sites with a significant number of collisions resulting in death or serious injury to see if there is a pattern that measures to reduce speed could influence. There has only been one collision which resulted in a serious injury at this site and this collision did not involve any vehicle coming out of the High Street, so there is no pattern for which we could currently justify action.

6. As regards to the speed limit situation, the main built-up part of Wrestlingworth is already covered by a 30mph speed limit. Given the sparse and scattered nature of the roadside development on the periphery of the village, including around Wrestlingworth crossroads, it is not practical to extend the 30mph limit to cover that area. Drivers would fail to understand the need for such a speed limit and compliance would be poor. On that basis, a 30mph speed limit is inappropriate and is unlikely to be supported by the police.

However, the Council has implemented a number of speed limits, often called buffer zones, on the edges of settlements. The feasibility of introducing such a restriction at Wrestlingworth could be investigated. The provision of other measures to moderate traffic speeds and enforce any speed limits would need to be fully investigated to determine suitable solutions. Wrestlingworth lies on a classified B road, so there is an expectation that it will carry a reasonable level of through traffic, including heavy goods vehicle movements.

At present there is no funding currently available to undertaken any work at Wrestlingworth. However, the Parish Council may wish to consider using the Rural Match Funding process to part-fund any improvement projects.

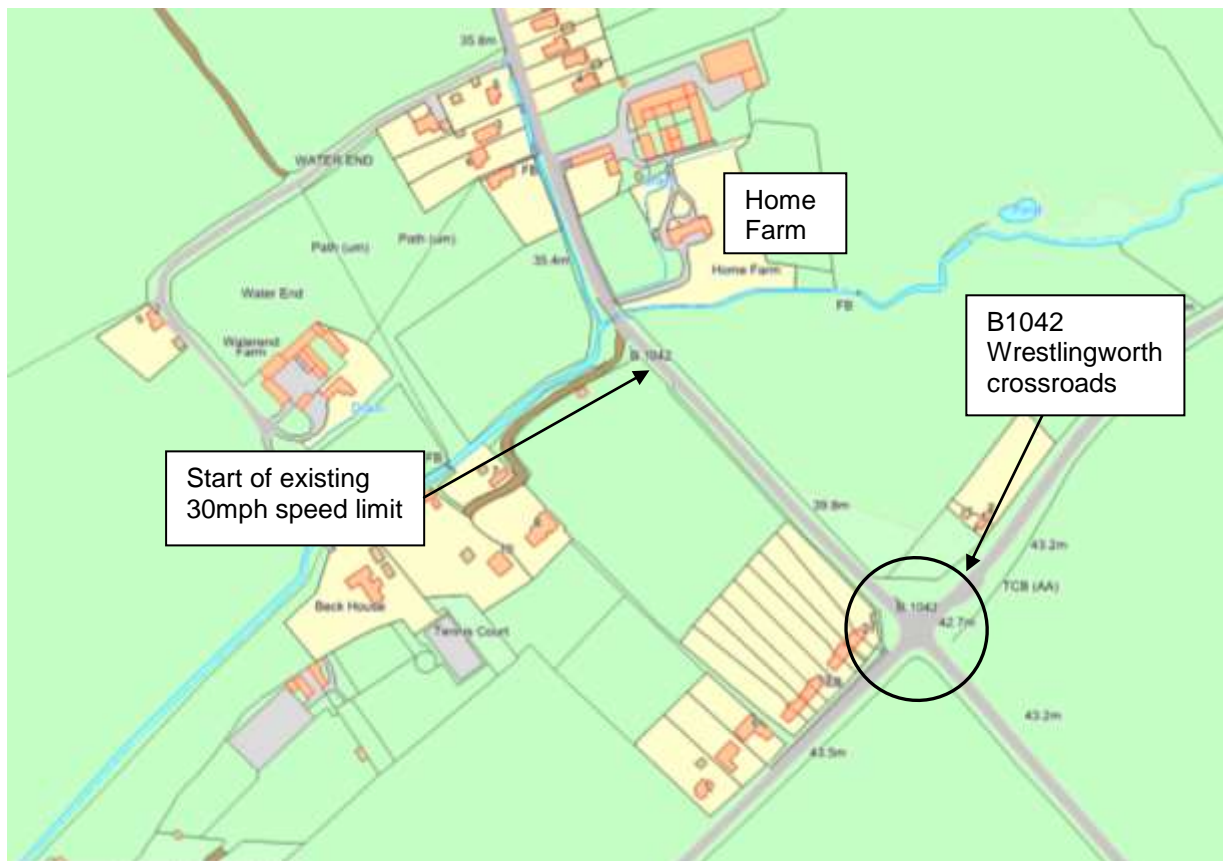
**Appendices:**

Appendix A – Location plan

Appendix B – Petition

Appendix C – Correspondence received

Appendix A





## Appendix B

Wrestlingworth Road Safety Petition.  
January 2016.

To whom it may concern:-

This petition was set up with the aim of drawing attention to the traffic problems that exist on the section of the B1042 passing through the village. This includes the crossroads area, part of the High Street and Potton Road.

The Bedfordshire Police Traffic Management survey of September 2014 demonstrated that there was a substantial and growing problem within the village. Most of the traffic that passed the data point in that survey would have come from the crossroads area, or would be travelling to the crossroads where it would meet with traffic from other directions.

The petition was taken to as many properties as possible in the village itself over the course of a couple of weekends and a few evenings. One copy was left in the village pub. To the best of my belief there are 286 signatures from 217 different addresses in Wrestlingworth and 5 from outside the village. There were 7 who did not wish to sign the petition and there was no answer from about 31 properties when we called, (several of these are currently unoccupied).

Wrestlingworth Road Safety Petition.  
January 2016.

We, the undersigned, request that Central Bedfordshire Council :-

- 1) introduces a speed limit of 40mph or less in the crossroads area of Wrestlingworth, to include all properties in the village and to extend along the High Street to meet up with the existing 30mph limit,
- 2) introduces sufficient measures to ensure that all speed limits are enforced at all hours of the day and night,
- 3) takes all necessary steps to reduce the volume of traffic flowing through the village and, in particular, reduces the number of heavy goods vehicles passing through this and other villages.

## Appendix C

I have followed your correspondence and comment with Adam Zerny regarding the speed issue at the cross roads and in the High Street Wrestlingworth for a number of years and have always been dismayed as to the lack of understanding regarding this issue.

The initial problem of vehicles moving at high speed on the Tadlow to Eyeworth stretch has resulted in fatalities and collisions in the 13 years that I have been living here. The fact that the number is not higher is down to sheer good luck rather than considered management.

It is a daily event for bad tempered drivers to be shouting and using their vehicle horn as they remonstrate with other drivers who are simply trying to pull out on to the highway. The key issue is the approach from Tadlow is blind and vehicles travelling at 60 mph and more are suddenly on you without warning. This cross road is a serious accident waiting to happen and with the increased traffic use on all roads it is just a matter of time at which point regrets at not taking action will be useless to the victims.

Reference has also been made regarding the short stretch of access into the village on the High Street. Unfortunately many drivers seem to think this is a challenge to seeing how fast you can go in such a restricted area. If you are in doubt about this you only have to stand and listen to the acceleration particularly to motor bikes as they come into and leave the village.

The Home Farm site is just beyond the current 30 mph sign in the High Street but as most vehicles are well over 30 when they pass through the restriction sign which means they are still at speed when they pass the access road to the farm development.

The previous owners of the site now number 2 High Street have their access road directly opposite the restriction signs which now means we will have 10 dwellings ( 7 of which will be Home Farm ) affected by this speeding traffic in addition to the pedestrians that are forced to cross the road twice within a 50 metre stretch due to the lack of pavement area. Some of these pedestrians are walking children to school and this really should be seen as a risk. Unfortunately the residents with children are forced to cross this road three times on their way to school .

I believe that we should be looking at a moving the speed restriction signs to the cross roads with further prompts regarding speed on the downhill section from the cross roads to the bridge as an absolute minimum. The ideal would be to have the current restricted area reduced to 20mph as in Potton where they are taking more or less the same volume of traffic as we are taking in Wrestlingworth.

As you consider the matter in your meeting on Tuesday 20<sup>th</sup> I hope you will take a pre emptive position rather than view it as a wait and see situation which may come at some cost.

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Living in Wrestlingworth I fully support the idea of a speed reduction at the B1042 Crossroads. Every morning leaving the village on the High Street up to the crossroads the bend where the 7 houses are being built is a game of chicken with the 40 ton lorries that thunder into the village round that bend, often cutting across the middle of the road.

Then we have to negotiate the crossroads, which at certain times of day can be a very frustrating wait, before crossing with traffic approaching at 60mph.

We have a number of pupils including my own children attending Steeple Morden, Biggleswade and Bassingbourn Schools who have to use this route in and out of the village several times a day.

If the traffic was slowed to 40mph at the crossroads and 30mph into the village we would all feel a lot safer.

The 7 houses on that bend will have 19 bedrooms, so a potential 19 cars negotiating a blind bend with traffic coming round at 60mph. Also due to this development Home Farm now has an entrance right on the bend.

Changing approx a dozen speed signs and painting some signs/instructions on the road would not cost a lot of money but would make the area a whole lot safer.

I believe using some of the 106 money from Home Farm will allow the council to keep quoting "the low number of recent fatalities" but if something is not done I'm afraid the headlines will be very different.

We look forward to hearing your decision of support for these measures.

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Dear Mr Coiffait, I am writing with regards to the review of the speed limit on and around Wrestlingworth crossroads on (B1042). As resident for over 10 years who uses this junction on a daily basis I have repeatedly requested for the limits to be reduced. The junction is a menace and I regularly see near miss collisions and feel that whenever I use the junction I'm taking a risk. Road users on the B1042 rarely abide to the 60MPH limit and every day I see cars and more often motorbikes going through this junction at much higher speeds.

I understand that there is some funding available from the new housing development in Home Farm and I urgently request that an appropriate amount of this funding is used to either reduce the speed limit at the junction or force people to adhere to the limit. This road is going to get much busier not just to the new houses in Wrestlingworth but by those in the Kings Reach estate who will use Wrestlingworth as a cut through when Baden-Powell Way junction with Potton road opens.

A failure to take steps to reduce the risk of accidents at this junction would be a failure of duty so please can this be reviewed again.

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I understand that there is an opportunity to improve the safety at the aforementioned cross roads as a large sum of money has been made available via the new development in the village.

I also understand that only a small portion of the funds have been allocated to the project. The reasoning behind this I understand is there haven't been enough fatalities to warrant spending a large sum of money. It is unacceptable that Mid Beds DC roads and highways are taking such a view especially when the funds are not even from the taxpayers pocket.

I would like to see the cross roads have a 4 way roundabout built and the limit entering the village reduced to 30 miles an hour.

I don't see the addition of a roundabout added to calm speeds as over the top and also believe that the speed limit on the B1042 in front of all the houses should be 40 miles an hour.

I hope that you take these suggestions seriously and that we see some improvements very soon.

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I would like to indicate my strong feeling that the speed of east-west traffic at the crossroads at Wrestlingworth is dangerous and that I would like to see a reduced speed limit in this area. With the addition of 7 large houses in Wrestlingworth and an increase in commuting to Cambridge

this would seem to be a high priority application of the S106 contribution from the developer of Home Farm.

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In support of the Parish council view, as well as the views of the residents of Wrestlingworth as notified to yourself separately, and councillors who have taken time to contact you, I urge Mid Beds Council to review their decision to NOT release S106 affordable/social housing monies to assist in speed reduction in the village.

I think the following points have merit:

1) The residents have expressed their concerns and wishes for speed reduction in the village, through the Parish council, and Mr Adam Zerny (Independent councillor) for at least four years, but nothing has yet been achieved

2) There are now monies available, which apparently is ear-marked for affordable housing, despite no plans for provision of any such housing. The council, on behalf of the village, has expressed a wish that more than 5% of this be used to improve road safety in the village

If the council is unwilling to review their decision, I think the following questions should be raised.

1) At what point will Mid Beds council give this matter the serious consideration, i.e. Investment, that your customers would like ?

2) If Mid Beds council is determined to hold on to the vast majority of the money for affordable housing, against the wishes of the village, could you indicate where and when this money will be used for said housing ?

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I understand that you are currently considering the Wrestlingworth Crossroads area with a possible reduction in the speed limit funded by monies from the Home Farm site.

I am fully in favour of this as any reduction in the speed limit in that area will have, in my opinion, some effect on the current speeding problem in the immediate vicinity of the entrance to the Home Farm site and the High Street in general.

I would also welcome consideration being given to other road safety improvements affecting the High Street (the B1042 section in particular), the entrance to the Home Farm site and the area around the crossroads. I am sure you are aware of the Bedfordshire Traffic Police surveys carried out in 2010 and 2014 which indicated the scale of the traffic problem in Wrestlingworth in the immediate vicinity of Home Farm. Using the data from those surveys I have constructed graphs attempting to show the hour by hour use of the road for the week of the 2014 survey, along with an indication of the scale of the speeding problem, and a comparison with the 2010 survey. If this is of any interest I would be more than happy to bring such information to you for your consideration.

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I have been a resident of Wrestlingworth since 1981. During this period, myself and other residents have petitioned on many occasions about the dangerous junction at the south end of the High Street with the B1042 Potton Road, Tadlow Road and Eyeworth Road (co-ordinates 52.105716, -0.161368).

Although your statistics do not reflect the urgency of rectifying this dangerous intersection I know of three fatalities here. This is three too many, especially if they could have been avoided.

It would appear to me, and many others, that the funding made available to you, our representative in this matter, by the Local Area Transport Plan - Section 106 with respect to the

Home Farm housing development, is a golden opportunity to fund an important safety aspect of the route through our village at no cost to Central Bedfordshire.

I would respectively remind you that the residents of Wrestlingworth pay a considerable sum every year to pay salaries and other fringe benefits to manage the highway estate in Bedfordshire. I would suggest that we are not getting good value for our money. It is your responsibility to correctly manage this estate and not just to shuffle amounts of money at your disposal so that their existence eventually gets lost in the mists of time.

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I understand that as little as 5% of the S106 funds becoming available as a result of the Home Farm development in Wrestlingworth are allocated to speed reduction measures.

Earlier this year we circulated a Neighbourhood Plan questionnaire to which a majority of Wrestlingworth residents responded. In these replies the vast majority indicated that speed reduction measures were of importance. Both on the High Street leading down to the Village and on the High Street/Tadlow Road crossroads.

Apart from this recent documented evidence of residents' views we have heard the same thing over number of years.

Only a minority took this view with housing provision.

I urge you to consider changing the allocation of funds to accurately reflect the views of our residents.

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Residents, including myself, of Wrestlingworth have been waiting **YEARS** for the council to take action to reduce the speed limit on the Wrestlingworth crossroads and the approach to the village safer for us all to use.

I understand that the housing development at the Home Farm site is now generating £105,000 of Section 106 funding, a perfect opportunity to address the problem but I understand your department won't back it on the grounds the money has to be spent on projects immediately next to the development itself.

I believe there are plenty of examples of Section 106 money being spent on projects which are not immediately next to the development itself. The new development will have 7 large houses all of which will have vehicles leaving the development right next to the current speed limit on the edge of the village just 100m from the crossroads. I understand that the council have acknowledged they will not be forcing the developer to build social housing on their site and that the £100,000 can be spent anywhere near Wrestlingworth which makes a mockery of the argument that roads spending must take place immediately next to the new development.

I regularly use these roads and walk the pavements nearby and experience the speeding traffic first hand. I would ask you to seriously reconsider your decision to avoid any unnecessary fatalities particularly as the funding is there to do so.

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The Parish Council of Wrestlingworth & Cockayne Hatley agreed that their preference was for any section 106 monies from the new development at Home Farm to be diverted from social housing to highways. This view was taken following the results of a neighbourhood plan questionnaire, in addition I continue to receive regular comments from many residents concerned by the speed of traffic from the crossroads, through the High Street and out to the Potton Road. I request that you take into account the views of the vast majority of Wrestlingworth residents and reconsider the use of these funds for speed control measures throughout the village.

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I understand that you've acquired £105,000 that can be used for road improvements. Wrestlingworth Parish Council have requested that the money is spent on road safety.

I too would like that money spent on road safety. In particular I would like to see a roundabout placed at the crossroad where the Potton-Guilden Morden road (B1042) meets the main road from Dunton-Cambridge. I regularly use this section both as a motorist and as a cyclist. I'm aware there have been fatalities at this junction and have been involved in a number of near misses. As a cyclist it is very frightening when vehicles pull out or turn across at speed.

If a roundabout is not possible, then a speed reduction to 30mph would help enormously.

I feel these measures would

- be in the interests of road safety
- be in the interests of avoiding danger to persons using the road

I look forward to hearing about your decision on Tuesday. It would seem that people's lives are in your hands.

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I understand that it is proposed that S106 monies released from the Home Farm development are intended by CBC to be allocated to housing.

As a resident of Cockayne Hatley I often use the crossroads on the main Cambridge to Dunton Road, either to or from Cambridge, the A1 or through to friends in Wrestlingworth. Frankly the junction is a nightmare whichever way we travel, **especially as the days have now shortened and with a lack of speed signs and lights those travelling from Cambridge often do not slow down putting those turning right into Wrestlingworth in danger (likewise those travelling from Dunton and turning left into Wrestlingworth).**

As a councillor I am aware that representations have previously been made to CBC, the general response being that we need a few more deaths to justify speed restrictions (and lights) on this road and into Wrestlingworth itself. I cannot believe in a civilised society that we behave this way when funds generated within the community are clearly available to spend on these improvements consistently demanded from the villagers of Wrestlingworth & Cockayne Hatley and those travelling through.

I trust that after a thoughtful consideration of the views presented to you proposals will be amended. You are, of course, most welcome to attend a council meeting to hear these views first hand.

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We would like to voice our agreement with the parish council that some of the new section 106 money should be used to introduce speed limits around the Wrestlingworth crossroads, especially considering the proximity of the new Home Farm development.

The argument that there have not been sufficient number of fatalities is not appropriate as surely the aim should be to prevent such accidents in the first place and does take account of the number of near misses which may have occurred.

For many years we have expressed our wish for speed limit restrictions in various surveys, including the recent local plan questionnaire.

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Referring to Cllr Adam Zerny's recent Facebook update on securing some safety measures for at the crossroads and between the crossroads and Wrestlingworth village , I ask 3 simple questions:-

1. If as stated that given the low number of recent fatalities the council would only look at it if extra funding became available via the council's Local Area Transport Plan (now being phased out) or Section 106, then how many fatalities is considered by the Council as being sufficient to warrant action ?
2. "Section 106 is the money a developer has to pay the council to compensate the local community when a new housing development is built" – so if this is for the local community – then surely the local community should have a part in deciding how it is best used to serve the community itself? The Parish Council has, I believe, made this a clear preference for safety measures
3. If the council allow the developer to not include social housing on this development (why ?) then when and how will this 106 money be spent? Or will it disappear into council funds?

It seems to me there is an opportunity for the council to achieve what the local community requests by the application of a little common sense. Will you?

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I understand, via Adam Zerny, that the Central Beds county council is discussing the use of Section 106 money from Wrestlingworth Home Farm development for purposes of speed control at and around the crossroads.

I am writing to add my voice to those arguing in favour of speed measures. While there not have been many recent fatal accidents, there have been some in the past and several near misses which never make it into the official records. Most people travel at a reasonable speed, but with the hill towards Eyeworth blocking view (and occasionally parked vehicles) while turning left towards Cambridge I have had a number of cases with cars barrelling down on me having apparently appeared out of nowhere.

While it could be argued that such cases are likely speeders who will speed regardless, the cost of putting up extra signage and some double solid white lines to indicate no overtaking is a relatively cheap operation. So please consider implementing a simple, but hopefully effective, traffic control via additional speed restrictions.

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I write to you in my capacity as Chairman of Wrestlingworth & Cockayne Hatley Parish Council on behalf of all residents in regard to the road safety issues that put all my residents at risk.

The crossroads to the south of Wrestlingworth has long been a high risk site and it is only down to good fortune that there haven't been any fatalities in recent years. For numerous years there have been many calls to reduce the speed limit and introduce other speed reducing measures at the crossroads, which have gone unanswered.

I find it very disappointing that this is the only point along the entire route from Cambridge to Biggleswade where the speed limit at a junction is still at the national level viz 60mph. This is without taking into account the fact that a number of residences are located along this stretch and are faced with pulling out from a standing start onto this busy road with traffic travelling at 60mph or, as is often the case, more. Do CBC not consider the safety of my residents, not to mention other road users, as being important?

I fully appreciate that funds are limited however the availability of S106 funds from the development of 7 new residences only some 100m from the crossroads would seem to be an opportunity for CBC to, finally, do the right thing and reduce the limit to 40mph, or as a minimum, 50mph. The Parish Council has already declared that the division of funds to road safety matters would be acceptable to it.

A reduction in the speed limit along the main road would also allow the 30mph limit that currently comes into force some 75m down the road into Wrestlingworth, to be effective as soon as traffic turns towards Wrestlingworth, greatly improving the safety of the road through the village.

I would ask that you, on behalf of CBC, consider these points and implement reductions in the speed limits.

Having read the email from Mr Zerny about the crossroads . I think it is ridiculous that has to be a fatality before there is a lower speed limit at the crossroads surely it would be more sense to change it before hand.

I have lived in the village for over fifty years and it has been said many times something needs doing about the x roads.

Surely with the new houses being built at randalls creating even more traffic in the village!

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I hope you don't mind my contacting you directly, I received your e-mail address from Adam Zerny (copied).

It has come to my attention that the traffic measures at Wrestlingworth crossroads are being considered and I wanted to add my thoughts to the argument.

I have lived close by the cross roads on Eyeworth Road for almost 6 years and have to say that the traffic that goes past my house is extremely dangerous. I believe that a traffic study was done a while ago and so hopefully you know that cars (and particularly motor cycles) routinely travel past the cross roads and my house well in excess of the national speed limit. This makes the cross roads extremely dangerous.

As I am sure you also know the cross roads is very close to a bend which means that cars coming from Cambridgeshire are not seen by anyone exiting Wrestlingworth until very late - with the speeds in question this is extremely dangerous.

I am the father of a young family and there are many other young families on Eyeworth Road and it makes me very annoyed that while I see reduced speed limits everywhere else to protect young children - reductions to 20 mph in Biggleswade and Potton, much of the road in Cambridgeshire reduced, 40mph in Eyeworth and even 50 mph on the A1 whenever the road goes past a slightly built up area that no one seems to be bothered that cars often pass my house and the others in the street at over 80 mph. Please come around to my house for coffee on any Sunday when the sun is out to see for yourself the motor cycles hurtle by. I have myself called the police on several occasions to complain in the hope that something can be done but have never received a response.

I know that by some strange stroke of luck we haven't reached the required number of fatalities to warrant additional investment but I would really hope that with:

The speeds routinely done on this stretch of road.

The limited visibility of pulling out of Wrestlingworth The young families that live on Eyeworth road The new development meaning many more cars will use the cross roads Not to mention the large and dangerous bends close by towards Eyeworth

That we would be top of the list for traffic calming measures to protect the lives of our residents before a tragedy occurs.

As such I really urge you to consider the merits of this investment.

I also very much hope that when we do reach the number of fatalities needed for investment - as with all of the points listed above we no doubt will when our luck runs out - that it is not mine or one of the other young families that supplies the required head count.

I am happy to discuss this further and provide further information whenever required.

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**Of course the speed limit needs reducing – nobody takes any notice!**

**Of course the money should be spent on roads!**

**Why oh why is there no affordable housing in the building works on Home Farm?  
Another missed opportunity!**

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I would like to urge the council to introduce speed reducing measures at Wrestlingworth crossroads and the road into Wrestlingworth. I have known of many accidents at the crossroads, it is a fast road with limited visibility. People have been killed there a few times, for example one tragic fatal accident a few years ago happened to a lady there who was on her way to visit her sons grave in Cockayne Hatley. There have been other accidents too. In addition, the crossroads has homes with young children living in them. As a residential area I feel this is another reason for a lower speed limit and speed reducing measures.

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As parents of a young family living in Wrestlingworth, we have serious concerns regarding the speed at which the road traffic travels along the Eyeworth Road through Wrestlingworth. We have found that the current speed limit is very rarely adhered to with cars, lorries and motor bikes driving way beyond 70 or 80mph. Given that the road is in a built up, residential area and more significantly, with a number of young children, we urge that the current speed limit is reduced or the village has traffic speed reducing measures along this residential stretch and at the crossroads.

It is with total disbelief that we learn that the council will not address this issue until a specific number of fatalities have been reached. We consider this a case of shutting the door after the horse has bolted and pray that none of our children become casualties or worse fatalities before something is done.

It is also with great surprise that we find that a far smaller villages of Edworth and Mill End, only a few miles from Wrestlingworth - with far fewer houses and a less busy road has a 30mph speed limit and that Eyeworth has a 40mph limit, we think that volume of traffic along the Eyeworth Road at Wrestlingworth well justifies an urgent review for the safety of the road users and local residents.

Please let us know how we can reduce the danger to local residents and our children.

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As the neighbouring home to the Home Farm exit I can honestly say that, at times, it is very difficult to enter/leave the High Street. When the farm was operating the farm hands, driving tractors with trailers, would comment strongly at the difficulty of entering the High Street at times. Traffic entering the High Street from the crossroads too, on a downhill run, are quite often exceeding the '30' limit which is sited only a short distance before the bend commences. With a small estate being established, virtually after the actual bend, there will be considerably more vehicles, both private and trade vehicles, using the 'new' road into/out of the site. Parking for around 10/12 vehicles is being arranged. In the circumstances surely some form of reduction in speed should be installed?

For a number of years now I have endeavoured to put forward a case for the reduction of speed , and the installation of '40' limit signs installed on the B1042 before and after the actual crossroads. It is, at times, a very busy road and traffic, from observation, exceeds the '60' limit in both directions. I regularly use the crossroads towards/from Tadlow/Guilden Morden and Eyeworth and, at times, experience this frantic traffic. Along the entire stretch of the road, as far as the roundabout for Royston, most is controlled by a '50' limit with a '40' limit at Tadlow. This latter section has fewer than 6 exits/entrances onto the road whereas Wrestlingworth has around a dozen homes fronting the road each with families, some with little children who have to be walked to school each day. Surely the cost of installation is

minimal compared with the risk of accident, both bodily or vehicular? It seems that assessment is from experts from outside the area surely we local inhabitants are the ones who observe the situation daily. Is no value placed upon that factor?

Please consider very carefully our requests.

I have recently been in correspondence with Clive Parker, my letter dated 2 July and his reply dated 16 July refers, with regard to the road safety aspects of this high speed road junction. I have also corresponded and met with Chris Smith and he has carried out some remedial work to improve the visibility at this junction as set out in your rural grass cutting specification (from April 2013).

I have always been concerned with the road safety aspects of both the "T" junction and more particularly the cross roads in Wrestlingworth. As long ago as 24 October 2006 I wrote to the then Highways Manager with regard to my concerns. I suggested at the time to extend the current 30 mph limit in the village to include all the properties on either side of the cross roads and move the existing speed camera in the High Street to the south side of the B1042 facing in the direction of Tadlow. I also suggested that road safety would best be served by creating a roundabout (not mini) at this junction, this would alter the priorities of the vehicles approaching this busy junction and may or may not require a speed limit change.

Bearing in mind the following a) Eyeworth has a 40mph limit. b) Millow, next to Dunton, has a 30mph limit. c) Dunton has a 30mph limit and a roundabout. All of which are on "C" roads. In addition the cross roads on the B1042 at Bury Hill in Potton is within a 30mph area. In view of the new housing development in the vicinity of the cross roads, Wrestlingworth needs to be brought in line with the other towns and villages in the area. I am sure you will give these proposals to improve road safety serious consideration.

Wrestlingworth & Cockayne Hatley Parish Council is in the process of developing a Neighbourhood Plan. To this end, a questionnaire was circulated in the parish in February of this year. The topic of speeding traffic and road safety at the Wrestlingworth cross roads brought a greater response than any other questions we asked.

284 questionnaires were distributed in Wrestlingworth and 149 were returned - 52%. The relevant question is set out below:

Concerns have been raised about road safety at the High Street and Tadlow Road cross roads. How far does **your household** agree or disagree that steps should be taken to increase road safety at the junction? (Please tick as appropriate)

Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
95	27	13	11	1

Respondents also made 104 written comments, the consensus was that a reduction in the speed limit to 40mph or 50mph and an extension of the 30mph limit to the top of the High Street would go a long way towards improving safety. These views were reiterated by the Parish Council in their response to Cllr Adam Zerny's request for its comments on how the s.106 funding from the Home Farm development should be apportioned. You should also be aware that the Parish Council is in the process of setting up a Speed Watch Group with training being undertaken by volunteers shortly.

Please take the views of this community into consideration and take this opportunity to reduce the speed of traffic at Wrestlingworth cross roads.

---

I write to you concerning the dangerous cross roads in Wrestlingworth. I was the Parish Clerk from 2000 to 2002 and was very concerned with the number of accidents that occurred during that time and since.

The junction involves a large number of vehicles turning into Wrestlingworth High Street on the way to Potton. This short patch of road is between the exit from a 50 mph limit at the border with Cambridgeshire and just before a number of very sharp bends towards Eyeworth. There are also houses adjacent to the junction.

Fortunately, there have been few fatal accidents but numerous collisions and injuries, most of which are not recorded except through insurance companies. I would welcome any review of the speed limit along this stretch of road.

---

Below is a copy of mail sent today to Adam Zerny. I also see that Mr. Warner has mailed you on the same subject. Wrestlingworth High Street coming in from the Cambridge road crossroads has mainly elderly residents and the speeding in and out of the village makes it very dangerous. The current 30mph signs and the flashing 30mph indicator are too far into the village and should be positioned closer to the crossroads. In addition, in the last couple of weeks I have seen police camera traps at the other end of the village. They are at the wrong end of the village – the problem at the Cambridge Road end is far greater.

The following is absolutely fine, but as you know, I (and many of the people who live at that end of the High Street) see a worse problem with the speed of traffic coming into Wrestlingworth from the crossroads in question. Please advise what actions could be considered. I.E. moving the 30mph signs and the flashing 30 mph indicator closer to the crossroads; a proper speed camera; chicanes; anything!

You've been successful in Potton with the 20mph zone, so let's see something for Wrestlingworth.

---

We were pleased to hear that there is a possibility of speed restriction measures at Wrestlingworth Crossroads. We have been residents here for 10 years and are alarmed at the speed traffic approaches the crossroads when we want to join the road. Traffic is also diverted through Wrestlingworth to go to Potton, Sandy and Bedford and the speed continues down Wrestlingworth High Street although they should go to 30 mph at Water End they do not. Large lorries as well as cars speed down the road causing damage to the old properties along the route.

Speed restrictions at the crossroads – ideally a roundabout - would reduce speeding though the village as well as improving safety to the people living on the Cambridge/Biggleswade road and make it safer for vehicles joining from Wrestlingworth.

We do hope you will give favourable consideration to this request for safety measures at the crossroads.

---

I would like to place on record my view on how a new safer road speed limit could be put into operation around the crossroads in Wrestlingworth

At this time the speed limit in Eyeworth is 40mph. This could be extended to the edge of Wrestlingworth village on the Cambridge road at which point it could further reduce to 30mph through to the current 50mph

limit on the Cambridge Road. This would reduce speed around the "S" bends between Wrestlingworth and Eyeworth (a place of regular accidents)

As the limit would then reduce from 40mph to 30mph as vehicles entered the village it would be more likely that those speeds were maintained through the village. At this time vehicles regularly exceed 30mph as they are entering the village at 60mph.

The national speed limit would then apply only on the road from the crossroads to Guilden Morden

Should you require further clarification I would be happy to discuss further

---

I understand the issue of introducing a new speed limit at Wrestlingworth crossroads may still be subject to consideration. If so, I would like to add the names of my wife and I to those villagers who feel that this has long been required to reduce the potential dangers of the junction to all road users and making the approaches to our village safer.

