

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

**This meeting
may be filmed.***



please ask for Sandra Hobbs
direct line 0300 300 5257
date 24 October 2016

NOTICE OF MEETING

TRAFFIC MANAGEMENT MEETING

Date & Time

Thursday, 3 November 2016 2.00 p.m.

Venue at

Council Chamber, Priory House, Monks Walk, Shefford

Richard Carr
Chief Executive

To: The Chairman and Members of the TRAFFIC MANAGEMENT MEETING:

Cllr B J Spurr

[Named Substitutes: Cllr N Young]

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.	Totternhoe Road, Marina Drive and Harvey Road, Dunstable To note the receipt of a petition submitted to the Council requesting action to address on-street parking and suggest a way forward.	5 - 10
3.	Cedar Close, Oliver Street and Russell Drive, Ampthill To note the receipt of a petition submitted to the Council requesting action to address on-street parking and suggest a way forward.	11 - 14
4.	Old Road, Leighton-Linslade To reconsider the objections to parking restriction in Old Road, Leighton-Linslade, following the deferral of the issue at the previous meeting on 13 September 2016.	15 - 30
5.	Wyn gates, Leighton-Linslade To consider objections to parking restrictions.	31 - 40
6.	Norton Road, Stotfold To consider the objections to the proposed raised table.	41 - 48
7.	Area-wide Weight Limits To consider objections to proposed Area-wide Weight Limits on various Roads in Central Bedfordshire.	49 - 88

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Meeting: Traffic Management Meeting
Date: 3 November 2016
Subject: Totternhoe Road, Marina Drive and Harvey Road, Dunstable – Petition requesting action to address on-street parking

Report of: Paul Mason, Assistant Director Highways

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

Recommendation: It is recommended that a parking restriction proposal be published in the 2017/18 financial year and that the lead petitioner be informed of the outcome of the meeting.

Contact Officer: Paul Salmon
paul.salmon@centralbedfordshire.gov.uk

Public/Exempt: Public

Wards Affected: Dunstable Watling

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The petition is in relation to the safe and efficient use of the highway network.

Financial:

Work will be funded from minor traffic management and parking budgets.

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

Budget and Delivery:	
Estimated cost: £2,500	Budget: Minor Traffic Management
Expected delivery: During 2017/18 financial year	

Background and Information

1. A petition has been received, signed by 17 people, requesting the Council to address inconsiderate and sometimes dangerous parking in Totternhoe Road, Marina Drive and Harvey Road, Dunstable.
2. Supporting documents state that parked vehicles close to the junction of Totternhoe Road and Marina Drive force traffic on to the wrong side of the road, thereby creating conflict with vehicles turning into and out of the junction. This can also cause traffic on Totternhoe Road to stop suddenly, which has resulted in collisions. Parking at the junction of Marina Drive and Harvey Road obscures visibility for drivers and makes it difficult for larger vehicles to pass. There was an incident when an ambulance was unable to reach an address in Harvey Road and paramedics had to proceed to the house on foot.
3. The petition asks for parking restrictions to be introduced at the junctions of Totternhoe Road, Marina Drive, Harvey Road and Gardeners Close. It also asks the Council to write to residents requesting them to use their own drivers or garages and to park more considerately. The situation should be monitored by the Council.
4. In common with many residential streets there is a high level of on-street parking, particularly at certain times and it is likely that on some occasions this will obstruct the free movement of traffic. These issues are very common, so it is difficult for the Council to justify the cost of introducing formal waiting restrictions in all such situations. However, in this case the request is for restrictions targeted at specific junctions aimed at addressing road safety concerns. Hence, there would appear to be justification for considering restrictions.
6. The Executive Member will recall that, whenever possible, the Council seeks to process requests for small scale parking controls in area-based batches in the interests of cost effectiveness. It is suggested that this approach be adopted in this situation. The current budget and staff resource for this work is fully committed, but it will be possible to pursue this in the 2017/18 financial year.

7. If approved and implemented, the restrictions will be reviewed after 5 years to determine whether they should be retained, modified or removed.

Appendices:

Appendix A – Petition and accompanying correspondence

Appendix B – Location plan

Appendix A

Petition concerning

Parking problems on the junctions of :-
Marina Drive & Totternhoe Road and Marina Drive & Harvey Road LU6 2AH.

- This petition is brought about to highlight the inconsiderate and sometimes dangerous parking in the above areas.
- Most of the vehicles parked at times are not residents of Marina Drive or Harvey Road, but are residents of :-
 1. Totternhoe Road (who have parking/garaging either to the front of or behind their houses accessed via a lane from Harvey road).
 2. Gardeners close (a limited amount of parking is available in the close).

The problems :-

- Vehicles parking in Marina Dr. very close to the junction of Totternhoe Rd. & Marina drive. (See Map *1)

These vehicles effectively make the junction a single track road at that point. This then causes vehicles leaving Marina Dr. to be on the wrong side of the road at the junction. Any vehicles, if at the same time trying to enter Marina Dr. have to stop in Totternhoe Rd. This has on many occasions nearly resulted in an RTC with vehicles coming down Totternhoe Rd. (usually over 30mph.) not expecting another vehicle to suddenly stop on the main road.

- Vehicles parking all round the junction of Harvey Rd. & Marina Dr. (See Map *2)

Thus obscuring the clear view for drivers coming out of Harvey Rd. onto Marina Drive. This also reducing the width of the already narrow Harvey Rd. This in itself makes delivery by large lorries very difficult of not impossible.

** This was highlighted at 15:30 on Saturday 21st, May 2016 when an ambulance on a blue light emergency call to a resident in Harvey RD. could not get past the large commercial van parked on the corner of Harvey Rd. The Paramedics had to leave the vehicle and carry their equipment to the house concerned.

A fire appliance being much bigger, would definitely not have got down the road on this occasion.

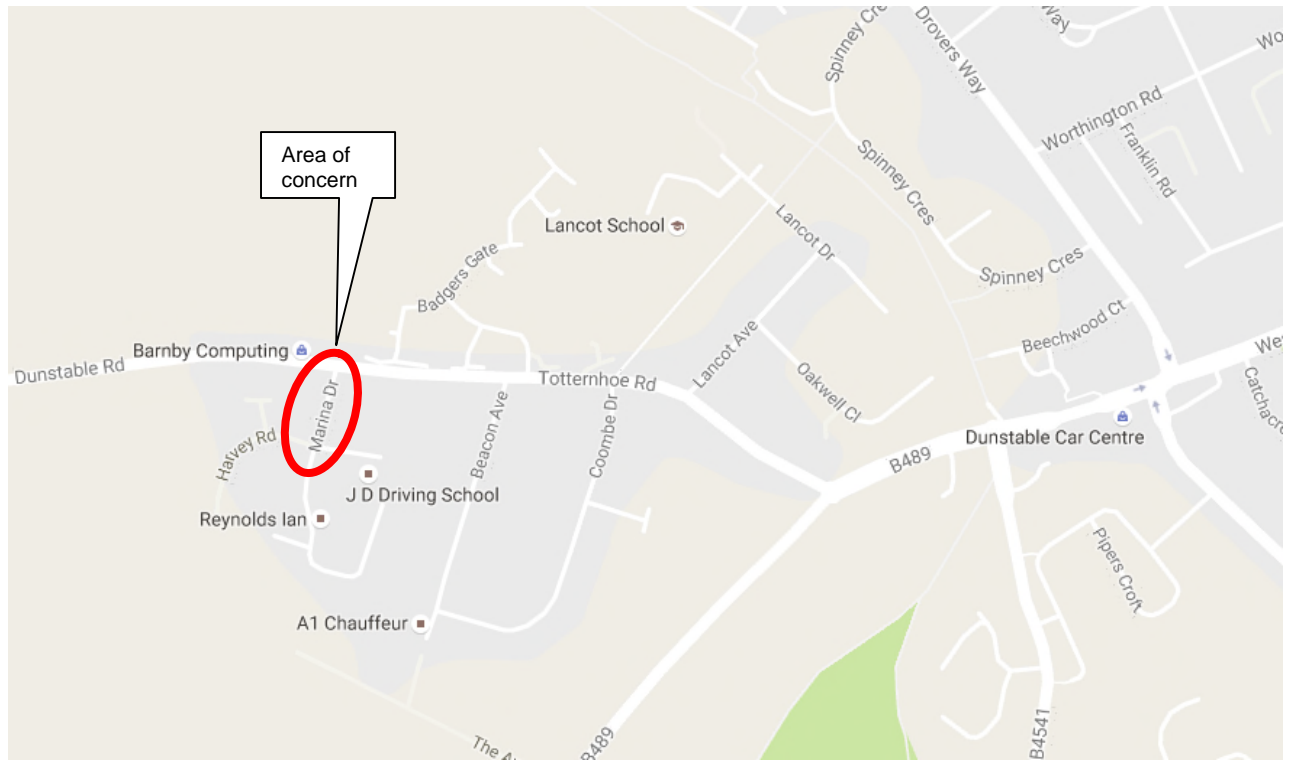
Proposals - What we suggest should be implemented:-

1. Parking restrictions be enforced around all the junctions of Totternhoe Rd. Marina Drive, Harvey Rd. & Gardeners Close in the form of Double Yellow lines.
2. All residents in the roads concerned be encouraged by letter from the Council/Highways Dept. to park in their own drives/garages where they have them, or if not, be more aware/considerate of the way they park in the future.
3. Future monitoring of the situation by council/highways officials.

PTO

We the under signed agree that this proposal should be considered and implemented as a matter of urgency. For the safety and wellbeing of all residents concerned.

Appendix B



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Meeting: Traffic Management Meeting
Date: 3 November 2016
Subject: Cedar Close, Oliver Street and Russell Drive, Ampthill – Petition requesting action to address on-street parking

Report of: Paul Mason, Assistant Director Highways

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

Recommendation: It is recommended that a parking restriction proposal be published in conjunction with other restrictions in the Ampthill area during the 2017/18 financial year and that the lead petitioner be informed of the outcome of the meeting.

Contact Officer: Paul Salmon
paul.salmon@centralbedfordshire.gov.uk

Public/Exempt: Public

Wards Affected: Ampthill

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The petition is in relation to the safe and efficient use of the highway network.

Financial:

Work will be funded from minor traffic management and parking budgets.

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

Budget and Delivery:	
Estimated cost: £2,500	Budget: Minor Traffic Management
Expected delivery: During 2017/18 financial year	

Background and Information

1. A petition has been received, signed by 56 people, requesting the Council to address inconsiderate parking at the Cedar Close junctions with Oliver Street and Russell Drive, Ampthill. The petition states that there have been near misses and requests yellow lines.
2. The petition was submitted by Ampthill Town Council which would suggest that they support the request, although this is not stated.
3. In common with many residential streets there is a high level of on-street parking, particularly at certain times and it is likely that on some occasions this will obstruct the free movement of traffic. These issues are very common, so it is difficult for the Council to justify the cost of introducing formal waiting restrictions in all such situations. However, in this case the request is for restrictions targeted at specific junctions aimed at addressing road safety concerns. Hence, there would appear to be justification for considering restrictions.
4. The Executive Member will recall that, whenever possible, the Council seeks to process requests for small scale parking controls in area-based batches in the interests of cost effectiveness. It is suggested that this approach be adopted in this situation. The current budget and staff resource for this work is fully committed, but it will be possible to pursue this in the 2017/18 financial year.
5. If approved and implemented, the restrictions will be reviewed after 5 years to determine whether they should be retained, modified or removed.

Appendices:

- Appendix A – Petition and accompanying correspondence
- Appendix B – Location plan

Appendix A

**PETITION FOR
YELLOW LINES MARKINGS IN CEDAR CLOSE, AMPHILL**

THE UNDERSIGNED RESIDENTS OF CEDAR CLOSE FEEL THAT INTENSE PARKING NEAR OR ON THE BENDS AT THE ENTRANCE AND EXIT FROM OLIVER STREET AND ALSO FROM AND TO RUSSELL DRIVE CAUSE A LACK OF VISIBILITY FOR PEOPLE ENTERING AND EXITING. THERE HAVE BEEN OCCASIONS WHEN VANS AND CARS HAVE ACTUALLY PARKED ON THE BENDS. ALREADY THERE HAVE BEEN NEAR MISSES AND WE WOULD REQUEST YELLOW LINE MARKINGS FOR SAFETY.



AMPTHILL TOWN COUNCIL

Tel: 01525 404355
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Email: council@amphilltowncouncil.org.uk
Website: www.amphilltowncouncil.org.uk



66 Dunstable Street
Amphill
Bedford
MK45 2JS

Highways Department
Central Bedfordshire Council
Priory House
Chicksands
Shefford Beds
SG17 5XY



26 September 2016

Dear Sir,

Please find enclosed a petition drawn up and signed by over 50 residents in Cedar Close, Amphill requesting yellow lines on both Oliver Street and Russell Drive around the ends of Cedar Close.

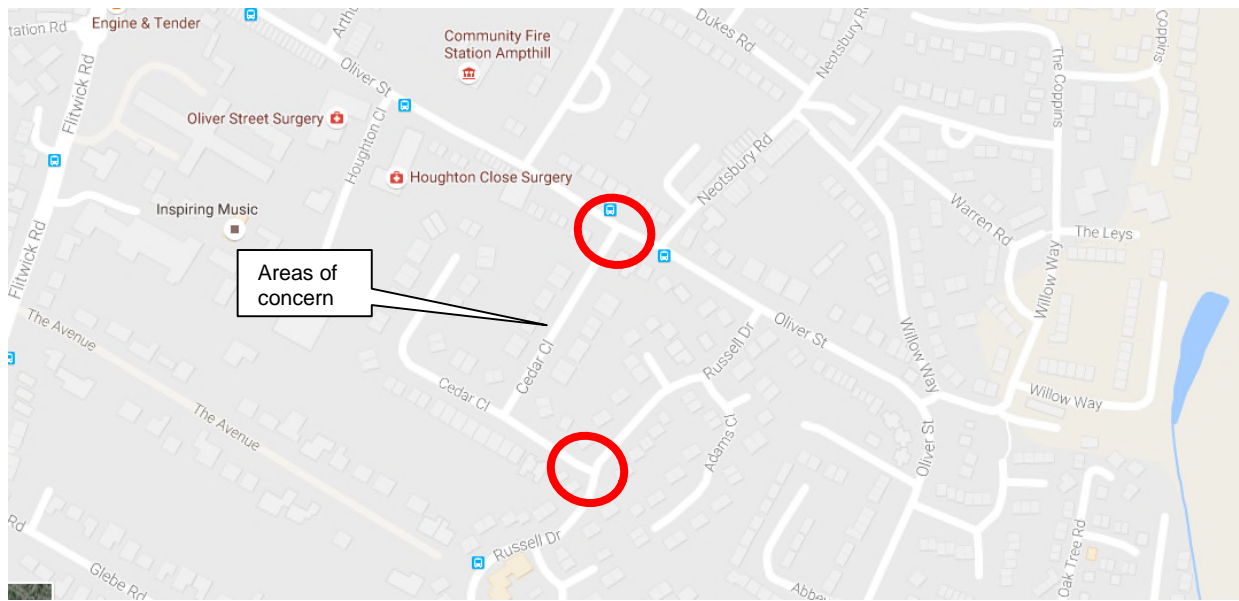
The residents would be extremely grateful if you could give this your attention.

I would be very grateful if you could keep us informed of any actions regarding this so we can keep the residents informed.

Yours sincerely


Nicola Powell
Administration Assistant
Amphill Town Council

Appendix B



Meeting: Traffic Management Meeting
Date: 3 November 2016
Subject: Old Road, Leighton-Linslade – Consider Objections to Parking Restriction Proposals
Report of: Paul Mason, Assistant Director Highways
Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of waiting restrictions in Old Road, Leighton-Linslade.

RECOMMENDATION:-

that the proposal to add Parking for Resident Permit Holders only on the north side of Old Road, Leighton-Linslade and to add additional residencies to be eligible to apply for a permit to park in the area be implemented as published.

Contact Officer: Gary Baldwin
gary.baldwin@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Linslade
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety, traffic management and the amenity in the affected roads.

Financial:

The works are being funded by the Council's Traffic Management and Parking scheme budget.

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

Budget and Delivery:	
Estimated cost: £5,000	Budget: Minor Traffic Management
Expected delivery: Mar 2017	

Background and Information

1. This matter was reported the meeting on 13 September 2016, but the Executive Member deferred a decision and asked for information to be obtained from the parking enforcement service. The representations that were considered at the previous meeting have been included in this report for completeness.
2. There are ongoing parking pressures in many streets in Leighton-Linslade, which are caused by the general increase in car ownership and commuter parking associated with the railway station.
3. There have been complaints from some residents about a lack of parking available to them in the Old Road area. This is mainly as a result of previously introduced parking restrictions that have taken away potential spaces for those without off-street parking. This proposal is to allocate some additional spaces for resident permit holders and allow more households to be eligible to apply for a permit.
4. The proposals were formally advertised by public notice in June 2016. Consultations were carried out with the emergency services and other statutory bodies, Leighton-Linslade Council and the Ward Members. Residents and businesses located in the area were individually consulted by letter.

Objections and Officer Responses

5. As reported at the 13 September 2016 meeting; a total of 7 representations were received in response to the proposed amendments, all of which either object to the proposals or have expressed concerns. The main issues raised were as follows:-
 - a) An additional 7 spaces will be incorporated into the existing Central Linslade Permit parking area, but a large number of additional households will be eligible to apply for a permit, so this change will have a negative impact on parking in the wider area.

- b) Property no.32-90 Old Road should not be eligible to apply for permits as they have parking at the rear.
- c) More permit holders will be able to park in the Faulkner's Way and Stoke Road area.
- d) It is already extremely difficult to find a parking space in the existing permit holder bay on the south side of Old Road. The proposal will make it worse.
- e) Residents permits should only be available for those without off-road parking.
- f) More parking bays should be constructed at the front of the flats.
- g) Rosebery Avenue could be added to the permit parking scheme.
- h) A space at the front of the flats should be allocated for disabled parking.
- i) There are ongoing and increasing parking pressures in the area, including those associated with planned developments.