We have lived here for more than thirty years and believe that such a change would be of considerable benefit, and good use of any available resources, especially as the number of local users will be increased by the new development.

---

I am writing to you regarding the dangerous situation that exists at the "Wrestlingworth" crossroads; the junction at which the B1042, having passed through Wrestlingworth, turns east. Eyeworth and Dunton are to the west, and the Mordens are to the south.

I have lived in Wrestlingworth approximately 20 years and in that time have learnt how to negotiate the junction however, it does seem that it is just a matter of time before a serious accident occurs at the crossroads.

A common scenario is a vehicle pulling out of the Wrestlingworth road to turn right (west) and a vehicle is parked on the hard standing to the right hand side. The vehicle that is turning right has to "nose out" slowly in order for the driver to see around the parked vehicle and ensure there are no vehicles travelling in an easterly direction. Whilst doing so, the driver also has to look left to ensure there are no vehicles heading in a westerly direction. Because the view to the right is obstructed, in the time the driver takes to look left a vehicle travelling from his right is on the junction before he has seen it and an accident is likely to occur.

Most of us in Wrestlingworth believe the junction is dangerous and would ask that something be done to remove the danger.

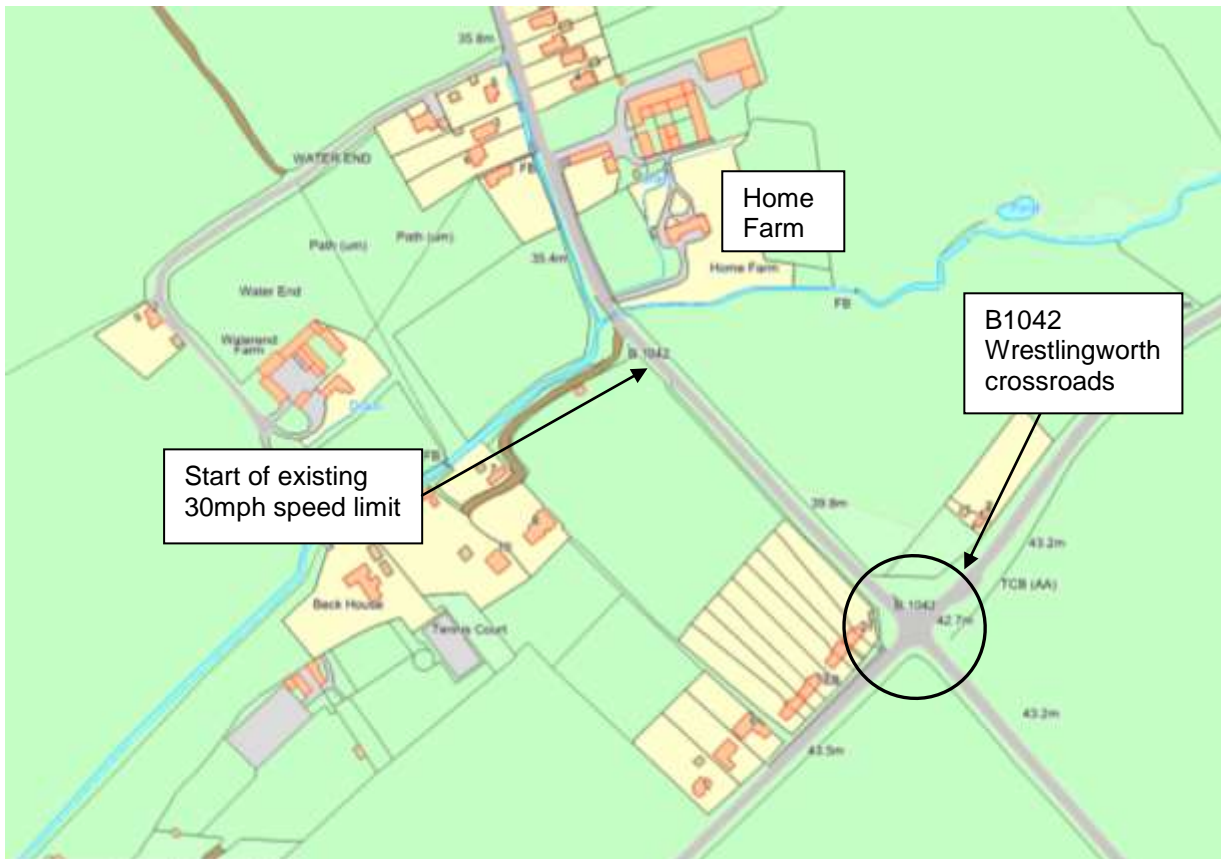
If I can help in any way, I would be pleased to do so.

---

As a keen cyclist I would like to point out that going straight across at the crossroads is like playing Russian Roulette. I have managed to survive so far but anything that could be done to slow down the traffic would be appreciated by all walkers and cyclists. Why do we have wait until there is a fatality. Surly prevention is better than the cure

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Appendix C



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**Meeting:** Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders  
**Date:** 4 February 2016  
**Subject:** Pine View Park, A507 Maulden – Petition requesting a Pedestrian Crossing  
**Report of:** 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: Ampthill  
Function of: Council

#### **CORPORATE IMPLICATIONS**

##### **Council Priorities:**

##### **Financial:**

There is no highways budget available to undertake any work in the current financial year.

##### **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 notes the petition and that the lead petitioner be informed of the outcome of the meeting.**

**Background and Information**

1. A petition has been received, signed by 56 residents of Pine View requesting a pedestrian crossing of the A507 Maulden bypass.
2. A covering letter with the petition expresses concerns that traffic speeds continue to increase despite the introduction of a 40mph speed limit. The petition organiser has pointed out that in 2009 the Council did state that the location would be added to the five year pedestrian crossing programme.
3. At similar petition was received in 2011 and considered at the Traffic Management Meeting on 26 September 2011. The decision was that the Executive Member for Sustainable Communities – Services noted the contents of the report and agreed to the following:-
  - a) a radar box survey be carried out
  - b) the visibility splays be maintained
  - c) the street lights and the advisory signs be illuminated
  - d) that following completion of the radar box survey that the speed limit be considered for reduction to 40mph.

These actions were undertaken in the months following the meeting.

4. Traffic flows on A507 Maulden bypass are high, particularly during peak periods. A 40mph speed limit on the A507 from the A6 at Clophill to west of Pine View Park was introduced in April 2015. Speed data has not been measured since the 40mph limit was introduced, but the reduction from the national speed limit (60mph for cars) to 40mph is likely to have led to lower actual speeds, albeit a fairly modest reduction. In addition, the Council has installed “Elderly people” warning signs on both approaches to the crossing point, which should alert drivers to the potential for pedestrians being in the road.
5. Despite the reduction of the speed limit to 40mph vehicle speeds are sufficiently high that the only safe form of pedestrian crossing would be a signalised facility. This is likely to cost in the region for £75,000. A pedestrian crossing survey has not been undertaken, but it is expected that the number of people crossing at this point would be fairly low. There are very few facilities within a comfortable walking distance of Pine View Park and it is anticipated that most journeys to and from the site would be by motor vehicle.
6. Given the expected low usage of any pedestrian facility and likely cost, the provision of a crossing at this location is not likely to be a priority when compared to other potential sites in Central Bedfordshire. Consequently, unless outside sources of funding come forward, officers are unable to recommend that a pedestrian crossing be pursued at this location.

**Appendices:**

- Appendix A – Petition and covering letter
- Appendix B – Location plan



Appendix A

PINE VIEW PARK  
MAULDEN  
TRAFFIC LIGHT  
PEDESTRIAN CROSSING  
ON. 30th Sept 2015  
A 507

NAME	ADDRESS
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Please find enclosed copies of relevant information for a traffic light Pedestrian crossing outside Pine View Park on the A507 which Paul Duckett has asked us to do for you.

In March this year the road speed on section between Flying Horse roundabout & MAULDON TURN was reduced to 40mph to get the crossing approved.

This crossing is on a 5yr programme, which has expired (see enclosed letter). This crossing is desperate as traffic is increasing, some vehicles are not adhering to the 40mph, especially motor bikes who think it's Brando Hatch.

We will be reporting to the police this information, although we believe they were out with the speed gun earlier this year.

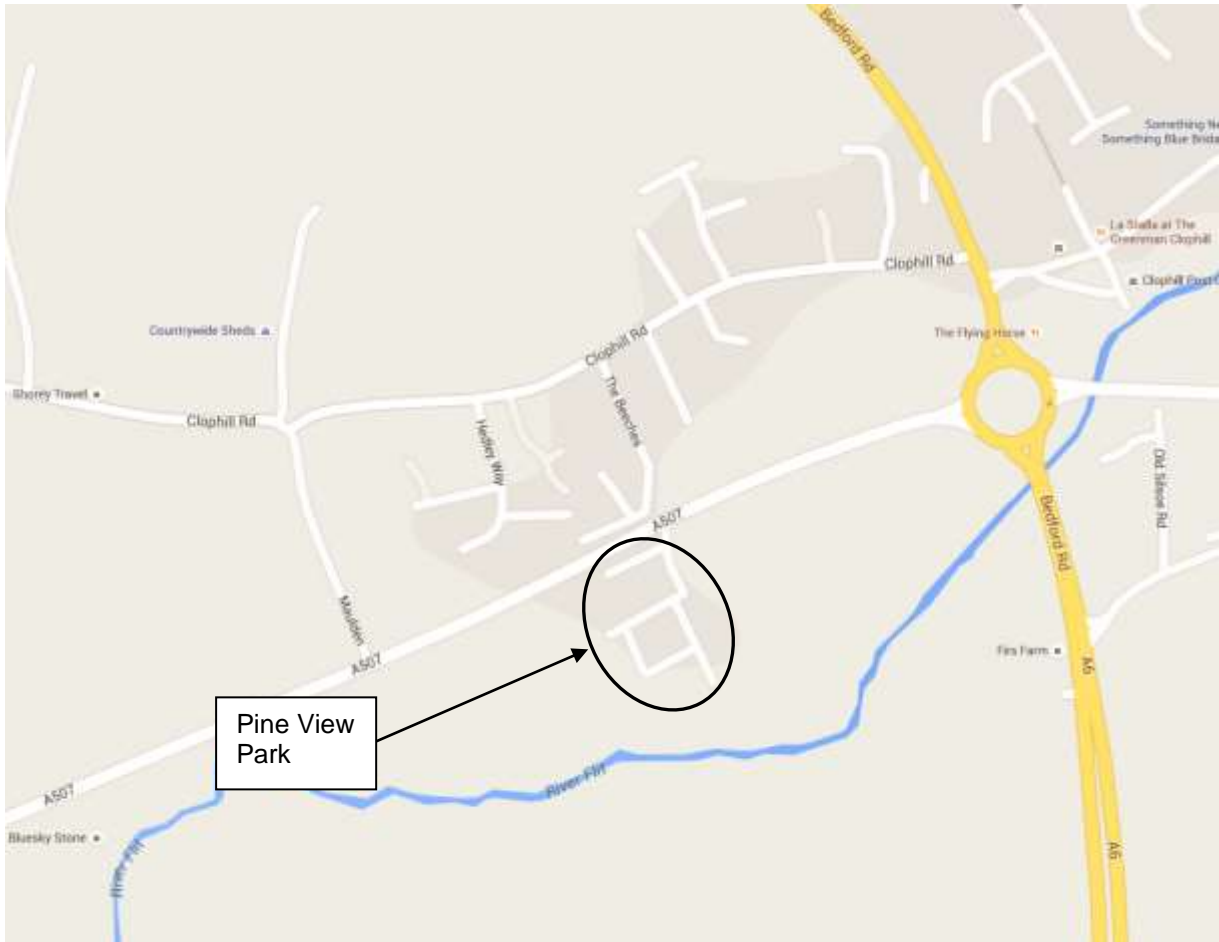
Complaints of car & especially bike noise from residents living in Clophill road has reached Paul Duckett's ears.

This is a very busy & dangerous stretch of road. 2 of our residents have moved off the park to live in a safer area.

Paul Duckett & ourselves will gladly meet with you to discuss this situation.

We look forward to hearing from you.

Appendix B



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**Meeting:** Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders  
**Date:** 4 February 2016  
**Subject:** Proposed Signal Controlled Crossing - Churchill Way, Shefford

**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 signal controlled crossing in Churchill Way, Shefford

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**Contact Officer:** Nick Chapman  
[nick.chapman@amey.co.uk](mailto:nick.chapman@amey.co.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Shefford  
**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal will improve road safety by lowering vehicle speeds on this length of road.

**Financial:**

These works are developer funded under a S278 agreement for the construction of 85 houses in Shefford by Bovis Homes

**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.

**Sustainability:**

None from this report

**RECOMMENDATION(S):**

- 1. That the proposal to introduce a signal controlled crossing in Churchill Way be implemented.**

**Background and Information**

1. Under a Section 278 agreement completed between Bovis Homes and Central Bedfordshire Council for the construction of 85 dwellings in Shefford, off Ivel Road, the developer is to provide a signal controlled crossing point in Churchill Way between Kingfisher Road and Roosevelt Avenue.

*This is 'In the interest of pedestrian safety, and to comply with policy DM3 of the Central Bedfordshire Core Strategy and Development Management Policies'*

2. It is a requirement under Section 23 of the Road Traffic Regulation Act 1984 that proposals to introduce pedestrian crossings be advertised by public notice and this was undertaken on 7<sup>th</sup> December 2015.
3. Such notices do not comprise Traffic Regulation Orders and as such there is no requirement for any representations received to be considered prior to introducing the crossing. It has however been the custom and practice of Central Bedfordshire Council to treat any objections to pedestrian crossing notices as if they were objections to a Traffic Regulation Order and to consider them at the Delegated Decisions meeting where the public are permitted to speak.

**Representations and Responses**

4. One representation has been received. It is not an outright objection, but expresses concerns regarding the appropriateness of the crossing and the effect of the crossing both on amenity and value of the property..

The text of the representation is attached as Appendix C

5. Central Bedfordshire Highways response is that whilst the concerns of the resident are understood this is a crossing that has been considered necessary as part of the planning consent for the development of the houses to facilitate safe movement of pedestrians.

Should there be any intrusion on amenity due to the noise of the crossing itself then it is possible for the audible warning to be reduced in volume or replaced with a revolving cone.

6. Bedfordshire Police have offered no comment or objection to the proposal.

### **Conclusion**

7. It is recommended that the developer be instructed to implement the crossing as advertised.

### **Appendices:**

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





Appendix B



# PUBLIC NOTICE

## ROAD TRAFFIC REGULATION ACT 1984 – SECTION 23

### PROPOSED PEDESTRIAN CROSSING – CHURCHILL WAY, SHEFFORD

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL, in exercise of its powers under Section 23 of the Road Traffic Regulation Act, 1984 and all other enabling powers, proposes to establish a signalised puffin pedestrian crossing, including its associated zig-zag markings, in Churchill Way, Shefford. These works are part of a wider scheme to improve pedestrian and cycling facilities.

#### **A Signalised (Puffin) Pedestrian Crossing is proposed to be sited at the following location in Shefford:-**

Churchill Way, at a point approximately 37 metres north-west of its junction with Roosevelt Avenue.

Further Details a drawing may be examined during normal office 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 23 December 2015.

Priory House  
Monks Walk  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

7 December 2015

## Appendix C

### Proposed Pedestrian Crossing – Churchill Way, Shefford.

May I take the opportunity to thank you for your letter dated 7<sup>th</sup> December 2015 with reference to the proposed pedestrian crossing in Churchill Way, Shefford. May I take this opportunity to say I am totally supportive of speed calming on this stretch of road and having worked within road safety; applaud the commitment to ensure the public can cross Churchill Way safely.

The proposed site for this cross is directly behind my property which will be visible from both the upstairs and downstairs windows of my property. In addition, research suggests:

- Puffin crossings are an expensive crossing type
- Pedestrians must wait for the signal before crossing. It may take considerably less time to cross at a Zebra crossing
- Pedestrians may walk into the road when the signal changes without checking vehicle traffic has come to a complete stop
- May be less attractive than other crossing types, which are less obtrusive in smaller streets with narrow pavements
- Other pedestrians may obscure the view of the pedestrian crossing light located on the nearside of the road
- Expensive to maintain

I have spent considerable money upgrading my property in order to be able to enjoy the property and the garden before it is sold. There is already one street light at the rear which lights the garden (I was aware of this when I purchased the property) but I would not buy it with a view of a crossing from my upstairs windows. The lights will be clearly visible from my property and my garden in dark summer evenings when I would intend to be outside.

As a shift worker, I am also aware that there will be a noise implication meaning to sleep during the day with windows open is no longer going to be an issue. The anti-social use of vehicles and the speed at which they pass is already a problem and the noise matters will be exasperated by the use of this crossing. The slowing and queuing of traffic outside my rear garden will be problematic.

I note the intention to widen the footpath. The fence at the rear of my property has already been damaged by local youths and I am incredibly uncomfortable with the possibility of people loitering at the location. I object to this crossing primarily because of the noise and financial impact this will have on my home address. I am confident that the introduction of such a crossing will de-value the property or dissuade future buyers from purchase. As a result, whilst supporting any road safety initiative I believe this comes at a significant cost for me.

I would welcome an opportunity to discuss and demonstrate the above by means of a personal meeting at my home address where I hope an expeditious and mutually beneficial agreement can be reached.

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**Meeting:** Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders  
**Date:** 4 February 2016  
**Subject:** Frenchs Avenue, Dunstable – Consider Representations to Proposed Waiting Restrictions  
**Report of:** Paul Mason, Head of Highways  
**Summary:** This report seeks the approval of the Executive Member for Community Services for the implementation of waiting restrictions on Frenchs Avenue, Dunstable

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**Contact Officer:** Nick Chapman  
[nick.chapman@amey.co.uk](mailto:nick.chapman@amey.co.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Dunstable Northfields  
**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal will improve road safety.

**Financial:**

The works are being funded via section 278 funding related to an adjacent residential development

**Legal:**

None from this report

**Risk Management:**

None from this report

**Staffing (including Trades Unions):**

None from this report

**Equalities/Human Rights:**

None from this report

**Community Safety:**

The proposal will improve road safety for all road users.

**Sustainability:**

None from this report

**RECOMMENDATION(S):**

**That the proposal to introduce No Waiting at any time on lengths of Frenchs Avenue, Dunstable be implemented as published.**

**Background and Information**

1. The proposal is related to highway improvements that are required to satisfy the planning consent for a nearby residential development. The required safety audit identified the need for improved pedestrian facilities and a refuge was considered to be the most suitable solution. As there are adjacent residential properties and some on-street parking takes place, it is necessary to install yellow lines to ensure that the pedestrian refuge operates safely. Nearby junctions would also be covered by restrictions to counter any migration of parking.
2. The proposals were formally advertised by public notice in November 2015. Consultations were carried out with the emergency services and other statutory bodies, Dunstable Town Council and the Ward Members. Residents living immediately adjacent were individually consulted by letter. Public notices were displayed on street.

**Representations and Responses**

3. Two representations have been received, both from nearby residents opposing the restrictions.
4. Copies of all correspondence are included in Appendix D. The main points of concern raised are summarised below:-
  - a) The traffic island will be of no use and will not reduce the excessive speeding that occurs. Local people were told that traffic calming measures would be put in place.
  - b) The double yellow lines will mean that more people will park outside their home, thereby denying space for them to park.
  - c) There is no enforcement of the existing restrictions, so the proposed ones will be ineffective.

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

There is a footpath that meets Frenchs Avenue at this location. It is felt that the new residential development will increase pedestrian crossing movements and lead to higher traffic flows. Frenchs Avenue is wide for a residential street and the pedestrian refuge will make crossing it safer.

Narrowing the road in a localised area is likely to reduce motorist speed at that point, although, in proximity to a 90 degree bend, they're liable to be low anyway. Road markings on the bend should help to further reduce speed. All of Frenchs Avenue is covered by a 20mph speed limit.

The parking restrictions have been kept to a minimum and as much on-street parking as possible has been retained. The restrictions would cover the bend and junctions where on-street parking should not take place, so they will remove relatively few spaces; probably 6 to 8 in number. There is off-road parking to the rear of the properties that front Frenchs Avenue, but that is unlikely to satisfy residents' needs, so some do make use of on-street parking on Frenchs Avenue.

At the present time there are parking restrictions on the south side that prohibit parking from 7pm to 6am, which were introduced to address an overnight issue that no longer exists. These will be removed thereby creating some extra parking for residents during those times.

6. Bedfordshire Police has raised no objections to the proposals.

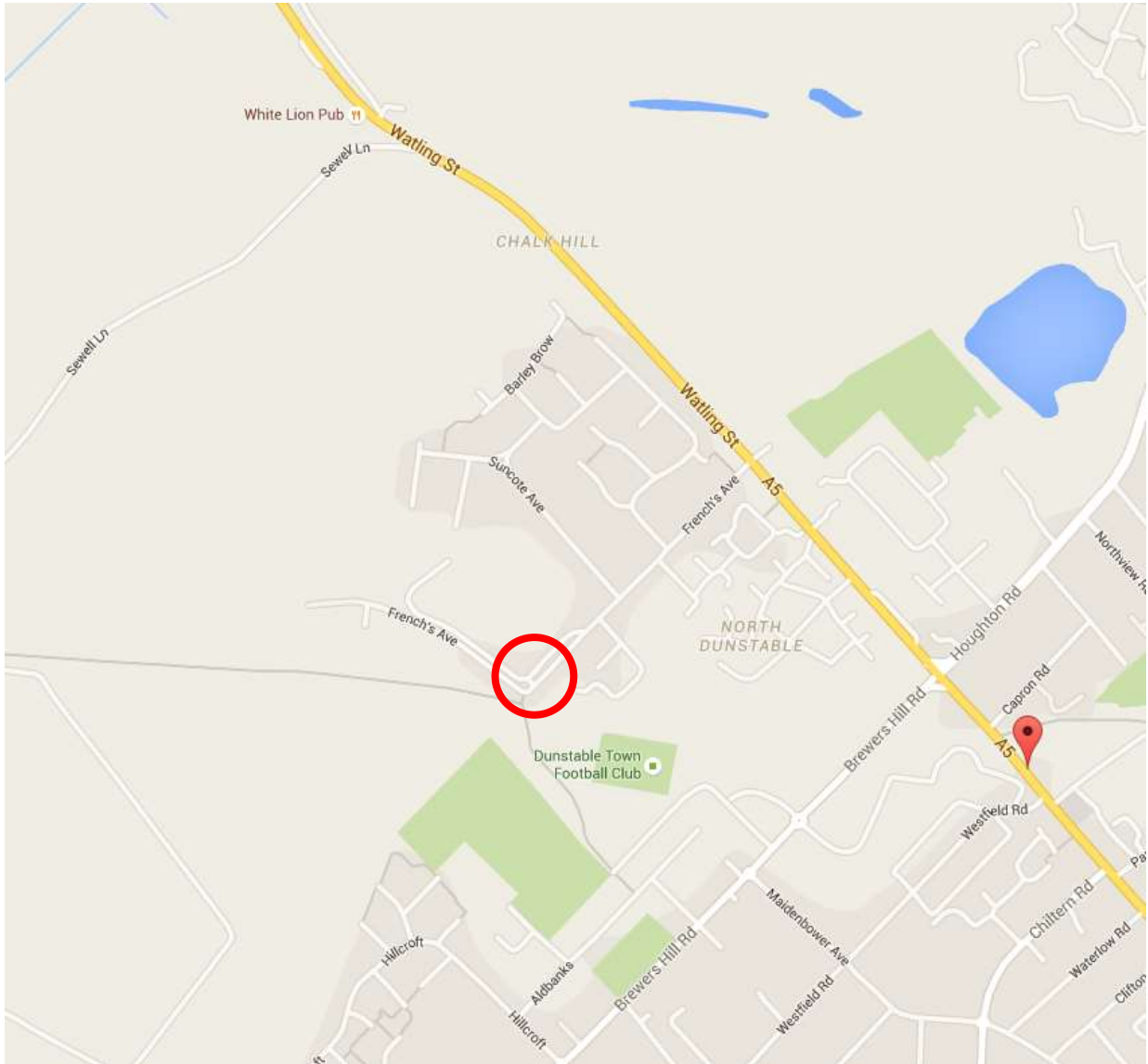
## **Conclusion**

7. The pedestrian refuge is being provided to address concerns that were raised about pedestrian safety at this location and the parking restrictions are needed to ensure that it operates safely. As a result, it is recommended that the restrictions be implemented as published.

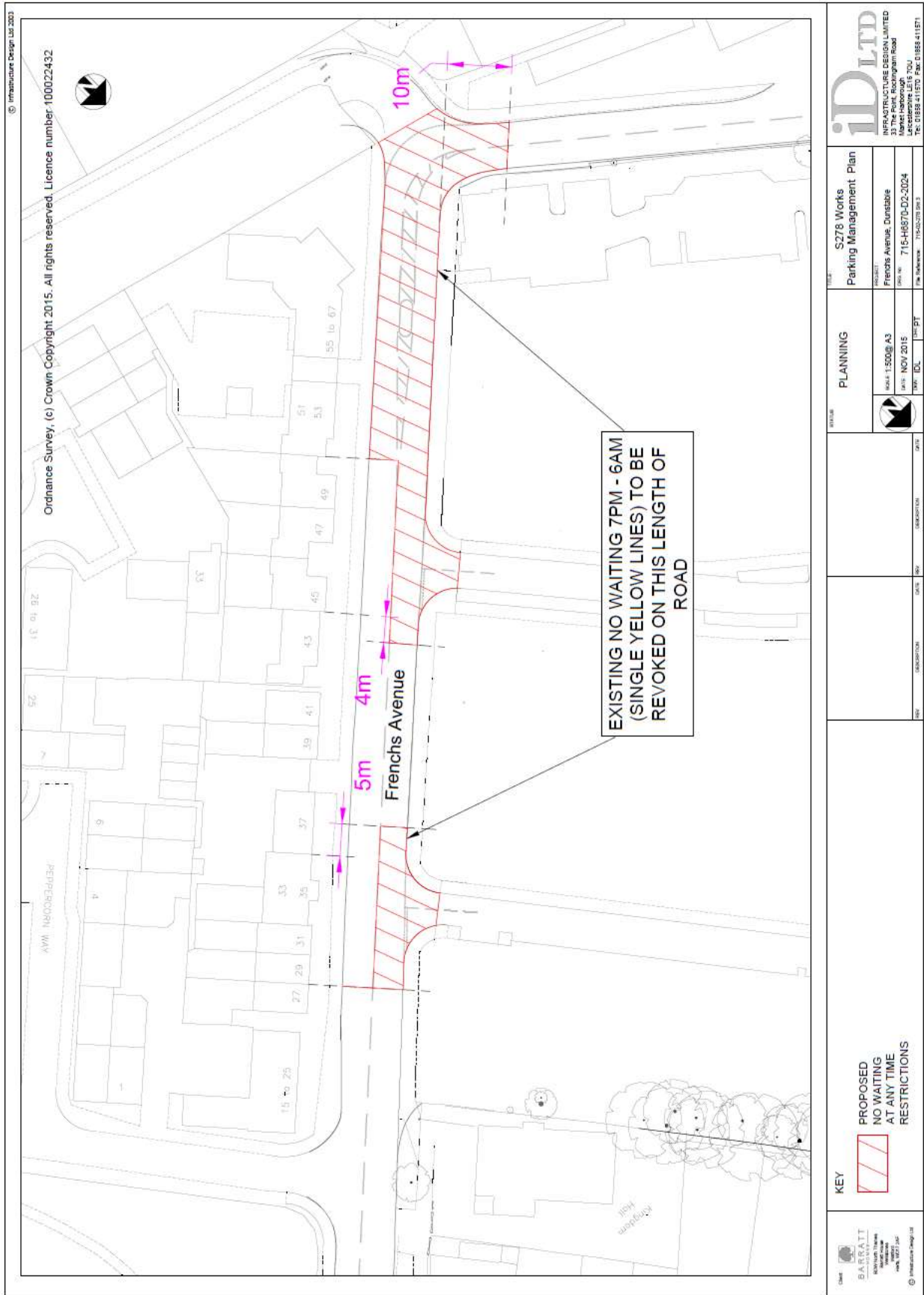
## **Appendices:**

- Appendix A – Location plan
- Appendix B – Drawings of Proposals
- Appendix C – Public Notice of Proposals
- Appendix D – Representations

Appendix A



Appendix B



Appendix C



# PUBLIC NOTICE

**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME AND REMOVE NO WAITING 7PM TO 6AM IN FRENCH'S AVENUE, DUNSTABLE**

Reason for proposal: The proposed Order is considered necessary for facilitating the passage of traffic on the road. The restrictions are intended prevent the road being obstructed adjacent to a traffic island that is planned at this location. The restrictions would cover two adjacent junctions to avoid displaced parked vehicles from parking close to them. The traffic island is being installed as part of a residential development. It is proposed to revoke the existing overnight restrictions as these are no longer required.

Effect of the Order:

**To INTRODUCE No Waiting at any time on the following lengths of road in Dunstable:-**

1. French's Avenue, south-east and south-west sides, from a point in line with the boundary of nos.49 and 51/53 French's Avenue extending in an easterly then southerly direction to a point approximately 10 metres south of the south kerb line of French's Avenue.
2. French's Avenue, north-west side, from a point in line with the boundary of nos.27 and 29 French's Avenue extending in an easterly direction to a point approximately 5 metres east of the boundary of nos.33/35 and 37 French's Avenue.
3. French's Avenue, north-west and north-east sides, from a point approximately 4 metres west of the boundary of nos.43 and 45 French's Avenue extending in an easterly then southerly direction to a point approximately 10 metres south of the south kerb line of French's Avenue.

**To REMOVE the existing No Waiting 7pm to 6am on the following length of road in Dunstable:-**

1. French's Avenue, north-west side, from a point approximately 9 metres north-east of the south-west flank wall of no.37 French's Avenue in a south-westerly direction to a point approximately 9 metres south-west of the north-east flank wall of nos.55 to 67 French's Avenue.

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 4 December 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

12 November 2015



## Appendix D

Hello we received your letter regarding the new proposed waiting restrictions on Frenchs Avenue. We have a couple of issues with this as we are residents of xx Frenchs avenue.

1 - we feel the traffic island at the end of the road is going to be no use, we were told when these new houses were developed there would be traffic calming put into force. An island at the end of the road will not stop the motorbikes and cars racing up and down the road as they slow down for the end anyway. Our cat was killed two years ago due to people not sticking to the speed limit. There needs to be something in the road to slow people down further along the straight.

2 - having the yellow lines from our house xx. Up to the end of the road is going to become a big issue for us especially if the people in the flats can't park on the road, they will park outside our house. We have a very young baby and not being able to park our car outside the front of the house is going to prove difficult and where also are our guests suppose to park should any come and visit?

Please could someone respond to this email as I'd like to know the outcome.

---

Frankly I cannot understand the need for a traffic island and associated yellow lines in the location shown, where do you think the displaced cars will park in future? Presumably like most yellow lines in this area they will not be enforced regularly, so just another waste of tax payers money. A more sensible place to put yellow lines (and enforce them) would be the at junction of Suncote Avenue where cars and, in particular vans park very close to the junction which is obviously busier due to regular buses which often cannot pass.

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

**Date:** 4 February 2016

**Subject:** Front Street and Markyate Road, Slip End – Consider Objections to Proposed Raised Tables

**Report of:** Paul Mason, Head of Highways

**Summary:** This report seeks the approval of the Executive Member for Community Services for the implementation of raised tables in Front Street and Markyate Road, Slip End

---

**Contact Officer:** Nick Chapman  
[nick.chapman@amey.co.uk](mailto:nick.chapman@amey.co.uk)

**Public/Exempt:** Public

**Wards Affected:** Caddington

**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal will improve road safety by reducing traffic speeds in Front Street and Markyate Road, Slip End.

**Financial:**

The works are being funded via the Rural Match Funding (RMF) scheme where Council funding is matched by Parish Councils.

**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.

**Sustainability:**

None from this report

**RECOMMENDATION(S):**

**That the proposal to install raised tables in Front Street and Markyate Road, Slip End be implemented as published.**

**Background and Information**

1. There have been longstanding concerns about excessive vehicle speed and related safety issues in Slip End. As a result, the Parish Council has used the Council's RMF scheme to help fund a comprehensive programme of traffic calming within the village. The tables in Front Street and Markyate Road are part of this programme.
2. Following a public consultation, the first phase of traffic calming works was constructed between October 2014 and September 2015. These works included traffic calming measures, controlled and uncontrolled pedestrian crossings, waiting restrictions and speed limit extensions. The works were designed in discussion with the Parish Council and had the aim of reducing traffic speeds and improving the pedestrian environment.
3. The proposed raised tables in Front Street and Markyate Road form a second phase of works and have been designed following a period of monitoring of the impact of the initial phase. It had been expected that additional works may be required should monitoring show levels of compliance and behaviour required further modification. As vehicle speeds in Front Street remain excessive the provision of a raised feature, as initially envisaged, was proposed. The proposal to replace the chicane on Markyate Road with a raised table is in response to public concern following evidence of poor driver behaviour.
4. The proposals were formally advertised by public notice in December 2015. Consultations were carried out with the emergency services and other statutory bodies, Slip End Parish Council and the Ward Members. Residents living immediately adjacent were individually consulted by letter. Public notices were displayed on street.

## Representations and Responses

5. A total of 28 representations were received. All respondents made reference to Front Street and several also commented on the Markyate Road proposal.

In respect of Front Street, almost all of the objections were to the proposed alterations to the existing kerb build-outs. The proposed raised tables in Front Street attracted 12 objections and the proposed raised table in Markyate Road attracted 3 objections.

Several respondents expressed support for traffic calming measures and suggested that more should be done to ensure compliance with speed limits.

It should be pointed out that the Council is required to publish statutory notices and formally consult on proposed raised features, such as tables. The Council does not have the same obligation as regards to simple kerb build-outs.

6. Copies of all correspondence are included in Appendix D. The main points of concern raised are summarised below:

### Front Street – Modification to Kerb Build Outs

- a) That the kerb build-outs constructed in Phase I of the works on Front Street at the junctions with New Street and Old School Walk obstruct visibility for drivers emerging from the side roads.
- b) That the build-outs hamper turning movements in and out of these side roads and restricts the width of Front Street to through traffic. This creates conflicts between opposing vehicles and has resulted in several near misses with drivers forced to mount the kerb and drive on the footway.
- c) That the extension of the build-outs and the marking of the bays alongside the allotments will further exacerbate this situation.

### Front Street Raised Table

- a) That the proposed raised table will add to these access/egress difficulties and conflicts described above.
- b) That the existing raised tables provided as part of the Phase I works are too high and create unacceptable noise.

### Markyate Road Raised Table

- a) That the existing raised tables are too high and create unacceptable noise and hindrance to traffic and that any additional features should be lower in height.
- b) There is some support for the removal of the existing chicane and provision of a raised table.

7. Bedfordshire Police has raised no objections to the advertised proposals.
8. Central Bedfordshire Highways' response to the points above is as follows:-

#### Front Street – Modification to Kerb Build Outs

The Phase I scheme was designed to regularise parking in Front Street and to improve visibility for traffic emerging from side roads. The kerb build-outs and associated double yellow lines adjacent to the junctions ensured vehicles cannot park immediately at the junctions, as has previously been the case. However, while the scheme did improve the situation the benefits are considered marginal, hence the reason for the modifications as part of the Phase II works.

It is accepted that as properties in Front Street do not have the benefit of off-road parking there is a need to accommodate on-street parking and that site constraints dictate that this parking will create visibility issues.

The changes to the built-outs and management of parking will cause some minor hindrance to through traffic in the interests of moderating traffic speeds. This will cause some vehicular conflict and introduce very short duration delays to through traffic but with the benefit of helping to reduce traffic speeds.

#### Front Street Raised Table

The proposed raised table will lower traffic speeds, helping to mitigate safety concerns.

#### Markyate Road Raised Table

The representations received in relation to the raised table in Markyate Road relate to technical issues as to its construction rather than outright opposition to its provision.

#### Table Construction

The authority constructs raised tables in accordance with regulations, statutory guidance and accepted best practice. The height of the tables in Slip End, at 75mm, is deemed to be the best compromise between achieving good speed reduction whilst minimising undesirable side effects.

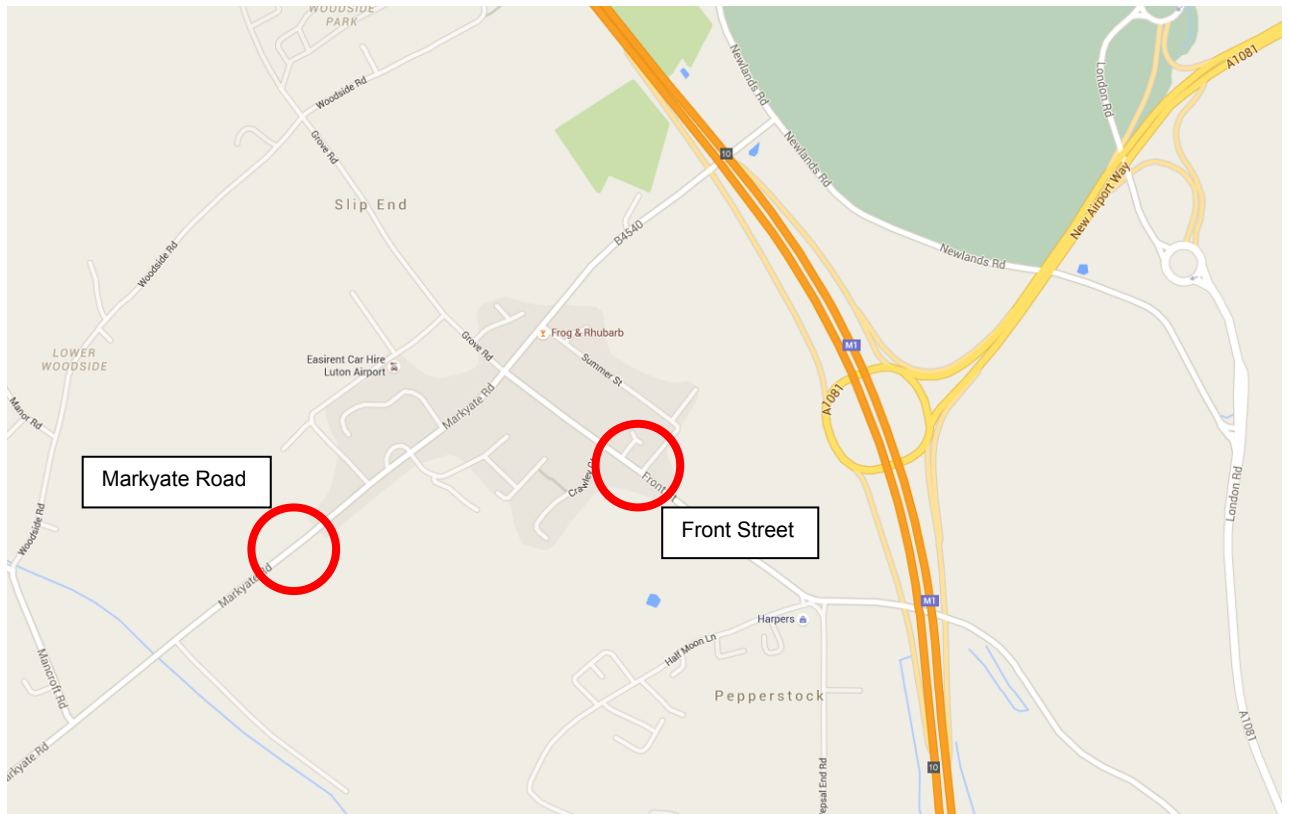
## **Conclusion**

9. It is the view of officers that that the proposed measures will prove effective in addressing long standing issues with excessive vehicle speeds and on-street parking in Front Street. The replacement of the chicane on Markyate Road will address issues of concern about poor driver behaviour while continuing to moderate the speed of traffic entering and leaving the village. It is therefore recommended that the raised tables and associated works be implemented as published.
  
10. The works have the support and are being part-funded by Slip End Parish Council and if approved, are expected to take place within the forthcoming financial year.

## **Appendices:**

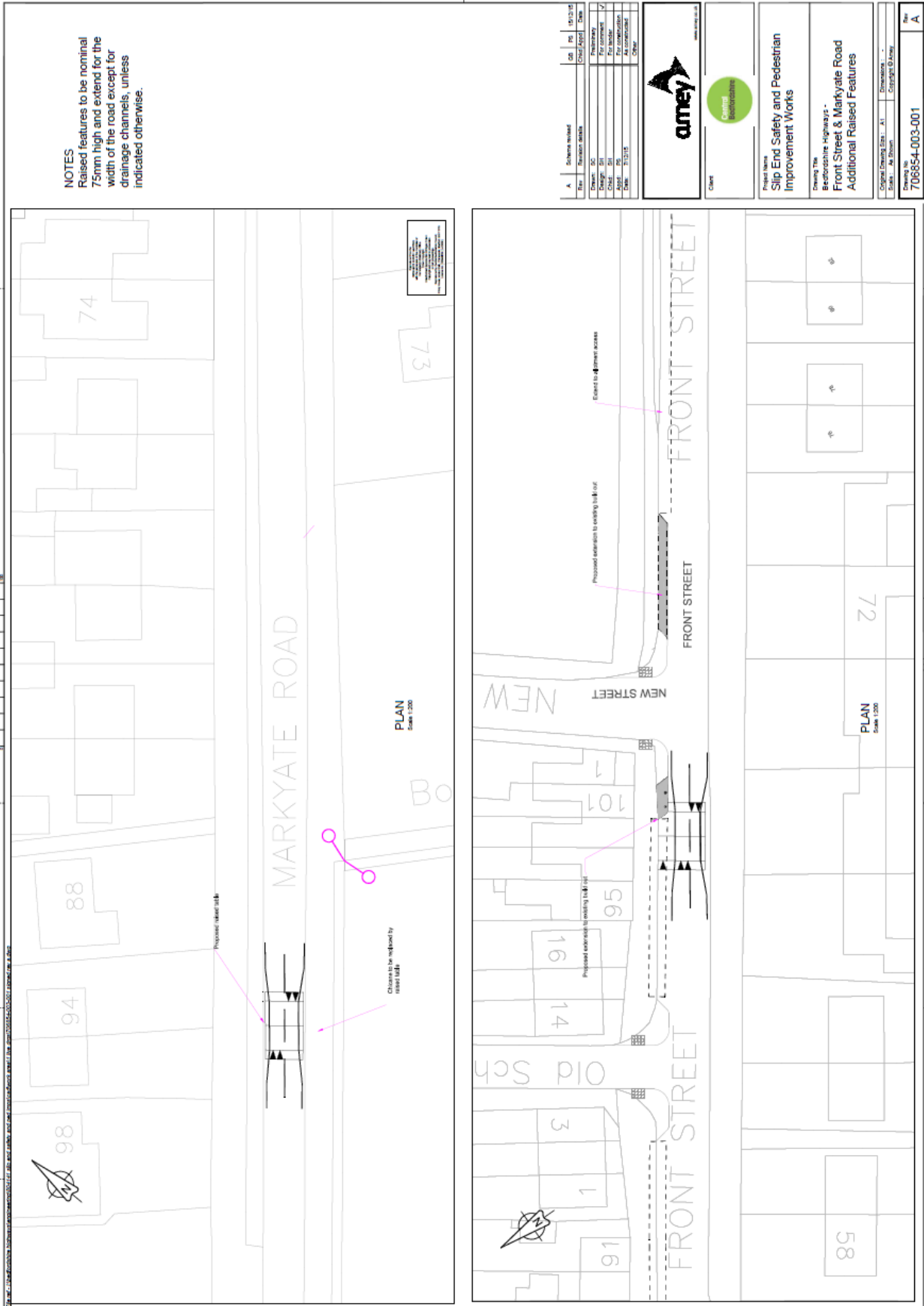
- Appendix A – Location plan
- Appendix B – Drawing of Proposals
- Appendix C – Public Notice of Proposals
- Appendix D – Representations

Appendix A





Appendix B



Appendix C

# PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

**PROPOSED RAISED TABLES – MARKYATE ROAD AND FRONT STREET, SLIP END**

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

**Raised Tables at a nominal height of 75mm and approximately 8.25 metres long, including ramps, extending across the full width of the road, except for drainage channels, are proposed to be sited at the following locations in Slip End:-**

1. Markyate Road, centred on the boundary of property nos.94 and 96 Markyate Road.
2. Front Street, at a point approximately 15 metres south-west of its junction with New Street, measured from the centre of the junction to the centre of the proposed raised table.

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 15 January 2016.

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

24 December 2015

## Appendix D

Raised tables slow traffic but as exiting New Street is a blind turn, further suggested parking towards the allotments will hamper even more.

Also parking opposite nos 80, 82, 84 ,86 Front street {where the road is narrower} will very much impede entry and exit to our properties.

It has also been noticed that some cars are parking in the new allotted spaces for days on end and we fear this could be Airport customers.

While we strongly resent any parking opposite our house, we feel a further raised table as one enters Slip End after the Harpers bend and before the allotments gate, may discourage speeding.

---

We write with great concern and against the road safety works that have already been carried out last year and your proposals to extend these for the following reasons:

1. Firstly the public notice is very misleading and does not cover all the proposed works i.e. the extended build-out or parking bay. As residents whose property is opposite one of the proposals we have not been notified; nor were we notified of the original parking bay, so did not have an opportunity to express our concerns previously.
2. Since the original works were put in place it has made Front Street a more dangerous place to live and drive down. The build-out at New Street has now created a totally blind bend when vans, which park there daily, are in the parking bay. Cars turning left from New Street now have to turn into the path of on coming traffic. My neighbour who has CCTV and has lived at his property for nearly 50 years has evidence of at least 8 incidents at this junction, since the works were completed in 2015, compared to just 2 others in over 40 years. This does not include all the near misses. We ourselves have witnessed three incidents alone. This statistic in itself is of grave concern. It's not if, but a question of when, a serious accident will occur at the junction. One only has to inspect the kerb edges to see all the marks left where they have been hit.
3. During the rush hour it is common to have a small queue of cars outside our house due to the bottle-neck parked cars in the bay create. Cars speed up to push through, mount the grass verge, hoot and drivers have been heard to shout at each other. We never had this road rage before the works and why should we put up with it, and worse, now.
4. We struggle during these times to turn into our drive and both we and our neighbours have had to occasionally drive along the grass verge to turn or else bring traffic to a complete halt in both direction. My neighbours often struggle to swing out of their drive with the confines of vans and cars in the parking bay. One has even hit a parked car.
5. The current parking bay on Front Street has reduced the carriageway to a single lane. There are currently no warning signs of this. To extend the bay further would require traffic lights for drivers to negotiate the stretch safely. Clearly the council have not given any consideration whatsoever to this.
6. With the build-out coaches and larger vehicles can no longer swing from Front Street into New Street without mounting the pavement or have to park in Front Street with the public having to carry up trays of food, goods etc. to them.
7. These large vehicles, the vans which now park in the bay daily and cars which park there now park partly in the bay and partly across the path. This is because the road is not wide enough or safe enough for two cars to pass each other with a parked car in the road. I have seen mothers with buggies and a disabled gentleman on a mobility scooter having to try and negotiate these hazards. The path is for pedestrians not vehicles but you have created this problem.

8. Since the parking bay was painted in, several cars have been left there for 10 days at a time, whilst the owner goes on holiday from Luton airport. It is much cheaper to park there and get a taxi to the airport than pay their parking fees. With the extension of the airport this is only going to increase and with the proposed extension to the parking the Council is inviting them to do so. The proposed permit scheme suggested by the Parish Chairman to stop this would be both expensive and inconvenient to all residents.
9. Whoever thought up the idea of a raised table between New Street and School Walk obviously have not experienced the bottle-neck which occurs there daily. They only have to look at the churned up verges between this area, from 58-68 Front Street, to realise a hump in the road will only add to the problems created there from the original works. It couldn't be in a more dangerous or crowded area to install one. The person who thought this up must be the same one who proposed the extremely dangerous chicane and illegally raised humps on Markyate Road.

In conclusion, what we find extremely disturbing, is that what is proposed by squeezing the width of the road, lacks any professional insight in connection with traffic safety. Moreover, by extending the parking bay area along Front Street, will be creating a traffic hazard endangering life. This will be seen as neglect by yourselves when the accidents happen and build. It will then be seen that you must be held responsible. All we can do for our part, is to make you aware, herewith, so that you cannot say at a later date, you were not informed of the hazard you have created. In short, you have made a bad situation worse! It is viewed as being totally irresponsible, lacking a duty of care to safety and life, which is paramount. We cannot allow this to happen. This being uppermost in our minds as it should be in yours as a campaigning road safety council.

---

I object to further ramps on Markyate Road and Front Street in addition to the already dangerous ones and extended parking spaces already in the village. I also question why this further cost is being incurred when presumably consultants and contractors have recently been paid by the Council to install the existing ramps and the original plans would have been considered adequate. We now face paying more consultants and contractors for un-necessary works.

We now have the ridiculous situation of traffic entering the main roads from side streets who are unable to see oncoming traffic and have to exit into the path of oncoming traffic.

I have experienced traffic coming to a standstill when buses/lorries try to pass on either street as there is now insufficient room and traffic having oncoming vehicles on their side of the road. This is Highways 'safety' gone mad. Drivers are not even warned of the substantial tank traps you have now set in the roads. One wonders how much cost the Council will face from drivers with damaged steering or wheels in the future let alone spending further tax monies on something completely unnecessary.

Additionally, even in Prebendal Drive we now have the constant sound of the 'thump' of heavy vehicles hitting the ramps which must be even worse for those directly on the affected streets.

In summary, I object to the ramps and do not want them built because:

- They worsen safety on the roads
- There is no benefit to the already inserted ramps
- The unnecessary cost to the tax payer now and in the future
- Traffic being stopped unnecessarily as insufficient room for larger vehicles and increased risk of accidents
- Additional noise in the village due to passing traffic hitting the ramps

---

I am writing regarding the recently announced proposed additional works. Was rather surprised at the short period for comments bearing in mind Xmas & New Year.

Firstly, I am pleased that the chicane in Markyate Road is to be removed and replaced by a raised table. I would have thought the provision of a raised table was the obvious initial step to have taken. The chicane was sited on the wrong side of the road to slow traffic entering the village, where the majority of premises are sited also the School.

I must however object most strongly to the majority of changes in Front Street. The previous changes i.e. build out at junction with New Street coupled with the provision of the southerly parking bays created a major hazard. With cars parked in the bays for various reasons including Learning Drivers and people going on holiday for a week or two, it has been extremely hazardous exiting from New Street. I have personally had a couple of near misses with speeding cars both entering and leaving the village.

I respectfully request that initially only the raised table be provided in Front Street and the effects of this be fully evaluated before any of the other works are considered.

---

With reference to the statutory notice regarding more traffic calming in Front Street, Slip End. Could someone please tell us what the logical reasons would be for extending the parking lines right up to the allotment gate? This would make the road more narrow for moving traffic if cars are parked there and when there is an accident on the M1 the volume of traffic increases dramatically through the village. This idea would also cause problems for getting in and out of our driveways plus for people coming out of New Street. We cannot see that the council is going to widen our driveways to make it marginally easier for us to get in and out! Although we agree the need for traffic calming in Front Street we really do not think that this is the answer, so we are both really opposed to this plan.

---

My family and I are writing to outline our objection to the proposed raised table and parking area on Front Street, Slip End near to the junction with New Street.

We have been residents of Front Street for over 5 years and as a result have a good overview of the how the village roads are used and the ever increasing issues surrounding speeding, inconsiderate driving, and parking. I have raised these concerns at the local parish council meetings.

Firstly, I should like to make it clear that I fully support attempts to address the "speeding" issue and I am pleased that the development process has gained momentum and that some alterations have already been undertaken. It is not my intention to undermine the contributions made to date although the works carried out so far are questionable.

There are clearly a number of issues in relation to the works already undertaken and the proposed works brought to my attention recently. My primary concern is with the poorly constructed "speed humps" that have already been installed and the fear that future instalments will be constructed in a similarly poor manner. When the humps on Markyate Road and the section of the B4540 were first opened they were like walls - They all but stopped the traffic altogether! With time they have worn and sunk slightly but are still very fierce. The result is that drivers are forced to slow down too much and as a result become frustrated and can often be seen accelerating excessively away from the hump once clear of it. In essence, although the humps are technically slowing the traffic to a point they are not

an effective means of reducing the overall speed of traffic through the village and in some cases clearly lead to frustrating drivers into driving more erratically. The humps on Markyate Road are poorly constructed and there are not enough of them. You cannot rely upon one or two humps placed half way down the road and expect them to reduce speed throughout the village. The humps need to start on the fringes of the village and continue along the entire length of road otherwise they become ineffectual.

In essence, the Markyate Road humps that have already been installed are too high and abrupt and too infrequent to provide effective speed enforcement! As such they are seen by many as a hindrance.

I am not anti speed humps. In fact, it would be fair to say that I am quite in favour of them. My understanding of speed humps is that when they are well constructed and regularly placed along a whole section of highway they are probably one of the most effective ways with which to reduce speed. Furthermore, other than the initial cost to install, they are relatively cheap to maintain and are a fully functional 24/7 deterrent. The example of a good speed hump installation that I am always drawn to is that of Lemsford Village near Welwyn Garden City. I use Lemsford on a daily basis as a cut through, much the same as many use Slip End. What I can say is that due to the successful installation of the humps the traffic is held at a very reasonable 20 to 25 mph due to there being regularly spaced humps along the entire length of the road. In my opinion this has been very successful.

Slip End would benefit greatly under a similar plan!

In addition to the speed hump issue is that of the parking - The alterations carried out to the junction of Front Street and New Street have caused no end of problems. This sentiment has been relayed to me on many occasions by a number of different people who basically can't see anything when stopped at that junction. The creation of the additional parking along Front Street from New Street toward Pepperstock will only make a bad situation worse. It will further narrow the road and encourage drivers to accelerate out of the village toward Pepperstock rather than slow down for oncoming traffic entering the Village in the opposite direction. This is a problem that has already worsened since the additional parking and junction extension was completed at New Street. By extending the parking along Front Street near to numbers 78, 80 etc you will effectively create a dangerous bottleneck. It is an ill conceived "cheap fix" to the speeding issue. Furthermore, the parking area will also be very attractive to airport users who do not wish to pay for long term parking.

I would urge anyone who may question the concerns raised in my letter to come to Slip End and see it for themselves. I am becoming ever more frustrated by the actions of many drivers who use Slip End on a daily basis. I am in full support of speed enforcement throughout Slip End. However, these additions are unsatisfactory and will potentially exacerbate an already contentious issue. I urge you to rethink your proposals and seek the additional funding to install a more satisfactory alternative.

---

I am writing to strongly object to the measures proposed in Front Street. The build outs at New Street were recommended to make it safer turning out of New Street into Front Street but because you then put a parking bay to the Pepperstock side of New Street it has in fact made it more difficult and dangerous when turning out of New Street because you cannot now see either way! To increase this bay up to the allotments will only compound the problem. The extension of the build out will make no difference to the visibility towards Pepperstock if the parking bay attracts vans as it does now.

Because the road is narrower from New Street to the allotment gate, if you extend the build out and parking bay it will make it extremely difficult for the householders between these points to get in and out of their drives. It will also make it dangerous for allotment holders to enter and leave the allotments because they have to leave their cars part way out to open and close the gate.

The scheme is ill thought out and will only serve to inconvenience householders at this end of Front Street and will probably cause more accidents as habitual speeders put their foot down to try to beat traffic coming in the opposite direction to get through the narrow section first. I have already noticed this at the New Street junction, particularly when buses or lorries are approaching this point and cars try to get there first so as not to have to wait.

Whilst there is a need for traffic calming in Front Street I personally do not think these changes will address the issue and will probably make the situation worse. I urge you to think again.

---

**OBJECTION**

**I have only today had cause to discover that notices went up about this on or about the 24<sup>th</sup> December – This when the days are at their shortest and therefore in my view an attempt at ensuring that as few people as possible know about it. Your notice does NOT MENTION THE PARKING BAY EXTENSION OR EXTENDED BUILD OUTS.**

**I understand that a few homeowners adjacent to the proposed table received a notice, but I and my neighbours right opposite the extended parking bay where not afforded that courtesy.**

**Time is clearly of the essence and I will submit a more detailed OBJECTION if time permits.**

**I have lived opposite New Street for 46 years and in that time only two – non injury road traffic accidents have occurred, to my knowledge, which only involved minor vehicle damage.**

**There have been EIGHT such low speed collisions that I a have witnessed since your projecting kerbs were put in late last year. The junction must be put back where it was originally and the ridiculous designated parking removed to allow people exiting New Street a view up the road.**

**There are many of the same view as myself and even the Parish Council have put it in writing that Residents do not want it.**

**Please register as an OBJECTION TO THE PLANNED WORK.**

---

I have been a resident in Slip End for nearly eighteen years and can't quite believe the alterations that have recently gone ahead in the name of 'safety'.

Now I understand there are further proposals to extend the parking and put in a further 'raised table in Front Street'

This proposal needs to be shelved if any common sense prevails. I often come out of Old School Walk and since the allotted parking, one has to nose out gently because your view is restricted, from any vehicle approaching from Pepperstock. Whilst looking in that direction you are so far out into Front Street that you could easily be hit by a car approaching along Front Street from the traffic lights.

The 'sleeping policemen' or as I understand they are now called 'raised tables' outside The Frog and Rhubarb is in the wrong position so close to the Pub Car Park entrance, and the one further down Church Street opposite the Church is nothing short of lethal. In order not to damage the suspension on my car I have to slow to a crawl to negotiate it and when cars that are not local don't realise until you brake, I have nearly been hit up the back several times.

None of these so called improvements are working and I personally feel that Slip End was safer before any of these were implemented so please seriously think again.

---



**POPOSED RAISED TABLES FRONT STREET SLIP END OBJECTION**

I write to object to your proposals with regard to Front Street. The work that has already been carried out to build out from Old School Walk, has made exiting from Old School Walk difficult and dangerous. You have to inch out past parked cars to the right and it is not until you are in the middle of Front Street that you can see whether or not any vehicles are coming. You have to have your windows open, even if it is pouring with rain, in the hope that you can hear approaching vehicles as you cannot see them. You have then to turn across the other side of the street, whether turning left or right. If going left you then have check that cars are not approaching from Pepperstock as there is only room for one vehicle in the road until you get past any parked vehicles. Your proposal will make matters worse. In future, when inching out of Old School Walk and turning left you will then immediately be faced by a raised table and a longer stretch of parked cars. Surely such a table would be better, and safer, if placed by the 30mph sign as you enter Slip End from Pepperstock. A car speeding on Front Street, past New Street, would hit the proposed raised table and probably veer/crash into one of the properties to the left or the right injuring or killing anyone who happened to be on the pavement at that time and causing considerable damage to property. I am all for traffic calming measures but your proposals will make matters worse. In addition consideration needs to be given to reversing the build outs work that has already taken place. Double yellow lines at the junction of Old School Walk and front Street were welcomed but we expected those lines to extend past number 3 and 2 Old School Walk ( which are in Front Street ) to give clearer visibility to those exiting Old School Walk. Numbers 1-3 do not need parking spaces outside their houses as they have allocated parking spaces in the Old School Walk car park. (One property has a double garage). I have noticed that often the only people parking there are those in Front Street with large vehicles that they do not want outside their own houses.

---

I am against your proposals, the works that have all ready been carried out in Front Street have caused no end of problems and there have been numerous damage only incidents since your earlier works at the junction of New Street were carried out whereas prior to that there were none.

- Exit from New Street is now extremely dangerous as drivers are now unable to view any traffic approaching Slip End due to parked vehicles, especially large vans. The propose Raised Table will nothing to help the current situation. The extended designated parking will only make the whole situation worse. Front Street is now far more dangerous to negotiate rather than safer.

There has been no consultation or notice provided by Slip End Parish Council as far as I am aware and 99% of residents were unaware of this additional proposal.

This scheme needs to be abandoned, as it will cause more danger than there is at present. There needs to be more thought put into this before any final decision is made.

Additionally may I point out that the Tables all ready installed in Slip End have been measured and are in excess of the legal limit of 75mm.

---

Regarding your proposed raised tables in front street Slip End I have no objection to but in conjunction with the road narrowing that is already in force with the junction of new street is absolutely absurd. This junction has gone from good to downright dangerous; it is too narrow to navigate safely as there are too many parked vehicles of a large size using the new parking area on the pepperstock side of new street. Thus narrowing the road even further than was originally intended.

How ever thought up this idea needs to have their heads tested to see if there is a brain in there as I have been a professional Lorry driver all my life and never seen such a mess made of a perfectly good road as has been made of this. PLEASE PLEASE put the road back as it was without the parking bays and the widened corners and just put in the speed tables as this will reduce the speed but put back the safety of the original road. If you really want to slow the traffic down through the village put a raised mini roundabout at the junction of halfmoon lane/ pepsal end lane pepperstock.

---

I am writing with regard to your proposals for raised table and extending parking bays in Front Street.

I am totally against these new proposals and also wish to comment on the ridiculous works already carried out. I have to take my life into my hands every day trying to get out of my road onto Front Street. The build outs mean I have to drive onto the opposite side of the road to turn out onto Front Street and with parking both sides you cannot see in either direction, so you are in effect turning out blind. I note that the number of accidents since these works has increased by 800% from 2 in the years previous to the build outs, to 8 in the past year, and mounting!

Now not only am I expected to continue to dice with death due to an extremely badly planned and costly road change, which no one appears to want to rethink. I am now expected to put up with raised tables and an extension to the parking on Front Street which will only increase the dangerous situation.

As for putting in a chicane in Markyate Road where drivers have to pull onto the opposite side of the road on the bough of a hill, well I thought that was basic highway sense.

I think this scheme needs to be abandoned and as it will cause even more dangerous situations. I also call for the road calming schemes that are already in place to be urgently removed and the situation to be re thought.

---

I have heard about your proposals to add more chaos to Front Street by providing official parking right along to the 40mph sign and put in a hump.

Travelling as I do along Front Street every weekday the situation that you created late last year has mean't that cars, vans and lorries are unable to pass each other unless you have a Mini.

There is road rage at times as there are no signs informing people of the restriction or who has right away.

You have made this junction very dangerous indeed.

In 12 years I have not known a problem at the New Street junction and in my view the build outs should be removed to prevent RTA's.

Should, inadvertently another car come into contact with mine at the location I will not hesitate to make a claim on Central Beds given the amount of people who have all ready complained to the Parish Council.

**I OBJECT** to the proposals and request the removal of what has been put in place. My safety is paramount to me.

---

### Proposed works at New Street Junction

My friend in Slip end has told me about your ridiculous proposals with adding more obstructive parking and ridiculously high speed bumps.

I have to use Slip End to get to work via Front Street and the situation in Front Street has become dangerous in my view.

I travel down Markyate Road and the hump at the crossing is one of the most obstructive and damaging to cars humps I have witnessed.

The chicane at the end of Slip End is ridiculously dangerous also being at the top of a hill with no warning of it what-so-ever.

Please take notice that I am registering an OBJECTION to you doing any of this scheme.

---

I am against some of the proposals for the traffic calming in New St/ Front St.  
I am not against the table, but the exit from New St is now and will be most dangerous.  
With parking bays on Front St beyond New St, the cars/vans parked there hide any traffic coming either way and to extend the parking bays to the allotment gates will add more problems to cars stopping to open/close the gate and exiting the allotment gate.  
I hope you take note of peoples objections

---

The proposed changes in Front St and Markgate Rd will need to improve by some distance on your more recent efforts. Perhaps they were dreamed up in a pub at a late hour.

I have lived in Summer St for over 32 years, I drive in London for a living. Getting out of Summer St via Church Rd or New St/Front St has in the last year been the most dangerous part of my night's work.