6. Officer response to the above points:-

- a) At present the constructed parking spaces at the front of the flats are restricted to No Waiting 7am-7pm because they are within the highway and hence covered by the restriction on to the adjacent road. Hence, they are not available for parking during the day. This seems unreasonable since they provide valuable parking capacity. To overcome this they need to be designated as parking places, but they need to be restricted or anyone, including commuters could park there. Hence, it seems sensible to include them in the nearby Central Linslade permit parking zone. The earlier complaints about parking in the area have mainly been received from those living in nos.22-30 Old Road who effectively have nowhere to park. Hence, they have been included in the permit eligibility for the whole zone, including the spaces outside the flats. The proposal would mean an additional 35 dwellings would be added to the permit scheme. It is difficult to estimate the take-up of permits, but it is unlikely to be more than 20.
- b) Permit eligibility could have been limited to just nos.22-30 Old Road, but it would appear unfair to allocate permit holder spaces outside the flats (nos.32-90), but exclude flat owners/occupiers from parking there. It is acknowledged that there is parking to the rear of the flats, but it is unclear whether there is space for everyone.
- c) These proposals will not affect Faulkner's Way or Stoke Road, which is part of a separate zone.
- d) It is acknowledged that the existing permit holder spaces on the south side are well used and adding to the permit eligibility will place extra pressure on use of those. If a significant number of the additional households apply for multiple permits this could also increase pressure on the rest of the parking zone, which covers Church Road, Station Road, etc.
- e) Residents permits are only available for those households who have no off-street parking, so this is likely to limit the number of permits that are actually issued.

- f) The construction of more spaces to the front of the flats would be costly and would involve the re-location or removal of items, such as mature trees and lamp columns. There is also a possibility that underground services might be affected which may increase costs substantially. It is recommended that the likely high cost of providing relatively few extra spaces, possibly 5 or 6, is not financially justifiable. The priority is to make better use of the existing spaces and removing what appears to be an unreasonable restriction on their use.
 - g) There are already single yellow line restrictions in Rosebery Avenue aimed at addressing commuter parking. They appear to work well and any proposal to allow non-residents of Rosebery Avenue to park there would probably be met with opposition.
 - h) Off-road disabled parking could be explored, such as allocating a space at the rear of the flats. In residential areas, the Council has an agreed policy and application process for on-road spaces.
 - i) It is accepted that parking pressures are increasing and some of these are as a result of the Council's own actions. For example, as more on-street parking restrictions are introduced, this reduces opportunities for those without off-street parking and leads to a migration of parking to roads that have not previously experienced problems.
7. An additional item of correspondence has been received since the meeting on 13 September 2016 and a copy is included in Appendix D. This points out that there are only two signs for the existing permit holder parking space in Old Road and one of them is twisted to face away from the road. In addition, it is reported that a non-permit holder vehicle has been parked there for 10 days and has not moved, which suggests that the street has not been visited by enforcement officers during that time.
8. The Council's parking enforcement team have been asked to provide information about the number of permits issued and any ongoing enforcement issues.

For the whole of the Central Linslade permit parking zone (encompasses that area bounded by Wing Road, Old Road and the railway line) there are 156 active permits. There are approximately 390 homes in that zone, although those with off-road parking would not be eligible to apply for a permit. All of Old Road is included in the Central Linslade zone, except those properties on the north side between Stoke Road and Soulbury Road. For Old Road itself there are 16 active permits from approximately 46 homes. Therefore, the number of residents' permits is relatively low given that many dwellings have no off-street parking. On the south side of Old Road there is space for approximately 12 parked cars

In terms of enforcement, the Council does not enforce the No Waiting 7am-7pm in the parking spaces in front of the flats. This was because they are off-road and have been made to look like parking spaces with hard standing. It is deemed to be unclear and confusing to the motorist as to the restriction and thus they are not enforced.

Enforcement officers have made 112 visits to Old Road Linslade between April 2015 and September 2016 and 86 PCN's have been issued. This covers the whole of Old Road and not just the length near to the proposed restrictions.

9. If approved and implemented, the restrictions will be implemented before 31 March 2017, possibly earlier, but this is weather dependant. The restrictions will be reviewed after 5 years to determine whether they should be retained, modified or removed.

Appendices:

Appendix A – Public notice of Old Road proposals

Appendix B – Drawing of Old Road proposals

Appendix C – Original written representations on Old Road proposals

Appendix D – Additional written representation received since 13 September meeting

Appendix A

PUBLIC NOTICE



CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE RESIDENTS PERMIT PARKING IN OLD ROAD, LEIGHTON-LINSLADE

Reason for proposal: To improve the amenity of the area. The permit parking is intended to help residents, many of which have little or no off-street parking, to be able to park in the constructed bays adjacent to nos.32 to 90 Old Road at all times.

Effect of the Order:

To add Parking for Residents Permit Holders only on the following length of road in Leighton-Linslade to the existing Central Linslade Area parking zone:-

1. Old Road, north side, in the constructed parking bays to the front of property nos.32 to 90 Old Road.

The following properties will be added to the list of residencies eligible to apply for a residents' permit to park in the Central Linslade Area parking zone, including the parking bays identified above:-

Old Road, residential premises on the north side of Old Road between Stoke Road and Soulbury Road.

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0300 300 5003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 15 July 2016. Any objections must state the grounds on which they are made.

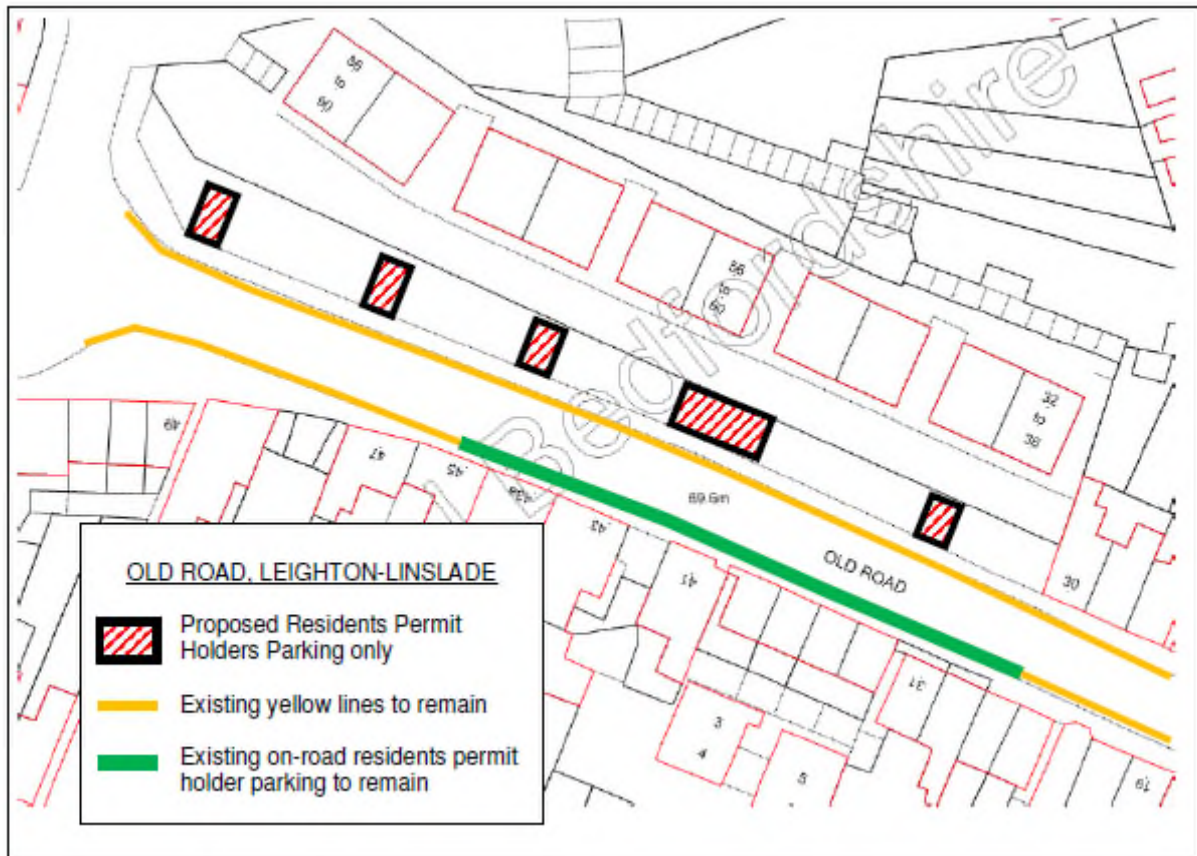
Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of South Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 201**"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

21 June 2016

Appendix B



Appendix C

I am writing to give my views on the proposed modifications to the parking restrictions as requested by 15 July 2016.

I have no objection to the allocation of bays adjacent to properties at 32 - 90 Old Road as the pavement area has been used for parking for many years. Permits to utilise these bays must be enforced as otherwise commuters to the nearby railway station will abuse it.

I do however OBJECT to residents from the whole of the north side of Old Road being allowed to apply for permits to use both these bays and those in Stoke Road and Faulkners Way which I believe come under the "Central Linslade Area Parking Zone"

These latter bays may have space available during the day but at weekends and evenings are already full to overflowing. This results in cars (including resident's second cars) being parked further along Stoke Road where there are no yellow line restrictions and usually half on the pavement. Because of the slight bend in the road cars parked on either side of my drive and those of my neighbours (sometimes two or three in a row), severely reduces visibility when exiting the drive.

IF the above is to go ahead I again ask that you extend the "yellow line" restrictions on the south side of Stoke Road west to beyond the central bollards close to the Nursing Home. This will improve safety but also the flow of traffic west which has to negotiate between these parked cars and oncoming traffic or those backed up in queues from the traffic lights.

As a final plea please ensure that new housing developments to the east / northeast of Leighton Buzzard fully take into consideration the impact on parking in Linslade. This is very much a commuter area and increasing numbers of houses one side of town MUST impact on unrestricted parking near the station.

Please listen to my objection or explain why I am wrong in my assumptions.

Further to your letter dated 21 June, 2016 in relation to the proposed on street parking changes on Old Road, Linslade we would like to make the following objections:

- It is already impossible to park outside of the houses numbered 27 – 45 Old Road most nights, and those that have already brought and paid for permits for the area have to park elsewhere the addition of other houses would cause too much pressure in the already congested area.
- The introduction of 8 parking bays will in no way account for the 70 or so permits which could be added to the scheme
- The scheme should only be open to those that have no other alternative and should not therefore include those properties that have access to hard standings for vehicles to the rear of their properties or garages.

In addition to the above we feel that little thought has been given to the proposals issued and a number of additional points could have been considered which may have allayed some of our concerns:

- Double the amount of spaces that are included in the proposal could have been made available if the council would invest money, remove bollards and create hard standings on that North of the road alongside those that are already in situ.
- The permit area should be limited to loading and permit holders only with the 2 hour time limit for non permit holders reduced to half an hour so as not to affect the commercial units.
- The area should be controlled to prevent those without permits from leaving their cars there, I cannot remember the last time I saw a ticket issued and it is clear from newspaper reports that those residents with issues have continued to park there.
- Lines could be drawn to assist those that struggle to park reasonably and prevent them from using 2 spaces for one car which happens very often
- Roseberry Avenue could be added in to the scheme or the restrictions from 10-11 and 2-3 in place removed for permit holders in the Old Linslade scheme which would still prevent commuters from using the spaces but would create more space for residents.

I would like to take this opportunity to add that whilst we do understand the frustrations of the other residents it is not fair that at the current time we pay for permits to park outside of our property but are prevented from doing so by residents parking there that currently have no right to do so and we cannot see how the handing out of more permits will do anymore than cause even more issues.

Finally we would support the inclusion of the other 34 other properties if more spaces were added to the scheme to account for the increased usage we cannot however agree that it is feasible that this will work in its current format.

I am resident at Old Road, where I live in a ground floor flat. I am severely physically disabled following a serious car accident in 1990. My left leg was severely damaged in the accident and I can walk only very limited distances, with the aid of a crutch. I also suffered injury to my neck and my hearing is severely impaired. I am concerned that if the parking space outside 78 Old Road (please see annotated copy of your plan enclosed) is 'opened up' to all residents of the 'Central Linslade Area parking zone', I will frequently be unable to park in this bay. This would severely limit my everyday life and my ability to live independently in my flat.

I am writing to ask if you will please consider levelling and designating the space outside 78 Old Road as for my use as a disabled resident or, failing that, to designate the space as being for Disabled 'Blue Badge' residents' use only.

I am writing in response to the letter GPB/001/OR received last week in relation to the proposed on-street parking changes in Leighton-Linslade.

I am the owner of property number Old Road for the last 3 years and experience first had the difficulties with parking space. Although the idea is great, it raises one concern that would be good to have some clarifications:

Will the residents of the apartments Nos 32 to 90 also be allowed to park in the new park bays? I understand they have their own car park at the back but also use the front bays. If they are to be allowed to park at the parking bays together with other residents that currently can't apply for permit (I believe Nos 30 to 20 Old Rd) it will mean 36 additional households for only 7 bays. And this without mentioning the residents from nearby streets and local business (owners and customers) that also use compete for parking space.

Suggestion 1 - to add more bays in between the existing ones as there are clear unused spaces that could be used for that purpose (see images below). This could easily open an additional 7-8 parking bays.





Suggestion 2 – Consider reviewing parking restrictions at New Road, where despite the majority of the parking spaces have “except for permit holders” there are a few parking spaces (2 or 3) that this does not apply and are “no return within x hours” only. If they were all allowed for permit holders it could ease the need from residents from New Road to park their cars at Old Road and vice-versa.

IMPORTANT:

On the topic of traffic at Old Road, I tried at least 3 times to contact the council over the last 10 months without one single response. The speed limit is 30 mph, reducing to 20 mph nearing Stoke Road. However it is common to have cars driving at higher speeds throughout the day. In one occasion (Sep 2015) someone was driving so fast that it the car in front and it turned upside-down, severely hitting a girl on her way back from school. The extent of the injuries was such that air ambulance (piloted by Prince Williams) had to come and rescue her. It was reported on [BBC news](#) and you can see from the picture how close to the 20 mph speed limit it was - never a car would flip that way if it was hit by someone driving at either 20 or even 30 mph.



So we desperately need some ways of speed control (speed cameras, speed bumps, etc) as Old Road is one of the main access into town and to the train station, but it is a residential area nonetheless. From the Stoke Rd roundabout towards Old Road/Soulbury Road, the only measures in place to calm traffic are one pelican cross (near St Mary's Way), another pelican cross with a mini roundabout Kraves Hill and the only speed cameras available is right at the end of town where ironically there are not many houses next to the road.

I would hugely appreciate your feedback on these matters

I have just had a meeting with several of my fellow residents of Old Road Flats & Matthew Howe, Home Ownership Officer, Central Bedfordshire Council. These meetings are related to issues originally arising from a big increase in service charges & the parking problem is one of the major concerns.

I produced your letter & public notice regarding the proposed parking changes for Old Road. Worryingly, two of the residents had not had a copy delivered to their address and even more concerning, Matthew Howe had not even heard of the proposed changes, let alone seen copies of the letter & notice.

As there seems to be an information gap, with local residents not receiving the letter & public notice & CBC staff members completely in the dark, I would suggest that it might be an idea to extend the consultation period to ensure that everyone concerned has had access to the information & has a chance to express their opinions.

I have lived in Old Road and I understand there should be convenient parking for residents on the north side of Old Road. I live on the south side and there is parking on my side. However it is very rare I can park there. I have noticed since the start of the year the limited amount of parking especially in the evenings. For the first time in 16 years I have to use the bays opposite. Tonight I have had to do it as I was late home 20.30. I feel that you are correct to open these bays to all day, but this will not solve the problem.

There is not enough parking and losing the bays or opening them up to more users will affect me. Last week it took me nearly 30 minutes to park. This included searching New Road. Usually all the bays are used before 19.00 each night.

I have commented to the council about the parking and I feel there is a lack of support from the council, I believe you could do more to police the residential scheme:

1) More parking tickets for non-residents, except quest passes. Please note I have never seen a ticket on the windscreen apart from my car in error.

2) Increase the existing on-road parking on the south side to 19 Old Road. This will slow the traffic. Currently cars are parking here already. I have noticed when parking further up, that on-coming cars are speeding up passing the parked cars. This makes reversing in difficult, also this maybe an issue when the berths are open. Please could you explain why the 20 mile speed limit finishes before the parked cars.

3) In considerate parking - there are a lot of cars seem to park in way that take up two spaces. Would it good to have clear parking berths painted.

4) Why are there branded delivery vans parked in Old and New Road, this evening. I thought the parking scheme was for residential parking. They can not be all staying in the White Horse.

5) There should be more bays outside 32-90 Old Road.

6) Better traffic flow, as already highlighted, it is difficult to park currently in Old Road, is there anything you could do about the congestion. I hate reversing out of the bays on the 32-90 Old Road. I can see a lot of road rage especially in the evenings and Saturday morning. Please urgently look at this.

Finally my main concern is where are the residents of the new houses in the former Bedford pub development going to park their cars. Have these people been factored in the proposal. Why have you allowed houses to be built when there were parking issues. Will anyone be held accountable for this dreadful error.

I am writing further to your letter received on 20 June, 2016 in relation to the proposed on street parking changes in Old Road, Leighton Buzzard.

I currently have 2 permits for the available on street parking to the front of our property and have thus far struggled to park for the last 3 years in which I have owned the property. I often have to park in the surrounding streets which do not form part of the permit scheme or in the bays which you are proposing will shortly form part of the parking scheme.

Before submitting my observations in relation to your proposal I would be grateful if you could confirm the following for me;

1. Please confirm exactly how many further properties will be offered the chance to join the parking scheme?
2. You appear to be bringing 8 further spaces in to the existing permit scheme which is positive, but those spaces are full every night already. You also however appear to be proposing to include a further estimated 50 residential properties in to the scheme for the sake of 8 spaces, is that correct?
3. Worst case scenario - If 50 residential properties are being included in the scheme and each can have 3 permits that is potentially a further 150 vehicles (plus visitors) with only 8 spaces being provided, is that correct?
4. Of the houses and flats opposite our property I am aware that some already have off street parking i.e. flats have spaces and garages, and newer houses have parking at rear, why are they being included within this scheme surely it should be only for residents like us that have no other alternative? i.e. the 5 residential houses on the north of Old Road between Dillimores and the flats

5. There was recently an article in the LBO in which the council made a statement that “we understand the frustrations of the resident but numbers 16 to 90 Old Road are not eligible for a permit. We could amend the legal Order to include those properties, but the Central Linlade zone is already heavily parked up, so allowing a significant number of extra cars to park there would put a lot of pressure on parking in that area”. What has changed since this statement was made?