Through traffic being slowed down is the aim, instead residents of Slip End are on every outbound journey put in danger. Exit Summer St on to Church Rd and you take your life in to your hands. More close calls in 2015 than all 31 years prior to that. Whoever was responsible should be made <sup>to</sup> come and attempt to get out either way during the hours of 7-9 and 4-7.

Common Sense is a rare commodity these days, sad to say.

---

I am informed that you intend to make matters worse in Front Street which has become a scene of conflicting traffic movements at busy times when I have to use it.

I am OBJECTIONING to further idiotic work and think that what you have done should be undone anyway.

---

PROPOSED RAISED TABLE – EXTENSION OF BUILD OUTS AND  
EXTENSION OF DEDICATED PARKING ZONE

PROPOSED 75mm RAISED TABLE IN MARKYATE ROAD.

## **OBJECTION TO ALL THE PROPOSALS**

FROM [REDACTED]

I have lived at [REDACTED] Front Street diagonally opposite New Street for **46 Years.**

I was trained, in 1969, as an advanced driver by the Metropolitan Police and the rules of the road were well known.

I am also a qualified Steam Train driver and therefore safety with me is paramount.

In the mid 1970's I worked for St Albans District Council and surrounding area resurfacing and constructing new roads together with resurfacing for the Ministry of Defence in the days when the work was carried out properly.

### **FIRSTLY I WILL REFER TO THE SITUATION AT PRESENT**

Prior to your building out the Kerbs at the New Street junction, there had been, to my knowledge, only 3 (THREE) RTA's involving damage to vehicles and one of a very minor injury in the last 46 years, therefore, this junction had a long history of being safe and manageable.

One of those earlier accidents, almost opposite New Street, outside number 74 Front Street, was as a result of a car running into the back of a black car parked without lights or occupants on the incoming carriageway at night. This was the only injury accident and the New Street junction was not to blame.

The other two, in the last 46 years, were due to minor collisions at low speed with slight vehicle damage and no injury.

Therefore again, I remind you that the safety record for this junction WAS exemplary.

Since your work late last year there have been **EIGHT** collisions, to my knowledge, and there has undoubtedly been others that I am not aware of, on the narrowed carriageway. These results have been passed to the Parish Council and I trust that this record has been passed to you.

The most notable incident since you installed the Built Out Kerbs was that of a car taking out both nearside tyres on the New Street Build Out nearest Pepperstock.

If there have been **EIGHT** collisions in 4 months, taken as an average means 24 similar incidents in one year or 1,104 incidents in 46 years as opposed to three!

There are numerous episodes of blaring Horns at the New Street junction and you have introduced Road Rage whereas before there was none.

There is no signage advising that the carriageway narrows and the white line is set at the old centre line giving incoming traffic more of a right of way than outgoing traffic. There is, with parked cars a 70 metre stretch of carriageway that comfortably accommodates only one medium sized motor vehicle. Two transit type vehicles cannot pass. The new parking bay results in a total carriageway width of 4.1 metres which is unmanageable, unsuitable, unsafe and life threatening.

Since the New Street junction was altered it has prevented coaches from reversing down New Street to the Slip End Social club. This necessitates people carrying food, tables and chairs up New Street to Front Street.

Additionally the articulated Dray serving the club reverses down and runs over all of the projection to gain access. Our own Parish Council were not aware of the Dray deliveries. Seeing as they drink in there how did they suppose the Beer arrived! It is insufficient just to “look” at a junction and make a plan without looking at the wider issue of what vehicles use the junction.

Central Beds refuse lorries, removal lorries and tankers drive over the built out kerbs as if they were not there.

Large vans have taken to parking in the new designated parking bays and as a result there is no visibility outbound for traffic leaving New Street, indeed a vehicle leaving New Street has to have virtually all of its front end completely over the incoming traffic lane before they can see.

The large van owners are parking in the new bays instead of outside their own properties. There is no need to “provide designated parking” here.

The stretch of Front Street from New Street towards Pepperstock rarely experienced any parking except when the Social club had a function and this did not readily affect anyone too much.

There is no good reason for obstructing the Old School Walk junction with Build Outs – huge expense for what? 12 cars a day.



**I NOW REFER TO THE SITUATIONS THAT WILL ARISE**

I was only aware of your AMBIGUOUS notices on Friday the 8<sup>th</sup> of January as I was away for Christmas from the 23<sup>rd</sup> December until 30<sup>th</sup> December and of course you have posted them on just about the shortest daylight day.

You refer ONLY to the “Raised Tables” and not the extended build outs or extended parking which is a DECEITFULL way of going on. There was plenty of room on the notice to have included that detail.

A large number of residents in Front Street do not have access to the Internet due their age and therefore are unable to view your proposals.

Local authorities all seem to think that everyone is linked up to the Internet – Wrong!

You have issued a handful of notices to residents near to the proposed table but none of the other residents (including myself) affected by the Table, Build Outs and Parking bay which is another disgrace – we should all be treated equally and fairly.

It is clear that whomsoever has taken it upon themselves to design such a dangerous scheme has absolutely no experience of the requirements at this junction. This junction has served well over the 46 years that I have been here until you built out the two junctions in Front Street. Again I state that in 46 Years there has been NO INJURY accident due to the junction, proof therefore that motorists could happily use it quite safely. If there has not been any injury associated with the junction why make it so that it is very dangerous. There are some 130 properties in New Street, Summer Street, The Oaks and The Orchards so there are good number of people now putting their lives and property at risk through no fault of their own.

The Parish Council picked up on a few people talking about existing New Street but instead of increasing viability have done the exact opposite.

Your proposal is to extend the “designated parking bay” right up to the allotment gates. May I give you some very good reasons as to why this is a non-starter.

If you carry out the extension to the bay there will be a length of Highway approaching 100 Metres that will be only wide enough for one medium sized delivery van.

Airparks, Paiges buses and normal timetabled buses to Pepperstock will take up the whole available carriageway.

In order to pass, if conflicting moves occur, vehicles will go on our neatly mowed grass verges – I say “OUR” because we, the residents, keep these verges regularly cut – Central Bedfordshire Contractors never cut them.

Vehicles using your proposed extended parking zone will undoubtedly park with one wheel on the opposing verge causing churned up verges mud and mess – we are proud of our village entrance.

On Wednesday 13<sup>th</sup> January I had APC overnight van deliver three heavy boxes to me and therefore parked on my side of the road to unload. This coupled with a car parked on the opposite side and a Learner driver stopping, the road became impassable.

Let me put to you another likely scenario – Cars are parked all the way down your proposed parking Zone – work is going on at one of the houses opposite – a builders Merchant lorry arrives with a load of material to Hiab off – HAVE YOU GOT IT YET??? The road becomes blocked for say 15 to 20 minutes – No traffic can pass – No blue light can pass – Who would be to blame for that?

I had surgery at L&D a few years ago and I received life-changing damage – to date the ambulance has come to my house on 185 occasions. Given your unreasonable proposal, with cars parked on the allotment side and the Ambulance parking outside my house the road will be blocked for maybe half an hour whilst they deal with my problems. 20 months ago I suffered a respiratory arrest and to all intents and purposes “DIED” at home. Luckily the Ambulance crew arrived and I was blue lighted to L&D where I regained life. If that ambulance had been blocked in by traffic on either side it might have been a different storey.

Front Street sees many “BLUE LIGHT” vehicles, mainly ambulances going to the high proportion of elderly people in Pepperstock and their passage should not be compromised.

ALL RESIDENTS IN THIS LOCALITY WANT THE BUILDOUTS REMOVED or put another way I have not heard from anyone who has approved of them.

SOMEWHERE WITHIN MY 591 E-Mails with the Chair of the Parish Council lays a statement stating that if the works prove to be ineffective or dangerous or words to that effect, then they will be removed.

REMOVE THEM NOW!!!! THAT IS THE CALL.

In June 2009 I put proposals forward to the Parish council for the 30 mph Zone to be moved further back to Pepperstock – this has now been carried out. In addition, at the 30mph sign I proposed a 6 metre long Table but it needs only be **50mm High with a long lead in** – this will slow traffic to 30 or below in both directions and prevent stopping, starting, noise and pollution.

If a Table, such as has been constructed in Church Street, was put in it would result in noise, pollution, accidents caused by people not realising what the car in front has suddenly braked for, and a decline in living standards.

Just up the road we have a Farmer who farms a large amount of land. At harvest time, weather permitting, he is cutting well into the early hours and is up and down the road with tractors and trailers every few minutes – any type of Table will inflict much more noise at night with engines being revved up on leaving any Table and therefore pollution upon our properties.

**Hertfordshire** County Council have got the method of Table Top Ramps about right and they work. I invite you to go out and study some of these.

Especially the road leading into Lemsford from the Marford Road (B653). This road is quite steep but a series of shallow (50mm ish) with a long “lead in” controls traffic well at speeds of around 20mph without any discomfort from Road users.

Additionally the Table Tops in Station Road which is a “B” road, (B652) can be traversed well at 20 mph – the humps in Piggottshill Lane in Harpenden included the raised light controlled crossing are well constructed and do the job without causing discomfort or frustration to road users.

Where you intend to install a Table in Markyate Road the bungalows are set well back from the road.

Where you installed the Table near the church there are no residents affected by noise and pollution.

Where the table was installed by The Frog and Rhubarb I have it in writing about disturbed sleep.

Most of the residents opposite your proposed parking bay extension, sleep in the front of the house. Doubtless all that do so, will now suffer disturbed sleep. The Occupant of number 80 Front Street is a shift worker – sleeps in the front - and needs as much quiet as possible and no added noise 24/7.

A few Holiday Makers have cottoned on to the designated parking that is already in situ and have been using the road to park for up to two weeks – Any extension of the bay will add to this. The Parish Council want to deter this type of parking in the Parish.

Front Street is on a “Learner Driver” training and test route and we have cars pulling up every little while every day from the early hours alongside the allotments. The cars stop on either side of the road. They are required I understand to do this in the 30 limit rather than further out in the 40 limit. If the proposed parking zone becomes full of parked vehicles this will not be possible.

I was promised a meet up with Highways long ago by the Parish Council but that was never permitted.

How can Amey come up with 11.5K for a raised table – The cost is nearer £2K given the price for a 50mm x 6m x6m table was £880.00 in 2009.

Slip End Parish Council has published percentage figures on speeding but this is not much of a help! A figure of 100 vehicle speeding out of 1,000 is 10% - so is 10 out of 100 – so what is the true figure of what we need to understand. How many vehicles are speeding in Front Street a day 10 or 100 for example. We shall never know I suppose.

The problem generally is OUTBOUND and a very small problem.

## MARKYATE ROAD TABLE

I am not against a Table here PROVIDED that it is no higher than 50mm with adequate length sloping ramps in order that we can drive into "OUR" village at about 30 mph without undue stress on our vehicles, undue discomfort and without us having to "STOP AND PROCEED" as we do at the moment with the illegal tables all ready in place. If you want 75mm I AM AGAINST IT!!

You must not cause the residents a greater degree of "discomfort" in their lives with more noise and pollution.

In our village we already have pollution from aircraft, the M1, the A5, the A1081 (A6) and the railway.

## REMOVE BOTH THE FRONT STREET BUILD-OUTS NOW - PLEASE!!!

If you do not volunteer to do this we shall be left with no alternative but to take up a Legal Challenge.

Yours faithfully



Attached – Photographs

Enclosed – earlier document to Slip End Parish Council.

PAGE 9

END OF DOCUMENT

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I am against your proposals, the works that have all ready been carried out in Front Street have caused no end of problems and there have been numerous damage only incidents since your earlier works at the junction of New Street were carried out whereas prior to that there were none.

Exit from New Street is now extremely dangerous as drivers are now unable to view any traffic approaching Slip End due to parked vehicles, especially large vans. The propose Raised Table will do nothing to help the current situation. The extended designated parking will only make the whole situation worse. Front Street is now far more dangerous to negotiate rather than safer.

There has been no consultation or notice provided by Slip End Parish Council as far as I am aware and 99% of residents were unaware of this additional proposal.

This scheme needs to be abandoned, as it will cause more danger than there is at present. There needs to be far more thought put into this before any final decision is made.

Additionally may I point out that the Tables all ready installed in Slip End have been measured and are in excess of the legal limit of 75mm and are causing near misses with following drivers not being aware as to why you are braking to stop and proceed.

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We refer to the proposed installation of the above and would like to comment as follows.

The installation of the Raised Table is welcome as a way of reducing the speed of vehicles using Front Street.

However, we would object to the following. The drawing on your website of the proposed works indicates that the existing parking lanes past New Street on the way out of the village are to be extended. This would exacerbate an already serious problem with visibility when turning out of Old School Walk or New Street onto Front Street. The extension of the kerbs at these junctions has done nothing to slow vehicles approaching them along Front Street, whilst, at the same time, making turning out from them so much more dangerous than it was previously, due to a total lack of visibility caused by the vehicles parked in the bays. This is made worse still when these parked vehicles are large vans. To turn out of these junctions now means that you have to advance too far into

Front Street to gain visibility of oncoming vehicles. When these are approaching at speed, as many of them do, they have caused many near misses involving ourselves and, we are sure, many others.

We would suggest that the Raised Table is installed immediately. Indeed it would seem prudent to install another further down Front Street towards the junction with Markyate Road to reduce vehicle speed along the whole length of Front Street. However, we would urge you to consider the removal of the extended kerbs at all locations in Slip End. These have in no way contributed to speed reduction and have, in fact, increased the likelihood of road accidents due to the serious reduction in visibility caused by them and the creation of the associated parking bays so near to the junctions.

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I wish to object to the proposed provision of raised tables on Markyate Road and Front Street, Slip End. I have been a resident of Slip End since 2002 and was assured when the first set of traffic calming measures on Church Road were introduced that the 'tables' would be very minor for anyone travelling safely at 25 mph and would cause only vehicles in excess of the speed limit of 30 mph to slow down. I was at the time rather sceptical about the need for the measures because there had been a negligible number of accidents and even fewer traffic injuries.

After the installation of the 'tables' I have noted that there is now (a) increased air pollution from exhaust emissions caused by large vehicles having to brake and then rev to traverse the raised table (b) a significant environmental noise pollution from this revving and clanging, particularly from lorries as they rattle over the raised table; (c) large puddles from poor drainage around the table (d) a general deterioration in the aesthetic appeal of the village by traffic calming measures which are obtrusive to the eye and (e) the tables present a much more severe jolt to careful drivers than residents had been led to believe. Travelling at only 15 mph over the tables causes an uncomfortable ride over the raised table and can only add to the wear and tear on vehicles. The noise caused by vehicles' response to the tables is a particular nuisance in my son's bedroom that faces Church Road, causing disturbed sleep. Hence, it is most probable that similar nuisance would be caused to residents living near the new proposed measures.

If Slip End were a significant accident black spot, then the above nuisance and deterioration of the environment from the traffic calming would be an acceptable price to pay to reduce injury to victims of accidents. However, given the negligible number of accidents, these measures represent simply a nuisance and inconvenience to the residents. In my view the current parking arrangements present a sufficient natural traffic calming effect without the recourse to further engineered measures.

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I am against your proposals, the works that have all ready been carried out in Front Street have caused no end of problems and there have been numerous damage only incidents since your earlier works at the junction of New Street were carried out whereas prior to that there were none.

Exit from New Street is now extremely dangerous as drivers are now unable to view any traffic approaching Slip End due to parked vehicles, especially large vans. The propose Raised Table will nothing to help the current situation. The extended designated parking will only make the whole situation worse. Front Street is now far more dangerous to negotiate rather than safer.

There has been no consultation or notice provided by Slip End Parish Council as far as I am aware and 99% of residents were unaware of this additional proposal.

This scheme needs to be abandoned, as it will cause more danger than there is at present. There needs to be more thought put into this before any final decision is made.

---

**I am writing to object** to the ill thought out and badly constructed 'unimprovements' to the roads in Slip End.

Although Chairman of the Residents Association of Brickhill and Downlands Parks in Pepperstock, I am writing in my personal capacity.

I have previously complained several times about the changes in Front Street, and the chicane on Markyate Road, to the Slip End Parish Council. The latter is one of the daftest changes I have ever seen, slowing down traffic about to enter an unrestricted speed road towards Markyate whilst letting other traffic bomb into the village until they have to slow down at the pedestrian crossing!

The buildouts in Front Street and in Church Road obstruct traffic coming out of the side streets, whilst parked cars around both junctions close to these buildouts totally obscure views of oncoming traffic from both directions. The buildouts need to be moved back 20 metres away from each junction and the freed spaces replaced by double yellow lines!

In addition, cars parked on one side of Front Street park partially on the pavement but still obstruct the road whilst cars and vans parked opposite are also often overhanging the roadway and further obstructing through traffic despite the fact that the houses all have driveways and a wide verge to park fully on.

The white line down the centre of Front Street should be moved so that it is in the centre of both traffic lanes and not just in the centre of the road!

I have complained vigorously to the Parish Council on several occasions but was told that the design was produced by a road engineer with many years experience. It appears to me that he may have had one year's experience many times over, because I have rarely come across such stupid alterations!

I would not object to road tables because that would slow down streams of traffic which use Slip End as a 'rat run' each morning and evening. The money you have wasted would have been better spent on widening the lane down to the London/Harpenden Road or filling in and resurfacing the potholed and cracked roadway of Half Moon Lane which I have also complained about to my County Councillors!

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I am writing to strongly object to the further proposed Raised Table in Front Street, the already in place IMPROVEMENTS cause nothing but very difficult driving who ever thought of these IMPROVEMENTS obviously does not have a clue, now Front Street is a very hazardous road to cope with what with the Extended curbs and Marked parking areas it is now so dangerous the road is completely blind and only able to cope with one lane at a time.

To make matters worse in Slip End we already have a very dangerous Chicane an accident just waiting to happen on Markyate Road it is very difficult to see the traffic approaching from Markyate direction. There are already three Raised Table areas on Markyate Road through to Church Street which are a yoke . I have lived in Slip End for 37 years and have not seen the need for these measures. As in Front Street the marked Parking areas are also in a very hazardous place Markyate Road as we LOCAL residents know is a busy road and these parking areas interfere with the flow of the traffic which causes many impatient drivers to try and get past even though traffic is approaching. I would also like to point out the obvious danger for the school children as the parking areas are not in line with the pedestrian crossing which is not used as they have to walk up the road to use the crossing people don't bother.

Your scheme needs to be scrapped and the already IMPROVEMENTS removed they are a complete waste of money, where this money could be used for something more needed such as pavements to make it safe to walk along the Markyate Road.

Not only are these Raised Tables causing unnecessary damage to vehicles they are also a serious means to hinder the Emergency Services.

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I am against your proposals, the works that have all ready been carried out in Front Street have caused no end of problems and there have been numerous damage only incidents since your earlier works at the junction of New Street were carried out whereas prior to that there were none.

- \* Exit from New Street is now extremely dangerous as drivers are now unable to view any traffic approaching Slip End due to parked vehicles, especially large vans. The propose Raised Table will nothing to help the current situation. The extended designated parking will only make the whole situation worse. Front Street is now far more dangerous to negotiate rather than safer. *Cars have never parked to the left of New Street before this action and whoever decided on does need telling how dangerous it is.*
- \* There has been no consultation or notice provided by Slip End Parish Council as far as I am aware and 99% of residents were unaware of this additional proposal. \* *This is outrageous and why were the residents not told (see below)*
- \* This scheme needs to be abandoned, as it will cause more danger than there is at present. There needs to be more thought put into this before any final decision is made. *Parking next to New Street is really dangerous and there will be an accident I am sure.*

Additionally may I point out that the Tables all ready installed in Slip End have been measured and are in excess of the legal limit of 75mm.

Yours faithfully

Susan Briggs  
Editor, Slip  
End Parish News

*I would like to know why the details could not have been sent to the Parish Magazine, which goes to all residents so everyone could be made aware of these ridiculous suggestions. (Slip End Parish News) I am the editor and could have put it in the magazine instead of finding out about it so late!*

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**Meeting:** Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders  
**Date:** 4 February 2016  
**Subject:** Appenine Way, Leighton Buzzard – Petition requesting a Pedestrian Crossing  
**Report of:** 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.

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

#### **CORPORATE IMPLICATIONS**

##### **Council Priorities:**

##### **Financial:**

There is no highways budget available to undertake any work at this location in the current financial year.

##### **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 notes the petition and that the lead petitioner be informed of the outcome of the meeting.**

**Background and Information**

1. A petition has been received, signed by 480 residents, requesting the provision of a pedestrian crossing in Appenine Way in the area of its junction with Meadway. The concerns are primarily related to the risks encountered by children crossing the road in the morning. The location of on-street has also been identified as obstructing pedestrians' view of approaching vehicles.
2. Appenine Way and Meadway are essentially residential roads, but relatively heavily trafficked as they form a link between Hockliffe Road and Vandyke Road which are two of Leighton Buzzard's main radial routes.
3. Gilbert Inglefield Academy is located approximately 600 metres away near the junction of Meadway and Vandyke Road. It is likely to generate significant volumes of traffic, particularly at the start and end of the school day. Due to the school and the existence of footpath links adjacent to the Appenine Way/Meadway junction, it is likely that pedestrian movements are reasonably high.
4. There are no immediate proposals to install a pedestrian at this location. However, consideration will be given to including this as future Safer Routes to School scheme. If funding was provided an assessment would be required to determine as number of factors, such as the number of pedestrians crossing, the appropriate type of crossing facility and other site constraints.
5. Possible funding sources are via the Council's LATP allocation or the Parish Council could be encouraged to use the Rural Match Funding process to part-fund any improvement projects.

**Appendices:**

- Appendix A – Petition and covering letter
- Appendix B – Location plan

## Appendix A

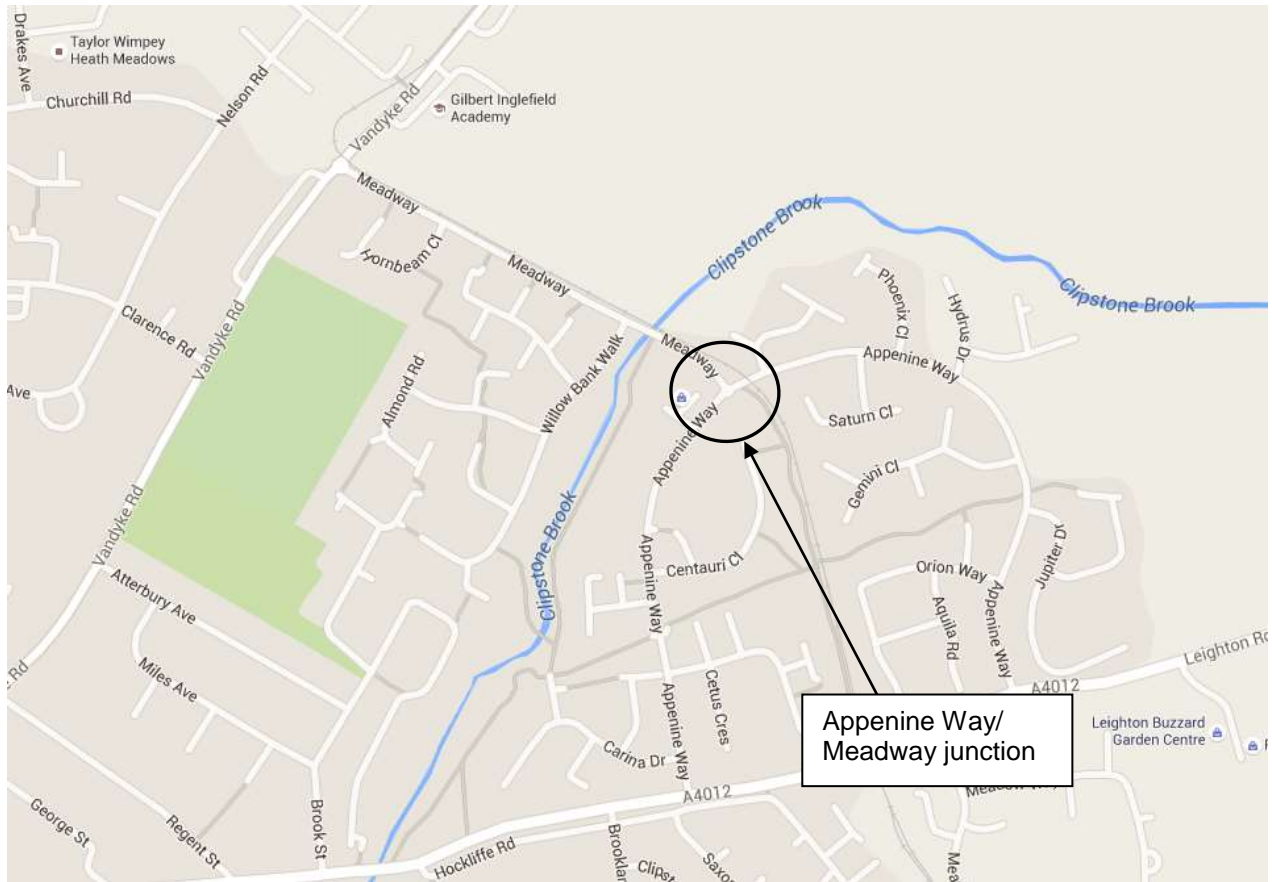
Help a child cross the road safely! We need a pedestrian crossing over Appenine Way in the area of the junction near Meadway in Leighton Buzzard. Too many children risk crossing this busy road each morning.

Please find enclosed the Petition, as discussed.

My daughter suffers from high frequency hearing loss and even with her hearing ~~loss~~ aids, she is unable to hear the traffic. As you will see from the enclosed photos, the parking is such that you are also unable to see if there is traffic coming and combined with the volume, frequency and speed of the same, crossing is dangerous to people of 'normal' hearing.

I understand that Andrew Selous, MP, has contacted your colleagues to support my daughter.

Appendix B



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**Meeting:** Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders  
**Date:** 4 February 2016  
**Subject:** Common Road, Kensworth – Petition regarding Heavy Goods Vehicles, Excessive Traffic Speed and Parking of Large Vehicles  
**Report of:** 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: Caddington  
Function of: Council

#### **CORPORATE IMPLICATIONS**

##### **Council Priorities:**

##### **Financial:**

Funding is already in place to introduce a goods vehicle weight restriction in the village as part of a wider scheme to manage lorry movements in the area. There is no highways budget available to undertake any other work in the current financial year.

##### **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 notes the petition and that the lead petitioner be informed of the outcome of the meeting.**

**Background and Information**

1. A petition has been received, signed by 244 residents of Kensworth and the immediate area, expressing concerns about heavy lorries, speeding in the village and large vehicles being parked in residential areas.
2. A covering statement with the petition says that traffic through Kensworth has been an issue for many years as there are no traffic calming measures, other than a speed camera which is at the wrong location. It is requested that a pedestrian crossing be installed by the school and traffic calming measures be provided. It has also been suggested that large vehicles are constantly parked near the school and these should be removed. It is reported that there have been a number of near misses with children waiting for school buses.
3. Traffic flows on B4540 Common Road, Kensworth are moderately high, particularly during peak periods. Kensworth Lower School is located immediately adjacent to Common Road, so it is understandable that there are concerns about traffic speeds and lorry traffic. It is likely that children will be attempting to cross this road at the start and end of the school day.
4. Proposals for a 7.5 tonnes HGV weight restriction in Kensworth are due to be published in early 2016. This is part of a wider scheme to better manage lorry movements when the M1-A5 Link and Woodside Link Road projects are complete. If the weight restriction goes ahead it will prohibit HGV from Kensworth except for those making local deliveries.
5. There are no immediate proposals to install a pedestrian crossing near the school. If funding was provided an assessment would be required to determine as number of factors, such as the number of pedestrians crossing, the appropriate type of crossing facility and other site constraints. There are proposals to improve the pedestrian environment in the vicinity of Kensworth Lower School as shown in Appendix C. Some of the works are being undertaken in the current financial year with the remainder to follow.
6. There are no plans to install traffic calming measures in Common Road and such measures are unlikely to be a priority in the foreseeable future. Parking restrictions to address parking issues outside the school would be a relatively low-cost measure and could possibly considered as part of a future programme of similar work in the general area.

7. Possible funding sources are via the Council's LAMP allocation or the Parish Council could be encouraged to use the Rural Match Funding process to part-fund any improvement projects.

**Appendices:**

Appendix A – Petition

Appendix B – Location plan

Appendix C – Drawing showing proposed pedestrian improvements

Appendix A

## **Stop The Heavy Lorries, Speeding Through Kensworth, and Remove Large Vehicles Which Should Not Be Parked In Residential Area**



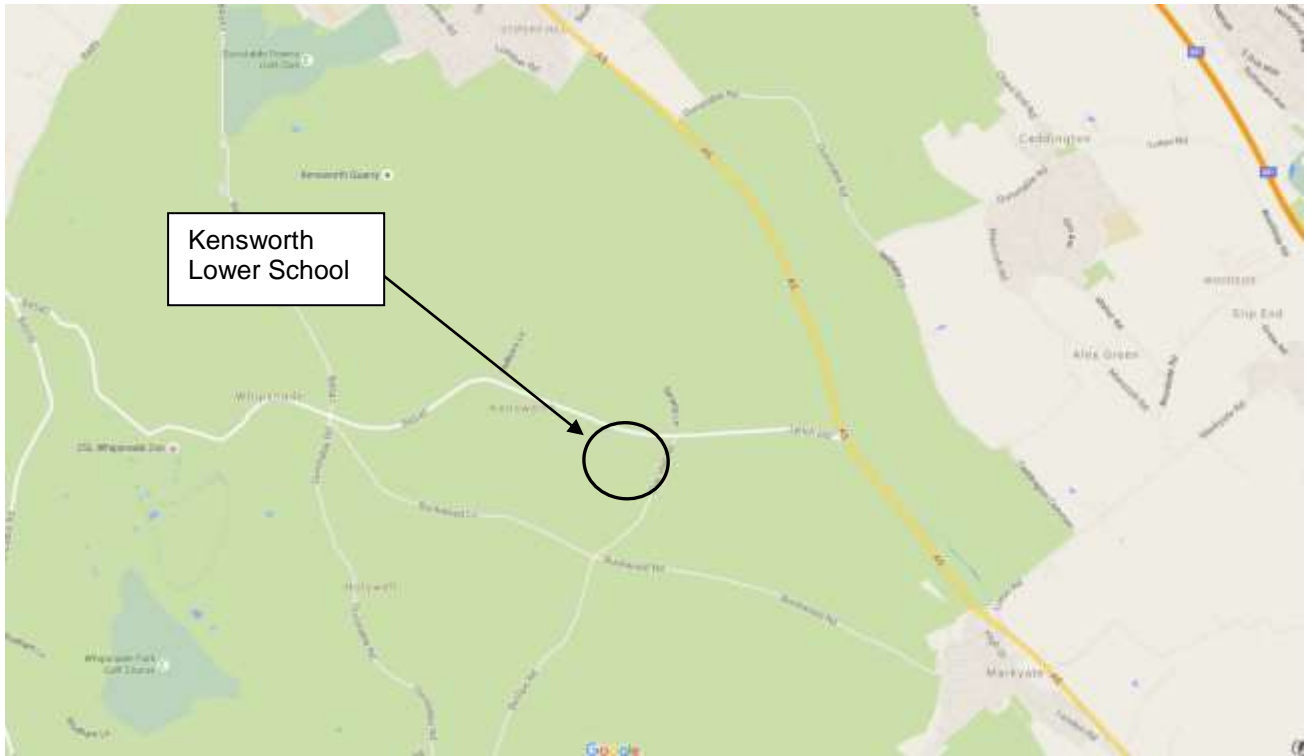
Traffic Through the Village of Kensworth in Bedfordshire has for many years been an issue for the villagers, as we have no traffic calming measures in place except the speed camera which is placed totally at the wrong end of the village. In recent years the issue of heavy lorries passing through has also become a problem as The Village is being used as a rat run between Leighton Buzzard and the A5.

It is frightening for Mum's with school children on the way to school as the lorries pass through at school time every day. We really would like something to be put into place to slow down every one who travels through our village.

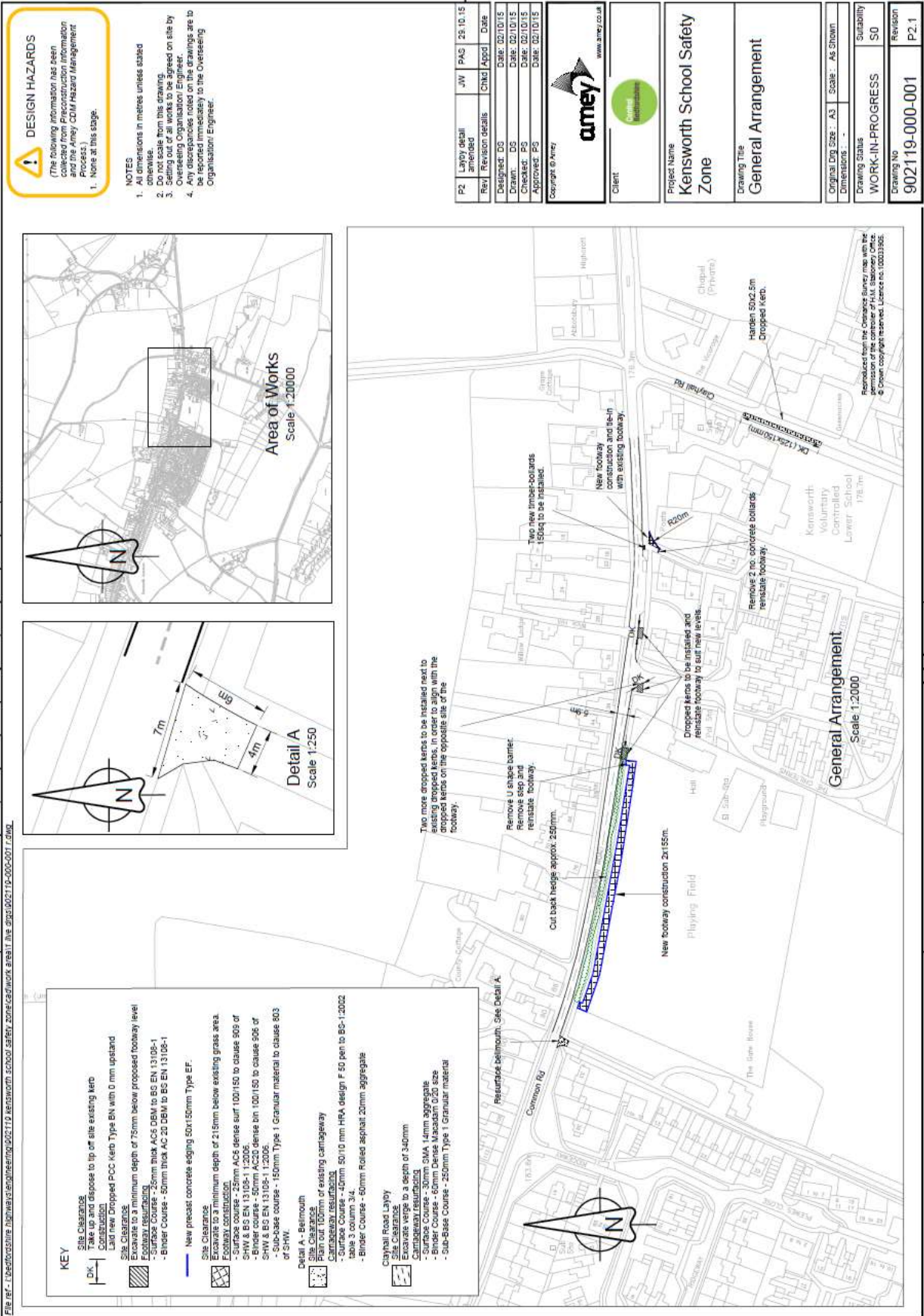
A solution would be to put a pelican crossing by the school and also some kind of traffic calming measures through the village, and also removing unwanted large vehicles from around the school which are constantly parked around the village school. We have had a few near misses with children who wait for school buses and does it really take a tragedy to happen for someone to be able to do something for the village, we would rather do something about it now. Please Help!!



Appendix B



Appendix C



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**Meeting:** Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders  
**Date:** 12 January 2016  
**Subject:** New Road, Clifton – Consider Representations to Proposed Traffic Calming and Waiting Restrictions  
**Report of:** Paul Mason, Head of Highways  
**Summary:** This report seeks the approval of the Executive Member for Community Services for the implementation of traffic calming and waiting restrictions on New Road, Clifton

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**Contact Officer:** Nick Chapman  
[nick.chapman@amey.co.uk](mailto:nick.chapman@amey.co.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Arlesey  
**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal will improve road safety by reducing vehicle speeds and better managing parking in New Road, Clifton

**Financial:**

The works are being funded via section 278 funding as part of the planning consent for a residential development in New Road

**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.

**Sustainability:**

None from this report

**RECOMMENDATION(S):**

- 1. That the proposal to install Traffic Calming in New Road, Clifton be implemented as published.**
- 2. That the proposal to introduce No Waiting at any time in New Road and Broad Street, Clifton be implemented as published.**

**Background and Information**

1. The works in New Road, Clifton are related to a proposed residential development in that road. The conditions of the planning consent require the developers to install speed reducing measures and introduce parking restrictions.
2. The speed reduction measures comprise five raised tables evenly spaced over that length of New Road from Broad Street southwards for approximately 300 metres. At the southern end, and in advance of the first table, a priority narrowing is proposed. The proposed measures were the subject of a local consultation exercise some months ago with a view to providing a scheme that would be supported by local people.
3. The waiting restrictions in the form of double yellow lines would prohibit parking near to the New Road/ Broad Street junction, at the access to the new development and a short length to cover a pedestrian access point.
4. The proposals were formally advertised by public notice in November 2015. Consultations were carried out with the emergency services and other statutory bodies, Clifton Parish Council and the Ward Members. Residents living immediately adjacent were individually consulted by letter. Public notices were displayed on street.

**Representations and Responses**

5. A total of six representations, some of which object to the proposals, have been received. All of the representations received are from residents living in the immediate area. Five of the representations comment on the waiting restrictions and three comment on the traffic calming measures. Clearly some have taken the opportunity to comment on both elements.

6. Copies of all correspondence are included in Appendix D. The main points of concern raised are summarised below:-
- a) The parking restrictions will make it difficult for residents, some of who have little or no off-road parking, to find a space near their homes.
  - b) The restrictions will simply transfer the parking to other roads in Clifton where there are already long standing issues with parking.
  - c) There was an agreement that 17 parking spaces would be provided in New Road for residents and it is not clear whether this requirement is being met.
  - d) An off-road car park should be provided on adjacent land.
  - e) The raised tables, at 75mm, are unlikely to deter speeding.
  - f) Concerns about noise and disturbance created by the raised tables.
  - g) Other measures should be considered, such as a raised junction at Broad Street/ New Road, Alterations to the A507 New Road junction, restricting traffic using New Road and the provision of pedestrian facilities.
  - h) The location of one of the raised tables could create access difficulties for the resident.
7. Central Bedfordshire Highways' response to the points above are as follows:-

The parking restrictions have been kept to a minimum and will only cover critical locations. The yellow lines will extend only 20 metres into New Road from Broad Street, which is greater than the Highway Code advice which states that drivers should not park within 10 metres of a junction. Consequently, the lines at that location will only remove two legitimate parking spaces.

The proposed restrictions further south will result in the loss of some parking spaces, but the demand for on-street parking is slightly lower at that location as more homes have off-road parking. In addition, these restrictions cover an uncontrolled pedestrian crossing facility, residential accesses and the new junction which limit the amount of on-street parking available.

The scheme includes two lay-bys which will provide a total of five additional parking spaces, thereby largely off-setting the spaces lost due to the proposed restrictions.

It is acknowledged that there are parking pressures in other roads in Clifton, but the number of vehicles displaced from New Road is likely to be relatively small, so any impact should be minimal.

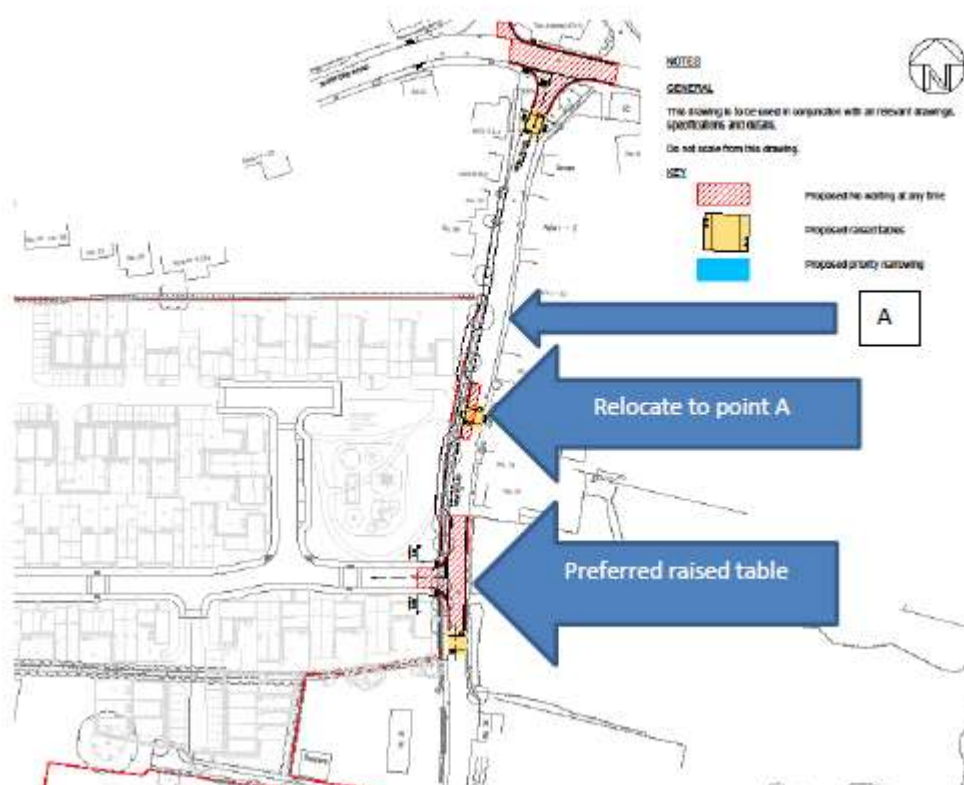
The proposed raised tables have been designed in accordance with relevant standards and advice. At 75mm, the features should bring about a significant reduction in traffic speed, but not be overly disruptive to larger vehicles, such as buses and emergency vehicles.

Some of the alternative suggestions put forward have merit, but it has been decided that the proposed measures are the best solutions to address the overriding concerns relating to the impact of the residential development.

Two of the proposed raised tables have been re-located very slightly to address localised issues and relevant residents have been given the opportunity to comment on those changes.

8. Bedfordshire Police has offered the following comments:-

Parking on New Road, Clifton regularly causes the available road space to be reduced to single lane traffic. The location has a history of excess speed concerns for the road conditions albeit speeds are not always in excess of the 30mph limit. The additional parking being provided by the two recesses created will be popular. To control vehicle speeds on the reduced width carriageway, at the points where the motorist is most vulnerable, namely emerging from the newly constructed junction or from the new recessed parking facility, it is requested that consideration is given to building a 75mm raised table across the mouth of the new junction and relocating the nearby raised table to a point North of the recessed additional parking facility as illustrated in the attached plan.



Whilst the above observations are offered for consideration, it is respected that there may be reasons why they cannot proceed, in which case this authority would accept the initial proposal as detailed in your attachment, with no objections being offered.

9. Central Bedfordshire Highways' response to the Police's comments is that there is merit in their suggested changes to the positioning of the raised tables. However, the speed reduction plan was approved by the Council after local consultation, so officers cannot recommend changes at this late stage. Overall, the Police are largely supportive of the waiting restrictions and traffic calming measures and are not objecting to them.

## **Conclusion**

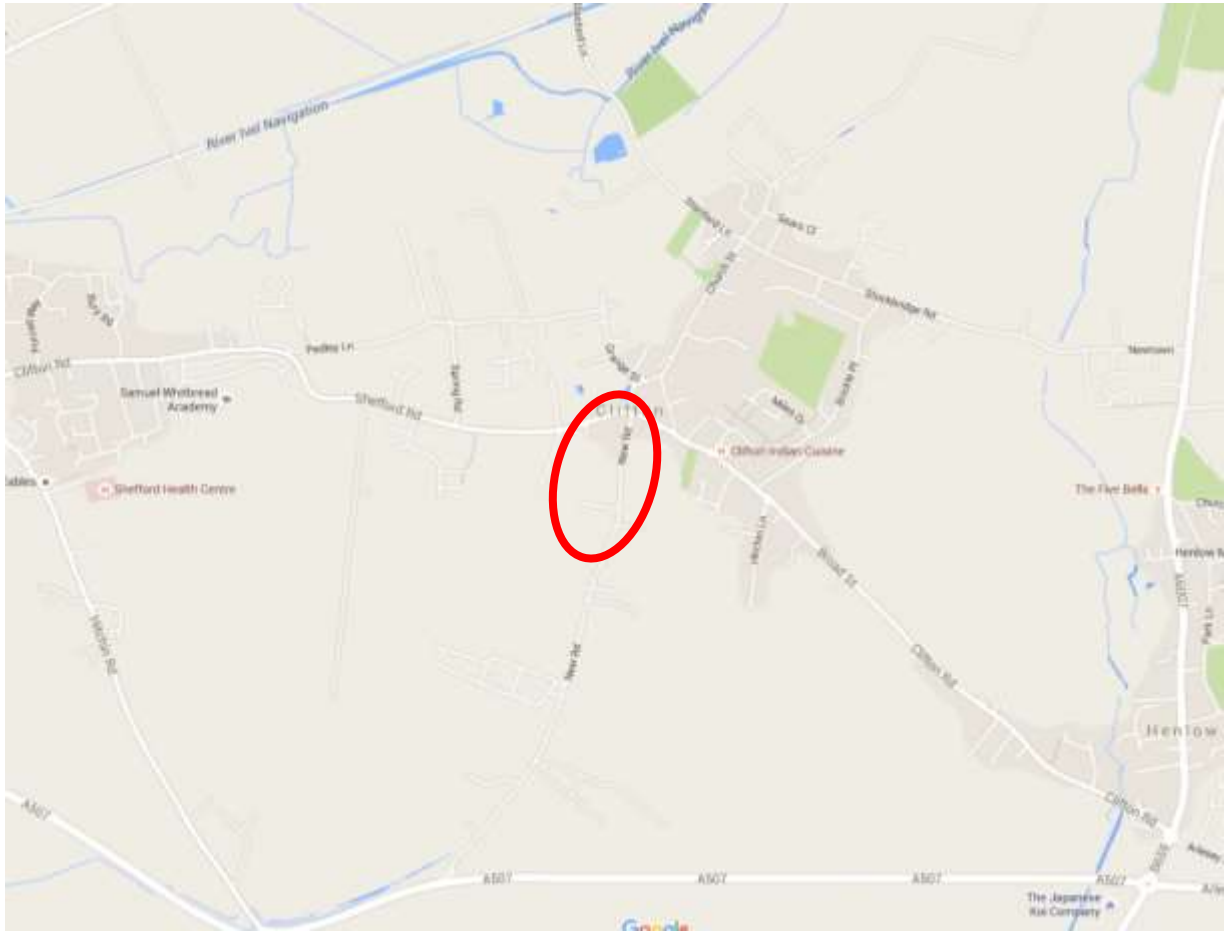
10. It is considered that the proposed traffic calming measures will be effective and the majority of residents appear to be supportive, since relatively few comments about them were received.

The proposed parking restrictions are proportionate in that they will tackle existing and anticipated parking issues, whilst not being too problematic for residents. Therefore, it is recommended that the traffic calming scheme and waiting restriction proposals be implemented as published.

## **Appendices:**

Appendix B – Location plan  
Appendix B – Drawings of Proposals  
Appendix C – Public Notices of Proposals  
Appendix D – Representations

Appendix A





Appendix B



Appendix C

# PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

**PROPOSED RAISED TABLES – NEW ROAD, CLIFTON**

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

**Raised Tables at a nominal height of 75mm and approximately 6.4 metres long, including ramps, extending across the full width of the road are proposed to be sited at the following locations in Clifton:-**

1. New Road, at a point approximately 15 metres south of its junction with Broad Street.
2. New Road, at a point approximately 102 metres south of its junction with Broad Street.
3. New Road, at a point approximately 167 metres south of its junction with Broad Street.
4. New Road, at a point approximately 222 metres south of its junction with Broad Street.
5. New Road, at a point approximately 287 metres south of its junction with Broad Street.

**A Priority Narrowing comprising a kerb build-out approximately 8.5 metres long on the west side of the road (traffic proceeding northwards required to give way to opposing traffic) is proposed to be sited at the following location in Clifton:-**

1. New Road, at a point approximately 316 metres south of its junction with Broad Street.

Further Details a drawing may be examined during normal office hours at the address shown below; viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](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 15 December 2015.

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

20 November 2015



# PUBLIC NOTICE

## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME IN NEW ROAD AND BROAD STREET, CLIFTON**

Reason for proposal: The proposed Order is considered necessary for facilitating the passage of traffic on the road and for preserving the amenity of the area. The restrictions are intended to ensure that the junction of Broad Street and New Road and the junction of New Road and the access to the residential development remain clear of parked vehicles.

Effect of the Order:

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

1. Broad Street, north side from a point in line with the west flank wall of no.10 Broad Street extending in a westerly direction for approximately 35 metres.
2. Broad Street, south side from a point in line with the west flank wall of no.10 Broad Street extending in a westerly direction to a point approximately 2 metres west of the front wall of no.2 New Road.
3. New Road, both sides, from the south kerb line of Broad Street extending in a southerly direction for approximately 20 metres.
4. New Road, west side, from a point approximately 6 metres north of the property boundary of the Kirkwall and Mandor extending in a southerly direction for approximately 16 metres.
5. New Road, both sides, from a point approximately 11 metres south of the boundary of nos.19 and 21 New Road extending in a southerly direction for approximately 33 metres.
6. Proposed access road, both sides from the west kerb line of New Road extending in a westerly direction for approximately 9 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 15 December 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

20 November 2015

## Appendix D

I am writing to you, that though the plans for the change in the road will be for a positive against traffic and becoming a safer environment.

I feel I need to air my concern with parking.

I live at xx New Road, Clifton which is a mid terraced cottage with no allocated parking. There are people in the current street with 3 cars to 2 people therefore making it hard to even park on the road I live on occasionally. This can be very frustrating with the road as it is.

With the new narrowing of the road and raised tables may make this even harder for me as I have found it even harder to park since the builds that are presently being built.

May I ask or even suggest that anyone that live in the street with no off road parking, have an allocated space registered and outlined with the number of the house clearly marked in the space outside their home, given to them per person with a car. Therefore deterring people that have more than 1 car to these levels to park elsewhere.

Where there is a space left this should be allocated as a visitors parking space that can only be used for up to 24 or 48hrs.

This in turn will be fair to people with no off road parking as there will be less road space to park with the new proposals.

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I write to lodge my objection to the proposed traffic scheme at New Road, Clifton.

### **OBJECTION ON THE FOLLOWING GROUNDS**

I object on the grounds that the reduced provision of parking for New Road Residents will have a significantly negative impact on residents as there is currently not enough parking, and reducing this further will result in inconvenience whilst at the same time, exacerbating existing parking and highway safety issues in the village core.

At the time of planning the current development in New Road, the Planning Authority agreed with the developer that a total of 17 car parking spaces would be provided in New Road for existing residents. This is a lot less than is actually required. Does the proposal still provide those 17 spaces as agreed? The proposed changes will lead to at least five vehicles having to be parked elsewhere into the centre of Clifton where parking is already congested and insufficient. This will only add to the parking congestion, and will not solve the problems with parking in New Road – merely shift it to another part of the village.

---

Thanks for the plan and details of this proposal. I have three comments:

- 1 In general the proposal looks good.
  - 2 Where are the yellow lines now going to appear on New Road? Two parking bays on the west side are noted but there must be more provision for parking at the north end of New Road.
  - 3 I recommend that the double line marking around the Pond area be extended in order to mitigate the jams that occur on each school morning.
-

I write with respect to the proposed traffic scheme at New Road, Clifton and make the following comments.

### **OBJECTION ON THE FOLLOWING GROUNDS**

I object on the grounds that the reduced provision of parking for New Road Residents will result in the displacement of traffic elsewhere further exacerbating existing parking and highway safety issues in the village core. Neither does the proposal benefit the community as a whole and far more suitable options may be available. This is simply a low cost proposal to rectify the mistakes made during the planning process where the local authority failed to adequately consider highway safety and parking.

### **FURTHER COMMENTS**

The issues surrounding highway safety and parking availability in New Road have been a concern for a long time and residents have actively sought solutions for many years. However, despite attempts, solutions have not been forthcoming and it is regrettable that it is only when new housing provision has to be accommodated in the locality, that the Authority look to make any changes.

I'd firstly like to stress that this is not an issue which only effects New Road and I am disappointed that the proposal only looks to seek a solution which is isolated to New Road. Indeed, the centre of Clifton in recent years has become extremely congested in terms of parking and New Road in fact acts as overflow parking for surrounding roads and businesses. This is despite being unable to accommodate enough vehicles for its residents. Any proposal should therefore look to consider the whole of the centre of Clifton.

With regard to the specific proposals, the Planning Authority sought an agreement with the developer to ensure that a total of 17 car parking spaces be provided in New Road for existing residents. In fact, this is a lot less than are currently required with typically 21-24 vehicles parking on New Road each night. This will lead to five parking vehicles being displaced elsewhere into the centre of Clifton where parking is already congested and insufficient. This will only add to the parking congestion and whilst solving highway safety issues in New Road, will be likely to lead to safety issues elsewhere.

It is worth noting whilst this provision was based on an assessment completed by the developer, this had deficiencies as at the time of the survey it was a holiday period and a number of properties were vacant. This was raised but largely ignored during the planning process. Likewise, the development at the time of granting permission did not meet the Council's adopted parking density standards and therefore there is likely to be some overflow of parking from the development onto New Road.

With respect to the specific proposals I make the following comments:

- Does the proposal provide the 17 parking spaces as agreed between the junction of New Road / Shefford Road and the entrance to the new development off New Road?
- When calculating the total provision are the spaces, in particular the new bays in New Road sufficient to accommodate reasonable size vehicles.
- Where drives are present can any be marked in accordance with the dropped kerbs. Over time drives have increased in width reducing the availability of on street parking.
- What considerations have been given to noise and disturbance from speed humps.
- Drainage is an issue outside 2- 8 New Road, with the only working drain positioned beside the telegraph pole outside No.2. Please ensure that sufficient drainage is provided to allow water to drain into this grate as the creation of a raised table will prevent such and increase flooding.

- The nominal height of the speed bumps of 75mm is unlikely to deter speeding and is not a committed attempt at slowing traffic, rather a low cost solution

With regard to the wider issues I also ask what other solutions have been considered and ask that you note the following:

- Has consideration been given to a raised table which encompasses the whole of the junction of New Road, Shefford Road and Grange Street? This would slow traffic through the centre of Clifton on what is a busy road which suffers from speeding and poor lines of sight for pedestrians. This would benefit the community as a whole and allow for easier access across Shefford Road.
- Has any thought been given to reducing traffic on New Road, by making adjustments to the New Road / A507 junction to limit vehicles to turning right onto A507? It is well known locally that New Road acts as a shortcut for traffic from Langford / A1m reaching the A507 as it avoids other local bottlenecks such as in Henlow.
- Has thought been made to making New Road access only?
- Could provision be made for a form of safe crossing (i.e. Pelican) on Shefford Road?

In short whilst I welcome any changes which improve highway safety, I feel that this proposal which reduces parking in New Road will simply exacerbate existing significant highway safety and parking issues elsewhere in the immediate area.

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Having looked at the information and map concerning traffic calming in New Road I have a couple of observations to make. There will be insufficient parking for the residents of New Road who currently park their cars on the road. Making a "no waiting area" at the junction with Broad Street and Shefford Road will not work as traffic queues up there at busy times causing congestion. This is not helped by allowing 3 cars to park at the pond (which seriously blocks traffic in the busy mornings.) and also the parking on Shefford Road just before the One Stop Shop. Allowing new building in New Road when these problems were already in existence was a very bad decision. Before further new housing is permitted it would be a great advantage if a decent sized car park could be built. There is a site just opposite the new estate which would be ideal for this. I believe the owner of this land once requested permission to build a car park but was turned down. Things might look good on paper but in practice often don't work. Finally, I would just add, traffic calming will succeed in slowing down traffic but will do nothing to improve the congestion and might make things even worse.

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I am writing to you with regards to the proposed traffic calming measures in New Road Clifton.

I am a long term resident of New Road Clifton and I am in full agreement with measures being taken to slow the traffic down. Speeding traffic in New Road has been a problem for a long time.

However, as you can see I live at xx New Road, and my only concern is that on the diagram you sent us one of the speed humps appears to be near to my property. I only hope that it will not impede or hinder access to my driveway.

Could someone please have the courtesy to reply or contact me to put my mind at rest and assure me that it will not cause a problem.

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

**Date:** 4 February 2016

**Subject:** High Street, Pulloxhill – Consider Representations to Proposed Waiting Restrictions

**Report of:** Paul Mason, Head of Highways

**Summary:** This report seeks the approval of the Executive Member for Community Services for the implementation of waiting restrictions on High Street, Pulloxhill

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**Contact Officer:** Nick Chapman  
[nick.chapman@amey.co.uk](mailto:nick.chapman@amey.co.uk)

**Public/Exempt:** Public

**Wards Affected:** Westoning, Flitton and Greenfield

**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal will improve road safety by better managing parking in High Street, Pulloxhill

**Financial:**

The works are being funded via the Rural Match Funding (RMF) scheme

**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.

**Sustainability:**

None from this report

**RECOMMENDATION(S):**

**That the proposal to introduce No Waiting at any time in High Street, Pulloxhill be implemented as published.**

**Background and Information**

1. The Council has received complaints, including from Pulloxhill Parish Council, about parking on this length of road over a number of years. The Parish Council has decided to take advantage of the Council's RMF scheme to help fund the proposed restrictions.
2. The proposals are intended to address concerns that cars parked on the south-east side of High Street, force vehicles travelling around the left hand bend entering the village on Barton Road into conflict with opposing traffic. Restrictions are also proposed for the north-west side of High Street to counter any displacement of parked cars from the other side.
3. The proposals were formally advertised by public notice in November 2015. Consultations were carried out with the emergency services and other statutory bodies, Pulloxhill Parish Council and the Ward Member. Residents living immediately adjacent were individually consulted by letter. Public notices were displayed on street.

**Representations and Responses**

4. A total of three objections have been received; all from residents living in the immediate area. Pulloxhill Parish Council has confirmed their support for the proposed restrictions. At the same time no waiting at any time was proposed on lengths of Greenfield Road and Oak Drive, but these did not attract any objections, so will be implemented as published.
5. Copies of all correspondence are included in Appendix D. The main points of concern raised are summarised below:-
  - a) There are no real issues with parking on these lengths of road and cars do not park on some lengths of road proposed for restrictions.
  - b) The real issue on this length of road is the speed of traffic entering the village. The removal of parked cars will exacerbate the situation. Traffic calming measures should be considered rather than parking restrictions.



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

The Council has received complaints, including from Pulloxhill Parish Council and local people, about parking on this length of road over a number of years. Parking is heavy during evenings and weekends in particular and due to the bend approaching on Barton Road, the parked vehicles cause conflict between opposing traffic.

It is acknowledged that on-street parking controls can lead to an increase in traffic speeds, particularly where the restrictions cover an extended length of road. The proposed restrictions in High Street are relatively short in length, so are unlikely to result in a significant increase in speed.

Parking controls at this location have been identified as a priority for Pulloxhill Parish Council. Traffic calming measures would have to be considered as a separate exercise and funding allocated.

7. Bedfordshire Police has raised no objections to the proposals.

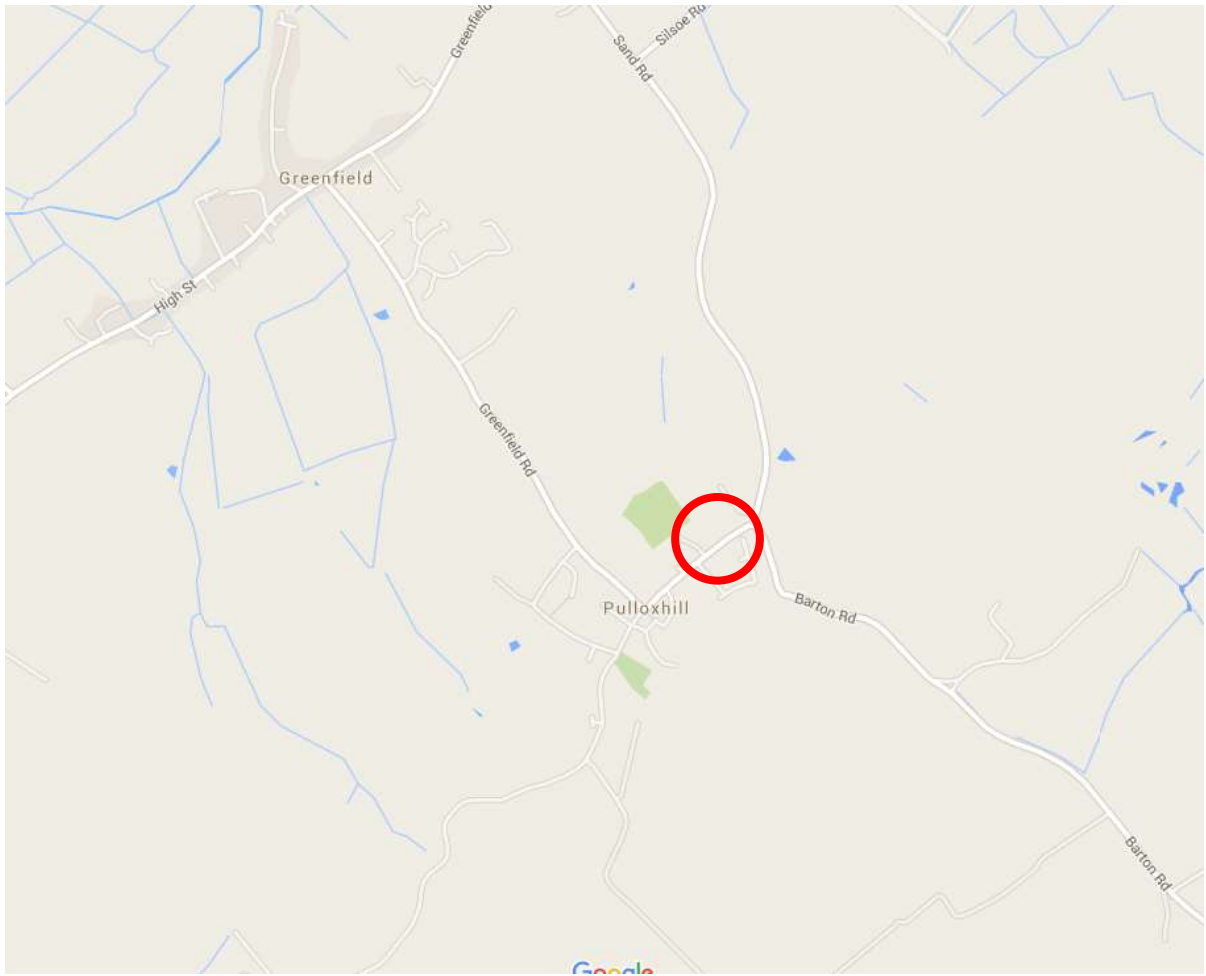
### **Conclusion**

8. There have been long standing requests for waiting restrictions from the Parish Council and residents. It is felt that they are justified on road safety grounds and will result in the loss of a relatively small number of on-street parking spaces. Therefore, it is recommended that the No Waiting proposals be implemented as published.
9. If approved, the works are expected to take place within the current financial year.