Finally could you please confirm the position regarding comments, you have requested that we let you have our thoughts so that you know there is strong local support for the changes however it is not clear what you do with the objections, do you have to receive more objections to agreements in order to go ahead or do you just make the decision?

I would be very grateful if you could clarify these points, at which time we will consider our position and send them to the address given on the notice.

Appendix D

Further to your email below and the meeting held on 13 September, which you are aware that I spoke at, I have now returned from holiday and had a quick look this morning at the signage erected on our street.

I appreciate that you will be looking at this before the next Council meeting next month but I thought it would be beneficial for me to bring it to your attention now. There are only 2 signs on our side of the street which confirm that the long bay is for permit holders only. One sign is located on the lamp post outside of 33 Old Road and has been covered and is now entirely blocked by a hanging flower basket which was recently erected for Leighton-Linslade in bloom. The second sign which is outside the fish and chip shop has been vandalised and now faces the building itself rather than the roadside and is also therefore not visible.

It is therefore not surprising that we are encountering so many issues with those without permits using the permit parking on our side of the street as no new resident would know that the parking was permit only as there are no visible signs. In addition any ticket given in my opinion would be easily argued, so it therefore not surprising that those residents that know they have no right to park there are doing so anyway as they won't have to pay any ticket given. We have been on holiday for 10 days and 1 car hasn't moved for that entire time, it is owned by a new resident on the opposite side of the street to us and they therefore cannot have a permit, which shows at the minimum our street has not been visited by wardens for over 10 days.

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Meeting: Traffic Management Meeting
Date: 3 November 2016
Subject: Wyngates, Leighton-Linslade – Consider Objections to Parking Restriction Proposals
Report of: Paul Mason, Assistant Director Highways
Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of waiting restrictions in Wyngates, Leighton-Linslade.

RECOMMENDATION:-

that the proposal to introduce No Waiting at any time and 2 hour Limited Waiting in Wyngates and Cedars Way, Leighton-Linslade be implemented as published.

Contact Officer: Steve Lakin
steve.lakin@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Linslade
Function of: Council

CORPORATE IMPLICATIONS
<p>Council Priorities: The proposal will improve road safety, traffic management and the amenity in the affected road.</p> <p>Financial: The works are being funded by the Local Transport Plan as part of the Integrated Programme of works.</p> <p>Legal: None from this report</p> <p>Risk Management: None from this report</p> <p>Staffing (including Trades Unions): None from this report</p>

Equalities/Human Rights:

None from this report

Community Safety:

None from this report

Sustainability:

None from this report

Budget and Delivery:	
Estimated cost: £1,500	Budget: LTP Integrated Programme
Expected delivery: January – March 2017	

Background and Information

1. The Council has received a number of complaints about parking in Wyngates itself and at its junction with Cedars Way. Some all-day parking takes place in the allocated spaces near property nos.2-10 and it is assumed that some of these vehicles are owned by railway commuters. In addition, at certain times, such as at the start and end of the school day, a high level of indiscriminate parking takes place and some vehicles are parked around the junction of Wyngates and Cedars Way. This creates an obstruction and a road safety hazard.
2. The proposal is to cover the junction of Wyngates and Cedars Way and other critical lengths of Wyngates with double yellow lines. The parking spaces in the area of nos.2-10 Wyngates would be restricted to 2 hours Limited Waiting with No Return within 2 hours from Monday to Friday between 8am and 6pm. This would ensure that the spaces were not used for all day parking during the working week, but would be unrestricted overnight and all weekend.
3. The proposals were formally advertised by public notice in September 2016. Consultations were carried out with the emergency services and other statutory bodies, Leighton-Linslade Council and the Ward Members. Residents located in the areas where restrictions are proposed were individually consulted by letter.

Representations and Officer Responses

4. A total of 4 representations were received in response to the proposals. 3 of them offered general support for the proposals, but have raised concerns about several aspects of the scheme.

The main issues raised were as follows:-

- a) The 2 hour limited waiting will create difficulties for residents and their visitors, particularly on those occasions when they are not using their cars for work and wish to park in the allocated spaces all day.

- b) Residents permits or similar should be issued at zero cost.
 - c) The spaces proposed for 2 hour waiting were originally allocated for visitor parking.
 - d) The restrictions will move the parking problems to adjacent lengths of Wyngates and/or other roads.
 - e) People will choose to park on the east side of Wyngates outside no.3 to avoid the 2 hour restriction on the west side.
5. Officer response:-
- a) It is accepted that the 2 hour limit would create difficulties for those residents who wish to leave their vehicle in the spaces all day. However, all of the adjacent properties have off-road parking available.
 - b) A residents' permit parking scheme covering such a small number of houses would not be financially viable. As most homes have off-road parking the take-up of permits would be very low, so the cost of establishing and maintaining a permit scheme could not be justified.
 - f) It is likely that the original purpose of the parking spaces was for visitors, but they are part of the highway and, hence, available for anyone to use. The proposed 2 hour limit would effectively restore it as visitor parking.
 - g) It is likely that the commuters who currently park in Wyngates will choose to park in roads that have unrestricted parking, but this is a common issue. The number of displaced vehicles would be low, so the impact in other roads would be minimal.
 - h) There is no 2 hour limit on the west side of Wyngates. The markings there are intended to encourage drivers to park on the west side which is considered safest.
6. It is felt that the proposed restrictions will address the road safety issues that currently exist and will free-up spaces that are currently unavailable due to them being used for all-day parking. Consequently, it is recommended that the proposals be implemented as published.
7. If approved and implemented, the restrictions will be implemented in March 2017, possibly earlier, but this is weather dependant. The restrictions will be reviewed after 5 years to determine whether they should be retained, modified or removed.

Appendices:

- Appendix A – Public notice of proposals
- Appendix B – Drawing of proposals
- Appendix C – Representations

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME AND 2 HOURS LIMITED WAITING IN WYNGATES AND CEDARS WAY, LINSLADE

Reason for proposal: For facilitating the passage of traffic on the road and for improving the amenity of the area. The no waiting is intended to address indiscriminate parking and to ensure that junctions and other length of road are not obstructed by parked vehicles. The 2 hour limited waiting is intended to prevent parking areas being used for all day parking by non-residents.

Effect of the Order:

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

1. Cedars Way, south-west side, from a point approximately 5 metres north-west of a point in line with the boundary of nos.12 and 14 Cedars Way extending in a north-westerly direction for approximately 22 metres.
2. Wyngates, both sides, from its junction with Cedars Way extending in a south-westerly to a point approximately 6 metres north-east of the north-east flank wall of no.3 Wyngates.
3. Wyngates, north-west side, from a point approximately 14 metres south-east of the north-east flank wall of no.3 Wyngates extending in a south-westerly direction for approximately 17 metres.
4. Wyngates northern spur (adjacent to property nos.2-10), east side, from the north-west kerb line of Wyngates extending in a generally northerly direction for approximately 17 metres when measured along the road edge.
5. Wyngates northern spur (adjacent to property nos.2-10), west side, from the north-west kerb line of Wyngates extending in a generally northerly direction for approximately 51 metres when measured along the road edge.

To introduce 2 hours Limited Waiting with No Return within 2 hours from Monday to Friday between 8am and 6pm on the following lengths of road in Linslade:-

1. Wyngates, north-west side, from a point approximately 6 metres north-east of the north-east flank wall of no.3 Wyngates extending in a south-westerly direction for approximately 20 metres.
2. Wyngates northern spur (adjacent to property nos.2-10), west side, from a point approximately 17 metres north of the north-west kerb line of Wyngates extending in a northerly direction for approximately 20 metres (8 parking bays marked perpendicular to the road).
3. Wyngates northern spur (adjacent to property nos.2-10), northern end, from a point approximately 51 metres north of the north-west kerb line of Wyngates extending in an easterly direction for approximately 5 metres (2 parking bays marked at the far end of the road).

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0300 300 5003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 30 September 2016. Any objections must state the grounds on which they are made.

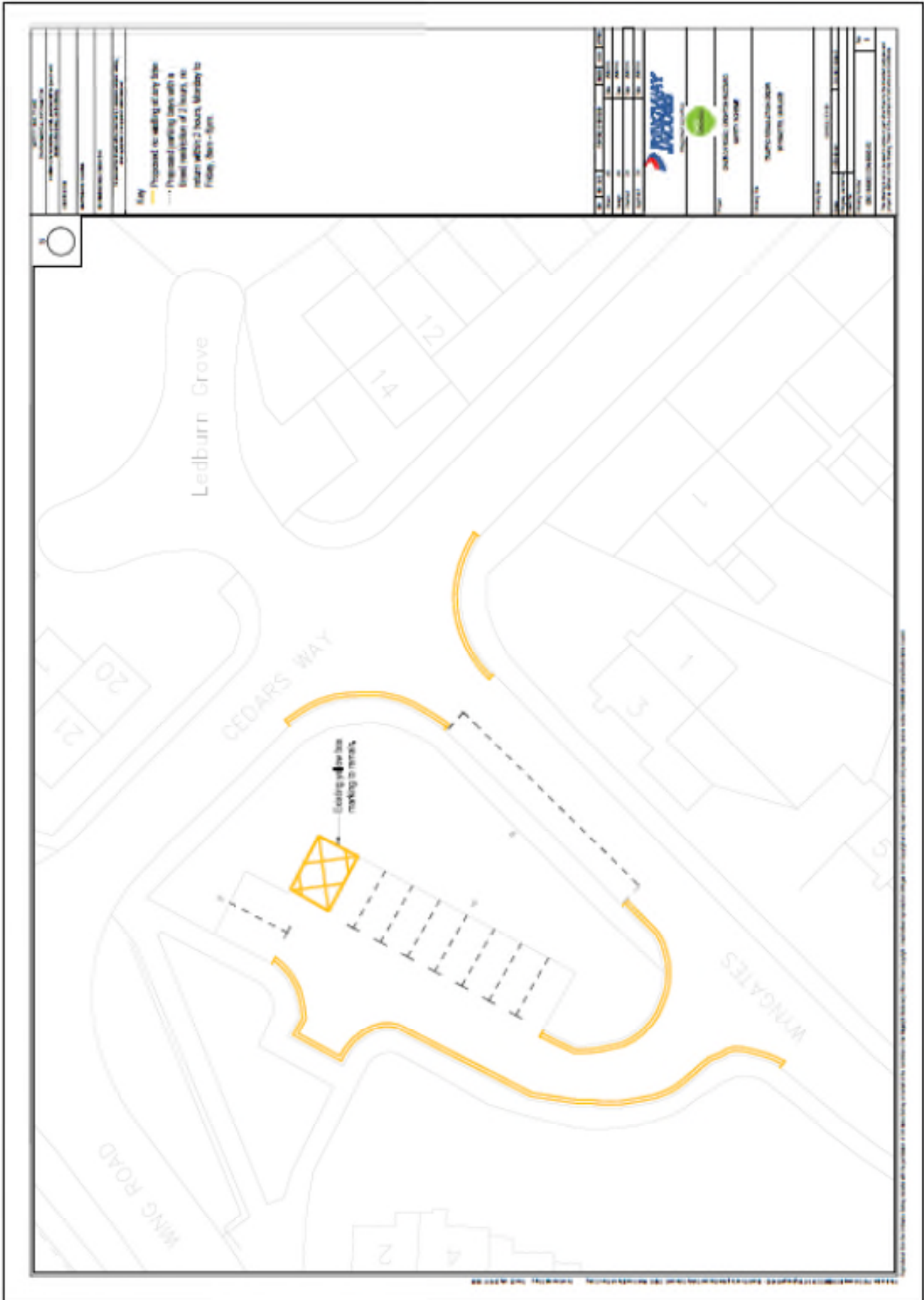
Order Title: If made will be “Central Bedfordshire Council (Bedfordshire County Council (District of South Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 201**”

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

6 September 2016

Appendix B



Appendix C

I would like to submit comments for the proposal.

Having read the document in detail, I understand the reasoning behind these restrictions and agree to their proposed road lengths. The Wyngates junction with Cedar's way, for me, would be the most important area as it does hinder driving visibility when cars are parked there.

The double yellows on the northern spur would also be a great help as a number of cars park here during the "school run" times and can sometimes restrict residents from being able to access their driveways at these busy times.

I only have one concern about the conflicting information on the documentation we received.

The proposal itself states: **"To introduce 2 hours Limited Waiting with No Return within 2 hours from Monday to Friday between 8am and 6pm on the following lengths of road in Linslade."**

I feel this would be fair, however, the letter we received in the post contains a diagram showing these parking bays and the signs show that the restrictions would be in place **Monday to Saturday** (which is quite confusing as to which restriction is being proposed).

I feel that Monday to Saturday would be excessive as many people do not work weekends and I feel this would have a negative impact on the residents of Wyngates. As much as I appreciate the restrictions will be in place for all, I feel the **Monday to Friday** would be the more logical restriction considering it is a residential street and it would be silly for residents to have to park away from their homes on Saturdays.

Thank you for taking the time to read my comments.

As a resident of Wyngates, I welcome the proposed restrictions to parking and waiting times in Wyngates, Linslade in principle.

In the past few years, the number of cars that are parked in Wyngates during a week day has increased noticeably. The owners of these cars are mainly commuters to and from London who leave their cars, make the relatively short walk to Leighton Buzzard station and, therefore, avoid paying for a car parking space at the station. The impact upon Wyngates has clearly been caused by the parking restrictions that have been introduced on nearby roads such as Wing Road and Mentmore Road which have, eventually, "squeezed" the commuters as far away from the station as Wyngates.

It could be argued that, as a working person, it should not matter to me who is parked in my road as, for most of the year, I am out at work during the day. However, some cars are being left in dangerous positions such as near the entrance to Wyngates (opposite number 3 Wyngates) where any drivers turning left or right from Cedars Way into Wyngates are unsuspected as to the potential dangers from cars having to driver on the wrong side of the road.

Additionally, it is noticeable that at some times on some days, the parking bays within what you have termed the 'northern spur' of Wyngates are full and resident families with more than one car or visitors to residents of Wyngates are unable to find a parking space. This is clearly unacceptable.

It is for these reasons that I agree that action needs to be taken to prevent non-residential vehicles being parked in this area. I do, however, need to be reassured about the arrangements that will be made to ensure residents and visitors can use the available spaces without receiving a penalty. If a Resident / Visitor Permit scheme is being proposed, I did not see it mentioned in the Public Notice. I would object to any Permit Scheme that places a financial cost upon residents or visitors. The Land Registry documents for Wyngates include original plans that clearly show the parking bays in the northern spur being designated as "Visitor Parking". It would be unreasonable for any permit scheme to be carry a cost when the original purpose of those bays has always been for residential visitors. Perhaps an alternative idea would be to designate spaces for particular houses within the northern spur of Wyngates (Nos. 2 - 10).

In summary, I support the concept of restrictions to the parking in Wyngates but I do need to know the expected arrangements that will protect the residents and their visitors.

We refer to the notice above regarding the introduction of waiting and no waiting to Wyngates and Cedars Way.

My understanding that this measure is being taken to stop commuters using these roads to park during the working week, whilst using Leighton Buzzard station, which provides danger for parents dropping their children off and collecting them from the local schools of Cedars and Linslade Middle, as well as people leaving Wyngates and going out onto Cedars Way.

We applaud this action as we have complained a couple of times in the last year and have seen accidents and confrontation during this time.

However, although the 2 hour limited waiting will address the problem of people parking all day whilst using the train to go to work, it will impact on the residents in close proximity that have 2 cars and do not have enough parking space in front of their house to accommodate both vehicles. This is the case for our house where we have 2 cars but only one parking space. in the normal week if we are both out working it will make no difference to us, however, there are occasions when we both work from home, or we are away on holiday. on these occasions where do we park the other car?

It would appear that you are answering one of our major problems in Wyngates and then potentially causing us another.

When this house (no.xx Wyngates) was purchased it was bought with a parking space at the front and free parking across the road, we are afraid that your action will also inhibit the value of our property, when and if we should come to sell it.

How do you propose to overcome this issue?

It would appear that a fair solution would be to provide the residents at the Cedars Way end of Wyngates with a parking permit to allow the use of the 2 hour waiting time area, this land currently has no limitation, so is used by residents for parking.

Furthermore, your action will only move the problem to another area, these commuters will keep on moving further away and walking to the station, as I assume the fee for parking means that they cannot afford it. My opinion is that they will just park further down Wyngates until people complain there and then you will have the same issues ongoing.

I look forward to hearing your comments back on this, as we need to be sure that your action is in the best interests of the local residents.

I am moving in to xx Wyngates on the 14th October and have only just now become aware of the consultation sent out on 12 September. I realise that the time for consultation has passed with deadline for comments to be submitted being 30 September.

So please therefore consider my email as a request for clarification of some aspects of the proposal which appear to be silly.

- 1) There are 10 parking spaces in the spur to the Northwest of Wyngates. Will there be provision for residents to use these, possibly under some sort of permit scheme? Surely the intention is to prevent all day parking by Non residents. NOT residents?
- 2) Will parking be uncontrolled on the east side of Wyngates outside number 3? That is opposite the proposed 2 hour restriction on the West Side as described in point 1 of your proposal dated 12 September.. If not surely people will simply park on the East side of the road, rather than the West?
- 3) Will the space (s) proposed under point 1 be marked out on the street? If so, surely this will actually encourage people to park there - thus perpetuating the problem of cars obstructing the junction?

I'm hoping other feedback will have dealt with these aspects , but would be grateful of your confirmation of what the finalised plan entails and when it will be implemented.

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Meeting: Traffic Management Meeting
Date: 3 November 2016
Subject: Norton Road, Stotfold – Consider Objections to Proposed Raised Table
Report of: Paul Mason, Assistant Director Highways
Summary: This report seeks the approval of the Executive Member for Community Services for the installation of a raised table in Norton Road, Stotfold.

RECOMMENDATION:-

that the proposal to install a Raised Table, incorporating a courtesy crossing, in Norton Road, Stotfold be implemented as published.

Contact Officer: Steve Lakin
steve.lakin@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Stotfold
Function of: Council

CORPORATE IMPLICATIONS
<p>Council Priorities: The proposal will improve road safety, particularly for pedestrians and cyclists.</p> <p>Financial: The works are being funded by the Local Transport Plan as part of the Integrated Programme of works.</p> <p>Legal: None from this report</p> <p>Risk Management: None from this report</p> <p>Staffing (including Trades Unions): None from this report</p> <p>Equalities/Human Rights: None from this report</p>

<p>Community Safety: None from this report</p> <p>Sustainability: None from this report</p>

Budget and Delivery:	
Estimated cost: £63,250 for the complete package of works of which the provision of a raised table courtesy crossing is one part.)	Budget: LTP Integrated Programme
Expected delivery: March 2017	

Background and Information

1. This scheme is designed to improve the safety of cyclists and pedestrians using Sustrans National Cycle Route 12 to travel between the towns of Stotfold and Letchworth.

The aims of the National Cycle Network are to:

- (i) Provide a nationwide network of safe, attractive, high quality routes for cyclists which also extend the provision for walkers and for the users of mobility aids including adapted cycles, wheelchairs and mobility scooters
- (ii) Promote cycling as a form of transport. The Network will be aimed at providing a standard that is appropriate to the needs of inexperienced or novice cyclists, for example a competent 12 year old travelling unaccompanied or a family travelling with younger children.
- (iii) Stimulate wider measures benefitting cyclists and pedestrians, and help to promote local and regional route networks.

National Cycle Network Route 12 is an integral part of Central Bedfordshire Council's Strategic Cycle Network. Measures to deliver and enhance the safety of users of this network are a core component of the authority's Local Area Transport Plans (LATPs) and accord with wider Local Transport Plan objectives to improve the accessibility of schools, services and employment areas via sustainable modes of transport.

The LATP programme for Arlesey and Stotfold makes specific reference within the delivery schedule of a scheme to improve cycle route provision in the south of Stotfold. This scheme was selected as Norton Road is a major point of severance within the network.

The provision of a raised table, incorporating a courtesy crossing, will reduce speeds on the northern section of Norton Road. Traffic data taken from a point outside No 24 Norton Road shows average and 85th percentile speeds of 27 and 31 mph respectively, with more than 9 of 10 vehicles exceeding the 20mph speed limit.

3. The proposal was formally advertised by public notice in August 2016. Consultations were carried out with the emergency services and other statutory bodies, Stotfold Town Council and the Ward Members. Residents located in the area of the proposed raised table were individually consulted by letter.

Representations and Officer Responses

4. A total of 4 representations were received in response to the proposals, 2 of which object. The other 2 offered support for the proposals.

The main issues raised by the objectors were as follows:-

- a) The raised table will cause pain and discomfort to those with back pain and other medical conditions.
- b) The feature is within the 20mph speed limit, so is not required.
- c) The raised table will make it difficult to reverse off of a resident's driveway safely and will damage the car's suspension.
- d) There is already too many signs and general street clutter.

5. Officer response:-

- a) The raised table will be constructed in accordance with Government Regulations and guidance. Raised features at a height of 75mm should not create undue discomfort if drivers pass over at an appropriate speed. At this location there is a 20mph speed limit, which itself should moderate speeds.
- b) This feature is intended to provide a courtesy crossing point for pedestrians and cyclists and the raised platform will encourage lower speeds, thereby improving safety for all road users.
- c) The placing and height of the raised table should not create the problems envisaged. It should help lower speeds on Norton Road, which would make it safer to access/egress adjacent driveways.
- d) The Council is keen to reduce street clutter, but this has to be balanced with the need to improve road safety for vulnerable road users.

6. It is felt that the proposed raised table will provide a valuable crossing facility for pedestrians and cyclists and will lower traffic speeds. As a result, it is recommended that the scheme be implemented as published.

7. If approved and implemented, the raised table will be implemented in March 2017.

Appendices:

Appendix A – Public notice of proposals

Appendix B – Drawing of proposals

Appendix C – Objections and other representations

Appendix A

PUBLIC NOTICE



CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INSTALL A RAISED TABLE IN NORTON ROAD, STOTFOLD

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 a raised table incorporating a courtesy road crossing for pedestrians and cyclists. The table will reduce traffic speeds on this section of Norton Road and to make it safer for pedestrians and cyclists using National Cycle Network Route 12 to cross the road.

A Raised Table at a nominal height of 75mm and approximately 8 metres long, including ramps, extending across the full width of the road is proposed to be sited at the following location:-

Norton Road, Stotfold, at a point approximately 10 metres south of its junction with Groveland Way and Murrell Lane.

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0300 300 5003.

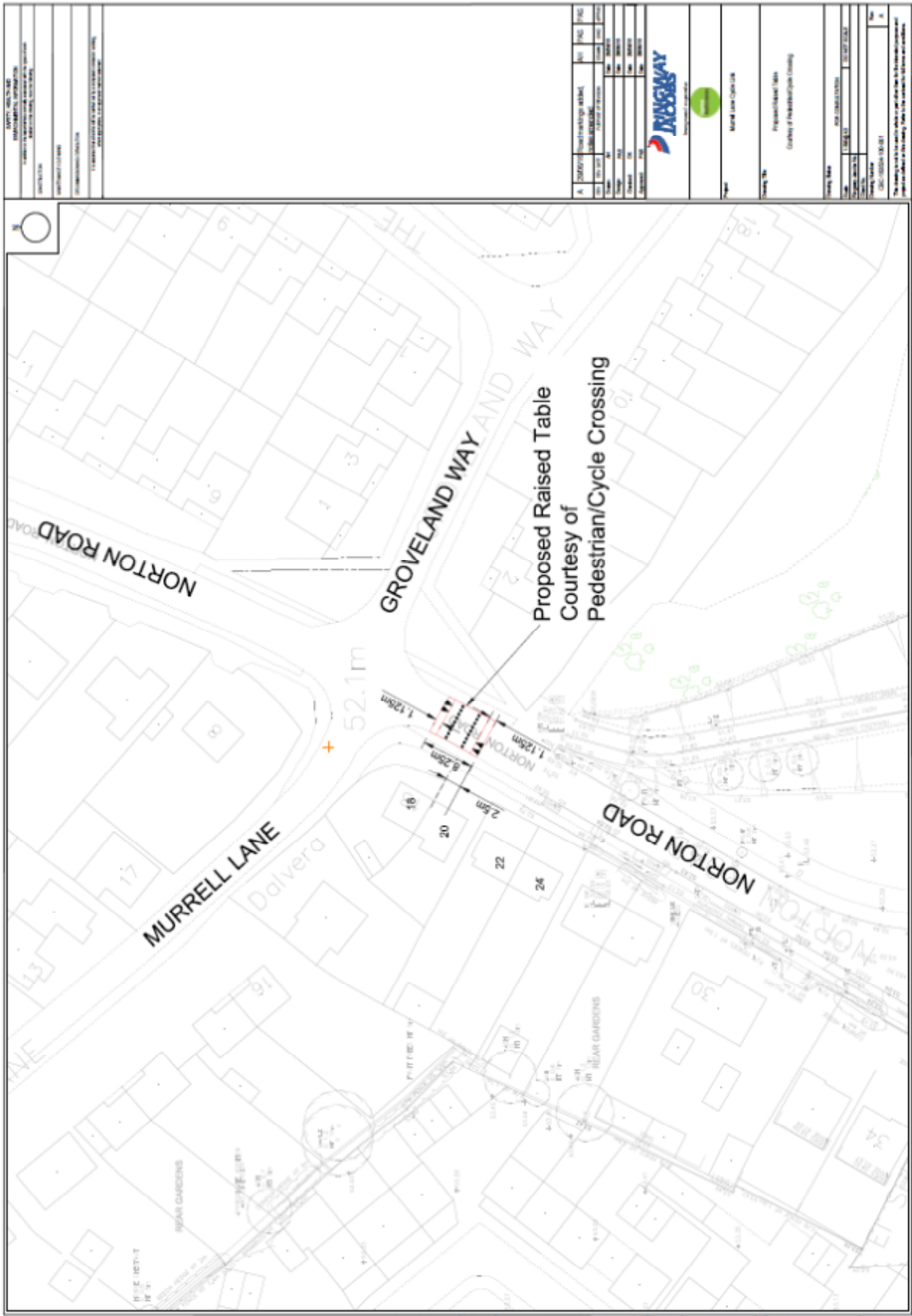
Comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 16 September 2016.

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

19 August 2016

Appendix B



Appendix C

I am writing to you in reply to your letter of 10th August.

I would like to record my opposition to the installation. My daughter, who live at home, suffers with chronic back pain and these types of installations cause her pain each and every time our car goes over one. I cannot believe that she is the only person living in Stotfold who is in this situation as there must be others living with hidden disabilities.

This table would be within the 20 mph speed zone that already exists within Stotfold so I fail to see what this type of installation would add. If you do not think that individuals are observing this speed limit then I suggest that you install a speed camera.

I look forward to your reply.

Re proposal to install a raised table outside my home.

This plan would make it near impossible to reverse out of my drive safely, not to mention the damage it would cause to my suspension everyday!

The road is beginning to look like lego land! with so many needless and distracting information signs, so distracting to drivers! why not just put up clear twenty mile an hour signs and speed bumps as you leave the roundabouts. on either end of the road.

This would then allow the cyclists and pedestrians to continue to use their own judgement as to when it is safe to cross the road.

I really do feel very strongly about this proposal.

Good evening, Re the proposal to install a raised table in Norton Road, Stotfold can I thank you for doing something about this . Having lived in Groveland Way at its junction with Norton Road since 1991 and seeing the by pass being built this has resulted in Norton Road becoming a race track for users of cars and motorbikes. It has become an nightmare at all hours. I fully agree with your proposal to site the table in the position you have suggested. That will hopefully slow traffic down that comes off the by pass to come into Stotfold.

There is also a problem when traffic turns right at the roundabout from Baldock Road/High Street into Norton Road to travel towards the bypass. Cars and motor bikes accelerate at speed ignoring the 20 mph signs that have been erected. Again this is at all hours of the day. Can I suggest that another raised table is installed between the roundabout in Baldock Road/High Street and the junctions with Groveland Way and Murrell Lane. This would slow the traffic down that is travelling towards the by pass. I have spoken to some of the residents in Norton Road and my neighbours in Groveland Way and they fully agree with my suggestion.

Without a doubt these traffic calming measures will improve our living in this road as when we moved here in 1991 it was nothing like it is now. I have previously contacted Bedfordshire Police to ask them to do something about the speeding cars and was basically fobbed off until I told them I was retired Hertfordshire Police Officer and I was not going to be fobbed of with rubbish excuses. I even spoke to some PCSO's at 'clinic' at the Co-Op and they said they cannot do anything. Could not believe it. The Police eventually did a survey and there was something about the percentage of cars that were travelling over the speed limit did not warrant any action in the way of a speed camera or speed trap. I told them to come and sit in our lounge for 12 hours and listen to the cars speeding up an down Norton Road.

I'm emailing in relation to your Public Notice regarding the above proposals.

I'm particularly interested in the proposal, both as a resident of Groveland Way and a practicing Road Safety Auditor, but also as someone who crosses the road each day when taking my daughter to/from school.

I believe the speed table will certainly be of benefit and will hopefully encourage more drivers to adhere to the 20mph speed limit.

Meeting: Traffic Management Meeting
Date: 3 November 2016
Subject: Various Roads in Central Bedfordshire – Consider Objections to Proposed Area-wide Weight Limits
Report of: Paul Mason, Assistant Director Highways
Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of weight limits in Central Bedfordshire

RECOMMENDATION(S):-

1. That the proposed Area-wide Weight Limits in Zones 1 and 3 be implemented as published with the exception that a suitable exemption is included to allow commercial vehicles over 7.5 tonnes to enter the restricted areas when using the agreed symbol signed diversion routes during times of strategic road network closures.
2. That consideration be given to amending the Zone 2 proposals to modify the restrictions in Poynters Road as set out in the report.

Contact Officer: Gary Baldwin
gary.baldwin@centralbedfordshire.gov.uk

Public/Exempt: Public

Wards Affected: Aspley & Woburn, Caddington, Dunstable Central, Dunstable Icknield, Dunstable Manshead, Dunstable Northfields, Dunstable Watling, Eaton Bray, Flitwick, Heath & Reach, Houghton Hall, Parkside, Tithe Farm, Toddington and Westoning, Flitton & Greenfield

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety, traffic management and the amenity in the affected roads.

Financial:

The works are being funded by a combination of the Local Transport Plan and CBC Capital Programme.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

None from this report

Sustainability:

None from this report

Budget and Delivery:	
Estimated cost: £500,000 for all associated works, including road reclassification and area wide weight limits. Value engineering has not yet been carried out.	Budget: £100,000 for implementation of the critical priority zones of the area wide weight limits only.
Expected delivery: Spring 2017	

Background and Information

1. The A5-M1 and Woodside link roads are due to open in Spring 2017. These major infrastructure projects will provide good quality routes for all traffic and, in particular, heavy commercial vehicles. It is expected that these new roads will significantly reduce the number of goods vehicles travelling through Dunstable and Houghton Regis. These new routes provide an opportunity for the Council to better manage the routes used by heavy commercial vehicles that need to enter the town to access industrial areas and other destinations. As a consequence of the opening of the new roads, several existing routes will be re-classified, including the A5 to A5183, A5120 to B5120 and A4146 to B440 to reflect the reduced importance of them as through routes.

2. As a result the Council is proposing to introduce a number of 7.5 tonnes HGV weight restrictions. One of the key principles is to restrict to use of the existing A5, so that lorry drivers are unable to use it as a through-route. In addition, all vehicles wishing to access the Woodside Estate would be encouraged to make full use of the new link road and direct access to the M1 at the new junction 11A. The weight limits also cover significant rural areas to prevent extraneous lorry traffic using unsuitable routes through villages.
3. The proposed weight restrictions broadly cover 3 zones:-
 - Zone 1 – The area to the north of Dunstable and Houghton Regis extending northwards to the A507.
 - Zone 2 – The built-up area of Dunstable and Houghton Regis.
 - Zone 3 – Mainly villages and rural areas to the south of the Luton/ Dunstable urban area.
4. The proposed restrictions would include exemptions to allow heavy goods vehicles over 7.5 tonnes to enter the restricted zone for access and delivery requirements. There will also be exemptions for emergency vehicles and for certain other building and maintenance purposes. The restriction would only prohibit commercial goods vehicles over 7.5 tonnes, so other vehicles over this weight, such as buses, would not be affected.
5. The proposals at all locations were formally advertised by public notice in July 2016. Consultations were carried out with the emergency services and other statutory bodies, all relevant Town and Parish Councils and the Ward Members.

Objections and Officer Responses

6. A number of objections and other written representations were received in response to the proposed weight limits. These have been split into 4 groups:-
 - Highways England objection
 - Luton Borough Council objection
 - A4146 Billington area representations
 - Other objections and representations

7. Highways England objection

Correspondence is included in Appendix G. The main point is that the proposed Orders do not contain an exemption for the routes to be used as diversion routes for closures on the strategic route network. Highways England says that the Council has agreed the diversion routes, but the weight restriction Order would prohibit commercial vehicles over 7.5 tonnes using them. They have asked for a suitable exemption to be included in the Orders to allow the restricted roads to be used by such vehicles when using them as diversion routes for strategic road network closures.

8. Officer response:-

It is recommended that the Orders be modified to include an exemption to allow commercial vehicles to enter the restricted zones for this purpose. This removes Highways England's objection.

9. Luton Borough Council objection

Correspondence is included in Appendix H. The main points are:-

- a) The restrictions will have a negative impact on roads within Luton.
- b) There is no exemption to permit HGVs to use the roads in the event of strategic road network closures.
- c) At times of heavy traffic conditions on the M1 or A5-M1 link road, lorries unable to use roads in Dunstable and Houghton Regis are likely to divert on to Luton's roads
- d) The proposed restriction on Poynters Road will mean that HGV drivers travelling along Leagrave High Street will have to turn around or will ignore the restriction.
- e) The restriction will result in more heavy traffic using Lewsey Road.

10. Officer response:-

- a) It is assumed that Woodside link and A5-M1 link will bring about an overall reduction in the number of vehicles on Luton's roads, although it is difficult to make an accurate prediction at this stage. Hence, it is questionable whether there will be a net increase in goods vehicles using Luton's roads if the HGV restriction goes ahead. In the event that there is a marginal increase, this is unlikely to have a significant effect on air quality, collision numbers and road condition.
- b) The draft Orders can be amended to allow for this.
- c) It is accepted that traffic will seek alternative routes at times of heavy congestion, but it is questionable whether the proposed restriction will itself add significantly to that number.
- d) It is accepted that it is less than ideal for drivers of larger goods vehicles to find themselves at a dead end as would be the case at Poynters Road/ Leagrave High Street with our published proposal. However, our original proposal to include Leagrave High Street would have avoided that, but we appreciate that it would have resulted in Lewsey Road being the obvious alternative route, which is unacceptable to your Council. If the published scheme goes ahead Central Bedfordshire Council would seek agreement from Luton Borough Council to install advance signing.
- e) It is possible that Lewsey Road may see a slight increase in goods vehicles over 7.5 tonnes, but the traffic data provided By Luton Borough Council indicate that current numbers using it are very low. It is anticipated that a reasonable proportion of heavy traffic in Lewsey Road is servicing the hospital, so would be largely unaffected by any weight restrictions.

11. Luton Borough Council's alternative proposal

Further discussions have taken place with Luton Borough Council to seek to resolve their objection. Luton Borough Council remains concerned about the impact of our restrictions on their roads, particularly Lewsey Road, and issues with turning HGVs that might occur at Legrave High Street/ Poynters Road. They have put forward an alternative suggestion that has some merit.