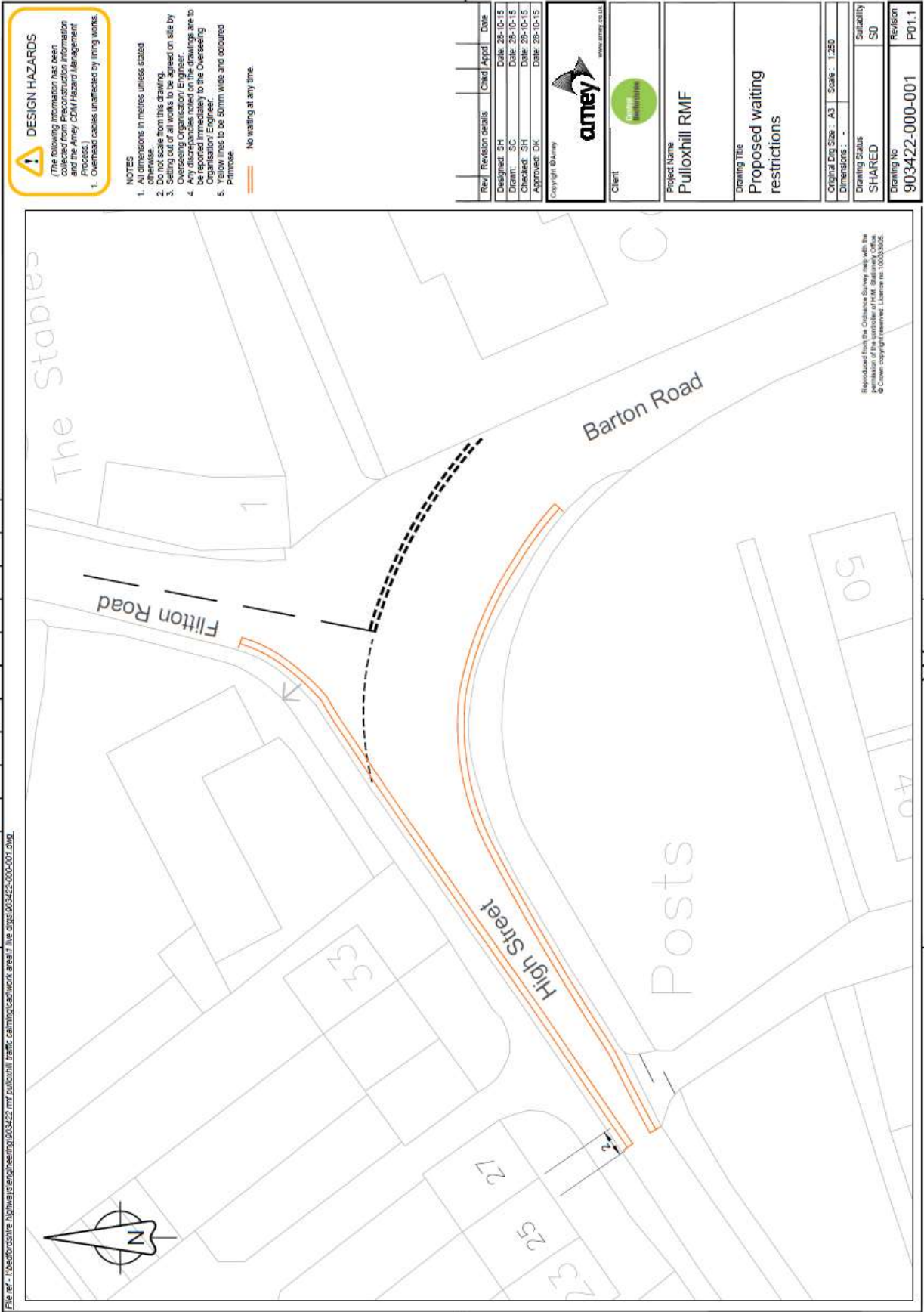
### **Appendices:**

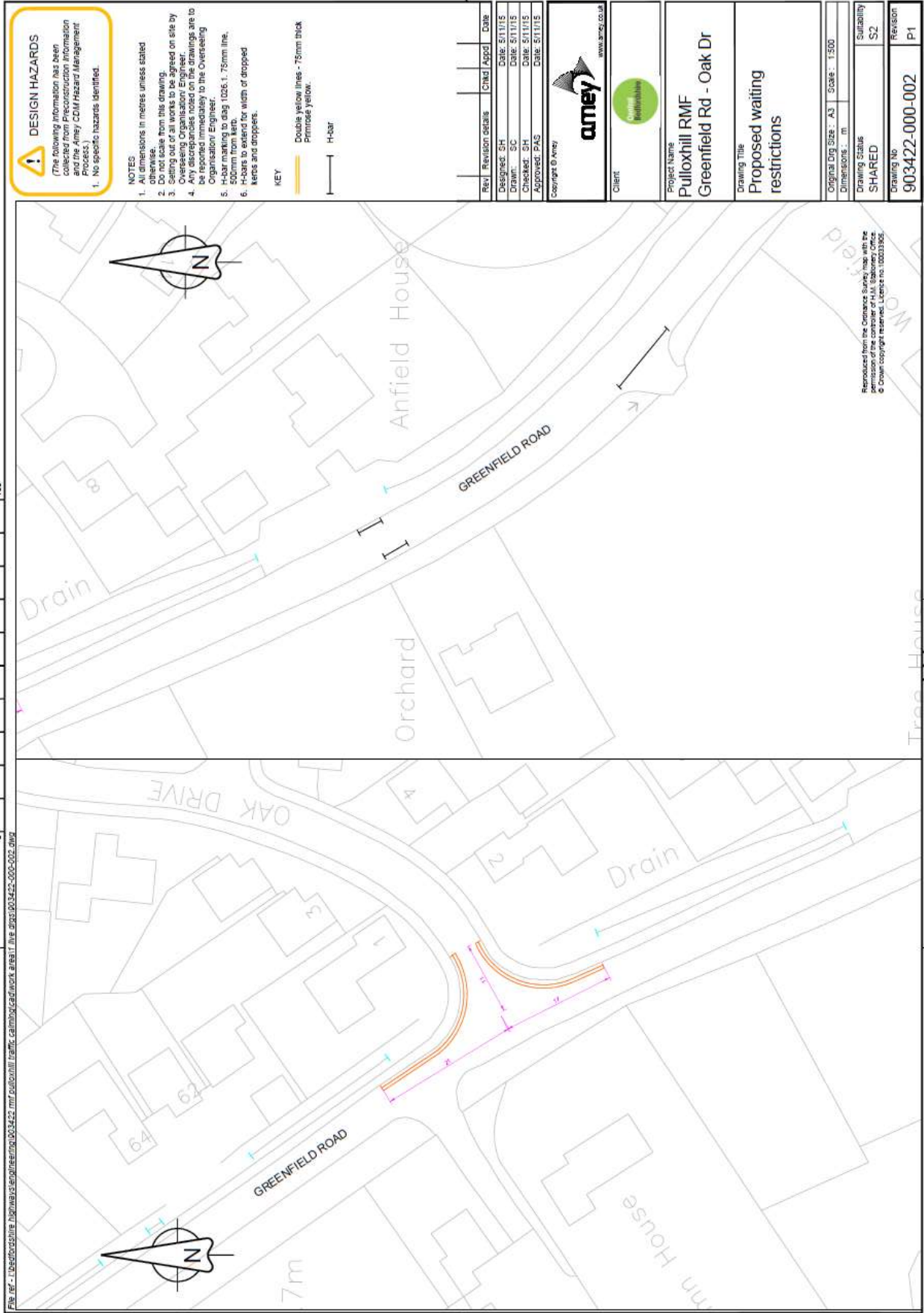
Appendix A – Location plan  
Appendix B – Drawings of Proposals  
Appendix C – Public Notice of Proposals  
Appendix D – Representations

Appendix A



Appendix B





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Appendix C

# PUBLIC NOTICE



**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE  
NO WAITING AT ANY TIME IN HIGH STREET AND GREENFIELD ROAD, PULLOXHILL**

Reason for proposal: The proposed Order is considered necessary for facilitating the passage of traffic on the road. The restrictions are intended to address indiscriminate parking which creates a road safety hazard and vehicular conflict.

Effect of the Order:

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

1. High Street, north side, from a point approximately 2 metres west of the boundary of nos.25 and 27 High Street extending in an easterly direction for approximately 48 metres.
2. High Street, south side, from a point approximately 2 metres west of the boundary of nos.25 and 27 High Street extending in an easterly direction for approximately 52 metres.
3. Greenfield Road, north-east side, from a point approximately 2 metres south-east of the rear wall of no.1 Oak Drive extending in a south-easterly direction to a point approximately 7 metres north-west of the rear wall of no.2 Oak Drive.
4. Oak Drive, both sides, from the north-east kerb line of Greenfield Road extending in a north-easterly direction for approximately 11 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 4 December 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

12 November 2015

## Appendix D

I'm writing to express my disappointment at this intended proposal. I am the resident of xx High Street, Pulloxhill.

The drawing you show has over exaggerated the issue which quite frankly isn't a problem.

Parking takes place, yes on the road, but only underneath where you have "High Street" on the drawing 903422-000-001. The other marked places never have cars parked there. There seems to have been a lack of actually visiting the site to assess and see the parking.

We as residents have always parked on nearside, facing into the village, no more than three cars back from the railings that mark a crossing point (shown on your map), allowing an adequate distance from the bend for lorries, vans and cars to safely see by.

Recently we had roadworks with gas main issues and even with parked cars it could be negotiated easily.

The actual problem is the speed the cars approach from Barton road into the bend, it's blind after all, but I've seen several cars fail to make the bend safely, one even demolished a wall of the front garden of the farm on the corner. Whilst assisting the driver we, who live there, witnessed taxis driving at speeds approaching 45mph into the blind bend.

If drivers obeyed the 30 mph limit or actually thought about their driving into a blind bend the supposed problems would be avoided. I have often thought about a bump or even a warning sign would help to remind road users of speed and the blind bend.

If anything parked cars appearing as they career round the bend has sharpened a few up to not make the same mistake, the cars form a natural 'traffic calming' to reduce the speed as they enter the village.

We all as residents in the affected area use it as well as our off road parking, if this proposal is put in place the cars will still need to park somewhere, so will park further along choking up the village as you approach the bus stop and pub access.

Again I would say this isn't an issue to locals but more the ignorant motorists that use the road without due care and attention.

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I'd like to start by saying it's not necessarily the parking that's an issue it's the speed in which people drive up and down High Street Pulloxhill and around the bend, having cars parked there slows people down so putting double yellows in place is only going to make it easier for people to keep up their speed. The parking is also very limited on the High Street so putting these in place are going to make it even more difficult for people to park unless there is going to be some sort of residential parking somewhere near by.

I personally don't see the parking outside the houses being an issue when we viewed the house having the parking so close by was one of the reasons we took the house, as it is easy access for the disabled lady that I care who also lives with us she is registered disabled and is also severely sight impaired (blind in her right eye)

So if these double lines are put into place, god knows where me or my partner will end up having to park when she is in the vehicle, yards from our home and then having to accompany her down narrow uneven pathways which are also very dangerous and even more so in the evenings as the darkest almost takes her sight completely, the paths also have loose bricks etc. which her and myself have almost fallen into the road because of stepping onto a loose brick not helpful when your trying to support somebody. So maybe instead of just putting them down you need to take into consideration how it is going to effect the people that live in the houses and the speed in which the cars come up and down the road.

My personal opinion: getting speed humps would help the village a lot more and having a restriction on what vehicles can use the High Street as the road is not very big and having articulated lorries drive down it is horrendous, again its not the parking that's the issue, yes I have only lived in the property 2 years but I've never had a problem with the parking nor has there been accidents due to the 3 parked cars, by taking it away and not replacing the spaces is going to be extremely difficult for certain individuals and no waiting at anytime doesn't help the transport that the disable lady gets 5 days a week to a day centre where will they park? again yards from the house and having to accompany her down the narrow uneven pathways.

By all means put them in place but additional parking close by needs to also be put in place for individuals that need it, our house hold has 3 vehicles and we have 1 car parking space behind the house, 1 space per house hold isn't practical.

---

I strongly object to the No Waiting at Any Time in Pulloxhill proposal on the following grounds:

1. Blind corners should always be approached slowly with caution, if this is executed then there is no hazard as the driver will be going at a speed which enables him to see the parked vehicles.
  2. If the parked vehicles were to be removed free reign is then given to approach a blind corner at a dangerous speed, potentially causing a fatality to those using the crossing (myself and my 8 year old daughter included) which is highlighted on your plan.
  3. I have conversed with Cllr James G Jamieson on this matter on two occasions during his campaigns; he is of the opinion that vehicles should remain parked in their current position and even suggested that alternate parking on either side of the road to create a chicane would further slow traffic approaching this bend.
  4. The only benefit of removing the parked vehicles would be to alleviating a minimal wait to get past the parked vehicles; this only proves a point that people are impatient and wish to have quick access around this bend.
  5. The Parish Council says that this bend is a hazard, what evidence are they basing this on? I have lived at no. xx for over 8 years and know of no accidents minor or major caused from the parked vehicles.
  6. The parked vehicles discourage already prohibited lorries from entering the village High Street. The lorries cause road damage due to their excessive weight and are dangerous to those using the very slim paths in Pulloxhill.
  7. Living at No.xx I see firsthand the speed at which people come around this bend when no parked vehicles are present, those who are asking for the No Waiting to be put in place with due respect do not.
  8. If this proposal goes ahead then traffic calming measures must surely be implemented before hand?
-



Mackayla Lawrence  
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Pulloxhill  
Beds  
MK45 5HG

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Mr N Shaw  
Central Bedfordshire Council  
Priory House  
Monks Walk  
Chicksands  
Shefford  
Beds  
SG17 5TQ

20 January 2016

Dear Mr Shaw,

**Re: Double Yellow Line Consultation, Pulloxhill**

The consultation proposal results from the Parish Council initiative to improve road safety in the village following repeated approaches by village residents. The Parish Council was fully involved in the development of the proposal and supports the implementation of the proposed measures within the timeframes discussed with the Principal Highways Officer.

Should you require any further information please do not hesitate to contact me.

Yours faithfully  
on behalf of Pulloxhill Parish Council

*M. Lawrence*

**Mackayla Lawrence**  
**Clerk to Pulloxhill Parish Council**



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

**Date:** 4 February 2016

**Subject:** Various Roads, Dunstable and Kensworth – Consider Objections to Proposed Waiting Restrictions

**Report of:** Paul Mason, Head of Highways

**Summary:** This report seeks the approval of the Executive Member for Community Services for the implementation of waiting restrictions in Various Roads in Dunstable and Kensworth

---

**Contact Officer:** Nick Chapman  
[nick.chapman@amey.co.uk](mailto:nick.chapman@amey.co.uk)

**Public/Exempt:** Public

**Wards Affected:** Dunstable Watling, Dunstable Northfields, Dunstable Icknield and Caddington

**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal will improve road safety by better managing parking at the various locations.

**Financial:**

This work is being funded from the Council's budget for minor traffic and parking schemes and is expected to cost approximately £6,000.

**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:**

The proposal will improve road safety for all road users.

**Sustainability:**

None from this report

**RECOMMENDATION(S):**

- a) That the proposal to introduce No Waiting at any time in Drovers Way, Dunstable be implemented as published.
- b) That the proposal to introduce No Waiting at any time on the east side of Duncombe Drive, Dunstable and on the west side at the Katherine Drive junction only be implemented as published. The remaining restrictions on the west side be not implemented.
- c) That the proposal to introduce No Waiting at any time in Chiltern Road, Dunstable be reduced in length by approximately 6 metres at the south-west end.
- d) That the proposal to introduce No Waiting at any time and No Waiting Monday to Friday 8am-4.30pm in Beech Road and Lowther Road, Dunstable be implemented as published.
- e) That the proposal to introduce No Waiting at any time in King Street, Dunstable be implemented as published.
- f) That the proposal to introduce No Waiting at any time in Loring Road/ Maidenbower Avenue, Dunstable be implemented as published.
- g) That the proposal to introduce No Waiting at any time in The Chilterns/ Common Road, Kensworth be implemented as published.

**Background and Information**

1. The Council has received complaints and requests for parking restrictions at a number of locations in the Dunstable area. In accordance with usual Council procedures, these proposals have been “batch-published” in the interests of cost efficiency.
2. The relevant locations are listed below, together with a brief explanation of the concerns that the proposals are intended to address:-
  - a) Drovers Way, Dunstable

The double yellow lines are intended to keep an area of road clear of parked cars that create visibility issues for drivers emerging on to Drovers Way and pedestrians using the adjacent footpath.
  - b) Duncombe Drive, Dunstable

The double yellow lines are intended to improve access to the front and rear of the shops. They would also ensure that the Katherine Drive junction remains clear of parked cars.

c) Chiltern Road, Dunstable

The double yellow lines are intended to keep the Elliot Court access clear of parked cars and improve visibility for drivers emerging.

d) Beech Road, Dunstable

The single yellow will address issues associated with obstructive parking during the school day and the double yellow lines will ensure that the Lowther Road junction remains clear of parked vehicles.

e) King Street, Dunstable

The double yellow lines are intended to improve visibility and assist pedestrians crossing the road.

f) Loring Road/Maidenbower Avenue, Dunstable

The double yellow lines are intended to keep the junction clear of parked cars and, in particular, to assist buses turning into Loring Road.

g) The Chilterns/Common Road, Kensworth

The double yellow lines are intended to keep the village hall access clear of parked cars.

3. The proposals were formally advertised by public notice in October 2015. Consultations were carried out with the emergency services and other statutory bodies, Dunstable Town Council, Kensworth Parish Council and relevant Ward Members. Residents living immediately adjacent were individually consulted by letter. Public notices were displayed on street.

### **Representations and Responses**

4. A number of objections and other written representations have been received in relation to most of the proposals.
5. Copies of all correspondence are included in Appendix C. The main points of concern raised are summarised below:-

a) Drovers Way, Dunstable

Two objections. The proposals appear to be appeasing one resident rather than providing a wider solution to the parking issues in the area. There is very little justification for introducing these restrictions and the reasons given by the Council are inappropriate. The Council's focus should be on encouraging better compliance with the 20mph speed limit.

b) Duncombe Drive, Dunstable

Four objections and three other written representations. Residents of nearby dwellings say that have insufficient parking and the proposed yellow lines will result in them struggling to find convenient parking. People will park on grass verges and near to the Katherine Drive shops, thereby denying space for potential shoppers. Residents are unaware of any real or frequent issues with delivery vehicles accessing the shops. Some residents generally support the proposals, but have suggested that restrictions be introduced on the east side to aid access, but not on the west side. A residents permit parking scheme has also been suggested.

c) Chiltern Road, Dunstable

Three objections. The restrictions would seriously affect parking outside residents' homes. They have insufficient parking available and would create real difficulties when considering the high demand for parking in the area. The restrictions would encourage higher traffic speeds, which is not desirable in a 20mph zone.

d) Beech Road, Dunstable

A resident supports the proposals, but is concerned about excessive traffic speeds in Beech Road.

e) King Street, Dunstable

None.

f) Loring Road/Maidenbower Avenue, Dunstable

A resident does not object to the proposed restrictions, but wants them extended to cover their driveway. They currently suffer from obstructive parking and if the proposals go ahead this will exacerbate the situation.

g) The Chilterns/Common Road, Kensworth

Two objections. The parking issues are caused by one resident who owns multiple vehicles, some of which are larger than a private car. The restrictions will simply move the current difficulties to adjacent lengths of road, so will not solve anything. There are inadequate parking facilities in the area and some of the problems are caused by visitors to the nearby village hall.

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

a) Drovers Way, Dunstable

It is acknowledged that the request for parking restrictions was made by a nearby resident. However, the present parking difficulties have been created, in part at least, by the installation of concrete bollards which were intended to address an issue with footway parking. The bollards have resulted in parked cars being positioned in such a way that they obstruct visibility for drivers emerging from adjacent accesses. It is a fact that this location coincides with the end of the footpath where pedestrians are likely to want to cross Drovers Way. The proposed yellow lines would improve inter-visibility between drivers and pedestrians. The yellow lines would result in the loss of approximately three parking spaces.

b) Duncombe Drive, Dunstable

There have been complaints of obstructive parking on this section of Duncombe Drive and some residents appear to acknowledge that there are issues. However, it is accepted that the proposals would remove valuable parking for nearby residents. It seems reasonable to reduce the extent of the restrictions to allow more on-street parking, whilst still addressing access difficulties for delivery vehicles to the shops. It is recommended that the yellow lines be implemented on the east side and for a short distance on the west side to ensure that the Katherine Drive junction is kept clear, but that the remainder of the yellow lines on the west sides are not implemented.

c) Chiltern Road, Dunstable

There are existing double yellow lines that terminate north-east of the Elliot Court access, which result in vehicles being parked very close to that access thereby obscuring visibility for emerging drivers. Consequently, it is felt that the proposed restrictions are justified. However, there appears to be scope to reduce them in length at the south-west end, so that they do not extend across the frontage of the first residential property. The amended restrictions would result in the loss of only two parking spaces.

d) Beech Road, Dunstable

In the absence of any objections, it is recommended that these be implemented as published.

e) King Street, Dunstable

In the absence of any objections, it is recommended that these be implemented as published.

f) Loring Road/Maidenbower Avenue, Dunstable

The proposals will cover the immediate junction area and there is little justification to extend them beyond that. If the proposals were extended beyond the current proposal they would need to be re-published. It is suggested that the published proposals be implemented and their impact be assessed. If parking difficulties develop and additional restrictions are deemed necessary, additional proposals could be pursued in the future.

g) The Chilterns/Common Road, Kensworth

There have been reports of persistent nuisance parking narrowing the road to the extent that access to the village hall car park is restricted or even blocked. There have been suggestions that parking by larger vehicles makes the situation worse. There would appear to be justification for introducing the published proposals, which largely only prohibit parking close to the Common Road junction and village hall access where vehicles should not be parked in any event.

7. Bedfordshire Police has raised no objections to the proposals.

**Conclusion**

8. If approved, the works are expected to take place within the current financial year or early in the new year.

**Appendices:**

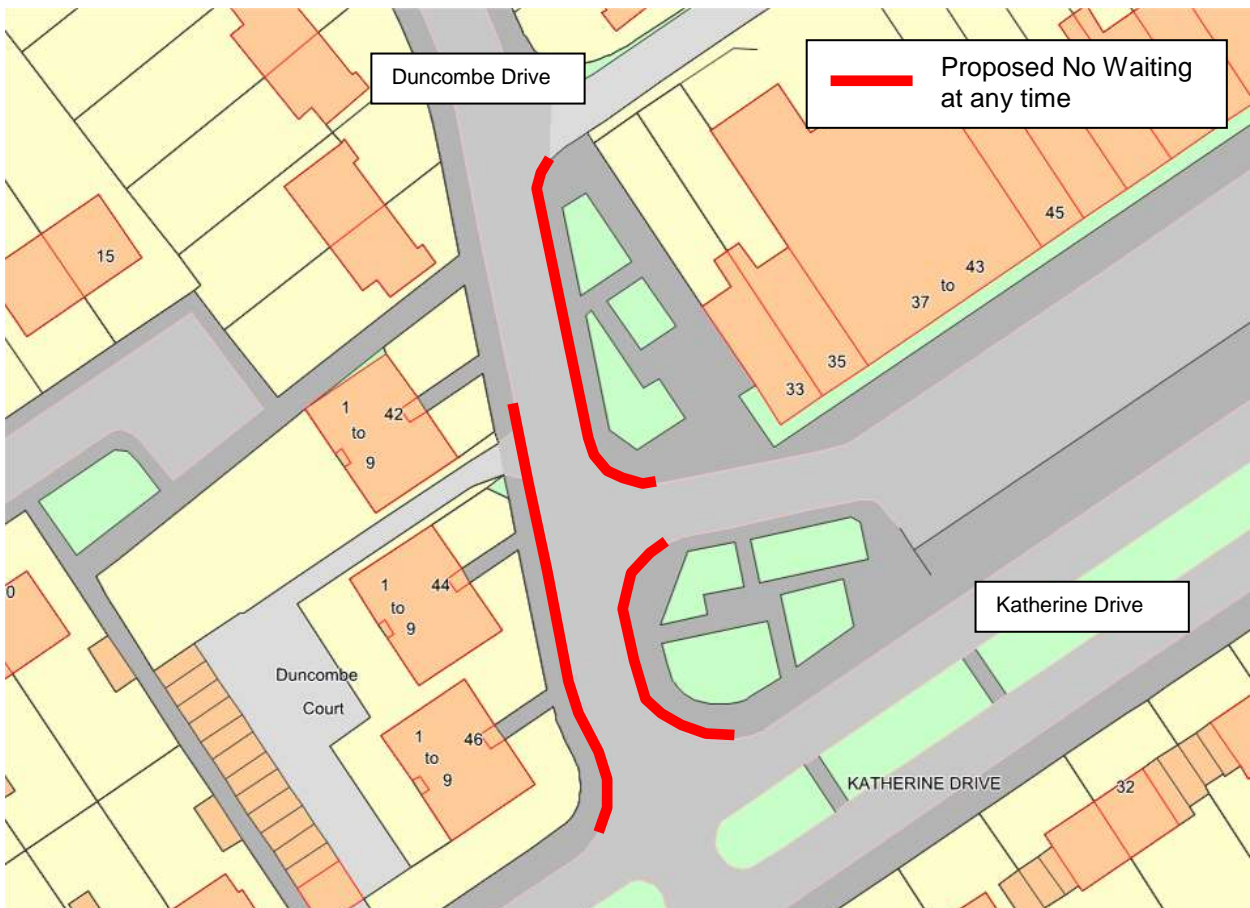
Appendix A – Drawings of Proposals  
Appendix B – Public Notice of Proposals  
Appendix C – Representations

Appendix A

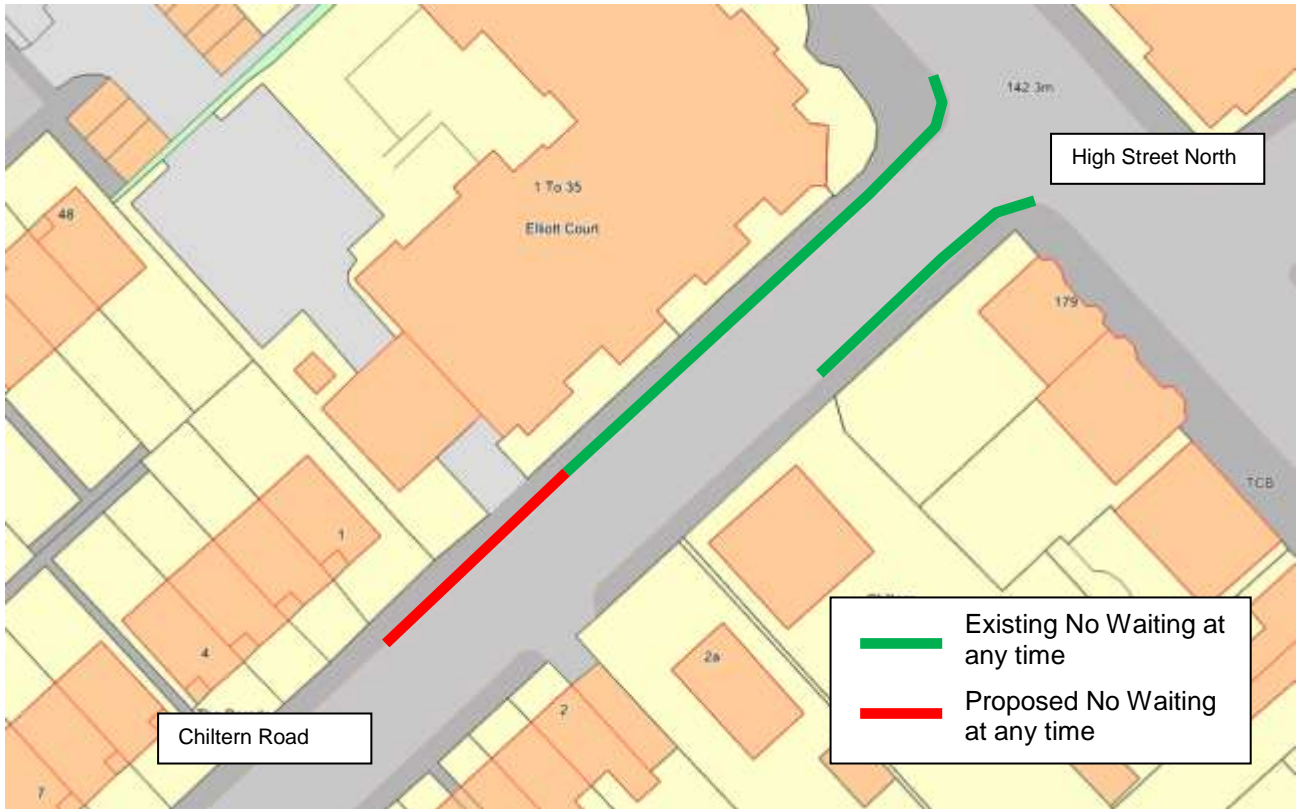
Drovers Way, Dunstable



Duncombe Drive, Dunstable



Chiltern Road, Dunstable



Beech Road, Dunstable

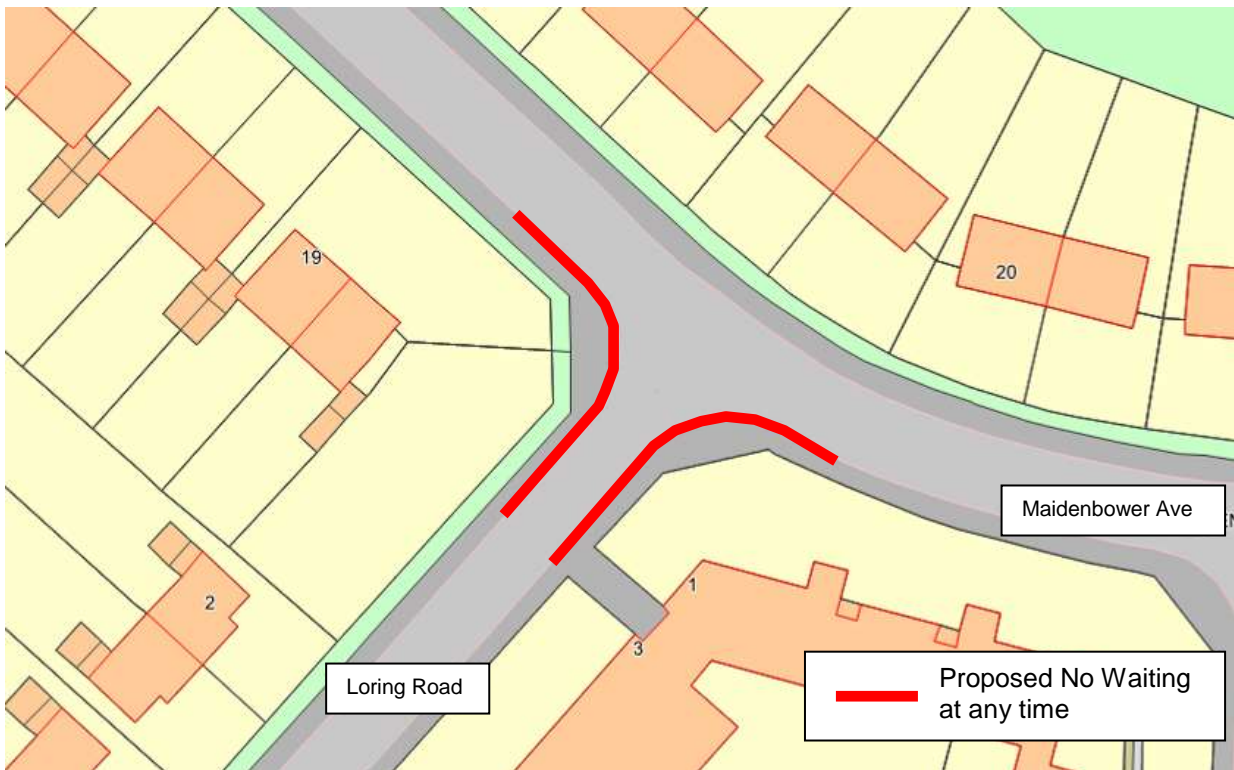




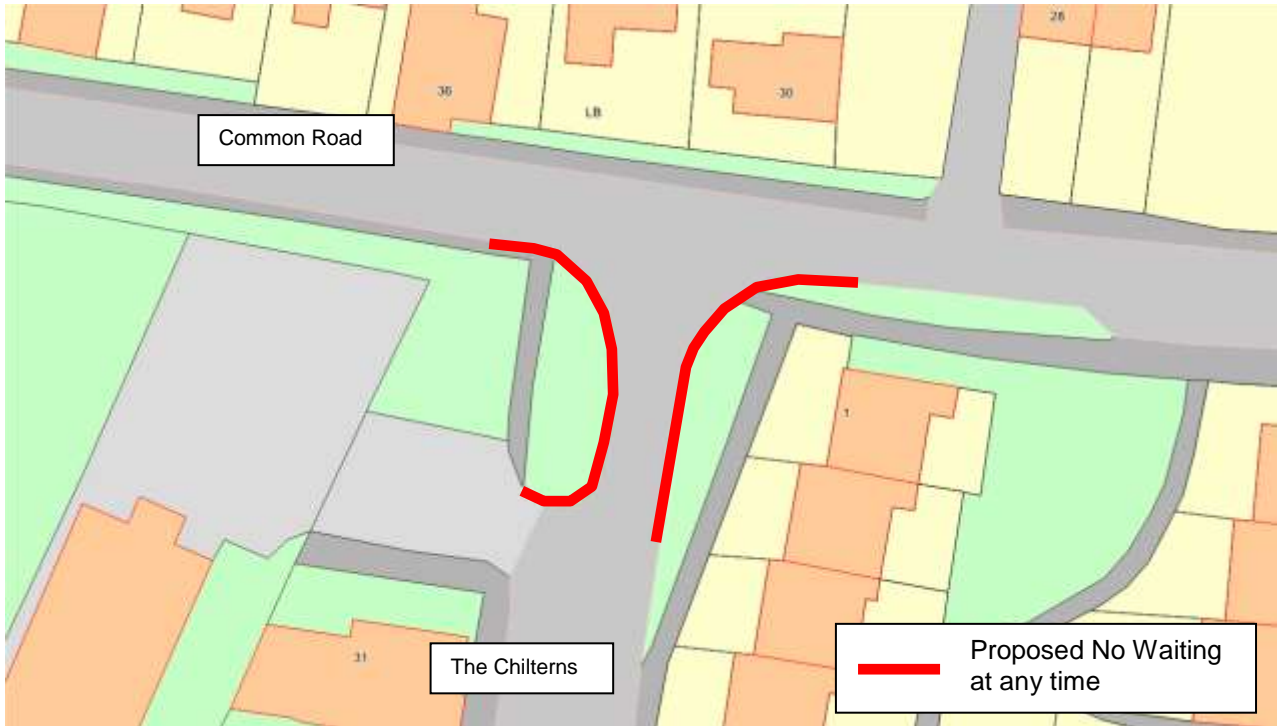
King Street, Dunstable



Loring Road/Maidenbower Avenue, Dunstable



The Chilterns/Common Road, Kensworth



Appendix B

# PUBLIC NOTICE



## CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE WAITING RESTRICTIONS AT VARIOUS LOCATIONS IN DUNSTABLE AND KENSWORTH

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 through which the roads run. The restrictions are generally intended to address indiscriminate parking which creates an obstruction to other road users.