This alternative idea would mean that instead of the whole of Poynters Road having a 7.5 tonnes weight limit imposed, only that stretch from Porz Avenue to Legrave High Street would be restricted. In addition there would be a 7.5 tonnes point ban that would prohibit lorries entering Poynters Road from A505 Dunstable/ Luton Road.

This has the advantage of spreading any HGV traffic across two roads, i.e. Lewsey Road and the southern section of Poynters Road, and would provide an "escape route" for lorry drivers finding themselves at Poynters Road. Consequently, officers consider that the Luton Borough Council would work and is likely to have very similar effects to the original proposal in terms of future lorry movements on Poynters Road. The change would not have any cost implications. Drawings showing the alternative signing layouts are shown in Appendix G.

12. A4146 Billington Area Representations

A total of 31 representations from Parish Council and members of the public have been received. Correspondence is included in Appendix I. The main point raised by all is that the Council's proposals will mean that relatively few routes will be available to HGVs, namely the A4146, B488 and B489. These routes pass through a number of communities are not suitable to accommodate the lorries that will be forced onto these roads. Additional restrictions are needed to protect communities on those alternative routes.

13. Officer response:-

Officers and Members of Central Bedfordshire, Hertfordshire County Council and Buckinghamshire County Council have been working closely together on cross-boundary issues to manage lorry movements.

This Council's proposals do not include a weight limit on the A4146 at Billington. However, the road will be reclassified to B440 and directional signage will reflect that. Hertfordshire County Council has consulted on a scheme to introduce a 7.5 tonnes linear length weight limit at Water End to the north of Hemel Hempstead. If this restriction goes ahead significant advance signage and alternative route signs will be installed to forewarn lorry drivers of the restriction. Officers are confident that these two measures will significantly reduce the number of HGVs using the current A4146 through Billington and other villages.

The B488 and B489 are both located in Buckinghamshire. The County Council is conscious that proposed restrictions in Central Bedfordshire and Hertfordshire might result in lorry traffic using those routes. However, it is difficult to predict the outcome, so they have effectively adopted a wait and see approach.

14. Other objections and representations

These are included in Appendix J. A summary of the points raised is as follows:-

- a) A resident of Flitwick objects on the ground that the proposals will have a negative impact on Steppingley Road, Flitwick, which is a residential road serving schools, a leisure centre and other venues. The stated reasons of improving road safety and improving the environment have not been substantiated. Steppingley Road is no different from roads that will be restricted, so the proposed restriction should be modified to protect it. Ideally no further restrictions should be introduced in the area until the planned M1-A6 link has been built. The objector also considers that misleading statements were made about the area covered by the zone 1 restriction and in Council publications, meaning that the Council is open to legal challenge.
- b) A resident of A505 Luton Road is concerned about the reduction in air quality in that area. There are concerns that unrestricted residential streets, such as Jeans Way, could be used by lorries at times of heavy traffic.
- c) The use of sat nav and costs will mean that the restrictions are unlikely to be successful.
- d) The zone 1 restriction should be extended to cover the former A421 in Brogborough and Marston.
- e) Heath and Reach should be similarly restricted to manage lorry traffic through the village.
- f) It is requested that the signage for the existing weight restriction in Stanbridge be reviewed as these are currently considered inadequate.

15. Officer response:-

- a) The A5120 Ampthill Road and High Street route through Flitwick already carries high volumes of traffic. The two roundabouts near the railway bridge and on-street parking physically restrict the passage of larger vehicles. These roads are also residential and cater for high pedestrian movements, particularly at school times. Steppingley Road has historically been used as an alternative route during times when the M1 has been closed, although it is accepted that it has become more residential in recent years. The proposed restrictions are unlikely to result in more heavy traffic using Steppingley Road because obvious alternatives, such as the A5120 through Flitwick are not being restricted. In reality it is likely that HGV movements will be spread across the two routes. The public notice did include a statement describing the broad area covered by the proposed zone 1 restriction, which might have been misinterpreted. However, the detail and drawings clearly show that Steppingley Road is not included in the proposed restricted zone.

- b) An earlier proposal for weight limits in the area was met with opposition from residents of Luton Road. However, it is felt that the completion of the A5-M1 and Woodside link roads will mean that heavy traffic in Luton Road will be reduced. It is unlikely that side roads will be used in preference to Luton Road, particularly since the proposal is not expect to increase lorry traffic in Luton Road.
 - c) Sat nav systems do present a challenge, but this is difficult for the Council to address. Any restrictions introduced will be properly signposted.
 - d) The former A421 is beyond the scope of the current restrictions, which do not extend north of the A507 and M1 junction 13.
 - e) Heath and Reach is outside of the range of the current proposals which do not extend into the general Leighton-Linslade area. Any proposals for this area would have to be looked at as a separate exercise.
 - f) Some improvements to the signage of this restriction have already been implemented. The signs that would be installed for the proposed restrictions would compliment those already in place.
16. If approved, the restrictions will be implemented in conjunction with the opening of the A5-M1 and Woodside link roads. It is possible that introduction of the restrictions will be phased with the critical zones taking priority.

Appendices:

- Appendix A – Zone 1 Public Notice
- Appendix B – Zone 1 Drawing
- Appendix C – Zone 2 Public Notice
- Appendix D – Zone 2 Drawing
- Appendix E – Zone 3 Public Notice
- Appendix F – Zone 3 Drawing
- Appendix G – Options for Poynters Road
- Appendix H – Highways England objection
- Appendix I – Luton Borough Council objection
- Appendix J – A4146 Billington area representations
- Appendix K – Other objections and representations

Appendix A – Zone 1 Public Notice



PUBLIC NOTICE

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

Reason for the proposal: The proposed Order is considered necessary on the grounds of promoting road safety and improving the environment of the area. The proposed restriction would prohibit HGVs over 7.5 tonnes from using roads in the zone identified below as through routes. The proposal is primarily intended to protect residential streets and minor rural roads from extraneous lorry traffic. The restriction would also force heavy goods vehicles to make full use of the major road network in the area, including new roads currently under construction that will be open before these restrictions come into force.

Effect of the Order:

To introduce a 7.5 tonnes HGV Weight Restriction on roads in the Aspley Guise, Ridgmont, Woburn, Milton Bryan, Tebworth, Toddington, Tingrith, Eversholt and Steppingley area, as follows:-

- The proposed weight restriction zone covers an area broadly enclosed by, but not including, the A507 to the north, Steppingley Road, Flitwick, the A5120 from Flitwick to Toddington and the M1 motorway to the east; the planned M1-A5 link road to the south; A5 London Road to the south-west; and Milton Keynes to the west. The restricted zone will incorporate existing weight restrictions covering various roads in Aspley Guise, Woburn Sand & Husborne Crawley; Ridgmont and Luton Road area, Toddington.
- The entry points to the weight restriction zone are at:-
 - a) Crabtree Lane, Aspley Guise to the south-east of Cranfield Road;
 - b) Bedford Road, Husborne Crawley to the south of Guise Motors;
 - c) A4012 Mill Road, Ridgmont to the south of A507 Ridgmont bypass.
 - d) High Street, Ridgmont to the south of A507 Ridgmont bypass;
 - e) Flitwick Road, Steppingley to the south-west of Steppingley Road, Flitwick;
 - f) Manor Way, Flitwick to the south-west of Steppingley Road, Flitwick;
 - g) Temple Way, Flitwick to the west of A5120 Dunstable Road;
 - h) Tingrith Road (both legs), Westoning to the west of A5120 Toddington Road;
 - i) A5120 Harlington Road, Toddington to the south-west of B579 Fancott Bridleway;
 - j) B579 Fancott Bridleway, Toddington to the south of A5120 Harlington Road;
 - k) Luton Road, Chalton to the north-west of the planned M1-A5 link road;
 - l) A5120 Bedford Road, Houghton Regis to the north of the planned M1-A5 link road;
 - m) Tebworth Road, Hockliffe to the north-east of A5 London Road;
 - n) A4012 Woburn Road, Hockliffe to the north-east of A5 London Road;
 - o) Sheeplane, Potsgrove to the north-east of A5 London Road;
 - p) Little Brickhill Road, Woburn at the Milton Keynes boundary;
 - q) Longslade Lane, Aspley Heath at the Milton Keynes boundary;
 - r) A5130 Woburn Road, Aspley Heath to the south of Aspley Hill;
 - s) Aspley Hill, Woburn Sands east of A5130 High Street;
 - t) Weathercock Lane, Woburn Sands east of A5130 Station Road.

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

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/weightlimits or tel. 0300 300 5003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 12 August 2016. Any objections must state the grounds on which they are made.

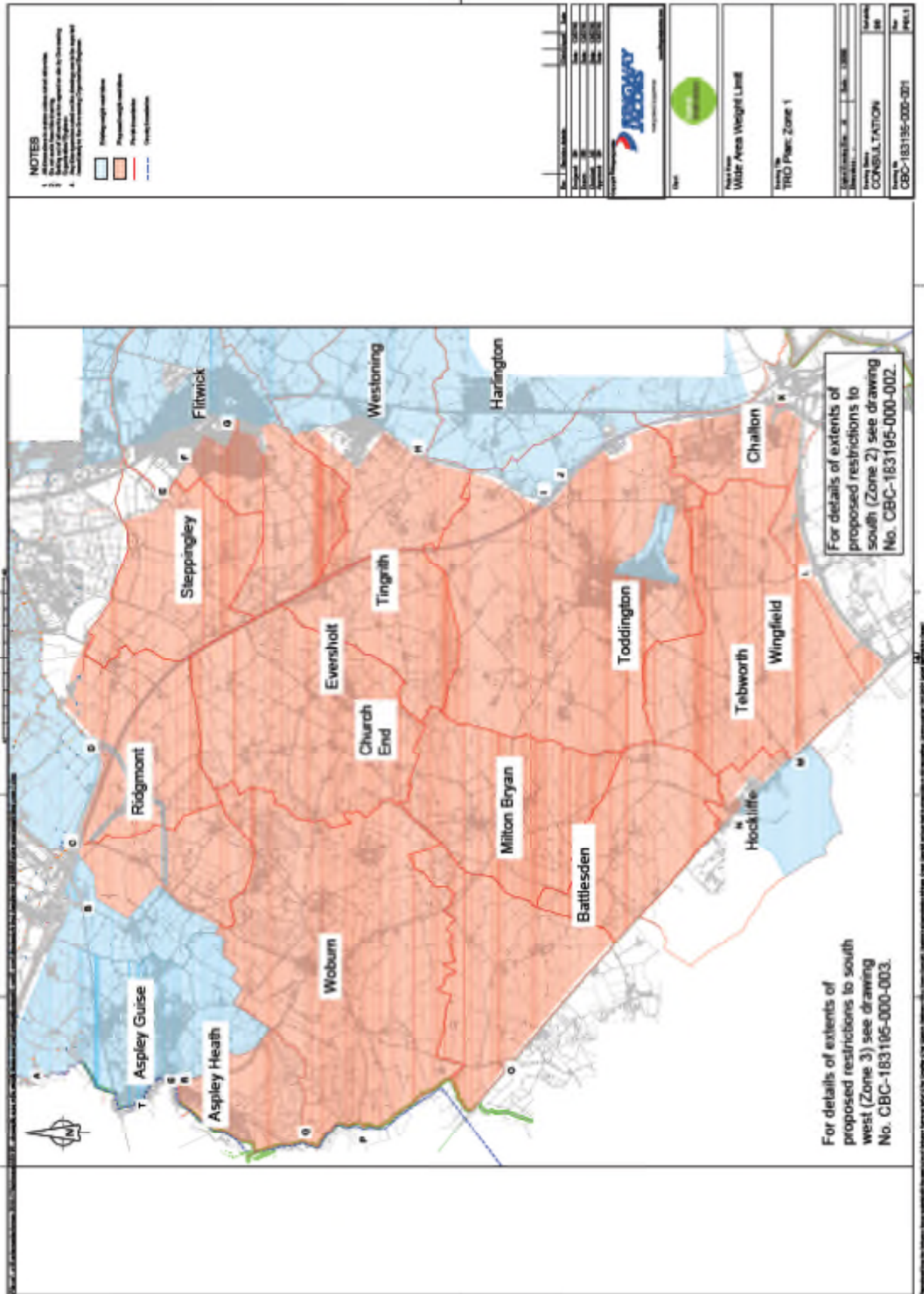
Order Title: If made will be "Central Bedfordshire Council (Various Roads in Aspley Guise, Ridgmont, Steppingley, Toddington and Woburn Area) (Weight Restriction) Order 2016"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

12 July 2016

Appendix B – Zone 1 Drawing



Appendix C – Zone 2 Public Notice



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE 7.5 TONNES HEAVY GOODS VEHICLE WEIGHT RESTRICTION ON VARIOUS ROADS IN DUNSTABLE AND HOUGHTON REGIS

Reason for the proposal: The proposed Order is considered necessary on the grounds of promoting road safety and improving the environment of the area. The proposed restriction would prohibit HGVs over 7.5 tonnes from using roads in the zone identified below as through routes. The proposal is primarily intended to protect residential streets from extraneous lorry traffic. The restriction would also force heavy goods vehicles to make full use of the major road network in the area, including new roads currently under construction that will be open before these restrictions come into force.

Effect of the Order:

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

- The proposed weight restriction covers most roads in Houghton Regis, except for Houghton Road from High Street North, Dunstable to Morrisons. The restricted zone will incorporate existing weight restrictions covering the Tithe Farm and Parkside areas.
- The entry points to the weight restriction zone are at:-
 - a) Thorn Road, to the east of A5 London Road;
 - b) A5120 Bedford Road to the south of the planned M1-A5 link road;
 - c) Sundon Road, Chalton to the south-west of the connecting road to the Woodside link road;
 - d) Parkside Drive to the north of the planned Woodside link road;
 - e) Park Road North to the north-west of the planned Woodside link road;
 - f) Cemetery Road to the south of Queen Street;
 - g) Cumberland Street to the south of Queen Street;
 - h) King Street to the south of A5120 High Street;
 - i) A5120 High Street to the east of Cemetery Road.

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

- The proposed weight restriction zone covers roads in East Dunstable, except for A505 Luton Road, Dunstable.
- The entry points to the weight restriction zone are at:-
 - j) Poynters Road, Dunstable to the south-east of Porz Avenue;
 - k) Poynters Road, Dunstable at its junction with Brunel Road;
 - l) Poynters Road, Dunstable at its junction with Leagrave High Street;
 - m) Poynters Road, Dunstable at its junction with Emerald Road;
 - n) Poynters Road, Dunstable to the north of A505 Luton Road;
 - o) Evelyn Road, Dunstable to the north of A505 Luton Road;
 - p) Linden Road, Dunstable to the north of A505 Luton Road;
 - q) Woodford Road, Dunstable to the north of A505 Luton Road;
 - r) Ridgeway Avenue, Dunstable to the north of A505 Luton Road.

To introduce a 7.5 tonnes HGV Weight Restriction on roads in Central, West and South Dunstable, as follows:-

- The proposed weight restriction zone covers roads in Dunstable, except for specific routes to commercial areas, including A505 Luton Road and Boscombe Road to Woodside Industrial Estate. The restricted zone will incorporate existing weight restrictions covering the Capron Road/Olma Road, North-west Quadrant area, Court Drive area, Kingsway area, South-east Quadrant area and South-west Quadrant area.
- The entry points to the weight restriction zone are at-
 - s) Brewers Hill Road to the south-west of Creasey Park Drive;
 - t) A5 High Street North to the south-east of A5120 Houghton Road/Brewers Hill Road;
 - u) Olma Road, to the south-east of Houghton Road;
 - v) College Drive immediately to the south-west of the Asda delivery access;
 - w) Kingsway, to the south of College Drive;
 - x) A505 Luton Road to the west of the western leg of the Boscombe Road gyratory;
 - y) A5 London Road to the south-east of Beech Road (continuous from proposed weight restriction to the south of Dunstable);
 - z) Beech Road, to the south-west Lowther Road at its boundary with Kensworth Parish (continuous from proposed weight restriction to the south of Dunstable);
 - aa) B4541 Whipsnade Road, at its boundary with Whipsnade Parish (continuous from proposed weight restriction to the south of Dunstable);
 - bb) B489 Tring Road, to the south-west of Totternhoe Road (continuous from proposed weight restriction to the south of Dunstable);
 - cc) Totternhoe Road, to the north-west of B489 Tring Road (continuous from existing weight restriction in Totternhoe).

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

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/weightlimits or tel. 0300 3005003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 12 August 2016. Any objections must state the grounds on which they are made.

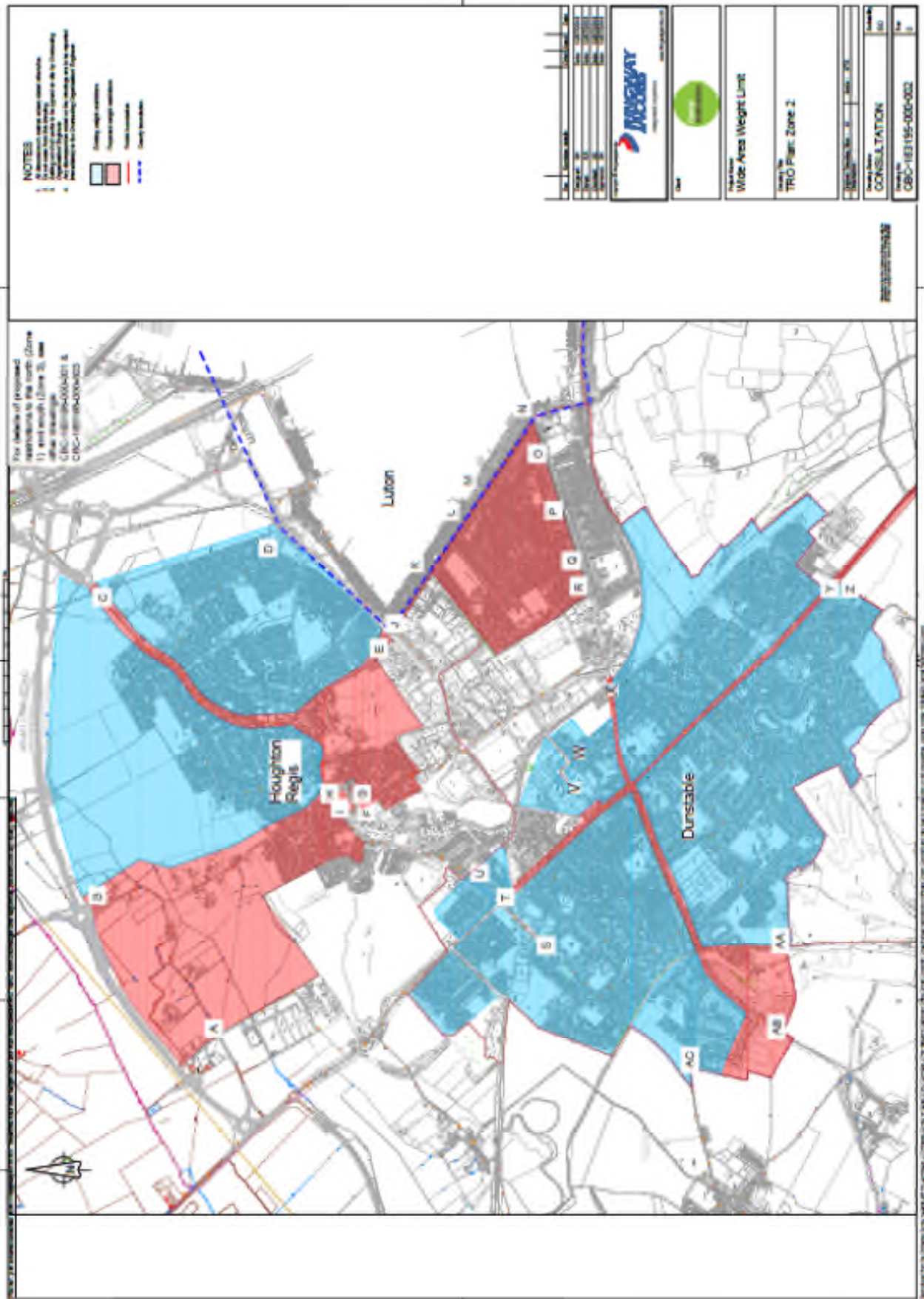
Order Title: If made will be "Central Bedfordshire Council (Various Roads, Houghton Regis) (Weight Restriction) Order 2016"; "Central Bedfordshire Council (Various Roads, East Dunstable) (Weight Restriction) Order 2016"; and "Central Bedfordshire Council (Various Roads, Dunstable, Billington, Totternhoe, Eaton Bray, Whipsnade, Studham, Kensworth, Caddington and Slip End Area) (Weight Restriction) Order 2016"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

12 July 2016

Appendix D – Zone 2 Drawing



Appendix E – Zone 3 Public Notice



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE 7.5 TONNES HEAVY GOODS VEHICLE WEIGHT RESTRICTION ON VARIOUS ROADS IN VILLAGES TO THE SOUTH OF DUNSTABLE IN CENTRAL BEDFORDSHIRE

Reason for the proposal: The proposed Order is considered necessary on the grounds of promoting road safety and improving the environment of the area. The proposed restriction would prohibit HGVs over 7.5 tonnes from using roads in the zone identified below as through routes. The proposal is primarily intended to protect residential streets and minor rural roads from extraneous lorry traffic. The restriction would also force heavy goods vehicles to make full use of the major road network in the area, including new roads currently under construction.

Effect of the Order:

To introduce a 7.5 tonnes HGV Weight Restriction on roads in the Billington, Totternhoe, Eaton Bray, Whipsnade, Studham, Kensworth, Caddington and Slip End area, as follows:-

- The proposed weight restriction zone covers an area broadly enclosed by, but not including, A505 Leighton-Linslade southern bypass, Dunstable and Luton to the north; M1 and Hertfordshire county boundary to the east and Buckinghamshire county boundary to the west. The restricted zone will incorporate existing weight restrictions covering Totternhoe/Eaton Bray, Chaul End Road, Caddington and Buckwood Road, Kensworth.
- The entry points to the weight restriction zone are at:-
 - a) Stanbridge Road, Great Billington to the east of A4146 Leighton Road;
 - b) Stanbridge Road, Great Billington to the south of A505 Leighton-Linslade bypass;
 - c) Unnamed road from Totternhoe to Honeywick, Eaton Bray to the south of Stanbridge Road;
 - d) Castle Hill Road, Totternhoe immediately south of its junction with Knolls View;
 - e) Totternhoe Road, Dunstable to the north-west of B489 Tring Road (continuous from existing weight restriction in Dunstable);
 - f) B489 Tring Road, Dunstable to the south-west of Totternhoe Road (continuous from proposed weight restriction for Dunstable);
 - g) B4541 Whipsnade Road, Dunstable to the south of Royce Close (continuous from proposed weight restriction for Dunstable);
 - h) Beech Road, Kensworth to the south-west of Lowther Road at its boundary with Dunstable (continuous from proposed weight restriction for Dunstable);
 - i) A5 London Road, Dunstable to the south-east of Beech Road at its boundary with Dunstable (continuous from proposed weight restriction for Dunstable);
 - j) Chaul End Road, Caddington to the south of A5065 Hatters Way;
 - k) Luton Road, Caddington to the west of Newlands Road;
 - l) Church Road, Slip End to the south-west of Newlands Road
 - m) Half Moon Lane, Pepperstock to the west of A1081 London Road
 - n) Pepsal End Road, Slip End at the Hertfordshire County Boundary;
 - o) Markyate Road, Slip End at the Hertfordshire County Boundary;
 - p) Pipers Lane, Caddington at the Hertfordshire County Boundary;
 - q) Millfield Lane, Caddington at the Hertfordshire County Boundary;
 - r) A5 London Road, Kensworth at the Hertfordshire County Boundary;
 - s) Buckwood Road, Kensworth at the Hertfordshire County Boundary;
 - t) Clement's End Road, Studham at the Hertfordshire County Boundary;

- u) Pedley Hill, Studham to the north-east of A4146 Dagnall Road, Studham;
- v) Common Road, Studham at the Buckinghamshire County Boundary;
- w) Dunstable Road, Dagnall at the Buckinghamshire County Boundary;
- x) B489 Icknield Way, Eaton Bray at the Buckinghamshire County Boundary;
- y) Unnamed road that extends from Harling Road/Doolittle Lane towards Edlesborough south of Harling Road;
- z) Moor End, Eaton Bray at the Buckinghamshire County boundary at Edlesborough;
- aa) Northall Road, Eaton Bray approximately 120 metres south-west of Northall Close;

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

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/weightlimits or tel. 0300 3005003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 12 August 2016. Any objections must state the grounds on which they are made.

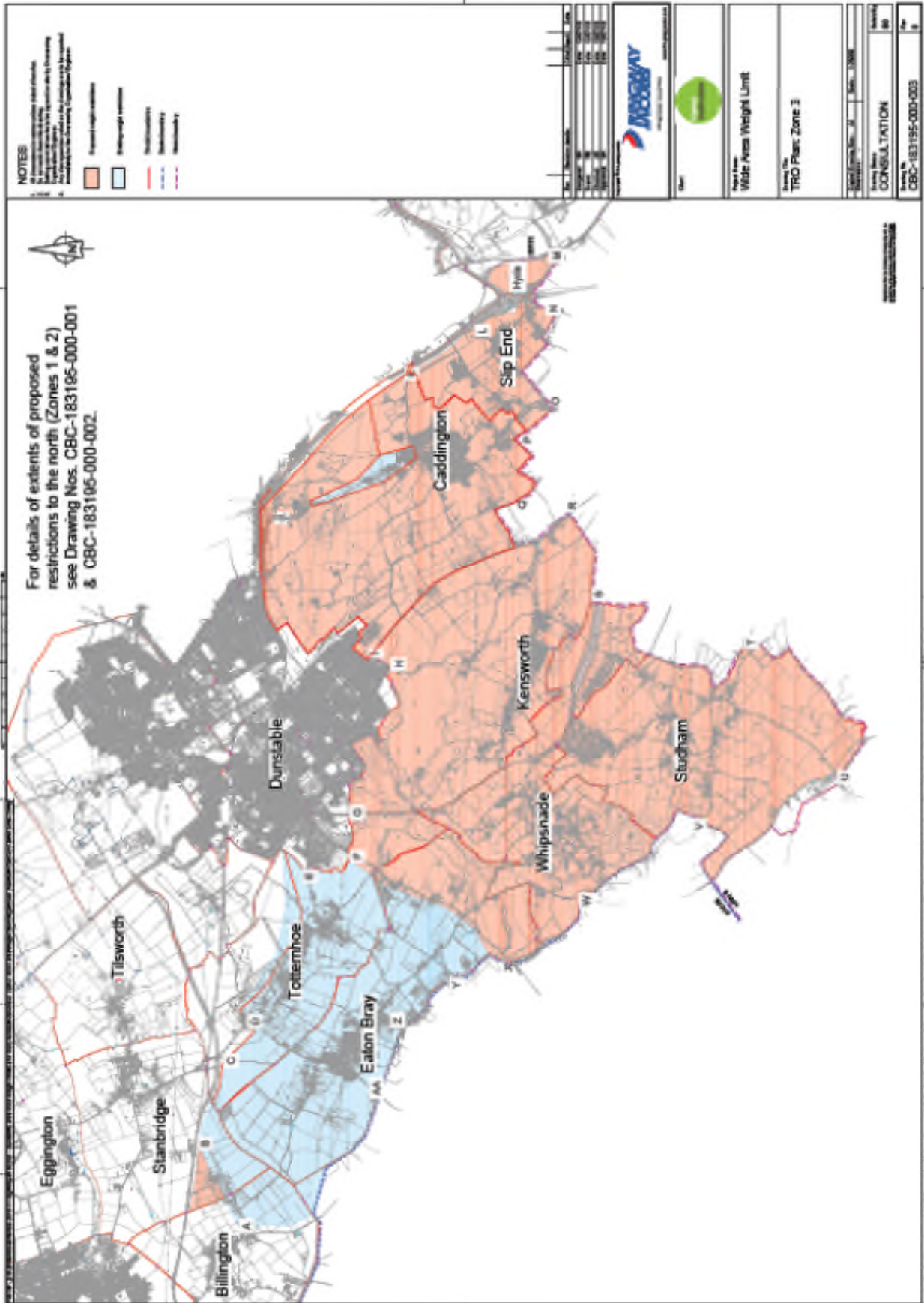
Order Title: If made will be "Central Bedfordshire Council (Various Roads in Central Bedfordshire) (Weight Restriction) Order 2016"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

12 July 2016

Appendix F – Zone 3 Drawing



Appendix G – Options for Poynters Road

Luton Borough Council has objected to the proposal to introduce a 7.5 tonnes HGV weight restriction on Poynters Road, Dunstable on several grounds, including concerns that it will result in more HGV traffic using Luton's roads. Luton Borough Council has put forward an alternative proposal that would remove their objection.

OPTION 1 – Published 7.5 tonnes HGV Weight Restriction

This is the proposal that has already been published.

All of Poynters Road would be covered by a 7.5 tonnes weight restriction, but oversized vehicles would be permitted to enter the zone for loading/ unloading purposes. The restricted zone also covers residential roads in the Katherine Drive area.

Advance signing would be needed in Luton to forewarn HGV drivers of the restriction at Poynters Road. This would reduce the likelihood of drivers trying to turn around at Poynters Road/ Leagrave High Street or ignoring the weight restriction. This sign would probably need to be located near to the Leagrave High Street/ Lewsey Road junction, thereby encouraging additional HGVs to use Lewsey Road, which is unacceptable to Luton Borough Council.

OPTION 2 - Alternative 7.5 tonnes HGV Weight Restriction

This is Luton Borough Council's alternative suggestion.

Poynters Road from Porz Avenue to Leagrave High Street would be covered by a 7.5 tonnes weight restriction with an exemption for loading/ unloading purposes. The restricted zone would also cover residential roads in the Katherine Drive area.

In addition a 7.5 tonnes HGV point ban would be introduced to prohibit HGVs turning into Poynters Road from A505 Luton Road. This would contain no exemptions. HGVs would be able to turn left from Leagrave High Street into Poynters Road, thereby spreading the HGV traffic across Lewsey Road and the southern part of Poynters Road.

No advance signing would be needed in Luton as HGVs would be able to proceed south on Poynters Road, effectively providing an escape route.

OPTION 1 POYNTERS ROAD, DUNSTABLE – PUBLISHED 7.5 TONNES WEIGHT LIMIT



POYNTERS ROAD, DUNSTABLE – ALTERNATIVE 7.5 TONNES WEIGHT LIMIT



Appendix H – Highways England objection



19 August 2016

Our ref:
Your ref:
Sent via email

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

For the attention of Paul Salmon/ Gary Baldwin

Dear Mr Salmon

PROPOSED AREA WIDE WEIGHT RESTRICTIONS - VARIOUS ROADS IN CENTRAL BEDFORDSHIRE

Highways England wishes to object to the proposals to introduce Area Wide Weight Restrictions in Central Bedfordshire as per the consultation information provided. The grounds for this objection are that the proposed orders do not allow an exemption for the routes to be used as strategic diversion routes for closures (emergency or planned maintenance) on the strategic road network (SRN).

With the opening of the new A5 – M1 link road (spring 2017) there will be changes to the SRN and relevant strategic diversion routes. It is my understanding that Highways England has agreed these diversion routes with CBC. However, cross referencing the routes against the Area Wide Weight Restrictions, I can confirm that Diversion routes A, B, C, D and E1 would be adversely affected by the proposed weight restrictions (see details in table below).

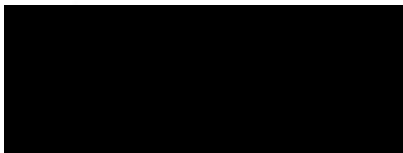
Route Ref	Drawing Number (Sheet)	Diversion required for closure between	Diversion Route	Weight restriction zone
A	47068494-URS-06-DR-GD-05.104-4F (Sheet 1)	A5-A5120 e/b	High St North – A505 – Woodside Link	2
B	47068494-URS-06-DR-GD-05.105-4F (Sheet 2)	A5-A5120 w/b	Reverse of route above	2
C	47068494-URS-06-DR-GD-00.071-4F (Sheet 3)	A5120-J11a e/b	High St North – A505 – Woodside Link	2
D	47068494-URS-06-DR-GD-00.072-4F (Sheet 4)	A5120-J11a w/b	Reverse of route above	2

E1	47068494-URS-06-DR-GD-00.074-4F (Sheet 6)	M1 n/b J9-11	A5 from J9 – High St South – A505 – Woodside Link	2 and 3
F2	47068494-URS-06-DR-GD-00.080-4F (Sheet 12)	M1 s/b J12-11a	A5120 from J12 to A5-M1 Link e/b	1

Highways England recommends that a sub-clause is included within all the proposed orders (as per the zone 1 proposals; 4(k) shown below) and therefore the agreed diversion routes may be operational as required.

4 (k) for the purposes of using symbol signed diversion routes approved by the highway authority and having been brought into operation by the police or approved highway authority personnel.

Yours sincerely



Steven Thulborn,
Asset Manager & Regional Enforcement Co-ordinator (East of England)
 Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
 Web: <http://www.highways.gov.uk>
 Tel: 0300 470 5082
 Email: steven.thulborn@highwaysengland.co.uk

Appendix I – Luton Borough Council objection

Contact:	Christine Davy	Highway Services
Direct line:	01582 546962	Town Hall
Email:	Christine.Davy@luton.gov.uk	George Street
Our ref:	C:MDV	Luton
Your ref:		LU1 2BQ
www.luton.gov.uk		

Traffic Management team
Central Bedfordshire Council
Priory House
Chicksands
Shefford
Bedfordshire
SG17 5TQ

8 August 2016

Dear Sirs,

Luton Borough Council objection to Area Wide Weight Limits

I refer to your e-mail dated 13 July 2016 regarding the proposed area wide weight restrictions. Luton Borough Council formally objects to all three proposed area wide weight restrictions for the following reasons:

- 1) Restricting heavy commercial vehicles on the roads within Central Bedfordshire would have a direct negative impact on roads within Luton. Heavy commercial vehicles would be displaced onto unsuitable roads within Luton. These roads are of a similar character to the roads in Dunstable, Houghton Regis and Toddington that the proposed Order would apply to. The increased number of heavy commercial vehicles on these roads within the Luton would have a detrimental effect on the environment (noise and air quality), increase the risk of road traffic collisions and casualties and cause increased wear and tear and damage to these roads. This is an unacceptable consequence of the proposed restrictions and taken as a whole across Central Bedfordshire, Luton Borough Council believes there would be no overall benefit, with Luton burdened with most of the dis-benefits. The proposed Order fails to therefore, deliver the stated 'Reason for the Proposal' to 'primarily protect residential streets from extraneous lorry traffic' because of this diversion of traffic onto residential streets in Luton.
- 2) The proposed restriction of heavy commercial vehicles on the current A5 through Dunstable and on the current A5120 through Toddington, Houghton Regis and Dunstable prevents the practical operation of the symbol signed diversion routes for the M1 along these routes. Whilst article 4(k) of the various roads in Aspley Guise, Ridgmont, Steppingley, Toddington and Woburn Order provides an exemption for use of a symbol signed diversion route. There is no such exception for the various roads, in the other Orders. There are also no proposals as to how the exemption would operate in practice. For example the proposal does not indicate how a driver of a heavy commercial vehicle (especially those that are not local to the area or are international drivers both of which are likely to be common on the M1) when approaching a lorry restriction

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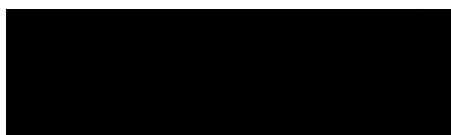
sign erected under the provisions of this proposed Order would be aware of this exemption. The proposed Order and supporting information does not give assurance that Central Bedfordshire would continue to agree to the provision of the agreed symbol signed diversion routes of the M1. As drivers of heavy commercial vehicles are unlikely to be aware of the exemption, they are likely to be confused and transfer to roads outside of the proposed area wide lorry restrictions, which would be in the Luton. These roads in Luton are mainly residential and unsuitable for heavy commercial vehicles.