Effect of the Order:

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

1. Drovers Way, south-west side, from a point approximately 2 metres south-east of the boundary of nos.95 and 97 Drovers Way extending in a south-westerly direction for approximately 20 metres.
2. Duncombe Drive, west side, from the north kerb line of Katherine Drive extending in a northerly direction for approximately 48 metres.
3. Duncombe Drive, east side, from the north kerb line of Katherine Drive extending in a northerly direction for approximately 70 metres.
4. Beech Road, north-west side, from a point approximately 5 metres south-west of the rear wall of no.551 Lowther Road extending in a south-westerly direction for approximately 40 metres.
5. Lowther Road, both sides, from the south-west kerb line of Beech Road extending in a north-westerly direction for approximately 10 metres.
6. Chiltern Road, north-west side, from a point approximately 44 metres south-west of its junction with High Street North (termination of existing double yellow lines) extending in a south-westerly direction to a point in line with the property boundary of nos.1 and 2 The Parade, Chiltern Road.
7. King Street, south-east side, from its junction with High Street South service road extending in a north-easterly direction to a point approximately 3 metres north-east of the front wall of the Star and Garter public house, 147 High Street North.
8. High Street North, south-west side, from its junction with King Street extending in a north-west direction to a point approximately 3 metres north-west of the south-east flank wall of the Star and Garter public house, 147 High Street North.
9. Maidenbower Avenue, south-west side, from a point in line with the boundary of nos.20 and 22 Maidenbower Avenue extending in a north-westerly direction to a point in line with the south-east flank wall of no.17 Maidenbower Avenue.
10. Loring Road, both sides, from the south-east kerb line of Maidenbower Avenue extending in a south-westerly direction for approximately 19 metres.

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

1. Common Road, Kensworth, south side, from a point in line with the front wall of no.1 The Chilterns extending in a westerly direction for approximately 33 metres.
2. The Chilterns, Kensworth, east side, from its junction with Common Road extending in a southerly direction to a point in line with the property boundary of nos.2 and 3 The Chilterns.
3. The Chilterns, Kensworth, west side, from its junction with Common Road extending in a southerly direction to a point approximately 11 metres south of the property boundary of nos.1 and 2 The Chilterns.

### To introduce No Waiting Monday to Friday 8.00am to 4.30pm on the following length of road in Dunstable:-

1. Beech Road, north-west side, from a point approximately 6 metres north-east of the property boundary of nos.1 and 3 Beech Road (termination of existing double yellow lines) extending in a south-westerly direction to a point approximately 5 metres south-west of the rear wall of no.551 Lowther Road.

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 13 November 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

15 October 2015

## Appendix C

### Drovers Way, Dunstable

Dear Sir/Madame,

I would like to object strongly to proposals to place double yellow lines outside numbers 95 to 97 Drovers Way, Dunstable this action seems to be to appease one particular resident! rather than providing a long term solution to resolve the parking issue permanently for all residents such as losing part or all of the council green outside our houses to provide off road parking, please see attached previous correspondence with the council.

---

I acknowledge receipt of your somewhat impersonal letter dated 13th October regarding the proposed waiting restrictions that the above refers to.

You are no doubt aware that I have already written to the Authority with regard to this matter and will therefore be familiar with my observations highlighted therein, I will therefore restrict my comments, in the main, to addressing the "Reason for proposal" and the narrative written above the map on the reverse of the "Public Notice". That said I do enclose a copy of the letter referred to above.

1. "The proposed Order is considered necessary for facilitating the passage of traffic on the road..." ; I'm sorry but as an argument this is, quite frankly, nonsense. If this is true in respect of a 20 metre stretch of Drovers Way then it is true in respect of the rest of the road. I would point out that, in law, any vehicle parked on a road or any other highway causes an obstruction, whether the relevant Sections of the Road Traffic Acts are enforced is another matter of course.
2. "...or improving the amenity of the area through which the roads run."; without imposing the restriction along the entire road as outlined above, how on earth can this be used as a justification.
3. "The restrictions are generally intended to address indiscriminate parking which creates an obstruction to other road users." As I have already pointed out, every vehicle parked on a road, in law, causes an obstruction but what is suggested here is that the few vehicles that park on the south west side of Drovers Way between numbers 79 and 93 particularly fail to "facilitate the passage of traffic" in a way that other vehicles parked in the same road do not ? and park "indiscriminately", frankly this is insulting.
4. "The double yellow lines are intended to keep an area of road clear of parked cars that create issues for drivers emerging on to Drovers Way and pedestrians using the adjacent footpath"; the only "drivers" so affected are those living at number 95 Drovers Way (unless you are in a position to tell me otherwise) and the reference to

pedestrians has been included, in my view, simply to lend weight to what is a very flimsy argument in support of this proposal.

The greater danger to road users on Drovers Way, and indeed Brewers Hill Road comes not from parked cars but from drivers who fail to comply with the 20 mph speed limit as, apart from a single speed enforcement camera, there is nothing that actually inhibits speeding motorists.

In encouraging Local Authorities to introduce 20 mph speed limits on urban roads Central Government suggests that roadways be engineered to ensure that such limits are effective; some engineering suggested includes road humps, rumble strips, roundabouts, road narrowing and "Give Way" gateways.

Had Central Bedfordshire not opted for the cheapest possible option, i.e. putting up a few speed limit signs, the risks to "drivers emerging on to Drovers Way" would have been significantly reduced and possibly non-existent.

The last thing I would include is that I am a Blue Badge holder and in the normal course of events our car is kept on the road during the day although garaged at Pascomb Road overnight.

Forwarded for your information in the hope that serious and considered notice be taken of the observations I have made.

---

### Duncombe Drive, Dunstable

I urge you to reconsider the proposed no waiting at any time outside 42,44,46 duncombe drive,Dunstable beds (consolidation order 2008) (variation no) order 201,there are 18 flats in these 3 blocks with on average 2 cars per flat meaning 36 cars with only 8 spaces at the back of the flats,if you go ahead with your proposed changes there would be nowhere to park apart from the parking spaces at Katherine drive shops which should be for shoppers,it would damage the shops businesses as there would be nowhere for shoppers to park there cars,I've lived in one of the flats for over 20 years and have never noticed any problems with the passage of traffic.

I strongly recommend you reconsider this proposal as these changes would cause massive problems for the 18 residents of 42, 44 and 46 duncombe drive.

Please could you comment back on this e.mail and let me know your comments.

---

I wish to comment on the proposal of adding restricted waiting along both side of Duncombe Drive, Dunstable as described in 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\*

I have been a resident of Flat x xx Duncombe Drive, Dunstable, LU5 4QZ for nearly 7 years. The issue I have is that there are 18 residents within the 3 blocks of flats along Duncombe Drive (42, 44 and 46) and at my last count there are 24 vehicles for these 18 residents. As there is only off road parking provided for 6 of the flats the other 12 park their vehicles on the road in front of the flats. By painting double yellow lines you will be forcing them to park somewhere else and walk. Already people park on the grass central reservation along Katherine Drive (mainly residents of Katherine Drive) and on the grass areas around the shops (as there are never any spaces available). By limiting the available parking for the residents of the flats you will be displacing 18 vehicles. From my observations if these were to park outside of the shops along Katherine Drive you would loose nearly half of the available parking spaces for users of the shops.

My wife has been a stay at home mum for a few years now and she notices that during the working day the only cars seen parking along the road are for users of the shops and the road remains fairly clear. It is before and after the working day, when people come home that the road fills up with cars. Lorries have been delivering to the shops for these 7 years and the only issue we have ever seen is when it snowed one lorry got stuck trying to drive up the incline towards the junction.

I do however believe that the double yellow lines should be painted around the community project Incredible Edible. This will help keep the volunteers safe while working on the community project, and also keep one half of the junction clear which is sufficient space for two vehicles to drive side by side.

If you want to keep the area safe then you should enforce the 20 mph speed limit, as it feels I am the only person to do this speed. I have had people overtake me along Duncombe Drive while heading towards the Katherine Drive junction and then speed at 40ish mph towards the shops, I believe a young child was even knocked down while walking to school (Barnfield Vale) in the last year by a speeding motorist.

---

I am very disturbed to find that you propose to enforce a no parking restriction on these stretches of road. I live at flat x xx Duncombe Court which means that I will have nowhere to park my car. Admittedly, during school picking up & dropping off times or when the shopping area is busy, people can tend to park indiscriminately along this stretch but the residents tend to park only in the evenings & overnight as we all work. Perhaps as a compromise you could put resident parking bays or permit holder parking only? When parking is sensible there is not a problem with the flow of traffic. I plead with you to consider this as it would cause considerable problems for the residents of all 3 blocks. We each have either a garage or a parking space at the back of the blocks but as is the case these days, most of us being married we have 2 vehicles per flat. Where will we park? We would have to try to park in the shopping area which would surely mean that shoppers would stop along Katherine Drive which once again cause problems or stop using this parade of shops which in turn would be disastrous for the shopkeepers. I appeal to you to listen to my case & thank you for reading this

---

Whilst we agree with what you are proposing we are very concerned that we will not be able to park outside our own house. Our driveway will only take one vehicle and my husband has to park on the road directly outside our house.

We have noticed that over the last couple of years it has been residents that live in the flats above the shops in Katherine Drive and the flats in Duncombe Drive that park where you are proposing the put the restriction. They have their own parking at the back of the flats but for some reason they do not park there.

We have had numerous occasions where we have gone out and asked people to move their cars as they often block some of our driveway making it difficult for us to get on and off of our drive. We have a mutual agreement with all the neighbours that we do not park in front of their houses and they do not park in front of ours mainly as a courtesy to all the neighbours on either side of Duncombe Drive. Whilst we realise we cannot stop people from parking outside our house it is very annoying that they do this when they have their own parking spaces at the back of the flats.

If this scheme goes ahead we are proposing that you introduce parking permits for the first few houses on either side of Duncombe Drive and we would be more than happy to pay for this.

We look forward to hearing from you with your thoughts on introducing parking permits for the residents of Duncombe Drive.

---

I refer to your communication of the 13<sup>th</sup> October 2015 regarding the above proposals and wish to make the following observations:-

- (i) Where I do not object to the proposals in their entirety I do feel there are flaws in the scheme that do not take consideration of the needs of residents as a whole.
- (ii) The double yellow lines opposite that the residencies of 44 and 46. Duncombe Drive does seem a sensible proposal and would improve access both to the front and rear of the shops. However, the proposal to install the same outside part of 42 and fully outside 44 & 46 i.e. West side, would be detrimental to these residents and would only displace the parking to other areas in the local vicinity, which would include the shoppers car park and further along Duncombe Drive and Katherine Drive.
- (iii) The majority of these residents own at least one if not two cars and where the garages and spaces to the rear of the properties are in constant use it does not offer sufficient parking for all the flats

The installation of the double yellow lines on the East side would still have the desired affect without causing disruption and inconvenience to local residents who park sensibly, do not obstruct deliveries or the access to the shops.

---

In regards to a recent letter received proposing waiting restrictions/Yellow Lines.

I do agree with the proposal of yellow lines on the corner of Katherine Drive/Duncombe Drive. This will prevent the obstruction into the shops.

However, I do object to yellow lines, past the entrance to Flat Block 44, and lines opposite block 42.

My objections are based on the fact that vehicles normally parks there, will then have no alternative but to park further down Duncombe Drive, outside of my residence and neighbours. We already have a problem with vehicles parking outside residencies and over our driveways, due to lack of parking spaces for the blocks of flats.

Because of this, I have spent over £1,200 extending my dropped kerb, trying to avert this exact situation.

I do trust that you will take my concerns, into consideration.

---



It has been brought to my attention that yellow lines - no waiting at any time, are going to be put in at Suncombe Drive, it is very concerning. It is a busy road and would be even busier. People living in the flats in Suncombe Drive and over the shops in Katherine Drive, where are they going to park? It is bad enough now as people park outside my house if a space is available. Particular from Friday until Monday, with cars not moving all week-end, also more noisier, and difficult for pedestrians to cross the road. 3 am opposite Lockington Crescent.

---

### Chiltern Road, Dunstable

Firstly I would like to say as the owners of the only house directly affected by your proposed 'no waiting at any time' area marked by the red line on the map provided, we feel that the said letter should have been personally addressed to us. As it was titled 'The Householder', it could so easily have been misconstrued as one of the many 'junk' letters delivered to our house and could, therefore, have been overlooked! I do hope that considering the serious implications that this proposal will have on our household, that this was not the intention!

We cannot believe that you are considering placing such restrictions in a road not only where the residents have problems parking as it is but also right across our driveway. As is quite understandable in today's age of the working commute, we are a family who own five vehicles, one of which is a van. Our driveway holds three cars and the remaining two are parked in front. We have always considered the needs of our neighbours and do not park on the other side of the road because the residents there all own one or two cars per family as well. There is a further piece of path adjacent to our drive where another car can park. It is used by everybody on a first come first served basis and during the day by visitors and carers belonging to the elderly people in Elliot Court.

When Elliot Court was built, we all agreed that there would be an infringement on parking in the road but this was acceptable as these 'temporary' parkers would normally visit in the daytime leaving space for the returning neighbourhood workers.

I can understand the use of the existing double yellow lines closer to the join of the road with High Street North and we would never consider parking there, unlike on the bend near the crossroads with Victoria Street where the residents park on all the double yellow lines.

I would like you to consider where you would propose that we park if these restrictions are enforced? where all the regular carers and visitors to the elderly in Elliot Court can park? It certainly cannot be in

the surrounding streets they are even more congested than ours. I also note that we are the only house in The Parade that has been singled out to have your red line across our drive! We have lived here since 1980 and are probably the longest remaining residents in this part of Chiltern Road! and busy as this road can be we all manage to park amicably and with consideration to others, your proposals can only destroy this harmony.

We strongly disagree with this proposal and our need to be made aware of any further decisions is imperative. We have tried to imagine the reasoning behind these recommendations and wonder if perhaps the residents of Elliot Court have complained. If this is the case I hope they realise just how many times their carers park across our drive and on the corner. Perhaps they should understand that anyone who has a drive has to exit with surrounding restrictive views and it has to be said they purchased or rented their homes with full knowledge of the area. I do mention this because I can see no other explanation for such unnecessary measures.

I would be grateful if you can both consider our concerns and acknowledge my email so that we can be sure that our views will be accepted as genuine worries about the implications that this will have on, not only our family but the surrounding neighbours.

---

I strongly object to your proposals of a no waiting ban ie:-double yellow lines in Chiltern Road, I have lived in x The Parade, Chiltern Road since 1980 and the traffic in Chiltern road is no different today as was then, I have not witnessed any problems with the flow of traffic on Chiltern Road, therefore I deem your proposals unnecessary, but if you have any evidence to prove otherwise I would like a site meeting with yourself prior to making any decisions on this matter so we can amicably resolve this matter.

---

We live directly opposite the driveway to Elliott House and the area where you plan to extend the double yellow lines and would like to object to your proposals on the grounds that it would reduce the amount of parking in the area for local residents, carers and visitors to Elliott House and increase the speed of traffic along the road.

There has always been a lack of available parking along this part of Chiltern Road due to the amount of terraced housing without driveways. This problem was made worse when Elliott House was built as then carers and visitors to Elliott House needed to find parking close by. We did object at the time to the lack of parking that was going to be provided for the residents of Elliott House. By removing more parking spaces you will make the problem worse for all local residents.

One of the reasons you give for this proposal is to facilitate the passage of traffic on the road and to address indiscriminate parking which creates an obstruction to other road users. In my opinion opening up space on the road by removing parking space is just encouraging traffic to speed along the road. As it is the current 20mph limit is ignored.

Your letter states that the general intention is to address indiscriminate parking which creates an obstruction to other road users. I am not aware of any indiscriminate parking in this area. Cars are parked where they are legally allowed to park. Most people with their own drives have problems pulling out due to obstruction causing poor vision due to vehicles parked either side of the driveway. It is a fact of life due to the amount of traffic on the roads but increasing the number of double yellow lines reduces the amount of available parking and in this case there is no other parking available nearby as parking is at a premium in all neighbouring streets.

If Chiltern Road wasn't used as a rat run the traffic flow problem would not exist. The problem lies with the amount of traffic on High Street North. Opening up space on Chiltern Rd to increase traffic flow will lead to longer queues of traffic in our street waiting to get out onto the A5.

We object very strongly and would ask that you reconsider your proposals as in our opinion it will only worsen the parking problem and problem with speeding along this part of Chiltern Road.

---

### Beech Road, Dunstable

As a resident at number x Beech Rd , I wanted to say I support the introduction of further parking limits. However I would like to make one observation regarding safety.

The stretch of Beech Rd referred to is a 20mph area, yet the speed limit is not only totally ignored by most users much of the time, it is exceeded by huge amounts. I'm a regular witness to 30- 50 mph with even some overtaking!!.

I think this is because the stretch

- 1) is viewed as 'semi-rural' and not quite 'urban'
- 2) is on a down hill slope.

Your letter says "the restrictions are generally intended to address indiscriminate parking which creates an obstruction to other road users". It is, ironically in fact, the parked cars in Beech Rd that have the effect of 'calming' speeds, as road users have to slow down to avoid accidents. This will not be true when the restrictions are imposed.

As this road is used by children on bicycles from Manshead school at the same time as the rush hour and other times, with the temptation to speed downhill - plus the required access to Chiltern school at the bottom of the road - plus the bus stops on both sides of the road- I really do think this stretch is an 'accident waiting to happen'.

In my view there should be at least one well signposted traffic hump about halfway down the stretch to keep speeds 'reasonable'.

I thank you for your kind attention

---

### King Street, Dunstable

None

---

### Loring Road/Maidenbower Avenue, Dunstable

You ask for any comments to the above No Waiting Public Notice here are mine

I am at no. xx

Have not got a problem with the no waiting at all but could you extend it to no. xx? i.e. after my drive, as my next doors (19 troublesome neighbours) have at least 7 untaxed vehicles that are normally parked across my drive and around the corner (Loring Road) which one day will cause an accident, as

its hard to get on my property let alone get off it as the vehicles are causing a nuisance.

No have tried to tell them but they are unapproachable full stop. When they have their visitors its even worse.

Should the current proposal be put in I guarantee they will further restrict us in getting to

our property and how will we be able to park our cars. We have three vehicles that we park on our drive and not on the road.

Please consider extending the boundary.

---

### The Chilterns/Common Road, Kensworth

I am writing to lodge my objection to the proposed order 201 to put double yellow lines outside my home, I shall give some background first and then my reasons.

#### **Background**

- Historically there has never been a parking problem along the areas of the proposed double yellow lines
- Numbers 1 – 5 The Chilterns are bungalows allocated to elderly and disabled people
- Nos. 4 & 5 have dropped kerbs so they park off-road
- Numbers 1 – 3 do not have dropped kerbs and have always parked outside their respective homes, showing flexibility to each other where necessary
- Approximately 5 years ago the tenant of No. 3 died and was replaced by one Xxxxx Xxxxx who is a self-styled charity for rescued dogs
- Mr Xxxxx currently has the following vehicles parked outside the length of short entry road to The Chilterns:
  - 1 large LDV van
  - 1 large LDV Luton-bodied van
  - 1 lorry (4 or 6 ton, I think)
  - 1 Ford Mondeo estate car
  - 1 large enclosed trailer which is usually (truthfully) parked dangerously close to the junction with Common Road
- It is this alone which has caused the current parking issues, because it causes danger to
  - Vehicles turning into and out of The Chilterns due to extremely limited visibility and the narrowness of what remains of The Chilterns (once you're in the single remaining lane you are committed)
  - Pedestrians crossing Common Road and/or The Chilterns due to limited visibility – we are very close to a busy school entrance
- The local authority have been unable to find good reason to prevent Mr Xxx from having so many vehicles and it seems the police are unwilling to issue multiple tickets for dangerous parking

#### **Reason for objection**

- The proposed waiting restrictions will simply move the problem along the road
- Mr Xxxx will not suffer because he will simply place his row of vehicle in the adjacent shared parking area (he can only drive one at a time) thus preventing No.1 & 2 from using that shared area
- So the proposal is a political one, representing the cheapest option whereby the local authority can claim to have addressed the issues
- No consideration has been given to the future when Mr Xxxx vacates No.x – his legacy will remain
- An alternative, comprehensive but more costly solution would be to give Nos. 1 to 3 dropped kerbs and take the problem off the roads altogether
- Nos. 1 to 3 would face a mandatory contribution to the cost (say, £1000 each?)
- There would no longer be a parking issue and this holistic solution would benefit the entire area for years to come

I'd be grateful for this message to be considered. I have the support of residents at Nos. xxxxxx The Chilterns and of others in the immediate vicinity.

I have just returned from abroad and missed the deadline for objections. I am sending this note to inform you that I will be challenging your proposal both morally and legally. Of course I need time to prepare both and request time to do so.

In brief I took the tenancy at 3 the Chilterns on the understanding that I can park outside my own house as I am disabled. I have applied for a drive funded by the council and because I am not blind or totally immobile have been refused.

The main cause of congestion in the Chilterns, over and above not enough parking spaces as it is for tenants, let alone visitors, is, THE VILLAGE HALL, some of the adjacent field should be set aside for parking instead of forcing residents to illegally and dangerously park elsewhere. The field is severely underutilised (a wasted facility).

Secondly the Chilterns are used as a turning point for vehicles of all kinds including 68 lorries and multitudes of smaller commercial vehicles.

Countless cars with subsequent accidents some serious.

This the Chilterns is not a through road it is a cul-de-sac intended for the use of the tenants there-in. It has nothing to do with common road (which is a death trap for pedestrians from the chilterns crossing that road to the shop etc) + other than being accessed by it which is being severely hindered by many vehicles using the entrance to the chilterns as a turning circle which includes the road from 1-5 (houses) up to the T junction. By restricting parking further you will make the lack of parking space worse and be warned hostilities will develop further amongst the tenants over parking.

P.S. A full report will follow as I am very busy. I intend to enlist the help of 38 DEGREES and others to fight this diabolical injustice.

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

**Date:** 4 February 2016

**Subject:** Various Roads, Central Bedfordshire – Consider Objections to Proposed Disabled Parking Spaces

**Report of:** Paul Mason, Head of Highways

**Summary:** This report seeks the approval of the Executive Member for Community Services for the implementation of disabled parking spaces in Various Roads in Central Bedfordshire

---

**Contact Officer:** Nick Chapman  
[nick.chapman@amey.co.uk](mailto:nick.chapman@amey.co.uk)

**Public/Exempt:** Public

**Wards Affected:** Biggleswade South, Caddington, Dunstable Watling, Dunstable Northfields, Dunstable Ickniel, Dunstable Manshead, Flitwick, Linslade, Leighton Buzzard South, Parkside, Houghton Hall, Tithes Farm, Sandy, Eaton Bray and Stotfold

**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal will improve parking facilities and improve mobility for disabled people at various locations.

**Financial:**

This work is being funded from the Council's budget for minor traffic and parking schemes and is expected to cost approximately £8,000.

**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):**

**That the proposal to introduce Disabled Persons Parking Spaces be implemented as published.**

**Background and Information**

1. The Council has received requests to provide parking spaces for disabled drivers at a number of locations in Central Bedfordshire. These requests are assessed against the Council agreed policy and criteria for disabled spaces. This includes an assessment of a number of factors, such as the availability and suitability of off-road parking and the difficulty that the disabled might experience in finding a convenient space if they have to park on road. The applicant must receive disability benefit at the higher mobility rate. All of the applications included in this report are considered to be compliant with the Council's criteria. In accordance with usual Council procedures, these proposals have been "batch-published" by newspaper circulation area in the interests of cost efficiency.
2. At Temple Way/Wren Close, Flitwick the Council has proposed to introduce No Waiting at any time to address obstructive parking. The opportunity was taken to publish the required notices at the same time as the disabled parking space was being published.
3. The complete list of proposed disabled spaces is as follows:-
  - Back Street, Biggleswade
  - Belam Way, Sandy
  - Vaughan Road, Stotfold
  - Borough Road, Dunstable
  - Park Street, Dunstable
  - Conquest Road, Houghton Regis
  - Manor Park, Houghton Regis
  - Sycamore Road, Houghton Regis
  - Poplar Road, Kensworth
  - Cantilupe Close, Eaton Bray
  - Sheepfold Hill, Flitwick
  - Temple Way/Wren Close (No waiting at any time)
  - Springfield Road, Linslade
  - Wing Road, Linslade
  - Dudley Street, Leighton Buzzard



4. The proposals were formally advertised by public notice in October 2015. Consultations were carried out with the emergency services and other statutory bodies, relevant Town and Parish Councils and relevant Ward Members. Residents living immediately adjacent were individually consulted by letter.
5. A number of objections and other written representations have been received in relation to the proposals:-
  - a) Back Street, Biggleswade
  - b) Belam Way, Sandy
  - c) Poplar Road, Kensworth
  - d) Sheepfold Hill, Flitwick
  - e) Temple Way/Wren Close (No waiting at any time)
  - f) Springfield Road, Linslade
6. No objections were received in relation to the remaining spaces, so it is recommended that they be implemented as published.

### **Representations and Responses**

7. Copies of all correspondence are included in Appendix C. The main points of concern raised are summarised below:-
  - a) Back Street, Biggleswade

One representation. Biggleswade Town Council suggests that this should be put on hold until the High Street bridge works are complete as parking is suspended in Back Street.
  - b) Belam Way, Sandy

One objection. A nearby resident claims that she is also disabled and needs to park outside her home. She would like a disabled space herself.
  - c) Poplar Road, Kensworth

Five objections. Residents say that all homes in the area have off-road parking available, so the disabled bay is not needed. The disabled space will cause difficulties for emergency vehicles using the road and would obscure visibility for drivers using adjacent driveways. The applicant lives in Green Lane, not Poplar Close, has parking available or could park on Green Lane itself. The applicant parks a large vehicle at this location, which restricts visibility and turning space. The parking space would be alongside a grassed area and parked cars affect use of that space, including for maintenance purposes.
  - d) Sheepfold Hill, Flitwick

One objection. The road is not wide enough to accommodate a disabled parking space and would cause problems for HGVs, for example a refuse truck. The space will obstruct his driveways and would devalue their property.

e) Temple Way/ Wren Close, Flitwick

Two objections and three other representations. The objections are from a household that is located at the far end of Wren Close and is concerned that the proposal will force cars to park further into their road. This would obstruct the road and individual driveways. The other representations generally support the proposal, but suggests that the restrictions need to extend further to address parking issues on Temple Way.

f) Springfield Road, Linslade

Two objections and one other representation. The objections are based on the fact that parking is already very limited in the area and the provision of a disabled space will reduce the number of general spaces available even further. This is exacerbated by the size of the proposed disabled space which is longer than a normal car length. Springfield Road has residents permit parking, so it is unfair to charge for on-street parking and then remove some of the available space. Due to parking controls in adjacent streets it is not difficult for residents to find alternative parking within reasonable walking distance. It is suggested that the parking scheme be extended to improve the situation.

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

a) Back Street, Biggleswade

The installation of the parking space should be delayed until the bridge works are complete. The parking bay on this particular length of Back Street has been switched to the opposite side of the road to facilitate additional through traffic.

b) Belam Way, Sandy

The Council has received an application from the objector and this will be processed in the usual way.

c) Poplar Close, Kensworth

The applicant does live in Green Lane and has a garage, but is unable to get out of her car when parked in the garage. The applicant's home does not have direct vehicular access, so she is unable to park immediately outside. The closest road is the end of a cul-de-sac where parking is limited by the number and position of driveways. The proposed location is not directly outside any one else's homes and there is a footpath from there to the applicant's home. Parked cars at this location would not prevent vehicles, including emergency vehicles or lorries passing. It is acknowledged that a vehicle parked at this location would obscure a driver wishing to exit an adjacent driveway, but this is not an uncommon occurrence in residential streets. Poplar Close is a relatively small residential cul-de-sac, in which traffic flows are generally low.

d) Sheepfold Hill, Flitwick

The road is sufficiently wide to enable all traffic, including larger vehicles, to pass. The disabled space can be located, so that it would not obstruct anyone wishing to enter or exit a nearby driveway.

e) Temple Way/Wren Close, Flitwick

The proposed restrictions only cover the immediate junction area. Consequently, very few parked cars are expected to be displaced and given the distance from the junction to the objectors' home this is unlikely to present a significant issue. It is acknowledged that there are parking pressures in the area, much of which is associated with railway commuter parking. It is recommended that the current, rather modest restrictions, are implemented, but that parking on adjacent lengths of road is assessed at a suitable opportunity when other work of this type is being undertaken in Flitwick.

f) Springfield Road, Linslade

Given the location, the presence of the railway station, road characteristics and style of housing it is inevitable that there will be significant on-street parking pressures. It is a fact that there is already insufficient parking spaces to satisfy demand and the provision of a disabled space will exacerbate the situation. It could be argued that the level of on-street parking means that it is even more important to provide a disabled parking space for someone with severe mobility problems. Longer term it may be necessary to consider new and/or review existing parking controls in area to improve matters for residents. However, this would involve significant work that is outside the scope of this project.