- 3) Article 4(k) is only applicable when it has officially been brought into operation. At other times when the M1 motorway, the new A5 –M1 link or Woodside Link roads are congested heavy commercial vehicles are highly likely to divert onto unsuitable roads within Luton namely Toddington Road and Wheatfield Road. There are two low railway bridges in the Toddington Road area. These have suffered from a number of bridge strikes in the past. With the increase in the number of large commercial vehicles using Toddington Road the number of bridge strikes is likely to increase as well. As well as additional cost implications, each bridge strike causes major traffic congestion in the area and severe delays for train passengers travelling to Luton, Central Bedfordshire and beyond.
- 4) The proposed area wide lorry restriction includes Poynters Road that forms the boundary between the Borough of Luton and Central Bedfordshire. Leagrave High Street, Emerald Road and Brunel Road all join Poynters Road from Luton. Drivers of heavy commercial vehicles will be unaware of the restrictions imposed under the proposed Order on Poynters Road. Central Bedfordshire Council have not indicated that they will fund, provide or maintain signs to indicate the restrictions on roads outside of Central Bedfordshire. This means that all heavy commercial vehicles approaching Poynters Road from Leagrave High Street, Brunel Road and Emerald Road would legally have nowhere to go except undertake a very hazardous multi-point turn on the immediate approach to Poynters Road which would also cause immense traffic congestion on these roads. Articulated vehicles would not be able to make such a multi-point turn within the boundaries of the highway and therefore would be forced into illegally entering the area.
- 5) If heavy commercial vehicle drivers were aware of the restrictions on Poynters Road they may divert along equally unsuitable roads namely Lewsey Road, which is a residential street with a school and large hospital located along it or Oakley Road/Humberstone Road which are already congested residential street.

In general the proposed Order does not take in to account the implications for the Borough of Luton. Furthermore it does not fully consider the safety and convenience of alternative routes available to drivers of large commercial vehicles.

Luton Borough Council would be very happy to discuss this formal objection further with Central Bedfordshire Council with the aim of amending the proposals to address these objections.

Yours sincerely



Alex Constantinides
Service Director, Public Realm

Appendix J – A4146 Billington area representations



10th August 2016

Central Bedfordshire Highways
(Unable to find postal address)

Dear Sir or Madam

In principle we are pleased to see that Central Bedfordshire Highways have a clear and proactive plan to protect rural villages and communities from the excesses of unwarranted HGV traffic. We welcome the weight restriction areas in particular Zone 3 and the Herts restriction at Water End. We are also very pleased with the proposal that the A4146 is to be re-classified back to a B road. We believe these measures will stem the flow of unwarranted HGVs at Water End. However, we have concerns about HGVs using the routes that do not have planned weight restrictions. In fact, we believe your planned restrictions will leave just a few viable routes and this may lead to an increase in HGVs using these roads.

Specifically, our concerns are that HGVs will use the A4146 from Leighton Buzzard and turn off to B488/B489. Therefore, we urge Central Bedfordshire Council to include a similar weight restriction in the very rural and narrow village road of Great Billington on the A4146. If you are unable to do this while the current 'A' road classification exists we would like to see an advance order that would come into effect when it is downgraded to a 'B' road

Restrictions are planned for similar routes in Central Beds at Whipsnade and Kensworth. We would urge similar restrictions to the north end of the A4146 at Billington to ensure the program of restrictions is fully successful and does not simply funnel more HGVs along this inappropriate rural road.

Yours faithfully

Alan J R Williams
Chairman
Edlesborough Parish Council

I wish to air my views in the proposals made by the council with regards to weight restrictions on the A4146 Leighton Buzzard Road. I have lived in the village of Northall for the past 5 years and have notice a great increase in the amount of large vehicles roaring along this road since I bought my small cottage. I no longer walk to my allotment (less than half a mile away) as the pavements are very unsafe to use when they pass you by almost hitting you if you don't press yourself against the hedgerow or fence line, so feel safer taking my car this short distance.

I feel very nervous walking to my car when I come out of my front door as my cottage is only a car length from the road and very dangerous the minute you step outside with the speed and size of the vehicles using the road as a cut through. Although we have a 30 mph speed limit it is very rare to actually have a car go past which doesn't break the limit.

My worse bug bare is my tiny cottage which is over 100years old physically shakes with the vibration caused from the HGVs. When I have a guest staying they are quite frightened when the ornaments etc on the shelves rattle and shake when the cottage shudders and I fear for what it is doing to the structure of the cottage. This is very disturbing for any sleep as its not unusual to have Lorries flying past early hours of the morning which shakes my bed waking me several times making a good nights sleep virtually impossible. This then continues throughout the daytime.

I have considered moving but I love my neighbours, the community spirit and friendliness is currently the only reason I remain in this village as I adore my little cottage. I long for the road to be closed for some reason even for a short period of time when repairs have been made to get a peaceful nights sleep, or not have to keep my windows closed on a summers day (or night)so not to choke on diesel fumes or to be able to have a conversation in my lounge without shouting above the noise of the traffic to my friends when they visit.

I have recently purchased triple glazed Windows to try to sound proof the front rooms but it has made little difference with the volume of traffic.

I really hope you will consider these points when your decisions are made as this is my life and quite honestly sometimes it's quite unbearable to live with resulting in staying at my mothers house in Chesham a half hour journey away to gain a couple of nights rest from it all.

The blanket area wide weight restrictions particularly zone 3 in conjunction with the weight limit on the A5 will leave the a4146 and b488 as the only alternative routes to the M1 available to HGVs. I believe this will result in a huge increase of unsuitable HGV traffic through the villages of Billington, Northall, Edlesborough, Dagnall and Ivinghoe.

Without a weight limit in Billington on the A4146, the already unbearable noise, vibration and fear of using our footpaths due to the numbers of very large HGVs will only get worse. Please reconsider and add in the weight limit at Billington on the a4146 to complete the job of protecting our villages.

Please also remember there are no footpaths on the section of road through Northall, so we have to push our prams up the main road.

That with the increased potential noise we feel could have a huge negative impact on our village.

Pitstone Parish Council notes the current Central Beds consultation on the introduction of weight limits in Beds.

If these plans go ahead it appears that the B488 will be the only North -South route between Milton Keynes and Hemel Hempstead, apart from the M1, without a weight limit. It is impossible that will not have the effect of increasing the volume of HGV traffic using the B488 .

Whilst we applaud Bedfordshire and Hertfordshire for considering forward thinking actions to improve life for residents in towns and villages currently experiencing high volumes of HGV through-traffic, these actions are not mirrored in Bucks and we urge you to work with Buckinghamshire County Council to ensure that the Beds proposals don't simply move the problem onto tight village roads through the Ivinghoe conservation area and through Pitstone where the volume of HGVs on the B488 and B489 is already excessive given the conditions in the villages.

We have therefore copied this response to Mr Dave Roberts, the Network Congestion Manager at Bucks County Council, and urge the two councils to work in co-operation and identify a joint plan for the appropriate management of traffic.

I am writing on behalf of Billington Parish Council.

In principal, we welcome the initiative as Billington is beseiged by large lorries using the A4146. Our main concern is the effectiveness of a notice at the Billington end – will it stop heavy goods vehicles using the road? We believe a choke point should be made at the Billington end of the A4146 as this would stop/prevent vehicles being able to access the road at all.

We hope that you will consider this suggestion.

Julie Todd
Clerk
Billington PC

By now you will have received a response from Billington Parish Council. This letter is my response as a resident of some 47 years.

As such I am naturally delighted that CBC and Herts.C.C. are at last working together in an attempt to control the HGV lorries which hurtle through our villages as well as resolve the problems of villages along the A4146.

You included Bucks. C.C. in your acknowledgement, but it is difficult to see their precise contribution to the process.

As you know I have expressed my concerns about the plans along with a residents group from Herts and Bucks. I am unable to offer a considered opinion about 'Larger and smaller zones,' and trust in CBC'S judgement in this matter. At least it is a beginning, and we will be able to monitor the outcome.

You have also confirmed that in an emergency on the M1, it will be possible to remove the weight restriction notices temporarily.

My serious concern is that only Herts. are providing a control on the A4146 at Water End, and CBC is relying on the good judgement of lorry drivers to decide to continue along the A505 and avoid entering A4146. It is a rare occasion to find a lorry driver showing any awareness whatsoever. The only thing on their minds is how fast they can get reach their destination. Perhaps the new drivers will be looking out for directions, and hopefully they can read English.

The roundabout at McDonalds is chaotic at best. It is small, without lane discipline, overgrown in all directions as well as the central island. Added to the mix there are the queues of vehicles trying to access the filling station or buy food from McDonalds.

The roundabout is sited on a bend and surrounded by a plethora of road signs and adverts.

How a lorry driver is going to spot a new addition to the collection already there, I cannot imagine. It is quite common to see them chatting away on their mobile and using only one hand to negotiate the roundabout.

What type of sign is planned? Perhaps something which flashes a warning. It will certainly be needed!

The biggest danger is from the drivers who miss or ignore the warning and continue towards Water End. Will they just continue ignoring the signs and drive through the check /choke? What form will the check/choke take? If they can squeeze through, I am sure they will.

This road needs closure at both ends or we will find lorries trying to get through, turn or find another way out.

I do hope the plan is a success. Both residents and their homes need 'time out' from the noise, vibration and danger. It has been a long time coming, and hopefully stage 1 in the process of returning the road back to B status. Just as it used to be!!!!

Many thanks for your help with this,

The blanket area wide weight restrictions particularly zone 3 in conjunction with the weight limit on the A5 will leave the a4146 and b488 as the only alternative routes to the M1 available to HGVs. I believe this will result in a huge increase of unsuitable HGV traffic through the villages of Billington, Northall, Edlesborough, Dagnall and Ivinghoe. Without a weight limit in Billington on the A4146, the already unbearable noise, vibration and fear of using our footpaths due to the numbers of very large HGVs will only get worse. Please reconsider and add in the weight limit at Billington on the a4146 to complete the job of protecting our villages.

I am a resident of Northall and am dismayed to find that weight limits have been put on most routes nearby except for the M1 obviously, and the A4146 through our villages!

Our lives are already blighted by the number of lorries that thunder through our villages, and without a weight limit being at Billington on the A4146 the situation can only get worse.

Please reconsider as our village roads with the houses so close to the road were not designed to cope with a large number of HGV's.

The weight restrictions in conjunction with the weight limit on the A5 will leave the **A4146** and **B488** as the only alternative routes to the M1 available to HGVs.

I stongly feel this will result in a huge increase of unsuitable HGV traffic through the villages of Billington, Northall, Edlesborough, Dagnall and Ivinghoe.

Without a weight limit in Northall on the A4146, the already unbearable noise, vibration (which is a concern for our Grade II listed property built c1560) and fear of using our footpaths due to the numbers of very large HGVs will only get worse.

We **cannot** have all this heavy traffic pushed onto the road that leads through our villages - it'll be unbearable, unsafe and further fragment the local community.

Please reconsider and add in the weight limit at Billington on the A4146.

I am a resident of Northall and it has been brought to my attention that the blanket area wide weight restrictions particularly zone 3 in conjunction with the weight limit on the A5 will leave the A4146 and B488 as the only alternative routes to the M1 available to HGVs.

HGVs travelling through Northall on the A4146 already cause unbearable noise and vibration and residents are fearful of using the footpaths. Without a weight limit this will only get worse as there will be a huge increase of unsuitable HGV traffic through the villages of Billington, Northall, Edlesborough, Dagnall and Ivinghoe.

Notwithstanding the noise and vibration, It is dangerous to negotiate the A4146 at the current levels, be it as a car driver or a walker, and this danger can only increase as the HGV traffic increases.

Please, therefore, reconsider and add in the weight limit at Billington on the A4146 to complete the job of protecting our villages.

I live in Northall and wish to lodge my concerns as follows:

The blanket area wide weight restrictions particularly zone 3 in conjunction with the weight limit on the A5 will leave the A4146 and B488 as the only alternative routes to the M1 available to HGVs. I believe this will result in a huge increase of unsuitable HGV traffic through the villages of Billington, Northall, Edlesborough, Dagnall and Ivinghoe. Without a weight limit in Billington on the A4146, the already unbearable noise, vibration and fear of using our footpaths due to the numbers of very large HGVs will only get worse.

My house, just within Eaton Bray Road, shakes now when those huge lorries go by and the movement felt within the building will be much, much worse if the A4146 becomes the main route for the HGVs en route to the M1. Plus, I am a runner and feel that I take my life in my hands when starting out and ending my runs as I have to negotiate the A4146 to return home.

Please reconsider and add in the weight limit at Billington on the A4146 to complete the job of protecting our villages.

The blanket area wide weight restrictions particularly zone 3 in conjunction with the weight limit on the A5 will leave the a4146 and b488 as the only alternative routes to the M1 available to HGVs. I believe this will result in a huge increase of unsuitable HGV traffic through the villages of Billington, Northall, Edlesborough, Dagnall and Ivinghoe. Without a weight limit in Billington on the A4146, the already unbearable noise, vibration and fear of using our footpaths due to the numbers of very large HGVs will only get worse. Please reconsider and add in the weight limit at Billington on the a4146 to complete the job of protecting our villages.

The blanket area wide weight restrictions particularly zone 3 in conjunction with the weight limit on the A5 will leave the a4146 and b488 as the only alternative routes to the M1 available to HGVs. I believe this will result in a huge increase of unsuitable HGV traffic through the villages of Billington, Northall, Edlesborough, Dagnall and Ivinghoe. Without a weight limit in Billington on the A4146, the already unbearable noise, vibration and fear of using our footpaths due to the numbers of very large HGVs will only get worse. Please reconsider and add in the weight limit at Billington on the a4146 to complete the job of protecting our villages.

I have today learned of the plan to apply blanket area wide weight restrictions across the western side of Central Bedfordshire in particularly across zone 3 which, in conjunction with the weight limit on the A5 will leave the A4146 and B488 as the only alternative routes to the M1 for HGVs - especially at times (frequent) when the M1 is congested.

I believe these changes will result in a huge increase of unsuitable HGV traffic through the villages of Billington, Northall, Edlesborough, Dagnall and Ivinghoe.

Without a weight limit on the A4146 through Billington , the already unbearable noise, vibration and danger of using the footpaths through these villages - owing due to the numbers of very large HGVs will only get worse.

Please reconsider the plan as a matter of urgency and add the A4146 through Billington to the list of road on which weight limits will apply and thus complete the job of protecting these five rural communities.

I live right on the main A4146 road and my bedroom window is road facing - so many lorries already come through and the noise and speed is horrendous. We should be stopping lorries coming through here altogether not making it the only route lorries can go!

Not only is most of the village on the A4146 but the primary school is as well, meaning young children are walking down the road daily - I'm already surprised a lorry hasn't taken dragged someone under its big wheels!

The blanket area wide weight restrictions particularly zone 3 in conjunction with the weight limit on the A5 will leave the a4146 and b488 as the only alternative routes to the M1 available to HGVs. I believe this will result in a huge increase of unsuitable HGV traffic through the villages of Billington, Northall, Edlesborough, Dagnall and Ivinghoe. Without a weight limit in Billington on the A4146, the already unbearable noise, vibration and fear of using our footpaths due to the numbers of very large HGVs will only get worse. Please reconsider and add in the weight limit at Billington on the a4146 to complete the job of protecting our villages.

Please see my views below regarding the weight restrictions.

The blanket area wide weight restrictions particularly zone 3 in conjunction with the weight limit on the A5 will leave the A4146 and B488 as the only alternative routes to the M1 available to HGVs.

I believe this will result in a huge increase of unsuitable HGV traffic through the villages of Billington, Northall, Edlesborough, Dagnall and Ivinghoe. Without a weight limit in Billington on the A4146, the already unbearable noise, vibration and fear of using our footpaths due to the numbers of very large HGVs will only get worse.

Please reconsider and add in the weight limit at Billington on the A4146 to complete the job of protecting our villages.

I would like to explain why I feel you need to re consider the weight limit at Billington.

I have lived in Dagnall my whole life I have never seen the traffic so bad as it is now let alone if you block all alternative route to the M1 which are available for the HGV lorries! I do understand they have to go somewhere but the noise and vibrations through the village is unbearable as it is. I get woken up every morning at 5am as that is when he lorries start they shake the windows in my 70th century property that just can not cope with the stress of the lorries!

We can't use our footpaths walking to the school as there have been plenty of occasions when the lorries have bumped up the kerbs because they are trying to pass each other, my friends child almost got squashed on the footpath by the school when a lorry driver lost control of his lorry this was reported to the police but not much could be done! The local Playgroup can't walk the children anywhere because of the lorries now let alone when there is more of them!

The roads just aren't big enough for these lorries I feel it's your duty to protect our small villages they are beautiful and protected under Green Belt and Area of natural beauty for a reason I think they need to be kept that way!!

I hope you reconsider your plans for the sake of the children of these villages.

Thank you for taking the time to read my view.

Dear all, I live within earshot of the noise and vibration and I, travel along this small road to Leighton Buzzard which with Heavy goods vehicles is very uncomfortable and very large HGVs travel up and down ...This is a small road in width with lots of traffic restrictions via speed limits ...It is very frightening trying to,drive through these small villages with lorries in front and behind ...I implore you to include this road to not carry HGVs as it is not a route designed to do,this ...We have school children and parents walking their children to,school and older children waiting at Bus stops ...this is not the place for these HGVs and will be DETRIMENTAL in every way to our already noisy environment and will prove major hazard in trying to,cross roads and travel,along them We were told that HGVs would be restricted on our small road to Leighton Buzzard but now We are told that we will be used as a major access to,the newly extended M1you can not let this happen ...It is absolutely not the right decision for a road that joins so,many small villages and for us living in a peaceful Edlesborough once we get away from that .hideous road with all its very large and inappropriate Heavy Lorries ... Please re assess this inept decisionit will harm our environment in so many ways

I have seen your Transport Strategy Area Wide Weight Limits document.

With regard to Zone 3, please could you include a weight limit in Billington on the A4146. A large number of very heavy lorries already drive along the A4146 through Dagnall, Edlesborough, Northall and Billinton, which is very narrow in places, causing difficulties in addition to a lot of noise.

Without a weight restriction on the A4146 the worry is that this will only get worse, and it would be totally inappropriate.

The area wide weight restrictions particularly zone 3, in conjunction with the weight limit on the A5, will leave the A4146 and B488 as the only alternative routes to the M1 available for HGVs. This is going to result in a large increase of HGV traffic through the villages of Billington, Dagnall, Northall, Edlesborough and Ivinghoe to the detriment of residents in these villages. In particular I fear for the safety of residents, especially the young and the elderly.

Without a weight limit in Billington on the A4146, the already unbearable noise, vibration and fear of using our footpaths or cycling due to the large numbers of large HGVs will get considerably worse. I request you to reconsider and to add in the weight restriction at Billington on the A4146 in order to protect our villages.

The blanket area wide weight restrictions particularly zone 3 in conjunction with the weight limit on the A5 will leave the A4146 and B488 as the only alternative routes to the M1 available to HGVs. I believe this will result in a huge increase of unsuitable HGV traffic through the villages of Billington, Northall, Edlesborough, Dagnall and Ivinghoe.

Without a weight limit in Billington on the A4146, the already unbearable noise, vibration and fear of using our footpaths due to the numbers of very large HGVs will only get worse. Please reconsider and add in the weight limit at Billington on the A4146 to complete the job of protecting our villages.

I'm very disappointed to learn of the C. Beds blanket area wide weight restrictions. Zone 3 in conjunction with the weight limit on the A5 will leave the A4146 and B488 as the only alternative routes to the M1 available to HGVs.

Inevitably this will result in a huge increase of unsuitable HGV traffic through the villages of Billington, Northall, Edlesborough, Dagnall and Ivinghoe.

Without a weight limit in Billington on the A4146, the already unbearable noise, vibration and fear of using our footpaths due to the numbers of very large HGVs will only get worse.

Please reconsider and add in the weight limit at Billington on the a4146 to complete the job of protecting our villages. It is already terrifying walking some of our narrow pavements and I can't help but feel a more joined up approach, working with Bucks and Herts would have been more appropriate. It is unfair to expect to just shift your problem out of county and on to us.

The blanket area wide weight restrictions particularly zone 3 in conjunction with the weight limit on the A5 will leave the a4146 and b488 as the only alternative routes to the M1 available to HGVs. I believe this will result in a huge increase of unsuitable HGV traffic through the villages of Billington, Northall, Edlesborough, Dagnall and Ivinghoe. Without a weight limit in Billington on the A4146, the already unbearable noise, vibration and fear of using our footpaths due to the numbers of very large HGVs will only get worse. Please reconsider and add in the weight limit at Billington on the a4146 to complete the job of protecting our villages.

There are several places where the results will be felt the worst, in my view the most dangerous is the incline from the direction of Northall as HGVs approach Edlesborough Church, as the road narrows considerably here, and even the footpath through there is not wide enough to push a buggy or wheelchair through.

The blanket area wide weight restrictions particularly zone 3 in conjunction with the weight limit on the A5 will leave the a4146 and b488 as the only alternative routes to the M1 available to HGVs. I believe this will result in a huge increase of unsuitable HGV traffic through the villages of Billington, Northall, Edlesborough, Dagnall and Ivinghoe. Without a weight limit in Billington on the A4146, the already unbearable noise, vibration and fear of using our footpaths due to the numbers of very large HGVs will only get worse. Please reconsider and add in the weight limit at Billington on the a4146 to complete the job of protecting our villages.

As a resident of Edlesborough living directly on the A4146, I have noticed a substantial increase over the last 5 years in large scale HGV traffic using the road.

Due to my proximity to the road, damage has already been caused to my property with visible cracks appearing due to vibrations caused by the increasing volume and individual weight of commercial vehicles taking this route as a 'cut through' to avoid using the M1 when travelling south. In addition, I have personally very narrowly avoided injury when trying to use footpaths adjacent to the road, due to the increasing size of the vehicles not being suitable for this ageing road. In particular one incident, a very close encounter of being nearly hit, when two HGV's attempted to squeeze past each other at speed causing one to clip the kerb and mount it temporarily. On this occasion, I was lucky enough to anticipate the incident and take refuge in a hedgerow, next time I may not be so fortunate as I have seen this happen more than once.

I think the new Link road to the M1 from the A5 is a brilliant inclusion to our infrastructure, and will benefit the wider community greatly. I also think the current provisions made in avoiding damage and danger to surrounding communities has been for the most part well thought out with one notable exception.

By not extending the weight restrictions to the A4146 at Billington, you are effectively creating a corridor through a number of villages (Billington, Northall, Edlesborough, Dagnall) which will only increase the current problem and encourage larger vehicles to use this route. I truly trust that you are able to recognise the future problems this omission to the traffic plan will create to hundreds of properties and thousands of people in the long term.

I sincerely hope that it will not take legal claims against the council for damaged property, or worse, incidents of serious personal injury or death to prompt a change to the current position.

The blanket area wide weight restrictions particularly zone 3 in conjunction with the weight limit on the A5 will leave the A4146 and B488 as the only alternative routes to the M1 available to HGVs.

I believe this will result in a huge increase of unsuitable HGV traffic through the villages of Billington, Northall, Edlesborough, Dagnall and Ivinghoe. Without a weight limit in Billington on the A4146, the already unbearable noise, vibration and fear of using our footpaths due to the numbers of very large HGVs will only get worse. Please reconsider and add in the weight limit at Billington on the a4146 to complete the job of protecting our villages.

Near St. Mary's in Edlesborough I have seen on numerous occasions HGV's mounting the kerb just to pass one another. Please let common sense prevail!

The blanket area wide weight restrictions particularly zone 3 in conjunction with the weight limit on the A5 will leave the A4146 and B488 as the only alternative routes to the M1 available to HGVs. I believe this will result in a huge increase of unsuitable HGV traffic through the villages of Billington, Northall, Edlesborough, Dagnall and Ivinghoe. Without a weight limit in Billington on the A4146, the already unbearable noise, vibration and fear of using our footpaths due to the numbers of very large HGVs will only get worse. Please reconsider and add in the weight limit at Billington on the A4146 to complete the job of protecting our villages.

I wish to protest at the blanket application of weight limits in the zone 3 proposals as they are being undertaken without consideration of the knock on effect on the citizens of Buckinghamshire, particularly those in my County Division living along the B488, which looks as if, apart from the M1, will be the only unlimited north south route in the area.

Although I am aware that there has been a tri county approach to the downgrading of the A4146 through Herts, Bucks and Beds with a weight limit at Water End, Hemel Hempstead, to capitalise on the opportunity to divert traffic via the new Dunstable Northern bypass, which I endorse, the subsequent proposal to limit HGV traffic on every byway in Beds, while laudable, is premature and should wait until the three counties can move forward together more strategically, and include the B488, and provide a fully evidenced HGV preferred route network.

I have read with interest the area wide weight restriction plan presented for consultation. In particular Cen Beds CC's plan to introduce weight restrictions on all roads leading to or from the A4146.

However there seems to be an omission from the plan and there is no weight restriction at the northern end of the A4146 at Billington.

Whilst I welcome the news that there is a weight restriction planned at Water End, without the same at the other end of the road all the villages through Bucks will still be plagued by southbound HGVs. Central Beds appear to be simply shifting their problems into a neighbouring county. This contravenes the criteria for introducing weight restrictions.

There has been no explanation as to why there is no restriction planned for Billington, just a hope that signage will deter HGV drivers from travelling south. It will not and the regular firms and drivers that use this "rat run" will simply continue as before.

Therefore I should like to lodge my objection to the plan as it stands - this plan must include a weight restriction on the A4146 at Billington.

Although Billington Parish Council is expressing a joint view on this issue, I am writing in a personal capacity in response to the invitation to comment on the proposed weight restrictions in this area.

- (1) Although some have tried to deny it, there is no doubt that many lorries coming along the A4146 through Billington make no attempt to obey the speed limit that is theoretically in force through the village. I say "theoretically" because the speed sign at the Leighton Buzzard end was deliberately turned round over two months ago to make it invisible (Ref 279493), and the one at the other end of the village is not working (Ref 279495). We do not understand why there has been such a delay in restoring either of these speed limit signs.
- (2) We understand that the new A5-M1 link is designed to encourage lorries that are coming along the A505 Leighton Buzzard bypass to continue through to the M1, especially as it is intended to restrict large vehicles from using the A5 through Dunstable.
- (3) However if there are problems on the M1, lorries are going to use the A4146 to avoid these problems.
- (4) It is proposed to install yet another notice on the A505/A4146 MacDonald's roundabout, indicating a weight restriction. We assert that there are already too many notices on this roundabout, which vehicles approach at great speed, so any more notices will distract drivers even more.
- (5) These factors mean that our confidence that – unless there was a physical width restriction at both ends of this road (i.e. at the junction with the A505, and at Water End) – lorries will continue to use this road even if there is a weight restriction notice.
- (6) There are a number of haulage depots on Stanbridge Road. We presume that if there was a weight restriction on the A4146, vehicles would access these depots direct from the A505, with a weight restriction notice (or preferably a physical width restriction) at the junction of Stanbridge Road and the A4146.
- (7) We support the initiative of Herts County Council to re-assign the A4146 to become a B road.

Appendix K – Other representations

CENTRAL BEDFORDSHIRE COUNCIL (VARIOUS ROADS IN ASPLEY GUISE, RIDGMONT, STEPPINGLEY, TODDINGTON AND WOBURN AREA) (WEIGHT RESTRICTION) ORDER 201*

FORMAL OBJECTION TO PROPOSED TRAFFIC REGULATION ORDER

I formally object to the above named order because of the negative impact the proposal will have on Steppingley Road, Flitwick which forms the north eastern boundary of the proposed restriction. The effect of the order would be to increase the volume of Heavy Commercial Vehicles over 7.5 tonnes using Steppingley Road which would be detrimental to road safety, congestion, and detrimental to the environment (noise and air quality).

Steppingley Road is a minor residential road that contains access to schools, the town's leisure centre and the Rufus Centre which holds a number of events. All of these result in children using the street as pedestrians on a very regular basis. The road is relatively narrow and sections north of Manor Way especially the footway is adjacent to the carriageway and lorry door mirrors overhang the footway creating a safety hazard. Just this last weekend Flitwick Town Council organised an event at the Rufus Centre and there was congestion along the footway because of the number of pedestrians using the footway. There is more pedestrians who use this road than the High Street in Flitwick.

The first stated reason for the proposal is to promote road safety yet there is no statement of the number of road traffic collisions on the roads covered by the proposed restriction involving heavy commercial vehicles nor likely increase in the number of road traffic collisions on the equally unsuitable Steppingley Road which is of the same classification and character as many roads within the proposed area. Indeed because of the urban nature, and the properties, schools, leisure centre and railway station adjacent to Steppingley Road, the number of pedestrians, including children, that use Steppingley Road is much higher than on any road in proposed area of the restriction. This increases the risk of casualties to a much higher level than any road within the proposed area.

The second stated reason is that the the imposition of the order would improve the environment but again without any justification. If made, the Order would result in poorer air quality and noise levels increase as these are a function of increased traffic volumes, especially heavy commercial vehicles. The levels of traffic and noise in Steppingley Road is already much worse than any road within the proposed area. Traffic volumes have increased since the opening of Center Parcs and the new leisure centre leading to regular queuing from Tesco and the railway station to Manor Way in the evening peak period.

Noise from road traffic has already increased, particularly from heavy commercial vehicles, because of the construction of the road hump at the junction of Steppingley Road and Manor Way. This road hump has resulted in very localised speed reductions at a place where very few pedestrians cross the road but has increased noise because of vehicle braking on the approach, physical impact with the on-ramp by the vehicle, the rough block pave surface, physical impact of the the off ramp with the vehicle and the vehicle acceleration away from the road hump towards the toucan crossing near the Chapel Street junction.

The third stated reason is that proposal is primarily intended to protect residential streets and minor roads from extraneous lorry traffic yet the effect of the proposal will be to divert and concentrate these lorries on to a residential street and minor road known as Steppingley Road.

The fourth stated reason is that the restriction would force heavy goods vehicles to make full use of the major road network in the area. As stated above Steppingley Road is not a major road and therefore the statement of reasons is again incorrect. The statement of reasons states that this includes new roads currently under construction. There are no new roads under construction close to this particular Order.

I therefore formally object to the proposed Order stated above on these grounds.

To protect the residential street of Steppingley Road from extraneous traffic then the order, if made, should include Steppingley Road, Fordfield Road (south of the centre parcs entrance), Froghall Road and all of the residential roads between Steppingley Road and the High Street in Flitwick which is the major road network in this area, the A5120. Alternatively if the Council chooses to want to have the proposed employment area on Froghall Road outside of the proposed restriction then the restriction could start to the south and west of the Steppingley Road/Froghall Road Roundabout. Ideally no Order should be made in this area until the A5-M1 link road is extended from the M1 to the A6. This would mean that the whole of the existing proposed area, Flitwick and all roads between the A5120 and the A6 could form a continuous lorry restriction. This would really divert heavy commercial vehicles on to the major road network.

Whilst Steppingley Road used to be the signed diversion route for closures of the M1 between Junctions 13 and 12, I was pleased to see that the Council has removed these signs at the Millbrook Crossroads Roundabout and the Steppingley Crossroads Roundabout. I am therefore unsure why exemption 4(k) is required in the Order and should be removed from the Order to ensure protection from extraneous lorry traffic.

If the zone was extended to include Steppingley Road as described above then this would also then comply with the publicity about the proposal on your website which states:

"Zone 1 covers an area broadly enclosed by, but not including, A507 to the north; A5120 and M1 motorway to the east; the planned M1-A5 link road to the south; and A5 and Milton Keynes to the west."

This false description of the area covered by the proposed Order could mean that people affected by Order may not have realised that they would be affected. This error in the description of the area together with the article in Central Bedfordshire Highways – Spring 2016 newsletter, that pre-empted the consultation on the proposal by stating that the restrictions will be imposed, means that there is grounds to say that Central Bedfordshire

Council have not followed the procedure in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (SI 1996/2489) and a legal challenge could be raised to quash the Order if the Council chooses to make the Order.

Please acknowledge receipt of this formal objection by return and keep me informed of your handling of this objection and your decision.

I would like to object to the above. The air quality on the A505 Luton Road currently fails to meeting the EU minimum air quality standard and CBC have an obligation to manage and work at reducing this issue. I fail to understand how you have been allowed to reducing the movement of heavy goods vehicle to this road, what work has been undertaken to find out the impact this proposal is likely to have on the air quality?

This shows little consideration to this issues and the residents who live on this road. I cannot find any reference to Allenby Avenue, Dale Road, Kingsbury Avenue, Liscombe Road, Jeansway etc why has this whole area of East Dunstable been overlooked and not considered in this order? If these roads are not included in the order the rat run used around this area when the motorway is closed is now going to included a high number of HGV vehicles putting residents and school children at risk.

My view is very simple with the use of sat navs, drivers from different countries and the cost of transport on today's roads we are going to be very restricted on how this will be policed or enforced. Even waste lorries go through area they are not supposed to as time is precious. Drivers will do what they want as they are not recorded.

There must be a national scheme and I would like a view from the road haulage association on how they manage in areas where their de tours are extremely long winded to get to places.

In theory good idea but in practice not sure this will work even if signage is up.

Cllr Angela Barker

Can the old A421 Bedford Road, from Brogborough through to old A421 Woburn Road, Marston Moretaine; passing through the northern part of Lidlington Parish be included in Zone 1 of Proposed Weight Restrictions.

We have many HGV's, especially from the Ridgemont warehouses using this road as a short-cut, in preference to using the new A421, thus avoiding the M1 Jctn 13/A421 Junction; joining the new A421 at Marston Moretaine, Beancroft Road roundabout and

The old A421 has seen many accidents, including some fatalities, including at the Sheep Tick End junction, so anything that can be done to reduce the risks needs to be put in place as the earliest opportunity.

Reducing the passage of HGV's along this route will be advantageous to those residents living in Brogborough Village; Lidlington Parish residents on Bedford Road and Marston Moretaine residents. It will also reduce village pollution, both physical and noise, with HGV's currently passing close to and directly through residential village areas, when there is a perfectly viable alternative provided via the new A421 - it just takes a little longer!

I am instructed by the Parish Council to express their concern and disappointment that Heath and Reach is not included in these proposed area weight restrictions. Heath and Reach is already used as a short cut to the by pass at Stoke Hammond and into Leighton Buzzard as well as being surrounded by quarries which brings a large volume of HGVs through the village, creating a noise , dust, road debris nuisance which have a detrimental impact on safety in the village.

The Parish Council is furthermore concerned that the proposed buildings works to take place in expanding Leighton Buzzard will only exacerbate to this problem.

We would urge these restrictions be revised to include Heath and Reach.

Thank you for the below correspondence re proposed area weight restrictions. Stanbridge parish council met last night and wish to comment that when erecting signage etc for the below proposals, can CBC also consider the current HGV weight restriction roads in Stanbridge as these are currently poorly signed and not adhered to. The parish council suggest new signage installed at the junctions and further checks to ensure these are adhered to please.

Just to add some detail.

We do have some signage but the positions of these signs are such that they are seen too late, especially turning off the A505 into Station Rd , and the blue weight restriction sign below the sign for Tilsworth and Stanbridge on the Billington Road prior to Leighton Road looks as if its applicable to the Transport yard rather than the two villages.

They are currently being ignored and we do have issues with many HGV's coming through the village and at times this does cause as issue as the roads and parking make it a very unsuitable route for larger vehicles.

Add to this the issues we have with vibration due to some pot poles and the raised tables its causing a great deal of concern and upset for those that live by these humps. Some are elderly and have lived here for years and are being upset , frightened (especially by the noise) and vibration this is causing to their homes. Some of the louder bangs as vehicles go over the humps at speed make them feel as if intruders are trying to get in.

Interestingly Vibration in the houses is often noted in rooms further away from the humps. As is the case in my bungalow. So all talk of them being far enough away form the houses doesnt seem to count.

The bus at 5.25 am is a particular culprit and we have written many times to the bus companies. They seem to think they are not speeding.

I hope this gives you a bit more insight so that other villagers don't suffer the same fate we do and any assistance in moving signs and making the HGV restriction more noticeable in our village would be greatly appreciated.

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