9. Bedfordshire Police has raised no objections to the proposals.

## Conclusion

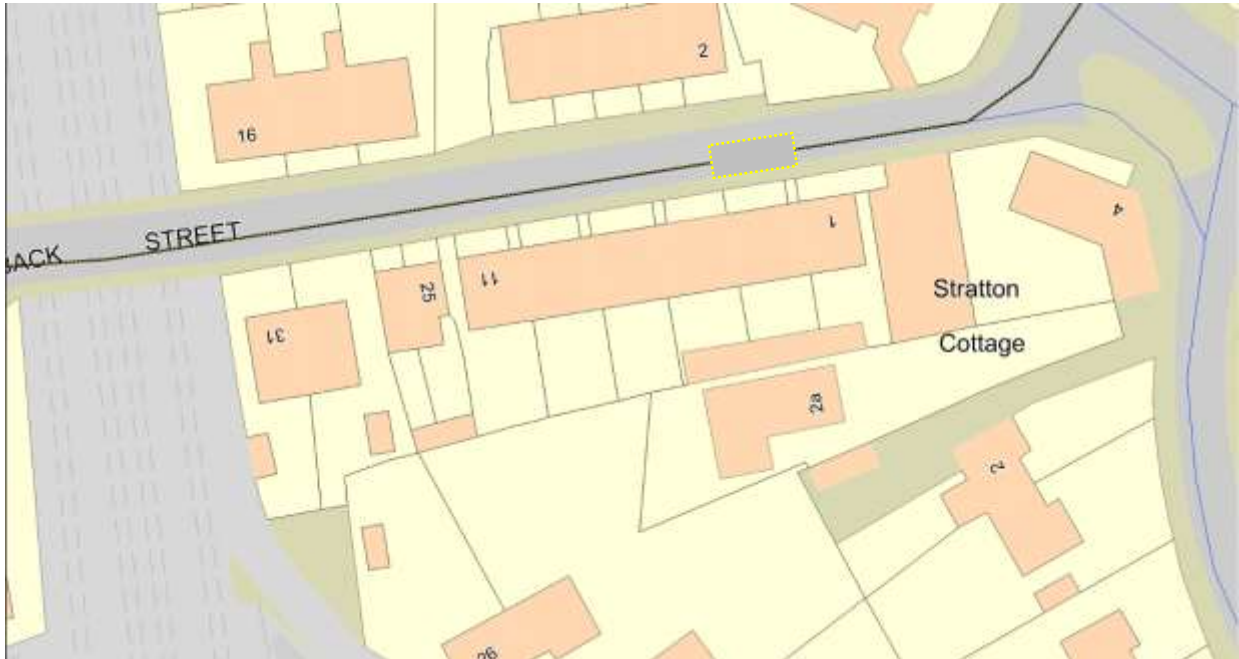
10. If approved, the works are expected to take place within the current financial year or early in the new year.

## Appendices:

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

**Appendix A**

Back Street, Biggleswade



Not to scale

Belam Way, Sandy



Proposed Parking for  
Disabled Badge Holders  
(6.6m long x 2.7m wide)

Not to scale

Poplar Close, Kensworth



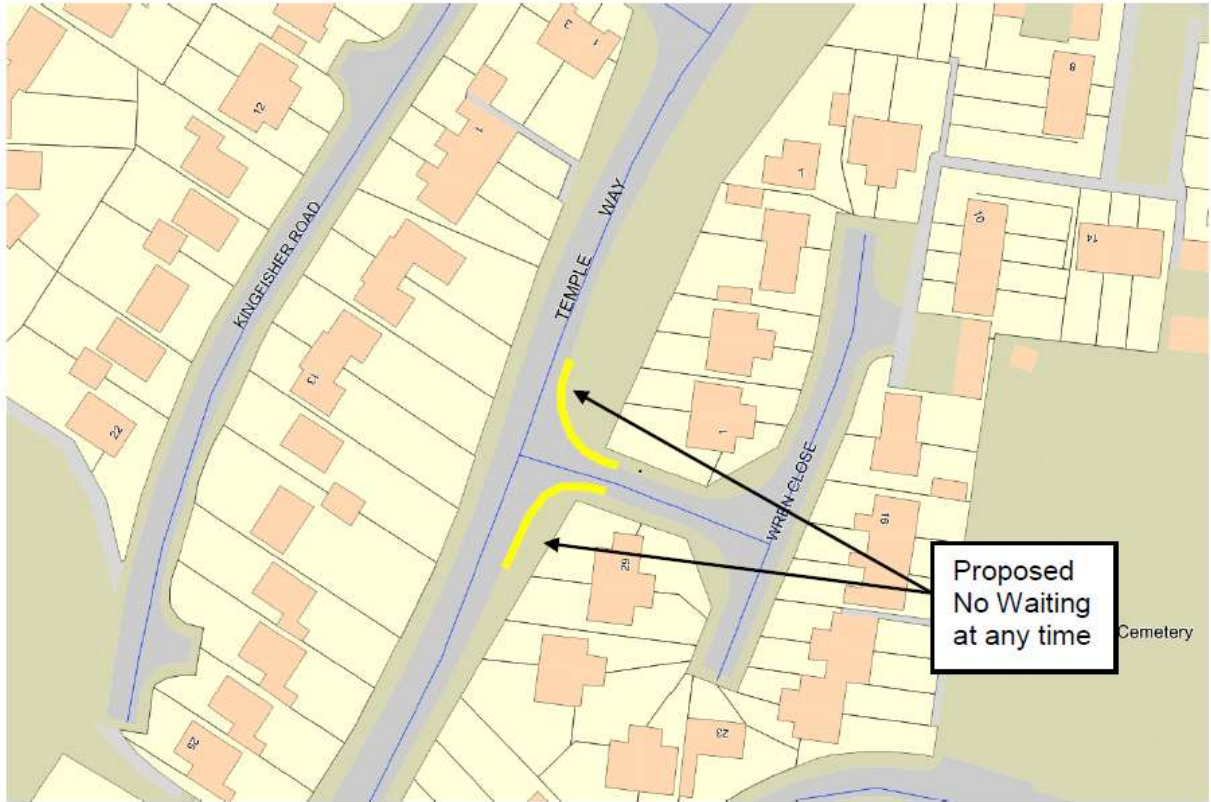
Not to scale.

Sheepfold Hill, Flitwick



Not to scale

Temple Way/ Wren Close, Flitwick



Not to scale

Springfield Road, Linslade



Not to scale.

## Appendix B

### **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE DISABLED PERSONS' PARKING SPACES IN BIGGLESWADE, SANDY AND STOTFOLD**

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 blue badge holders frequently experience difficulties parking close to their home.

#### **To introduce a Parking Place for Disabled Badge Holders at the following locations in Biggleswade:-**

1. Back Street, south side, from a point in line with the boundary of nos.1 and 3 Back Street extending in a westerly direction for approximately 7 metres.

#### **To introduce a Parking Place for Disabled Badge Holders at the following locations in Sandy:-**

1. Belam Way, east side, from a point in line with the boundary of nos.15 and 17 Belam Way extending in a southerly direction for approximately 7 metres.

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

1. Vaughan Road, west side, from a point approximately 2 metres north of the boundary of nos.68a and 70 Vaughan Road extending in a southerly direction for approximately 7 metres.

Further Details may be examined during normal office hours at the address shown below or tel. 0845 3656000.

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 6 November 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

9 October 2015

**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE  
DISABLED PERSONS' PARKING SPACES IN DUNSTABLE, KENSWORTH AND EATON BRAY**

Please note that this supersedes the notice published on 8 October 2015, which contained an incorrect road name.

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 blue badge holders frequently experience difficulties parking close to their home.

**To introduce a Parking Place for Disabled Badge Holders at the following locations in Dunstable:-**

1. Borough Road, south east side, from a point in line with the boundary of property nos.53 and 55 Borough Road extending in a north-easterly direction for approximately 7 metres.
2. Park Street, south-east side, from a point approximately 1 metre north-east of the north-west flank wall of no.26 Park Street extending in an north-easterly direction for approximately 4 metres (parking space marked at right angles to the road).

**To introduce a Parking Place for Disabled Badge Holders at the following locations in Houghton Regis:-**

1. Conquest Road, south side, from a point in line with the boundary of property nos.2 and 3 Longmeadow extending in a westerly direction for approximately 7 metres.
2. Manor Park, north-west side, from a point in line with the boundary of nos.8 and 10 Manor Park extending in a south-westerly direction for approximately 7 metres.
3. Sycamore Road, south-east side, from a point approximately 3 metres west of the front wall of no.2 Gable Way extending in a westerly direction for approximately 7 metres.

**To introduce a Parking Place for Disabled Badge Holders at the following location in Kensworth:-**

1. Poplar Road, south-east side, from a point approximately 4 metres north-east of the north-east property boundary of no.17 Poplar Road extending in a north-easterly direction for approximately 7 metres.

**To introduce a Parking Place for Disabled Badge Holders at the following location in Eaton Bray:-**

1. Cantilupe Close, north side, outside no.16 Cantilupe Close from the far eastern end of the constructed parking area extending in a westerly direction for approximately 4 metres (parking space marked at right angles to the road).

Further Details may be examined during normal office hours at the address shown below or tel. 0845 3656000.

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 13 November 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 2015"

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

22 October 2015



**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE  
A DISABLED PERSONS' PARKING SPACE AND NO WAITING AT ANY TIME IN FLITWICK**

Reason for proposal: The proposed Order is considered necessary in the interests of improving parking facilities for disabled persons and addressing obstructive parking. The proposed disabled parking space is in a residential street where blue badge holders frequently experience difficulties parking close to their home. The proposed no waiting at any time is to address indiscriminate parking at the junction of Temple Way and Wren Close.

**To introduce a Parking Place for Disabled Badge Holders at the following location in Flitwick:-**

1. Sheepfold Hill, south-west side, from a point in line with the boundary of nos.21 and 23 Sheepfold Hill extending in a south-easterly direction for approximately 7 metres.

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

1. Temple Way, east side, from a point in line with the boundary of nos.2 and 3 Wren Close extending in a southerly direction to a point in line with the boundary of nos.28 and 29 Wren Close.
2. Wren Close, both sides, from the east kerb line of Temple Way extending in an easterly direction for approximately 12 metres.

Further Details may be examined during normal office hours at the address shown below or tel. 0845 3656000.

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 6 November 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

8 October 2015

**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE  
DISABLED PERSONS' PARKING SPACES IN LEIGHTON-LINSLADE**

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 blue badge holders frequently experience difficulties parking close to their home.

**To introduce a Parking Place for Disabled Badge Holders at the following locations in Leighton-Linslade:-**

1. Springfield Road, north-west side, from a point approximately 1 metre north-east of the boundary of nos.48 and 50 Springfield Road extending in a south-westerly direction for approximately 7 metres.
2. Wing Road, south-east side, from a point in line with the boundary of nos.83 and 85 Wing Road extending in a south-easterly direction for approximately 7 metres.
3. Dudley Street, south-east side, from a point approximately 2 metres south-west of the boundary of nos.24 and 26 Dudley Street extending in a north-easterly direction for approximately 7 metres.

Further Details may be examined during normal office hours at the address shown below or tel. 0845 3656000.

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 6 November 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

6 October 2015

## Appendix C

### Back Street, Biggleswade

The Biggleswade Town Council considered the above at a Town Council meeting and made the following resolution;

In view of the fact that there may be works to the bridge until April 2016, and normal parking will be suspended during that time, it would be inappropriate to put this in place at the moment. CBC may therefore like to reconsider the timescales for implementing this request.

---

### Belam Way, Sandy

Thank you for your letter dated 6th October regarding the request of a disabled bay between 15/17 Belam away.

I strongly object to this request as I live at number xx myself I need my motorbility car outside my house.

I had a heart transplant in December 23rd 2010. Was diagnosed with COPD this year in May. My walking ability is slow and suffer with breathlessness on exertion.

I have applied for a bay now myself after a long hospital admission on the 15th September just gone after receiving treatment for a severe acute heart rejection.  
Due to go back on Wednesday this week for a biopsy and more treatment.

I would appreciate you showing empathy towards my situation Please. I also have a 6 year old with ADHD.

I am a blue badge holder myself.

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### Poplar Close, Kensworth

We refer to your letter of 6th October in connection with an application for a disabled parking space in Poplar Road, Kensworth.

We are the owners of xx Green Lane, Kensworth and would draw your attention to the following:-

1. All properties on this estate have either a drive or a garage with their property. Some of the properties in Green Lane, like ours, have a garage in a block but there are no owners who do not have the ability to park either in their drive or garage, albeit it may be a one minute walk from the house to the garage.
2. Poplar Road is of average width and if there was to be a permanent disabled parking space allotted, this may cause issues with emergency access as often there is not enough space for cars to pass if someone has parked in the proposed space.
3. If you allowed this space to be positioned where you propose, it would dramatically cut the line of view from the adjoining properties when accessing their driveways on to the road. There have already been several near misses as a resident insists on parking their Land Rover Discovery half on the pavement and half on the road, thus causing issues for people reversing out of their driveways.

4. As far as we are aware, none of our neighbours have a blue badge in their car or are disabled enough to warrant a specific space over and above their own garage.

We would therefore urge you to refuse the application on the above grounds and would be grateful if you could please keep us informed as to progress.

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I am completely against this proposal.

The lady I believe has asked for this space lives in Green Lane, not Poplar Road, has a very large 4x4, and has recently moved into the house. She constantly parks in this place already, much to the annoyance of residents, living in Poplar Road. In eleven years I have lived here, everyone avoids parking on the road at this point, as it is a very narrow road, making it difficult for us to get on and off our drives, due to the car as an obstruction, and I, along with other people down the road cannot see any cars driving up the road. Just this week, my wife has nearly crashed twice due to the ladies large vehicle parked there, obstructing view so as my wife pulls off our drive, she could not see the other car travelling up the road, and obviously the oncoming car cannot see us pulling off our drive either. We have to swing right over onto the opposite side of the road, and until we are out there cannot see what is coming, too late. All surrounding houses have vans for work, myself included, and it is very difficult to swing it on or off my drive with the vehicle parked there, must be even worse for the people living opposite.

The space is at a green area, designated for children to play on. Many do play here, mine included, and anyone parked there is an obstruction for children riding their bicycles, and children trying to cross the road, on and off the green. Hiding them from being seen by car drivers and the children not being able to see what is coming. A councillor had a meeting on the green with residents a couple of years ago and it was agreed by him that this is a big purpose for this green area, a place for children to play.

This lady has only been here for approx four weeks, she rented the property out previously, before she moved into it.

Parking for Green Lane residents is allocated at the other end of Green Lane, much less busy, and a similar distance away, and all residents have their own garage, for parking, this lady included, in a block which backs onto their houses, access, via gates in their gardens. Much closer than parking out on the road. My mother used to live in the house next door, so I know this. There is no need for her to park in Poplar Road.

This is not a viable place to have a parking bay. It is just too narrow, dangerous, obstructing views, and making it incredibly difficult for people who do live on Poplar Road, unlike the lady, to get on and off their own driveways in safety, the bay would cover most of the width of the road, crossing well over into the opposite side of the road. How would we get round it. Ridiculous.

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You claim to have received a request for a 'disabled parking bay'. This request is fallacious, disingenuous and totally without merit.

I object to this proposal on the following grounds:

There is absolutely no history at all of any disabled person experiencing difficulties parking in Poplar Road.

It denies the right of other residents to use the highway for their own traffic movements. (This part of the highway is used by myself and *all* my neighbours, 24 hours a day, for the purposes of clearing vehicles from our drives).

This part of the highway is used by CBDC when emptying the dog waste bin, the grass cutting contractor, when servicing the open space that is Green Lane and numerous delivery vehicles 24 hours a day.

The carriageway is only 5.49 m wide at this site. A further restriction of 2.7 m would impede access to service vehicles, e.g. Fire engines and waste disposal lorries. It would also seriously inconvenience my neighbours' caravan outfits.

Any vehicle parked at this site prevents the use of two inspection covers.

A cursory examination of the map will prove that a site in Maple Way will be nearer to any resident of Green Lane.

I enclose pictures, taken this morning, of the site, indicating the availability of parking opportunities, also a shot of a neighbour, using the carriageway at this point, to allow her husband to extract his car from their drive and depart to work.

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Re: Disabled Parking Bay in Poplar Road, Kensworth

Dear Sir

I object strongly to a disabled parking bay opposite my driveway for a number of reasons.:

1. The area set out on the drawing shows the bay in a place where two cars can park, and often do, to enable people who live in the close vicinity to shuffle and rearrange their cars, vans and motorhomes. By restricting this to use of disabled only would cause problems along Poplar Road.
2. I have lived in Maple Way and Poplar Road for 15 and 16 years, total 31 years and I do not know of anyone in this area who would need this space as a disabled bay. I have never seen a blue badge car there, or any person who is disabled.
3. Every house on the estate has private parking, but some people choose to fill their space or garage with other goods. As a builder, I've visited almost every house type on the estate and am familiar with all of the points of access.
4. A car parked in the proposed bay would stop myself and my neighbours reversing out of their drives and would be dangerous if the occupant of the vehicle could not move the vehicle to allow this operation.
5. There are eight to ten homes that benefit from this bit of space to park, and all use it in a non selfish way, and its use for visitors is invaluable, also public service vehicles use its convenience. To restrict its use, would affect these eight to ten people plus other people would suffer in a knock on effect.

I look forward to you response.

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Thank you for the letter of consultation regarding a request for a disabled parking bay to be installed on Poplar Road in Kensworth.

I would like to register my objection on the following grounds:

1. The proposed disabled bay is planned at the end of the green which is frequently used by the children

in the street as a recreational area. The parking bay would obstruct the visibility of children wanting to cross the road on either side of the vehicle and therefore would pose a danger to children living in the neighbourhood.

2. The entry into Poplar road from Common road is already partially blocked with parked vehicles to the right of the road on entry- this causes a danger in having to use the on coming lane to exit the road. Following the road towards the proposed parking area there are several commercial vehicles parked on either side of the road (vans and lorries) and causing congestion in an already narrow street. Where the parking bay is proposed there is a commercial van parked just opposite the road and will cause a major pinch point and danger (as per point 1) to pedestrians and especially children.

3. The person proposing the space does not live on this road but on Green Lane. There is a cul-de-sac at the end of the lane where there is less traffic and issues outlined above would be mitigated entirely. The distance from the opposite end of Green Lane is similar to where the proposed parking bay is. Furthermore there is also a back gate access from the parking and garage blocks at the rear of the property which could be used equally with no disturbance to traffic.

Thank you for considering my points

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Upon receipt of your correspondence regarding the request for a disabled parking space on Poplar Road ( Kensworth ) I wish to make a couple of comments / concerns.

1) As the only route into Poplar rd, Elmside and Green lane it can be fairly busy with through traffic so by putting a designated parking space along this road may present safety concerns for the disabled user to get in and out of their vehicle safely. Would the car park in the cul de sac on Green Lane would present a safer option?

2) We already have numerous vehicles parking on and around the roadside where you wish to allocate the space. I am concerned this will only push the current parked cars further along the road causing access problems. As I write this we have Poplar Road partially blocked with double parking by residents who are choosing to park on the roadside instead of their driveways. One of whom has a drive suitable for 3 cars empty and a van parked on the road and the other who has a drive suitable for 4 vehicles (who has two cars on it), plus a double garage and always has a van on the road / pavement. We have also witnessed a neighbour who does not want anyone parked on the road outside their house, parking one of two vehicles (also a driveway for 3-4 cars and a double garage) on the road just to make a point. With all this surrounding our house we already find it difficult to access our own drive and fear the proposed location of the designated space will make this even more challenging for us and other neighbours.

I am in support of the resident requesting a disabled space, but feel the inconsiderate actions of others may cause problems with this and parking needs to be addressed to enable this proposal to work.

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### Sheepfold Hill, Flitwick

I would like to object to the proposed disabled parking space to the front of 21/23 Sheepfold Hill.

The road is not wide enough to support a disabled bay, and excavating the sloping verge will present a hazard to pedestrians on the pavement.

It would also prove to be an outstanding impediment to any HGV that would want to negotiate the road, like the Bin Lorry or any other truck based delivery service, as the current parking convention leaves that side of the road clear.

It will obstruct access from my current drive or any future widened drive.

I don't want a disabled bay outside of my house either, should I ever want to remove my hedge and drop the curb, to provide more parking on my property.

It would also devalue my property for the reason outlined above.

xx Sheepfold Hill is a Housing association property, if the resident requires a vehicle that close, why don't they move to a property with a drive, being 'disabled' would surely make it a high priority.

Finally, I believe this to be a cynical attempt to acquire rights to road space, as the only resident on the electoral role, hence old enough to drive, at xx Sheepfold Hill is able enough to do a paper round, very early on a Sunday morning.

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### Temple Way/Wren Close, Flitwick

I am contacting you in reference to a letter we received on the 10<sup>th</sup> of October detailing a disabled parking bay and also a no waiting at any time on Temple way and Wren close. I would like to give my opinion on the no waiting in Temple Way/Wren Close. I am a resident in Wren close and I have no problem with the restrictions, I think some residents might do. My issue is to where the restrictions will go to on Temple Way. In the letter it talks about the boundary between Nos. 2 and 3 of Wren Close, could I please request it goes further than that, up to where it would be opposite the entrance to Lark Way, so more like the boundary line between Nos. 5 and 6 Wren Close.

Recently there have been many many cars parked along Temple way here, right up to the entrance to Wren Close, this makes it impossible to see if there are any cars coming from that direction, and you just take a risk and go. So many cars speed along this part of Temple way it's extremely dangerous. I'm 99% sure that it's commuters parking there as there isn't so much of a problem at the weekends.

Can you please adjust where the restriction will begin?

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I refer to your letter & attachments of the 6th October in respect of the above.

I fully support the TRO to address indiscriminate (commuter) parking at the junction of Temple Way & Wren Close, Flitwick.

In addition to the issue of a satisfactory "visibility splay" at the junction in safety interests, there is also the issue of speeding along Temple Way (which has a 30 mph speed limit). Might I therefore suggest that the proposed "no waiting restriction at any time" on Temple Way's east side from a point in line with the boundary of nos. 2 & 3 Wren Close reflects the braking distance required at 30 mph for vehicles to stop clear (i.e. short of) the junction with Wren Close when travelling in that direction.

Given that Temple Way has a "blind summit" between Falcon Crescent/Lark Way & Wren Close it is vital that vehicles on Temple Way have sufficient visibility & braking distance to ensure satisfactory safety to vehicles turning in and out of Wren Close, given the parking along Temple Way.

A further comment. Speed humps were recently installed at the junctions of Dunstable Road/Temple Way; Manor Way/Steppingley Road; and Windmill Road/Amphill Road in Flitwick. However, nothing was done at the junction of Temple Way/Manor Way. If a speed hump/table had been installed at that junction

it would have done much to alleviate the speeding along Temple Way, particularly given Flitwick Lower School's location on Temple Way (MK45 1LU). Other similar school's in Central Beds now have **20 mph** limits past them (Husborne Crawley Lower School; Houghton Conquest Lower School, etc.).

Thanking you for your kind attention.

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I strongly object to the above proposal as this will only serve to encourage drivers to go further into Wren Close to park, making it even more difficult for me to get my vehicle on and off my drive at 9 Wren Close. It is only moving the problem to others, not solving it.

Already I have to undertake an obstacle course to park my car on my drive because of vehicles parking on the road near my house which restrict the amount of room required to manoeuvre on to my drive. Also, when my neighbour's car is on his drive (which is most of the time) it restricts movement even further, coupled with the fact that the grassed area to the front and right of my house blocks almost half of my driveway entrance, necessitating me having to mount the kerb to get on to the drive, which, repeatedly, will knock out the vehicle's steering geometry. A PDF is attached to illustrate this.

This will only make parking in Wren Close even more of a massive problem than it already is and appears not to have been thoroughly thought out.

My I suggest you visit me so I can clearly demonstrate the problem I have to be able to park my car on my drive?

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Although I fully support these proposals I, along with Cllr Gomm & Cllr Chapman, would also like to see the yellow line on Temple Way extending back as far as the nearby bus-stop. The attached photograph clearly shows why this is a sensible step to incorporate into this scheme. You will plainly see that that there is a blind brow of the hill with parked cars all the way along between the bus-stop and Wren Close which gives rise to serious concerns from residents regarding road safety, especially when trying to cross the road (particularly as a parent taking children to nearby Flitwick Lower School). There are many anecdotal reports of 'near-misses' at this point.

Please seriously consider this extra yardage while this scheme is still in the consultation stage. It is an easy fix at this time, much harder with extra expense at a later date.

Thank you & regards  
Andrew

**Cllr Andrew Turner**

Executive Member for Stronger Communities  
Central Bedfordshire Council

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### Springfield Road, Linslade

I am responding to a letter I have just received about installing a disabled parking bay in Springfield Road. I don't object to the bay itself, but I would suggest that at the same time as installing the bay, the Springfield Road parking permit zone is extended. At the moment, there is not enough parking on Springfield Road for all the residents, meaning many of us have to park on Leopold Road or Southcourt Road. Our permits do not extend to these areas.

Obviously a disabled parking bay will exacerbate the situation further so I suggest adding Leopold Road and Southcourt Road to the permit zone, which would allow able bodied residents to park a short walk



from their homes without worrying about receiving a parking ticket, whilst residents with a blue badge can use the disabled bay nearer their home.

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I am writing to place a formal objection to the proposed introduction of a disabled parking bay in Springfield Road, Linslade, Leighton Buzzard (letter ref. GPB/60621/3.12).

The grounds on which this objection is made are detailed below:-

1. The ratio of available parking spaces versus properties requiring parking on Springfield Road. The number of parking spaces available for residents of Springfield Road to park their cars is already vastly inadequate. This is of course a situation difficult to improve in an area where Victorian houses with no off street parking prevail. HOWEVER, to deliberately make the situation even worse would be a grave error of judgement and planning control. If you consider the half Springfield Road in question where the proposed disabled parking bay would be sited (from the top of Springfield Road to the junction with Leopold Road), there are 32 houses. Only 4 of these houses have off road parking. This leaves 28 houses with no other place to park their cars than on the road. There are currently 11 parking spaces on this half of Springfield Road. So if you have 28 houses, and you assume an average of 2 cars per household, that is 56 cars for only 11 spaces. This is without taking into account that even those who have off street parking may only have off street parking for 1 car, so their second car (if they have one) occupies one of the 11 spaces on the road.

The proposal to place a 6.6m/7m (the letter mentioned both measurements so I don't know which is more accurate) disabled parking space would effectively remove 2 parking spaces as this is larger than a normal space and so would mean only 9 cars could park on this section – for 28 houses! This is a reduction of almost 20%.

Even if you take into account the whole length of Springfield Road, that would not improve the situation, as although there are an additional 10 residents parking spaces on the second half of the road (from Leopold Road to the junction with Soulbury Road) there are also an additional 9 or 10 houses who have no off street parking at all (plus other Victorian houses on the same side of the road who only have space for 1 car off road – so their other car needs to be parked on the road) – so those spaces are effectively 'cancelled out' of the equation.

2. Whilst we have every sympathy for the needs of the disabled resident(s) who struggle to park close to their home, it must also be mentioned that the demographic of Springfield Road also consists of wide range of people, all with different needs and all suffering from the lack of parking. Current demographics include a large number of residents with small children – ourselves included. Even with the current parking conditions, it is almost impossible to find a parking space on Springfield Road, which means having to walk with pushchairs, shopping and young children on what has become an increasingly dangerous road where people regularly speed/mount the pavements to pass each other. Our concern is for the safety and convenience of ALL residents of Springfield Road – and taking away 20% of the parking is certainly only going to compromise the safety of residents still further by forcing them to park further and further away from their homes.

3. Residents Permits: We pay for residents permits each year to be able to park on Springfield Road. Given the current ratio's mentioned above (56 residents cars for only 11 spaces/or taking the whole road into consideration 76 residents cars for 21 spaces) we only have approx. a 20% chance of finding a space on Springfield Road as it is (and that's without taking into account visitor parking, people parking there to collect from the school etc). To remove another 20% of the available parking when the parking is so overstretched anyway seems absurd. It certainly raises 2 questions:

- How could you continue to charge for residents permits if at the same time you are proposing to remove 20% of the available parking? Are you proposing a 20% reduction in the cost of a residents parking permit if this were to go ahead?

- Most importantly, where exactly are we meant to park our cars?? There are no other roads nearby where we can park – Leopold and Rock Lane have parking restrictions during the day; Southcourt Avenue has single yellow lines or no parking due to people's driveways. I am honestly at a loss as to where we are meant to park – and then to receive your letter with the proposal to remove a further 2 spaces is incredibly worrying and distressing.

4. Planning Permission: Our understanding is that when new houses are now built there must be room for one off street parking space for each bedroom. How on earth can you enforce such measures for new builds whilst at the same time make the parking situation for older properties who have no means of creating off street parking even more difficult? Surely if the planning permission's objective is to ensure adequate parking for any new houses, why would you contradict this approach by removing parking in other, already over stretched, areas?

5. IF the proposal goes ahead, will it be a disabled parking bay for only residents in Springfield Road with a Disabled Badge to park in, or could anyone with a Disabled Badge park in that space? We assume the former is correct, but if the latter is correct (in that to our knowledge Disabled badge holders have a right to park in any disabled parking bay without restrictions?) then this is even more ridiculous, as who is to stop someone who isn't even a resident in Springfield Road parking there and leaving the car there all day every day whilst they commute to London? Making the parking situation worse for residents and not even solving the problem you are trying to address. However, we am hoping our fears are unfounded here.

6. We are sure any proposal is looked at from a long term planning perspective, so perhaps we don't need to raise this, but in our mind the long term issue in Springfield Road will always be that there are more houses (and therefore more cars) than there are parking spaces. This issue will never go away, regardless of the demographics of the residents. Once a disabled bay is installed, you will never be able to remove it (the negative press alone would be damning) – and so we certainly hope that this decision will not be taken lightly. Resident demographics & specific personal needs may change in the next 20, 30, 40, 50 years, but the need to at least maintain what little parking space there is available for all residents will remain the key priority.

Needless to say, we object fiercely to this proposal, for many reason's but the most important being that where there are already vastly insufficient parking spaces to meet the needs of the local residents, no proposal, no matter how well meant, should be agreed that would reduce the available parking still further. We look forward to hearing from you on the points and questions raised above, and trust that you will consider these points very carefully before any decision is reached.

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I am writing in response to the letter I received from you on 6th of October proposing the installation of a disabled parking area on Springfield Rd in Linslade.

I am afraid that I need to strongly oppose this due to the extremely difficult parking situation that already exists for all residents on that part of the road.

As it stands, there are currently around 11 parking spaces for 28 houses. Almost all residents have at least one car so I am sure you will agree that parking is already vastly inadequate. Reducing this by a further two spaces is completely unacceptable.

I would be interested in hearing any proposals you might have for increasing the number of resident parking bays in adjacent streets (Leopold Rd and Rock Lane, for example). I feel that a disabled parking space might be possible if you were able to create a significant number (e.g. 10) of additional resident spaces in those areas.

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